Claremont Colleges East Campus
Draft Environmental Impact Report

State Clearinghouse Number 2010021040
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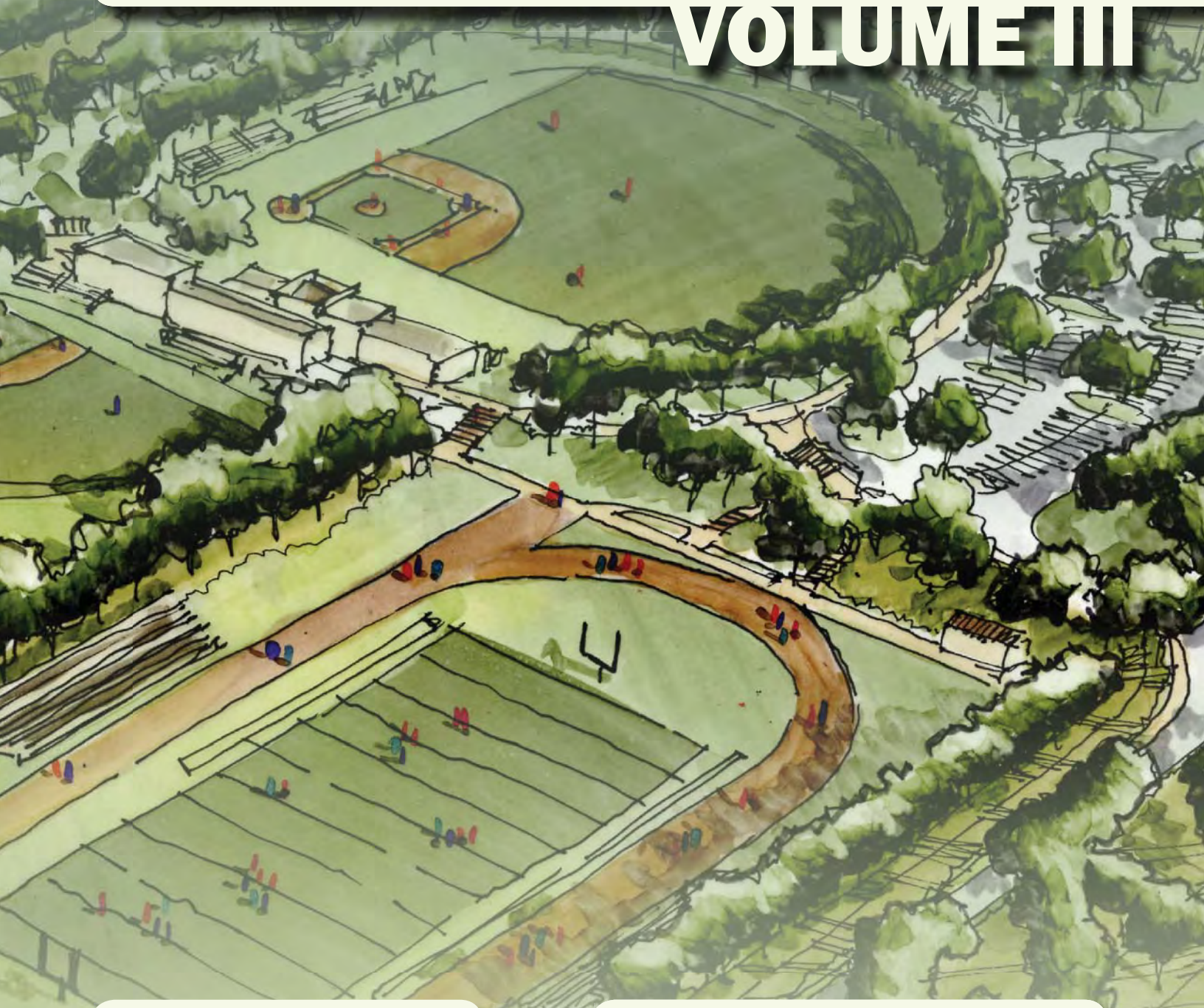
VOLUME III



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APPENDIX J

Cable Airport Land Use Compatibility Report

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MEMORANDUM

August 4, 2011

TO: Pam Steele, Hogle-Ireland, Inc

FROM: Walter Gillfillan

SUBJECT: Additional information on the proposed development of the Claremont Colleges Quarry Site near the Cable Airport

INTRODUCTION

This memorandum is response to your e-mail of July 26, requesting additional information regarding the proposed project. This will update and augment my memorandum report dated December 21, 2007.

I understand that the Cable Airport Master Plan, the California Airport Land Use Planning Handbook, 2002 and the Cable Airport Comprehensive Airport Land Use Plan, 1981 are currently in various stages of revision. My comments are base on the current versions.

UPDATE OF BLEACHER OCCUPANCY

Information that you have provided indicates that the bleachers for the Baseball and Softball fields will each accommodate 500 spectators and the Football/Track area will accommodate a total of 3,500 spectators on two sides of the field. These venues have out-door seating with a concentration of people adjacent to large open spaces. The guidelines in the California Airport Land Use Planning Handbook, 2002 and the Cable Airport Comprehensive Airport Land Use Plan, 1981 provide a basis for evaluation.

The Club House, automobile parking and athletic activities would be consistent with the two guidelines. The relocation of the Commencement activities removes that function as a risk issue and also as a noise impact concern.

BASIC PREMISES FOR THE CALTRANS GUIDELINES

The basis used by CALTRANS in developing its land use compatibility guidelines for safety is important. Using National Transportation Safety Board statistics for aircraft accidents, the probability of an accident occurring, location of accident sites and the risks and consequences to people in the aircraft and on the ground were identified. Data for a ten-year record of aircraft accidents nation-wide were investigated. Of particular interest were those accidents involving people and structures on the ground. The focus is on the risk exposure for various land uses derived from this accident data. Some of the elements related to risk exposure are summarized as follows:

- **Probability** – The probability of an aircraft accident occurring is very low. The probability of an aircraft accident that involves people and structures on the ground is extremely low - however, it is not zero.
- **Location** – Most accident sites are within the confines of the airport. Off-airport accident sites are concentrated near the runway ends and extended runway centerlines for both arriving and departing aircraft. Accident sites are small in size for light aircraft.
- **Risk exposure** – The evaluation of risk and land use compatibility is relatively easy in the higher exposure areas near the runway ends. Further out from the runway ends, judgment is applied that considers the types of aircraft involved, night operations, instrument operations, flight training, etc. Included in this determination is the consideration of the relative risk exposure inherent in all other public health, safety and welfare decisions that range from traffic signals, to fire hazards, hand railings and employee safety. Safety is a relative term and is judged by the level of risk that is acceptable in conducting the public's business and activities.
- **Consequences** – This is an important element in considering acceptable risk to the public and includes the likely property damage, injuries and fatalities that could occur should an accident happen. It is in this element that differences appear when considering various land uses. The risk for schools offers a different level of consideration than for industrial plants. As a matter of public policy, more stringent criteria are generally applied when considering the safety of children in a school environment. Similar differences are apparent in the Handbook land use criteria between residential and office land uses. These differences are reflected in not only the recommendation of acceptability, but also in the suggested land coverage and human occupancy factors.
- **Criteria for Evaluation -** As previously noted, the criteria used in evaluating land use decisions are offered by state and local agencies as guidelines to be considered as a "starting point" in the local decision process. These suggestions are offered in the form of geometric shapes that encompass most, but not all, of the historical accident site locations. With this location information, the guidelines indicate variance in accident occurrence by identifying different areas, shapes and sizes. To encompass the concept of risk exposure, the types of acceptable/unacceptable land uses are noted, together with variations in the coverage and occupancy suggestions. These variables also address the question of consequences in the unlikely event an aircraft accident would occur.

  The combination of variables associated with accident site locations and delineation of safety zones, together with the approximations and assumptions used in coverage and occupancy criteria, indicates why these criteria are offered as guidelines. It should be noted that these zones are not precise lines and are not descriptions that delineate "safe or unsafe" conditions.

COMPLIANCE WITH GUIDELINES

The following mitigations are offered to assist in the determination of consistency:

CACLUP – Finding 1

- Portion of the site closest to the airport is not part of the project
- The proposed project is consistent with FAA, Part 77 and is not likely to be found by the FAA to be a hazard to air navigation
- There are no noise impacts
- The project will offer better options to a pilot in distress than the current gravel pit.

- The project is an important adjunct to the Claremont Colleges
- The project would not negatively affect airport operations or growth options.

CACLUP – Finding 2

- Activities involving the bleachers are not continuous nor are they simultaneous
- Bleachers are seldom 100% occupied
- When options exist during an emergency, the playing fields and parking areas offer better opportunities to the pilot than do bleachers
- The dominate operations are small, single-engine aircraft with relatively small accident sites
- The more probable aircraft accident sites are closer to the airport

CALTRANS - Acceptability

The CALTRANS Handbook (page 9-22) offers a Frequency of Occurrence as RARE; a Potential Consequence as MAJOR with a resulting finding of ACCEPTABLE RISK (PP-9-14).

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MEMORANDUM

December 21, 2007

TO: Ann Kraus, Hogle-Ireland, Inc

FROM: Walter Gillfillan

SUBJECT: Evaluation of the land use compatibility issues associated with the proposed development of the Claremont Colleges Quarry Site near the Cable Airport

INTRODUCTION

In accordance with my contract with the Claremont University Consortium, I have been asked to evaluate the compatibility associate with the proposed quarry development and the Cable Airport. A schematic of the proposed development is shown in **Exhibit A**. This evaluation will discuss the potential impacts for the three areas of land use compatibility – obstructions to air navigation, noise exposure and hazards to people and property on the ground.

The land use compatibility guidelines developed for use by state and local agencies in California reference, (1) criteria contained in the Federal Aviation Regulations, Part 77 for height of structures and foliage; (2) criteria from Title 21 of the California Public Utilities Code and in the FAA Advisory Circulars; and (3) guidelines contained in the CALTRANS, California Airport Land Use Planning Handbook, 2002 and in the Cable Airport Comprehensive Airport Land Use Plan, 1981. It should be noted that a portion of the proposed project is located within the County of Los Angeles. I have chosen to use the San Bernardino County derived compatibility plan because it is more detailed in its definition of safety areas beyond the Runway Protection Zone.

OBSTRUCTIONS TO AIR NAVIGATION

The FAA Federal Aviation Regulation (FAR), Part 77 is the basic reference source for determining obstructions to air navigation. The FAA and both the CALTRANS and ALUC guidelines use the Part 77 as a reference to define hazards to air navigation.

The FAA requires that a formal Notice of Intent to Construct be submitted if a proposed project is within a defined distance from an airport. The proposed project will require notification. The FAA conducts a review procedure outlined in Part 77.

The FAA does not “approve” a proposed project, rather it provides a written “finding” to the applicant that the project is: (1) not a problem with respect to air navigation; (2) is an obstruction, but not a hazard to air navigation; (3) is a hazard to air navigation. This finding is advisory to the applicant and to local zoning jurisdictions. The FAA has no

authority to prohibit the project, though they can require marking and lighting if there is an obstruction or hazard to air navigation.

Potential Obstruction Impact

Because the actual finding of compliance with the provisions of Part 77 is a responsibility of the FAA, only the FAA can make a final finding of hazard or non-hazard. However, the information available from the City, airport and Consortium documents indicates that:

- The proposed project is located near the approach to Runway 6 at the Cable Airport as shown in **Exhibit B**.
- There are two published instrument approaches to Runway 6 – a VOR and a GPS
- The criteria used in the evaluation is for a runway larger that a FAA "Utility" category, non-precision approach with visibility minimums greater than ¾ mile
- The trapezoidal-shaped approach area is 500' x 3,500' x 10,000' with an approach slope of 34:1
- A portion of the northwestern and northeastern corner of the project would lie under the Approach Surface as defined by Part 77 criteria.
- The Southwestern and Southeastern corners of the project would be under the Horizontal Surface, as defined by Part 77 or at an elevation of 1,479' above mean sea level (msl).
- The mid-points of the western and eastern boundaries would be located under the Horizontal Surface, as defined by Part 77.

The following table indicates the location of the four corners of the project relative to the Part 77 definitions and the allowable elevations at these corners and mid-points of the western and eastern boundaries:

Location	Applicable Portion of Part 77	Estimated Maximum Allowable Elevation (msl)
Northwest Corner	Approach Surface	1,472'
Northeast Corner	Approach Surface	1,425'
Southeast Corner	Horizontal Surface	1,589'
Southwest Corner	Horizontal Surface	1,589'
Mid-point Western Boundary	Horizontal Surface	1,589
Mid-point Eastern Boundary	Horizontal Surface	1,589

Finding

My preliminary evaluation indicates that, the type of development, structures or vegetation proposed for the project and that will be located in a pit below surrounding land areas, are not likely to be deemed by the FAA to be obstructions to air navigation as defined by the Part 77 criteria.

While the principal focus of Part 77 is on the height of structures/vegetation, there is another element that should be noted. The FAA will review the proposed project to be certain that it does not create (*i*) electromagnetic interference with air navigation facilities, or (*ii)* lighting effects and (*iii)* smoke that would interfere with aircraft in flight.

NOISE COMPATIBILITY

The FAA and both the CALTRANS and CACLUP guidelines use the California Cumulative Noise Exposure Level (CNEL) metric for determining levels of significance.

The only noise exposure information available for the Cable Airport is contained in noise contours developed in 1978 for the airport Master Plan. This information was later revised in the 1981 CACLUP to reflect the flight path procedures adopted by the airport owner for the arrival and departure routes for aircraft coming to and departing from the Cable Airport. The noise contours are shown in **Exhibit C**. There is uncertainty as to how well this available information accurately reflects the current noise exposure from aircraft operations at the Cable Airport, particularly jet aircraft operations. The following evaluations have been made using the most recent available information contained in the Cable Airport Compatible Land Use Plan.

The FAA, State and local guidelines establish a compatible noise exposure primarily directed at residential land uses. The level at 65 dB CNEL is suggested for existing residential land uses. The 65 CNEL exposure level was selected by the state as a level of significance. Human response research indicates that about 12% of the population would be highly annoyed by exposure to noise at this level.

While the Handbook uses the 65 CNEL level, it also offers rationale why lower levels may be used in local planning. The Handbook suggests, that for new construction of residential uses, impact levels out to 60 CNEL should be considered for urban settings and 55 CNEL for rural locations. The policies also identify the importance of annoyance from single event noise near air traffic patterns, as well as annoyance from low frequency noise events.

Potential Noise Impacts Based On Noise Contours

The proposed development does not include any residential uses. However, there may be occasional out door activities that are noise-sensitive. The site is under the Runway 24 cross-wind departure path that is the dominate runway used for departures (90%) at the Cable Airport. This location is between the 60 and 65 dB CNEL noise contours shown in the CACLUP. This level of “average” noise exposure will not significantly impact the athletic uses proposed by the project.

Impacts Noise Based On Single Aircraft Noise Events

The Handbook cautions that some people can be annoyed by single event noise exposure. There are no criteria established by the FAA or the State for levels of significance for single noise events. The single event noise impacts are loud noise events or frequent over-flight. This can be associated with annoyance, speech interference or sleep disruption. It has been noted that out door commencement exercises might be scheduled once a year at the site.

It is not clear that jet aircraft operations were considered in the Cable Airport Master Plan or in the CACLUP. It is likely the there are more jet aircraft operations than in 1981 as the web site indicates the availability of Jet A fuel. In any case, they would be a small proportion of the total aircraft operations.

Finding
The athletic field uses proposed in the project is not likely to be seriously affected by small, piston-powered aircraft over flights. Aircraft over flights are likely to be a visual distraction and interrupt to voice communication during formal commencement activities.

SAFETY COMPATIBILITY
All three of the airport compatibility sources, the FAA, CALTRANS and the CACLUP identify the Runway Protection Zone (RPZ) immediately off the ends of runways as having high risk exposure due to arriving and departing aircraft operations. Note that the CACLUP refers to this area as a Clear Zone. The proposed project is not in these areas. Only CACLUP and CALTRANS address additional risk in areas further out from the RPZ/Clear Zone.

Cable Airport Comprehensive Airport Land Use Plan Criteria
As shown in **Exhibit D**, a small portion of the proposed project (5%-10%) would be located in Safety Area 1 as defined by the Cable Airport Comprehensive Airport Land Use Plan. It should be noted, however, that the flight paths proscribed by the airport owner for Runway 24 departures do not continue straight out from the runway as shown in the CACLUP, but turn over the proposed project area (gravel pit). This would incorporate a larger portion of the proposed project in Safety Area 1 (10%-15%).

Safety Area 1 is described in the CACLUP as having a Significant Crash Hazard and notes the following:

- Requires restriction of density and intensity of land uses
- Land uses deemed to be incompatible include:
  - Oil or gas storage
  - New residential construction
  - Institutional facilities (presumed to mean *buildings*)
  - No buildings or structures within 75 feet of the extended runway centerline
  - Any new use that would result in large concentrations of people - more than 100 Persons
  - Structures in this area should not reflect glare, emit electronic interference or produce smoke so as to endanger aircraft operations

The remainder of the proposed project area would be located in Safety Area 2 as defined by the CACLUP for both the straight out and the curved departure paths. This area is described as having a Moderate Crash Hazard. Here, the limitations are:

- Compliance with Part 77 of the Federal Aviation Regulations
- Structures in this area should not reflect glare, emit electronic interference or produce smoke so as to endanger aircraft operations

Findings
The athletic use elements of the proposed project generally comply with the CACLUP criteria. Uses involving commencement exercises with large numbers of people might exceed the CACLUP, depending on the location of the activity with the site.

Note that the FAA Part 77 height restrictions and CACLUP noise restrictions would be operative, as well as the hazard criteria.

In Safety Area 1, there are two options to consider. The first is the straight out departure shown in the CACLUP and the second considers the left turn flight path over the gravel pit preferred by the airport owner:

Straight out departure – A small portion of the Multipurpose Field would be in Safety Area 1. The proposed use would comply with all restrictions listed for land uses in that area, as long as a concentration of people is not planned in that area.

Left turn departure – It appears that a curved Safety Area 1 would restrict more of the northern portion of the site. Depending on location of the planned commencement exercises and occupancy levels of the bleachers, compliance may be an issue.

In Safety Area 2, the compliance would be contingent upon an FAA determination of no hazard to air navigation. With respect to issues of electronic emissions and smoke, these are not likely to be associated with the intended uses. Glare, however, can be a problem due to lighting of athletic fields at night. This can be addressed with shielding to prevent direct lighting of the sky.

SAFETY COMPATIBILITY – CALTRANS HANDBOOK

An understanding of the overall premises used by CALTRANS in developing their most recent land use compatibility guidelines for safety is important. Using National Transportation Safety Board statistics for aircraft accidents, the probability of an accident occurring, location of accident sites and the risks and consequences to people in the aircraft and on the ground were identified. Data for a ten-year record of aircraft accidents nation-wide were investigated. Of particular interest were those accidents involving people and structures on the ground. The focus is on the risk exposure for various land uses derived from this accident data. Some of the elements related to risk exposure are summarized as follows:

- **Probability** – The probability of an aircraft accident occurring is very low. The probability of an aircraft accident that involves people and structures on the ground is extremely low - however, it is not zero.
- **Location** – Most accident sites are within the confines of the airport. Off-airport accident sites are concentrated near the runway ends and extended runway centerlines for both arriving and departing aircraft. Accident sites are small in size for light aircraft.
- **Risk exposure** – The evaluation of risk and land use compatibility is relatively easy in the higher exposure areas near the runway ends. Further out from the runway ends, judgment is applied that considers the types of aircraft involved, night operations, instrument operations, flight training, etc. Included in this determination is the consideration of the relative risk exposure inherent in all other public health, safety and welfare decisions that range from traffic signals, to fire hazards, hand railings and employee safety. Safety is a relative term and is judged by the level of risk that is acceptable in conducting the public's business and activities.
- **Consequences** – This is an important element in considering acceptable risk to the public and includes the likely property damage, injuries and fatalities that could occur should an accident happen. It is in this element that differences appear when considering various land uses. The risk for schools offers a different level of consideration than for industrial plants. As a matter of public policy, more stringent criteria are generally applied when considering the safety of children in a school environment. Similar differences are apparent in the

Handbook land use criteria between residential and office land uses. These differences are reflected in not only the recommendation of acceptability, but also in the suggested land coverage and human occupancy factors.

- **Criteria for Evaluation -** As previously noted, the criteria used in evaluating land use decisions are offered by the federal, state and local agencies as guidelines to be considered as a "starting point" in the local decision process. These suggestions are offered in the form of geometric shapes that encompass most, but not all, of the historical accident site locations. With this location information, the guidelines indicate variance in accident occurrence by identifying different areas, shapes and sizes. To encompass the concept of risk exposure, the types of acceptable/unacceptable land uses are noted, together with variations in the coverage and occupancy suggestions. These variables also address the question of consequences in the unlikely event an aircraft accident would occur.

  The combination of variables associated with accident site locations and delineation of safety zones, together with the approximations and assumptions used in coverage and occupancy criteria, indicates why these criteria are offered as guidelines. It should be noted that these zones are not precise lines and are not descriptions that delineate "safe or unsafe" conditions.

The Cable Airport runway length of 3,865 feet is very near the 4,000 foot break point in the Handbook for a "short" general aviation and a "medium" general aviation runway. Because of this, I have elected to provide an evaluation applying both criteria. In this way, the dominance of operations by smaller aircraft can be considered, as well as the broader utilization reflected in the availability of instrument approaches, the lighted runway for night operations and jet aircraft in the operations mix.

CALTRANS ALUC Handbook – **Short General Aviation Runway criteria**
As shown in **Exhibit E,** a small portion of the northwest corner of the proposed project would be located in the Outer Arrival/Departure Zone 4, representing about 10% of the total project area**.** The remainder of the project area would be in Traffic Pattern Zone 6.

The Outer Arrival/Departure Zone 4 has the following limitations:

- Limit residential uses to very low densities. Consider noise exposure limits.
- Avoid nonresidential uses to those having moderate to high usage intensities. Avoid major shopping centers, theaters, buildings with more that three floors. Densities should not exceed 80 to 100 persons per gross acre in developed, urban areas.
- Prohibit children's schools, hospitals and nursing homes
- Prohibit hazardous uses such as above ground fuel storage

Traffic Pattern Zone 6 limitations:

- Allow residential uses
- Allow most non-residential uses.
- Prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Findings for a **Short General Aviation Runway**:
The athletic use elements of the proposed project comply with the CALTRANS criteria.

The proposed use as a site for annual commencement exercises with up to 2,000 people is not likely to be held in that portion of the project area. However, over flight of

other portions of the Zone 6 area is possible from time to time. This is of particular concern because of the out door, unprotected venue that is being considered. The loss of human life and injuries to people on the ground in the unlikely event of an aircraft accident should be recognized.

CALTRANS ALUC Handbook - **Medium General Aviation Runway criteria**
Portions of the proposed project would be located in Inner Arrival/Departure Zone 2 (20%), the Inner Turning Zone 3 (50%) and the Traffic Pattern Zone 6 (30%), as shown in **Exhibit F.** The left turn provision by the airport owner is accommodated in the CALTRANS criteria by the Inner Turning Zone requirement.

Inner Arrival/Departure Zone 2 has the following limitations:

- Prohibit residential uses
- Limit nonresidential uses to activities which attract few people. Avoid shopping centers, theaters, buildings with more that three floors. Densities should not exceed 40 to 60 persons per gross acre in developed, urban areas.
- Prohibit children's schools, hospitals and nursing homes
- Prohibit hazardous uses such as above ground fuel storage

Inner Turning Zone 3 has the following limitations:

- Limit residential uses to very low densities. Consider noise exposure limits.
- Avoid nonresidential uses to those having moderate to high usage intensities. Avoid major shopping centers, theaters, buildings with more that three floors. Densities should not exceed 80 to 100 persons per gross acre in developed, urban areas.
- Prohibit children's schools, hospitals and nursing homes
- Prohibit hazardous uses such as above ground fuel storage

Traffic Pattern Zone 6 limitations:

- Allow residential uses
- Allow most non-residential uses. Prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Findings for a Medium General Aviation Airport - The athletic use elements of the proposed project comply with the CALTRANS criteria, with the possible exception of the bleacher seating for the Baseball and Softball fields. When the actual seating is detailed, it will be possible to judge whether the density limits of 40 to 60 persons per gross acre can be met.

The proposed use as a site for annual commencement exercises with up to 2,000 people is a major concern. The concentration of people is specifically cited in the Handbook as a compliance issue in Zones 2 and 3. This is of particular concern because of the out door, unprotected venue that is being considered. The consequence of loss of human life and injuries to people on the ground in the unlikely event of an aircraft accident is substantial.

SUMMARY
Obstructions to Air Navigation - Federal Aviation Regulations, Part 77
A preliminary evaluation indicates that, the type of development, structures or vegetation proposed for the project will be located in a pit below surrounding land areas and are not likely to be deemed by the FAA to be obstructions to air navigation as defined by the

Part 77 criteria. A FAA Form 7460-1, Notice of Proposed Construction or Alteration, should be submitted to the FAA for formal review.

The FAA will also review the proposed project to be certain that it does not create (*i*) electromagnetic interference with air navigation facilities, or (*ii)* lighting effects and (*iii)* smoke that would interfere with aircraft in flight.

Noise Compatibility

The athletic field uses proposed in the project is not likely to be seriously affected by small, piston-powered aircraft over flights. Aircraft over flights may be a visual distraction and could interrupt to voice communication during formal commencement activities.

Safety Compatibility - Cable Airport Compatible Land Use Plan

The athletic use elements of the proposed project generally comply with the Cable Airport Compatible Land Use Plan (CACLUP) criteria, though uses involving commencement exercises with large numbers of people may exceed the CACLUP criteria, depending on the location of the activity with the site.

Compliance would be contingent upon an FAA determination of no hazard to air navigation. With respect to issues of electronic emissions and smoke, these are not likely to be associated with the intended uses. Glare, however, can be a problem due to lighting of athletic fields at night. This can be addressed with shielding to prevent direct lighting of the sky.

Safety Compatibility - CALTRANS Handbook: **Short General Aviation Runway**:

The athletic use elements of the proposed project comply with the CALTRANS criteria for Outer Arrival/Departure Zone 4.

The proposed use as a site for annual commencement exercises with up to 2,000 people is not likely to be held in that portion of the project area. However, over flight of other portions of the Zone 6 area is possible from time to time. This is of particular concern because of the out door, unprotected venue that is being considered. The loss of human life and injuries to people on the ground in the unlikely event of an aircraft accident should be recognized.

Safety Compatibility - CALTRANS Handbook - **Medium General Aviation Airport:**

The athletic use elements of the proposed project comply with the CALTRANS criteria, with the possible exception of the bleacher seating for the Baseball and Softball fields. When the actual seating is detailed, it will be possible to judge whether the density limits of 40 to 60 persons per gross acre can be met.

The proposed use as a site for annual commencement exercises with up to 2,000 people is a major concern. The concentration of people is specifically cited in the Handbook as a compliance issue in Zones 2 and 3. This is of particular concern because of the out door, unprotected venue that is being considered. While the risk of an aircraft accident is unlikely, the consequence of loss of human life and injuries to people on the ground in the event of an aircraft accident is substantial.

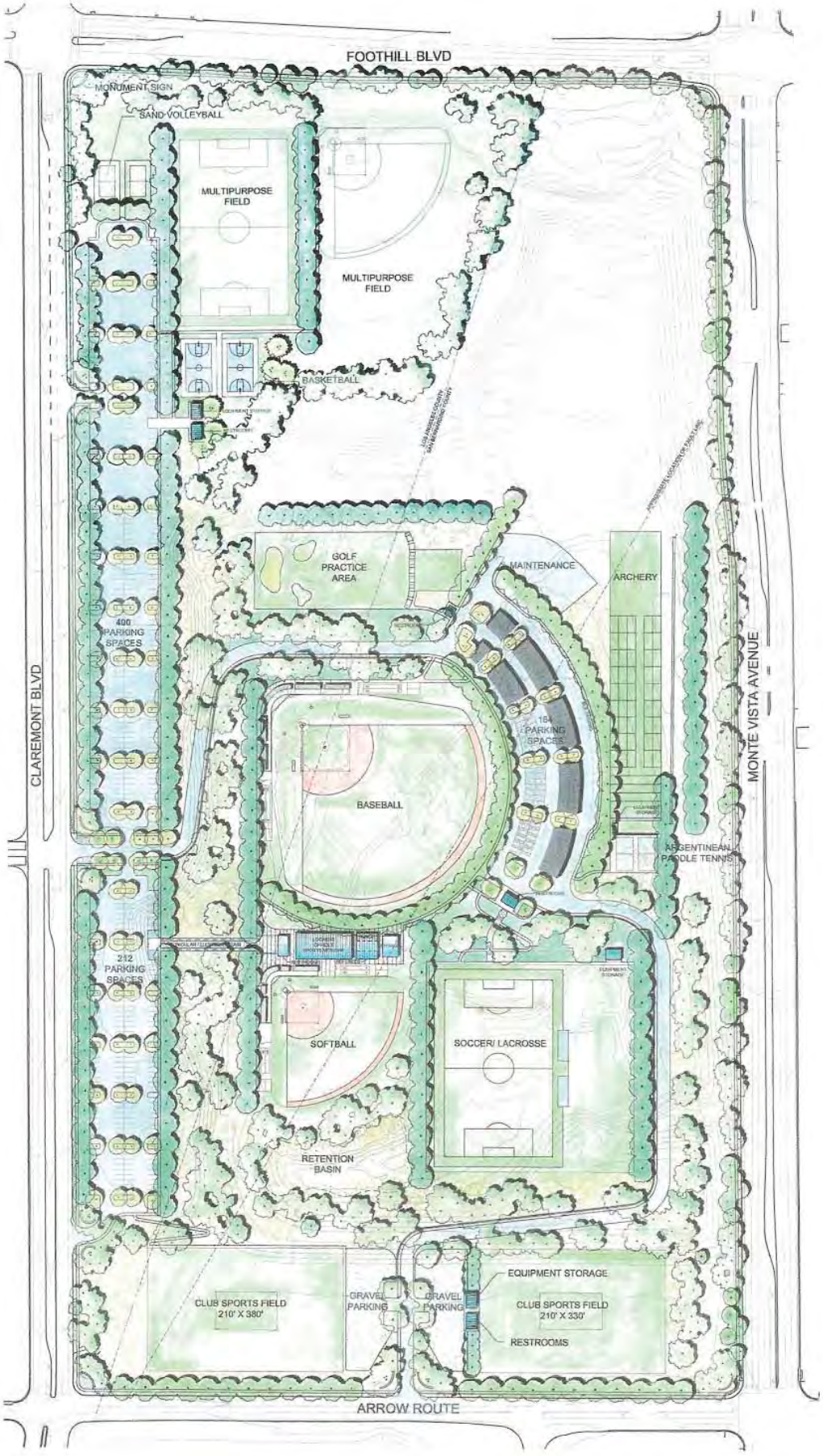
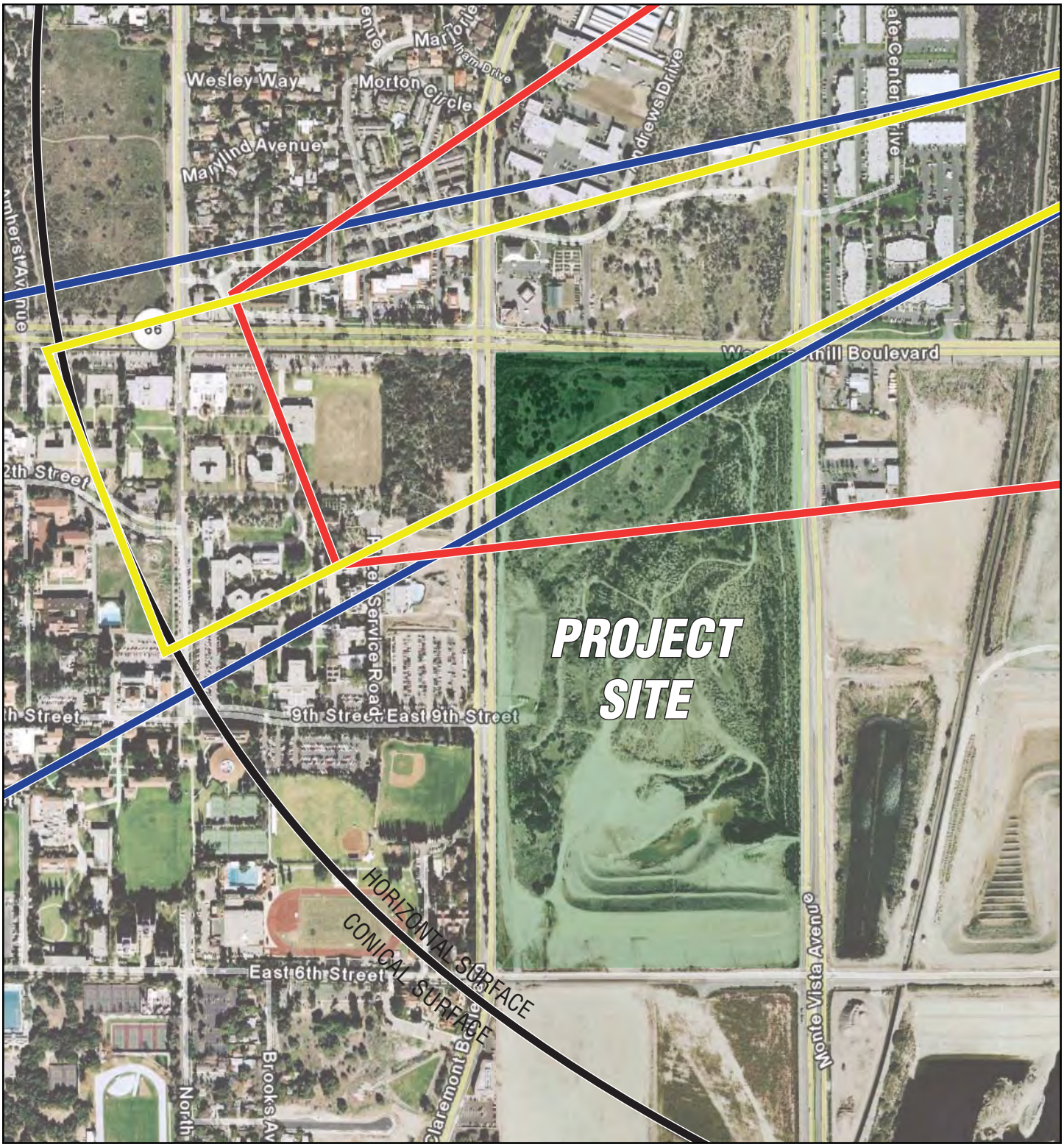


Exhibit A

Source: Gruen Associates

CUC Quarry Site
Claremont, CA
December 21, 2007



LEGEND

- Horizontal Surface
- Transitional Surface (7:1)
- Approach Surface (20:1)
- Approach Area (20:1)

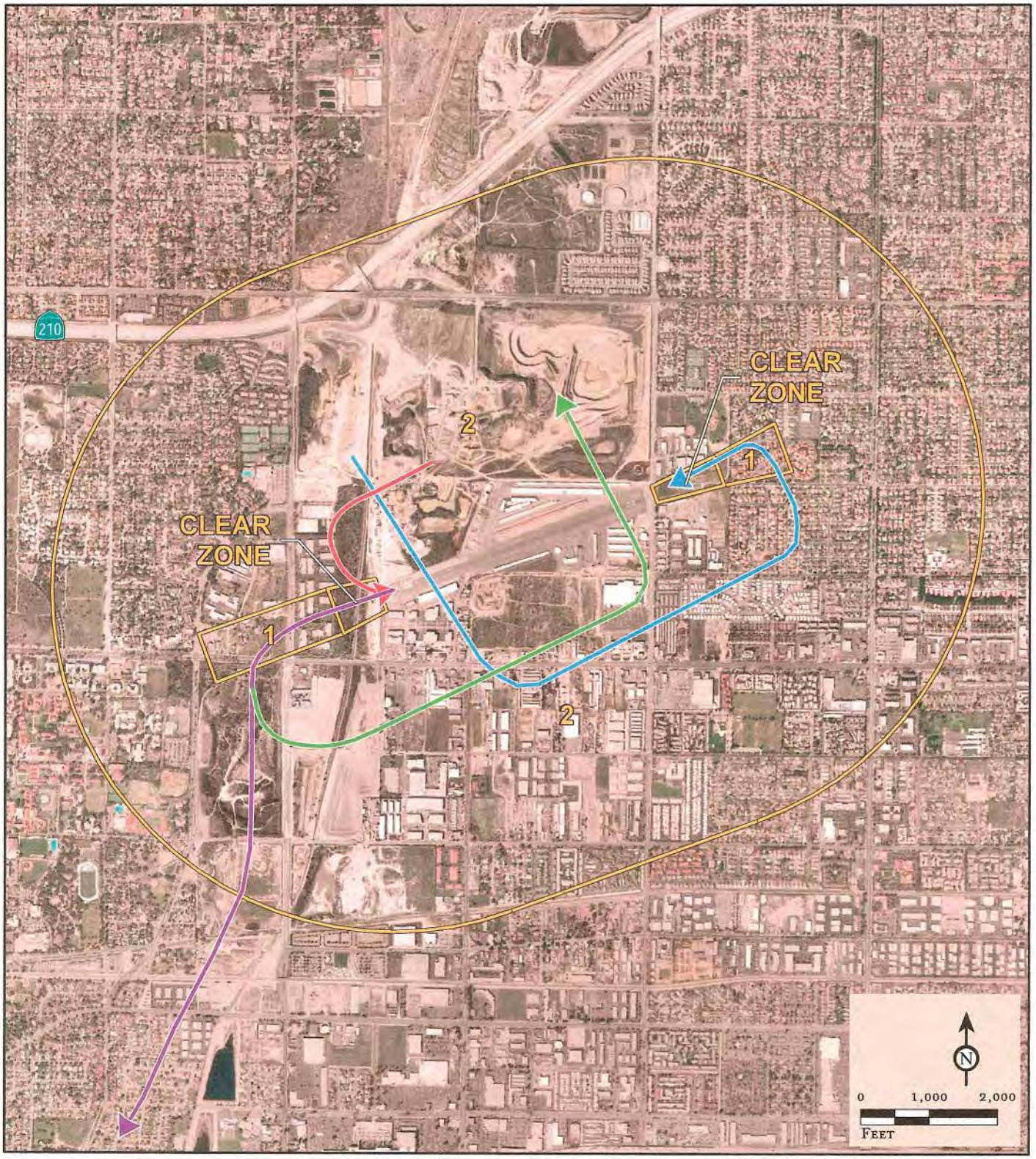
Exhibit B

CUC Quarry Site
Claremont, CA
December 21, 2007

Exhibit C

Source: CACALUP

CUC Quarry Site
Claremont, CA
December 21, 2007



PROJECT BOUNDARY

SAFETY ZONES FROM CABLE AIRPORT COMPREHENSIVE AIRPORT LAND USE PLAN

VOLUNTARY FLIGHT PATH

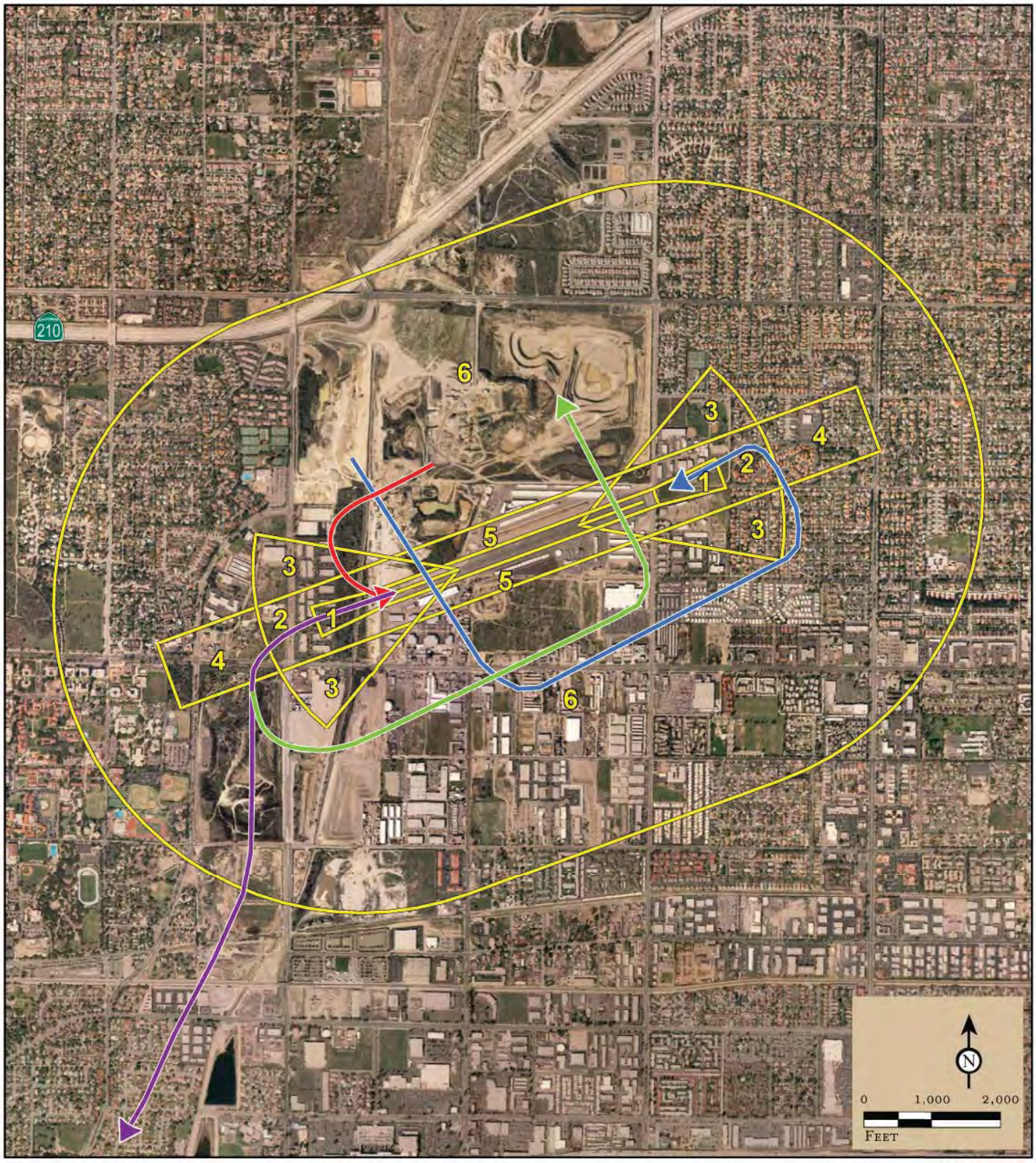
- LEFT TURN ENTRY ONTO RUNWAY 6
- RUNWAY 6 DEPARTURE
- RUNWAY 24 CROSS-WIND ENTRY
- RUNWAY 6 CROSS-WIND DEPARTURE

CACALUP
Safety Zones

Exhibit D

Source: LSA: Upland Crossing Specific Plan Environmental Impact Report

CUC Quarry Site
Claremont, CA
December 21, 2007



PROJECT BOUNDARY

HAZARD ZONE FOR SHORT RUNWAY

VOLUNTARY FLIGHT PATH

LEFT TURN ENTRY ONTO RUNWAY 6

RUNWAY 6 DEPARTURE

RUNWAY 24 CROSS-WIND ENTRY

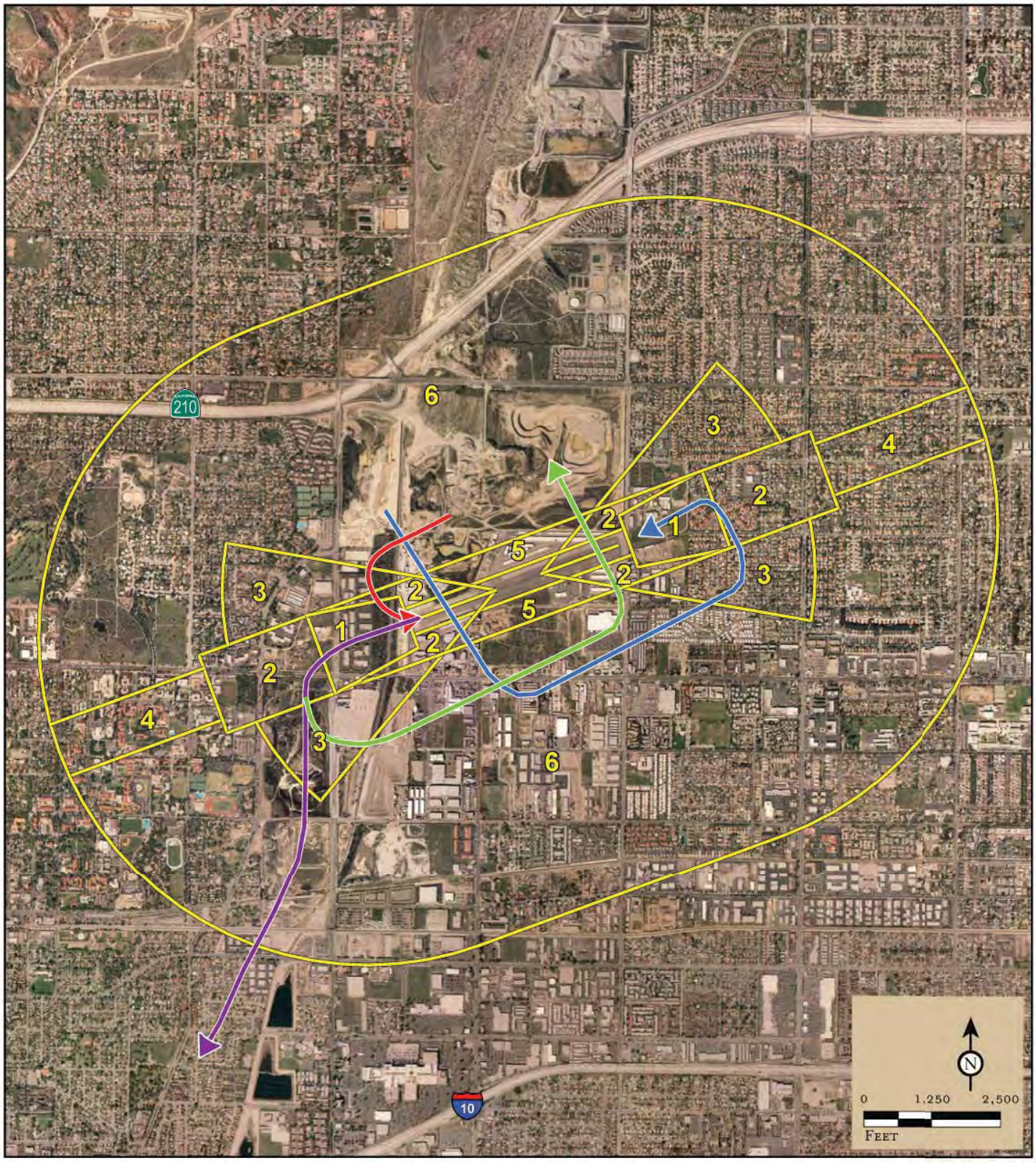
RUNWAY 6 CROSS-WIND DEPARTURE

Short General Aviation Runway Hazard Zones

Exhibit E

Source: LSA: Upland Crossing Specific Plan Environmental Impact Report

CUC Quarry Site
Claremont, CA
December 21, 2007



PROJECT BOUNDARY

HAZARD ZONE FOR MEDIUM RUNWAY

VOLUNTARY FLIGHT PATH

LEFT TURN ENTRY ONTO RUNWAY 6

RUNWAY 6 DEPARTURE

RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 6 CROSS-WIND DEPARTURE

Medium General Aviation Runway Hazard Zones

Exhibit F

Source: LSA: Upland Crossing Specific Plan Environmental Impact Report

CUC Quarry Site
Claremont, CA
December 21, 2007

APPENDIX K

Noise Analysis

WIELAND ACOUSTICS, INC.
3100 Airway Avenue, Suite 102
Costa Mesa, CA 92626
Tel: 949.474.1222
www.wielandacoustics.com

Environmental Noise Study for the Proposed Claremont Colleges East Campus Project in the Cities of Claremont and Upland

Project File 14.006.00
April 16, 2015

Prepared for:

Claremont University Consortium
101 S. Mills Avenue
Claremont, CA 91711

Prepared by:

David L. Wieland, Principal Consultant

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1 Introduction / Project Description

The purpose of this study is to identify and assess the potential noise impacts associated with the construction and operation of The Claremont Colleges East Campus Project in the Cities of Claremont and Upland. Referring to Figure 1-1, the Project is located south of Foothill Boulevard, east of Claremont Boulevard, north of Arrow Route, and west of Monte Vista Avenue. The boundary between the City of Claremont in Los Angeles County and the City of Upland in San Bernardino County traverses the project site diagonally (northeast to southwest) from Foothill Boulevard to Arrow Route. Figure 1-2 provides the conceptual master site plan. The conceptual master plan has been designed, where possible, to utilize the existing topography and land forms of the former quarry, in order to minimize cut and fill operations and to take advantage of the natural grade elevations. Where necessary, slopes will be stabilized and planted with drought tolerant landscape materials.

Because the Project is located within two cities it is being processed as two tentative parcel maps. Claremont University Consortium (CUC), in their position as administrator of real estate for the future benefit of all The Claremont Colleges, holds title to the existing parcels. Formal division of the property will create legal parcels which CUC may sell to the individual colleges for the development of sports complex facilities (athletic and recreational fields and support facilities). The Tentative Parcel Maps and Conceptual Master Site Plan have been developed in conformance with the City of Claremont's IE – Educational Institution zone and related requirements, and with the City of Upland's Special Purpose zone and related requirements. Separate design review applications will be submitted to the cities to address any design elements that need further review prior to development of the facilities.

The development and phasing for both of these tentative parcel maps are discussed in the following sections.

1.1 City of Claremont Tentative Parcel Map (TPM) No. 70243

The Project site consists of approximately 29.79 acres and is designated Assessor's Parcel Number (APN): 8308-025-012. The purpose of the Tentative Parcel Map is to subdivide the existing parcel into three (3) new parcels for the ultimate purpose of relocating existing parking spaces, athletic fields, recreational playing fields, and support facilities at The Claremont Colleges' main campuses to these parcels.

The following summarizes the athletic and recreational fields that are included in the Conceptual Master Site Plan for the parcels in the City of Claremont:

1. Parcel 1 (TPM No. 70243) will be purchased by Pitzer College for the construction of a new parking lot and the relocation of existing sports fields such as a sand volleyball court, basketball court, tennis court and multi-purpose fields. Existing parking for the existing fields will be relocated to the site and parking for the newly constructed student dormitories (to the west of this project) will also be relocated here.

2. Parcel 2 (TPM No. 70243) will be purchased by Claremont McKenna Colleges for the construction of a new parking lot, for the relocation of existing athletic and recreational sports fields such as a baseball field, softball field, football field and archery range, and to provide a new Argentinean paddle tennis court and a golf practice area. Existing parking for the existing fields will be relocated to the site as well as providing overflow parking for the Colleges. Due to the existing topography of the site, the majority of the facilities will actually be located in the City of Upland, as shown on the Conceptual Master Site Plan.
3. Parcel 3 (TPM No. 70243) will be developed with an all-purpose athletic field in conjunction with Parcel 5 (TPM No. 18989) in the City of Upland for the use of the Claremont Colleges.

1.2 City of Upland Tentative Parcel Map (TPM) No. 18989

The Project site consists of 48.15 acres and is designated Assessor's Parcel Number (APN): 1007-011-01. The purpose of the Tentative Parcel Map is to subdivide the existing parcel into six (6) new parcels for the ultimate purpose of relocating existing athletic fields and support facilities at The Claremont Colleges' main campuses to these parcels.

The following summarizes the athletic and recreational fields that are included in the Conceptual Master Site Plan for the parcels in the City of Upland:

1. Within Parcel 4 (TPM No. 18989), Claremont McKenna College anticipates relocating existing athletic and recreational sports fields such as a baseball field, softball field, football field, and archery range. Also within Parcel 4 (TPM No. 18989) a new Argentinean paddle tennis court and a golf practice area are proposed. Existing parking for the existing fields will be relocated to the site and additional parking spaces will be provided for the Argentinean paddle tennis and the golf range, and supplemental parking for The Claremont Colleges.
2. Parcels 5 and 6 (TPM No. 18989) are being planned for all-purpose playing fields for The Claremont Colleges.
3. Parcels 1, 2, and 3 (TPM No. 18989) will remain in the ownership of CUC. No uses for these parcels have been identified at this time. They are being created to provide flexibility for future use by Claremont University Consortium or The Claremont Colleges.

As shown on the Conceptual Master Plan, the athletic fields within Parcels 4 and 5 (TPM No. 18989) will extend beyond the City of Upland boundary into the City of Claremont. However, any support building structure, such as restrooms or team facilities, will be located within the City of Upland boundaries.

1.3 Phasing

The Project will be developed in five (5) phases as shown in Table 1-1.

Table 1-1. Estimated Schedule for Onsite Development and Offsite Improvements

Phase / Year	Onsite Development	Offsite Improvements
Phase 1-A / Pre-Year 1	Obtain approval of tentative parcel maps	--
Phase 1-B / Year 1	Record parcel maps. Parcels 1 and 2 (TPM No. 70243) in Claremont, and Parcel 4 (TPM No. 18989) in Upland to be sold	--
Phase 2 / Years 2-3	Construct parking lots on Parcels 1 and 2 (TPM No. 70243) in Claremont. Construct recreational playing fields on Parcel 3 (TPM No. 70243) in Claremont, and Parcels 5 and 6 (TPM No. 18989) in Upland.	Construct improvements on Claremont Boulevard and Arrow Route.
Phase 3 / Years 4-6	Construct athletic fields on Parcel 1 (TPM No. 70243) in Claremont. Begin construction of some athletic fields on Parcel 2 (TPM No. 70243) in Claremont and Parcel 4 (TPM No. 18989) in Upland.	Construct improvements on Foothill Boulevard.
Phase 4 / Years 7-10	Construct additional athletic fields on Parcel 2 (TPM No. 70243) in Claremont and Parcel 4 (TPM No. 18989) in Upland.	Construct improvements on Monte Vista Avenue
Phase 5 / Year 10+	Completion of all athletic fields may be delayed beyond the 10th year, depending on funding.	--

Figure 1-1. Location of the Project Site

Figure 1-2. Conceptual Master Site Plan

2 Fundamentals of Sound

Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to the human ear. The medium of main concern for environmental noise is air. Noise is most simply defined as unwanted sound.

In its most basic form, a sound can be described by its *frequency* and its *amplitude*. As a sound wave propagates past a point in the air it causes the air to alternate from a state of compression to a state of rarefaction. The number of times per second that the wave passes from a state of maximum compression through a period of rarefaction and back to a state of maximum compression is the frequency. The amplitude describes the maximum pressure disturbance caused by the wave; that is, the difference between the "resting" pressure in the air when no sound is present and the pressure during the state of maximum compression or rarefaction caused by the sound wave.

Frequency is expressed in cycles per second, or Hertz (Hz). One Hertz equals one cycle per second. High frequencies are sometimes more conveniently expressed in units of kilohertz (kHz) or thousands of Hertz. The extreme range of frequencies that can be heard by the healthiest human ear spans from 16 to 20 Hz on the low end to about 20,000 Hz on the high end. Frequencies are heard as the pitch or tone of sound. High frequencies produce high-pitched sounds; low frequencies produce low-pitched sounds. Very-low-frequency airborne sound of sufficient amplitude may be felt before it can be heard, and can be confused with groundborne vibration.

For any given frequency, an increase in amplitude correlates to an increase in loudness and a decrease in amplitude correlates to a decrease in loudness. The measurement and description of amplitude is discussed further in Section 3.

3 Noise Descriptors

The following sections briefly describe the noise descriptors that will be used throughout this study:

3.1 Decibels

The magnitude of a sound is typically described in terms of sound pressure level (SPL) which refers to the root-mean-square (rms) pressure of a sound wave and can be measured in units called microPascals (µPa). However, expressing sound pressure levels in terms of µPa would be very cumbersome since it would require a very wide range of numbers (approximately 20 to 20,000,000 µPa over the entire range of human hearing). For this reason, sound pressure levels are stated in terms of decibels, abbreviated dB. The decibel is a logarithmic unit that describes the ratio of the actual sound pressure to a reference pressure (20 µPa is the standard reference pressure level for acoustical measurements in air). Specifically, a sound pressure level, in decibels, is calculated as follows:

$$SPL = 20\log_{10}\left(\frac{X}{20\mu Pa}\right)$$

where *X* is the actual sound pressure and 20 µPa is the reference pressure.

Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB. In fact, they would combine to produce 73 dB.

3.2 A-Weighting

While sound pressure level defines the amplitude of a sound, this alone is not a reliable indicator of loudness. Human perception of loudness depends on the characteristics of the human ear. In particular, the frequency or pitch of a sound has a substantial effect on how humans will respond. Human hearing is limited not only to the range of audible frequencies, but also in the way it perceives sound pressure levels within that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and perceives both higher and lower frequency sounds of the same magnitude as being less loud. In order to better relate noise to the frequency response of the human ear, a frequency-dependent rating scale, known as the A-Scale, is used to adjust (or "weight") the sound level measured by a sound level meter. The resulting sound pressure level is expressed in A-weighted decibels or dBA. When people make relative judgments of the loudness or annoyance of most ordinary everyday sounds, their judgments correlate well with the A-scale sound levels of those sounds. A range of noise levels associated with common indoor and outdoor activities is shown in Figure 3-1.

3.3 Equivalent Sound Level (L_{eq})

Many noise sources produce levels that fluctuate over time; examples include mechanical equipment that cycles on and off, or construction work which can vary sporadically. The equivalent sound level (L_{eq}) describes the average acoustical energy content of noise for an identified period of time, commonly 1 hour. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy over the duration of the exposure. For many noise sources, the L_{eq} will vary depending on the time of day – a prime example is traffic noise which rises and falls depending on the amount of traffic on a given street or freeway.

3.4 Community Noise Equivalent Level (CNEL)

It is recognized that a given level of noise may be more or less tolerable depending on the duration of the exposure experienced by an individual, as well as the time of day during which the noise occurs. The community noise equivalent level (CNEL) is a measure of the cumulative 24-hour noise exposure that considers not only the variation of the A-weighted noise level but also the duration and the time of day of the disturbance. The CNEL is derived from the 24 A-weighted one-hour L_{eq}'s that occur in a day, with "penalties" applied to the L_{eq}'s occurring during the evening hours (7:00 p.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) to account for increased noise sensitivity during these hours. Specifically, the CNEL is calculated by adding 5 dBA to each of the evening L_{eq}'s, adding 10 dBA to each of the nighttime L_{eq}'s, and then taking the average value for all 24 hours. It is noted that various state and local agencies have adopted CNEL as the measure of

community noise, including the State Department of Aeronautics and the California Commission on Housing and Community Development. Figure 3-2 indicates the typical outdoor CNEL at various locations for typical noise sources.

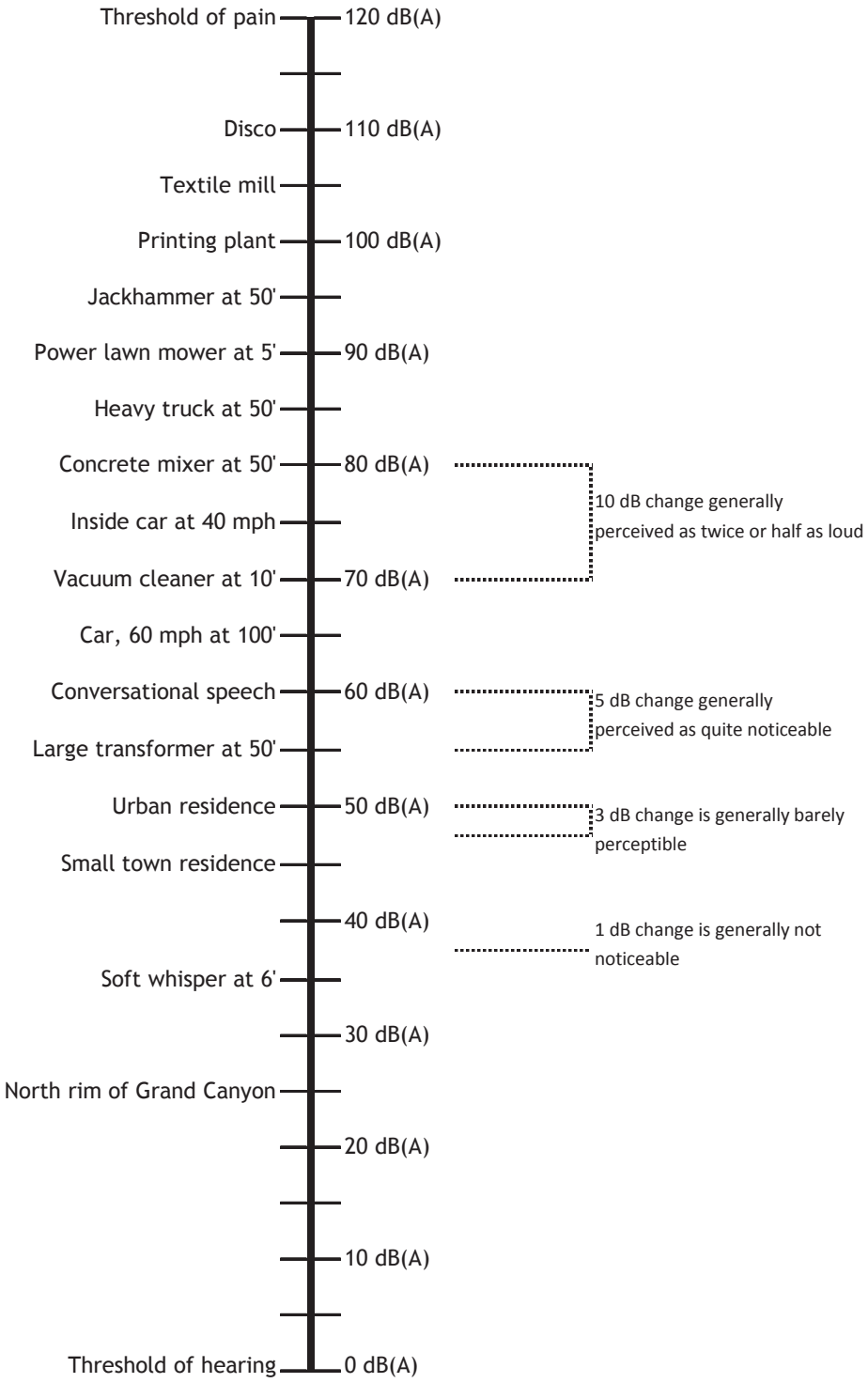


Figure 3-1. Common Noise Sources and A-Weighted Noise Levels

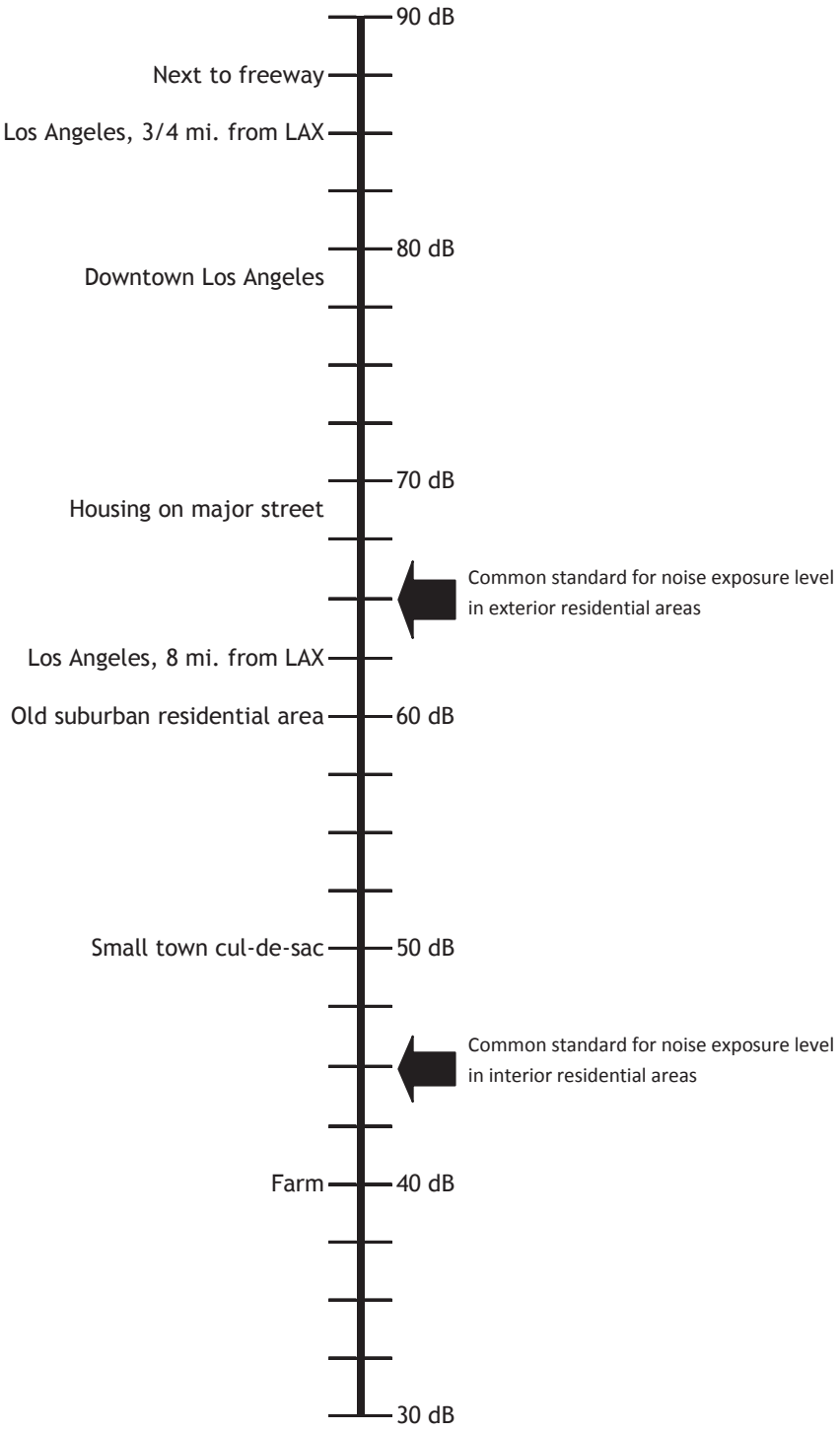


Figure 3-2. Common CNEL Noise Exposure Levels at Various Locations

4 Noise Criteria

The following sections discuss the various noise criteria that have been considered for this study.

4.1 State of California Green Building Standards Code

Section 5.507 of the 2010 California Green Building Standards Code (CALGreen) identifies mandatory interior noise standards for non-residential construction, which apply to buildings that are located within the 65 dB CNEL noise contour of an airport, freeway, expressway, railroad, industrial source, or fixed-guideway source as determined by the Noise Element of the General Plan.

Two alternative methods for demonstrating compliance with the standards are provided in the CALGreen Code. These are: (1) the prescriptive method, and (2) the performance method. Under the prescriptive method, the Applicant must show that the wall and roof-ceiling assemblies making up the building envelope that is exposed to the noise source meet a composite sound transmission class (STC) rating of at least 50, or a composite outdoor-indoor transmission class (OITC) rating of no less than 40, with exterior windows that provide a minimum STC of 40 or OITC of 30. The performance method of compliance requires that an acoustical analysis be prepared demonstrating that the walls and roof-ceiling assemblies making up the building envelope that are exposed to the noise source shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (L_{eq}) of 50 dBA in occupied areas during any hour of operation. It should be noted that the noise standard does not apply to "buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings."

4.2 City of Claremont General Plan

The City's General Plan includes the following policies which relate to the Project:

- Policy 6-12.1: Use noise contour maps and noise/land use compatibility criteria in planning and development decisions.
- Policy 6-12.2: Develop standards and encourage private property owners to locate, screen, and/or buffer equipment in order to reduce noise impacts on surrounding areas.
- Policy 6-12.3: Minimize noise from property maintenance equipment, construction activities and other non-transportation sources by enforcing designated construction and maintenance hours.

The General Plan also identifies the following land use/noise guidelines for various land uses:

Table 4-1. City of Claremont Land Use/Noise Guidelines

Property Receiving Noise		Maximum CNEL or L_{dn}	
Type of Use	Zoning Designations	Interior	Exterior[b]
Residential	Hillside, rural, very low, low, low medium	45	65
	Medium	45	65 / 70[a]
	High	45	70[a]
Commercial and Office	Professional commercial, neighborhood, limited, major, highway, freeway	--	70
	Professional office	50	70
Business Park	Business park	55	75
Public/Institutional	Schools	50	65
	All others	50	70
Open Spaces	Active open space	--	70
	Passive open space	--	70 / 65[b]

Notes:
a. Maximum exterior noise levels up to 70 dB CNEL are allowed for multifamily housing.
b. Where quiet is a basis required for the land use.
c. Regarding aircraft-related noise, the maximum acceptable exposure for new residential development if 60 dB CNEL.

4.3 City of Claremont Municipal Code

Chapter 16.154.020 of the City of Claremont municipal code identifies the following Ambient Base Noise Levels for various land uses within the City:

Table 4-2. City of Claremont Exterior Ambient Base Noise Levels

Noise Zone	Land Use	Exterior Ambient Base Noise Level	
		Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
I	Single, double, or multifamily residential (RS, HC, RR, AV, H, or RM)	60 dBA	55 dBA
II	Commercial (CP, CN, CL, CH, CV, & CF)	65 dBA	60 dBA
III	Industrial (B/IP)	70 dBA	70 dBA

The Base Noise Level is the ambient noise level or the Ambient Base Noise Level, whichever is higher.

It is unlawful for a person to create any noise when such noise causes the noise level to exceed the following at the exterior of another property:

Table 4-3. City of Claremont Exterior Noise Standards

Noise Level Exceeded	Maximum Duration Period
Base noise level	15 minutes in any hour
Base noise level + 5 dBA	10 minutes in any hour
Base noise level + 14 dBA	5 minutes in any hour
Base noise level + 15 dBA	Not permitted

The City's municipal code exempts the following activities from the provisions of Chapter 16.154.020:

- City approved and/or sponsored activities conducted at public parks, facilities, and/or playgrounds, and on public or private school or college grounds including, but not limited to, athletic and school entertainment events between the hours of 7 a.m. and 10:00 p.m.
- Occasional outdoor gatherings, dances, shows, and sporting and entertainment events provided said events are conducted pursuant to a permit or license issued by the City relative to the staging of said events.
- Noise sources associated with construction, repair, remodeling or grading of any real property, or during authorized seismic surveys, provided:
  - Activities take place between the hours of 7 a.m. and 8 p.m. weekdays and Saturdays, excluding national holidays; and
  - Noise levels, as measured on residential properties, do not exceed 65 dBA for a cumulative period of more than 15 minutes in any one hour, 70 dBA for a cumulative period of more than 10 minutes in any one hour, 79 dBA for a cumulative period of more than 5 minutes in any one hour, or 80 dBA at any time.

  Only that construction, repair, remodeling and grading activity that does not exceed the noise levels set by Section 16.154.020.D may occur on Sundays and national holidays.
- Noise sources associated with the maintenance of real property provided said activities are approved by the Director and take place between the hours of 7 a.m. and 8 p.m. on any day except Sunday, or between the hours of 9 a.m. and 8 p.m. on Sunday.

The Municipal Code also includes the following special provisions:

- It is unlawful to create any noise which causes the noise level at any school, hospital or similar health care institution, church, or library while the same is in use, to exceed the noise standard specified in Section 16.154.020.D prescribed for the assigned noise zone in which the school, hospital, church or library is located without the written consent of the affected institution.
- It is unlawful to operate any device which reproduces, produces or amplifies sound in such manner as to create a noise disturbance across any real property boundary or within Noise Zone I, between the hours of 10 p.m. and 7 a.m. on the following day (except for activities for which a permit has been issued by the City).

4.4 City of Upland General Plan

The City's General Plan sets forth the following noise control policies that apply to the Project:

- Methods for determining noise-compatible land uses should be established. The City should consider adopting Figure 10-1 "Land Use Compatibility for Community Noise Environments" (reproduced below as Figure 4-1) as one means of determining noise-compatible land uses.

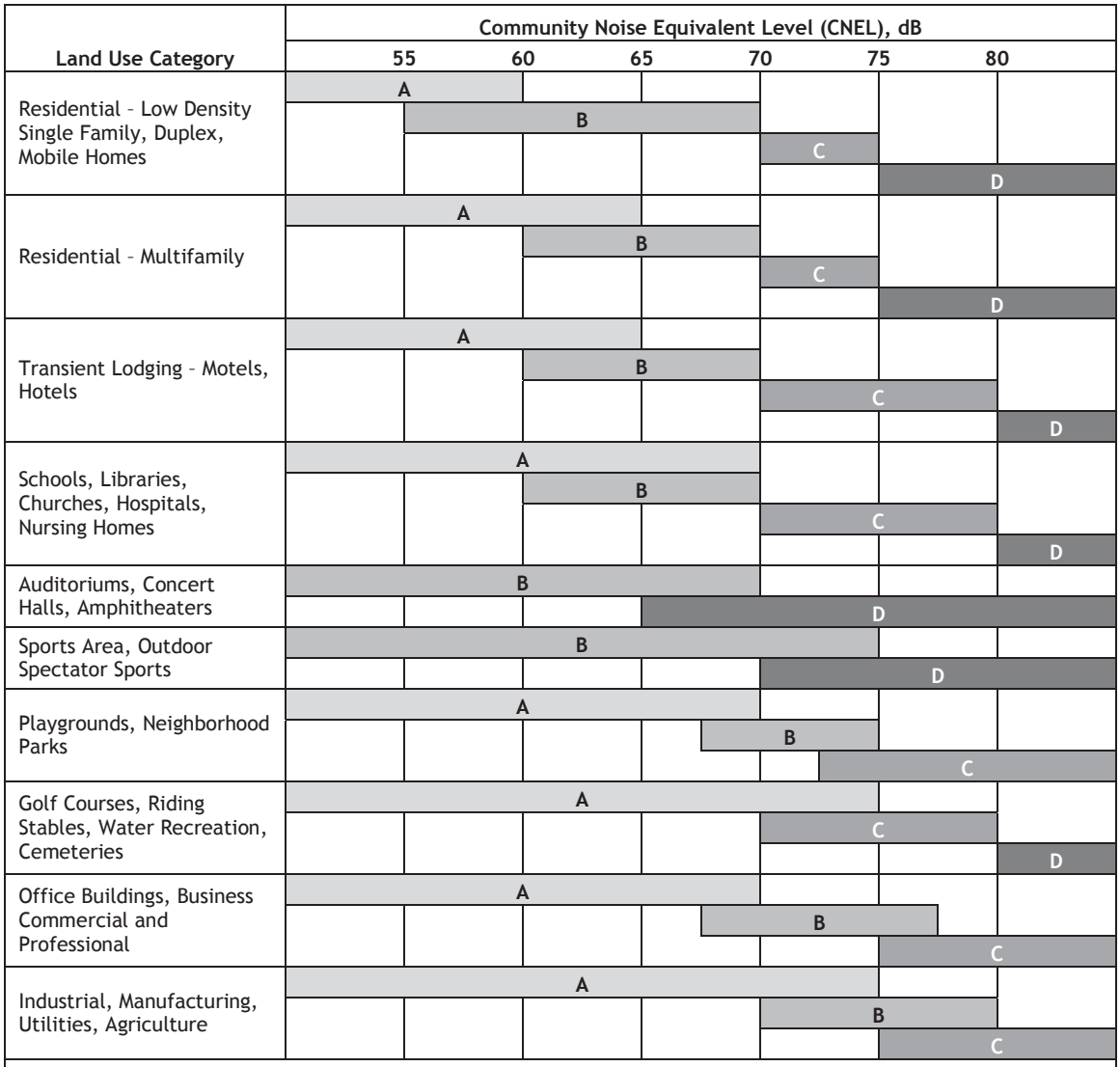


Figure 4-1. Land Use Compatibility for Community Noise Environments

- Noise referral zones along existing or proposed major transportation routes should be established. The noise referral zone is defined as any area within the 57 dB CNEL noise contour provided in the General Plan. Development projects located within these zones should be examined for noise impact. Where potential noise incompatibility is determined to exist, action should be taken to eliminate or mitigate possible incompatibilities.
- Proposed development projects should not generate noise which violates the noise ordinance … or results in a noise level above "satisfactory", as determined by the noise compatibility standards, on nearby property. Project applicants should reduce or buffer the noise generated therein so as not to create an unsatisfactory noise environment for others.

The General Plan also recommends the following interior noise standards for non-residential uses:

Table 4-4. City of Upland Interior Noise Standards for Non-Residential Uses

Use	Interior Level, $L_{eq}(12)^a$
Private offices	45 dBA
General offices, reception, clerical, etc.	50 dBA
Bank lobby, retail stores, restaurant, typing pool, etc.	55 dBA
Other areas for manufacturing, assembly, test, warehousing, etc.	65 dBA
Notes: a. Average noise level over the 12-hour period between 7:00 a.m. and 7:00 p.m.	

4.5 City of Upland Municipal Code

Chapter 9.40 of the City of Upland municipal code identifies a base ambient noise level (BANL) of 55 dBA between 7:00 a.m. and 10:00 p.m. at residential properties. During the nighttime hours of 10:00 p.m. to 7:00 a.m., the BANL is 45 dBA. At industrial and commercial properties the BANL is 75 dBA at any time of day. Where the land use is not specified, the BANL is 65 dBA at any time of day. If the actual measured ambient noise level is higher than the BANL, then it shall be employed as the BANL. However, no ambient noise level shall be deemed to be less than these values.

It is unlawful for a person to create any noise when such noise causes the noise level to exceed the following at the exterior of a residential property:

Table 4-5. City of Upland Exterior Noise Standards

Noise Level Exceeded	Maximum Duration Period
Base ambient noise level (BANL)	30 minutes in any hour
BANL + 5 dBA	15 minutes in any hour
BANL + 10 dBA	5 minutes in any hour
BANL + 15 dBA	1 minute in any hour
BANL + 20 dBA	Not permitted

It is unlawful for a person to create any noise when such noise causes the noise level to exceed the BANL at the exterior of a non-residential property.

The City's municipal code also identifies the following as loud, disturbing and unnecessary noises, each of which is a violation of Chapter 9.40:

- The playing or operating of any device for producing, reproducing or amplifying sound when audible at a distance of 50 feet or more from the source of the sound and/or when audible within any residence or establishment.
- The operation of any machinery or mechanical device in a manner that would cause the noise level at the property line of any property to exceed the BANL by 5 dBA.
- The erection, excavation, demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays.
- The operation of any steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance between the hours of 10:00 p.m. and 7:00 a.m.
- The operation of any blower, power fan, or internal combustion engine unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device.

The municipal code exempts from its provisions any events for which a valid permit has been obtained from the City.

4.6 Cable Airport Comprehensive Airport Land Use Plan

The land use plan for Cable Airport, adopted in December 1981 by the West Valley Planning Agency Airport Land Use Commission, establishes, among other things, policies to protect the public from the adverse effects of aircraft noise. The policies that are applicable to the Project include the following:

- Accept the CNEL method of rating noise and planning for compatible land uses.
- Recognize the significance of single noise events as they affect sensitive land uses such as hospitals and schools.
- Plan in such a manner that new residential and certain institutional uses which are sensitive to noise are located outside the “high noise areas”.

The land use plan establishes two zones for assessing potential impacts: (1) Zone A – High Noise Impact, where the CNEL is greater than 65 dB; and (2) Zone B – Moderate Noise Impact, where the CNEL is between 60 dB and 65 dB. Institutional uses such as schools are considered to be unacceptable in Zone A. Recreational uses, however, are acceptable. In Zone B, schools are also considered to be unacceptable unless it can be shown that adequate protection against exterior noise has been included in the design and construction of school buildings, together with a central air conditioning system and permanently sealed windows. The protection must be sufficient to reduce the CNEL to 45 dB or less inside the school buildings.

5 Fundamentals of Groundborne Vibration

Groundborne vibration is an oscillatory motion which can be described in terms of displacement, velocity, or acceleration. Each of these measures can be further described in terms of frequency and amplitude. Displacement is the easiest descriptor to understand; it is simply the distance that a

vibrating point moves from its static position (i.e., its resting position when the vibration is not present). The velocity describes the instantaneous speed of the movement and acceleration is the instantaneous rate of change of the speed.

Although displacement is fundamentally easier to understand than velocity or acceleration, it is rarely used for describing groundborne vibration, for the following reasons: 1) human response to groundborne vibration correlates more accurately with velocity or acceleration; 2) the effect on buildings and sensitive equipment is more accurately described using velocity or acceleration; and, 3) most transducers used in the measurement of groundborne vibration actually measure either velocity or acceleration. For this study velocity is the fundamental measure used to evaluate the effects of groundborne vibration.

6 Vibration Criteria

6.1 City of Claremont Municipal Code

The City's municipal code exempts vibration created by construction, repair, remodeling or grading of any real property, or during authorized seismic surveys, provided that:

- Activities take place between the hours of 7 a.m. and 8 p.m. weekdays and Saturdays, excluding national holidays; and
- Any vibration created does not endanger the public health, welfare, and safety.

Chapter 16.154.020.J of the City of Claremont Municipal Code states that "it shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this Ordinance, the perception threshold shall be presumed to be more than 0.05 inches per second RMS vertical velocity."

6.2 City of Upland Municipal Code

The City of Upland's Municipal Code contains no quantitative regulations for controlling ground-borne vibration levels.

7 Thresholds of Significance

Based on the CEQA guidelines, a significant impact will be assessed if the Project results in:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the General Plans for the cities of Claremont and Upland, the Noise Ordinances for the cities of Claremont and Upland, the West Valley Planning Agency Airport Land Use Commission, or the California Green Building Standards Code.

- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.
- Exposure of persons residing or working on the Project site to excessive noise levels as a result of activities at Cable Airport.

8 Existing Noise Environment

The land uses within the immediate vicinity of the Project site consist of commercial/retail and vacant properties to the north and northwest across E. Foothill Boulevard, a business park to the northeast across W. Foothill Boulevard, two business properties and vacant land to the east across Monte Vista Avenue, commercial/retail and residential properties to the south across W. Arrow Route, and The Claremont Colleges to the west and southwest across N. Claremont Boulevard. The land uses at The Claremont Colleges property includes student housing, athletic fields, The Children's School, and offices. Existing sources of noise that currently affect the study area are traffic, activities at the college campuses, activities at the commercial/retail and business properties, and aircraft operations at Cable Airport.

There are no significant vibration sources affecting the existing environment in the study area.

8.1 Noise Measurements

In order to document the existing noise environment, measurements were obtained at five locations throughout the study area. (Refer to Figure 8-1.) At four of the locations (#1 through #4) the measurement was obtained for a period of about 20 minutes; to obtain the measurement, the microphone was positioned at a height of 5' above the ground, and extraneous noise sources (such as sirens) were excluded from the measurement by placing the sound level meter on "standby" until the noise event concluded. At Location #5, measurements were obtained between 3:00 p.m. and 7:00 p.m. on a weekday and again between 7:00 a.m. and 10:00 p.m. on a Saturday to characterize the ambient noise levels during periods when scheduled games could occur at the Project site. The results of the noise measurements, provided in Appendix I, are summarized in Table 8-1.

The instrumentation used to obtain the noise measurements consisted of integrating sound level meters (Models 712 and 820) and an acoustical calibrator (Model CAL200) manufactured by Larson Davis Laboratories. The accuracy of the calibrator is maintained through a program established by the manufacturer, and is traceable to the National Bureau of Standards. All instrumentation meets the requirements of the American National Standards Institute (ANSI) S1.4.

Figure 8-1. Noise Measurement Locations

Table 8-1. Summary of Noise Measurements

Location #	Location Description	Measurement Period	Measured Average Noise Level, dB(A)
1	At the commercial center, northeast corner of N. Claremont Blvd. & W. Foothill Blvd.	11:55 AM to 12:15 PM	65.0
2	In the parking lot of Pitzer College at the offset of the student housing from N. Claremont Blvd.	11:15 AM to 11:35 AM	56.9
3	At the Meischi Business Park, at the offset of 912 Monte Vista Ave.	12:20 PM to 12:40 PM	64.8
4	At the residences on W. Arrow Route east of Claremont Blvd.	10:40 AM to 11:00 AM	65.5
5	At the offset of the residences on W. Arrow Route east of Claremont Blvd.[1]	Weekday, 3:00 PM to 7:00 PM Saturday, 7:00 AM to 7:00 PM	58.2 - 60.1 56.3 - 60.5

Notes:

1. The measurement could not be obtained within the actual condominium complex. An attempt was made to measure outside the complex on the east side adjacent to College Park Drive. However, the noise from traffic on College Park Drive dominated the noise from traffic on Arrow Route. Therefore, in order to properly characterize the traffic noise from Arrow Route, it was necessary to select a location away from College Park Drive. Location #5 was selected so that traffic noise from Arrow Route was dominant. It was also situated at the same distance away from Arrow Route as the condominiums in order to properly characterize the traffic noise levels at the facades of the condominiums.

8.2 Traffic

The analysis of traffic noise was conducted using data provided by Linscott, Law & Greenspan (LLG) **[1]** and the lookup tables developed by the Federal Highway Administration (FHWA) for their Traffic Noise Model (TNM) **[2, 3]**. The LLG study provides hourly traffic volumes for AM and PM peak hours. The average daily traffic volumes (ADTs) used in the analysis of traffic noise levels were estimated by assuming that the PM peak hour volume represents 10% of the overall ADT for each arterial segment.

The Traffic Noise Model was used to estimate existing traffic noise levels adjacent to the streets based on traffic volumes, speeds, truck mix, site conditions, and distance from the roadway to the receptor. The results of the modeling effort, provided in Appendix II, are summarized in Table 8-2 for weekday traffic conditions and in Table 8-3 for weekend traffic conditions. For brevity's sake, only those roadway segments with sensitive receptors (i.e., residences or school sites) have been included in these tables; the full analyses for every roadway segment can be found in Appendix II. Referring to the tables, the results are presented in terms of an unmitigated CNEL at the distance of the nearest existing sensitive receptor from the centerline of the roadway. Also provided in the tables are the distances from the roadway centerline to the 60 dB, 65 dB, and 70 dB CNEL contour lines.

Table 8-2. Existing Traffic Noise Levels, Weekday Conditions

Street Segment	Unmitigated CNEL @ Nearest Sensitive Receptor, dB	Distance to CNEL Contour From Roadway Centerline, ft.		
		60 dB	65 dB	70 dB
1st STREET				
W/O Claremont Blvd	63.6	82	--	--
5TH STREET				
E/O Indian Hill Blvd	54.3	--	--	--
6TH STREET				
W/O College Ave	54.7	--	--	--
E/O College Ave	56.4	--	--	--
W/O Mills Ave	58.8	40	--	--
E/O Mills Ave	62.3	58	--	--
W/O Claremont Blvd	62.0	62	--	--
9TH STREET				
W/O Claremont Blvd	57.3	--	--	--
ARROW ROUTE				
E/O Claremont Blvd	65.5	189	61	--
W/O College Park	65.6	192	62	--
BASELINE ROAD				
W/O Monte Vista Ave	69.3	433	158	52
CLAREMONT BOULEVARD				
W/O Monte Vista Ave.	63.9	114	36	--
N/O Foothill Blvd	65.8	172	56	--
S/O Foothill Blvd	62.7	218	71	--
N/O 9th St	65.3	221	72	--
S/O 9th St	66.7	252	85	--
N/O Arrow Route	67.2	252	85	--
S/O Arrow Route	65.4	161	53	--
N/O 1st St	65.6	159	52	--
FOOTHILL BOULEVARD				
W/O Indian Hill Blvd	70.8	499	187	60
E/O Indian Hill Blvd	69.6	490	183	59
W/O Mills Ave	68.1	474	176	57
E/O Mills Ave	65.5	444	162	53
HARRISON AVENUE				
W/O Indian Hill Blvd	57.7	--	--	--
INDIAN HILL BOULEVARD				
N/O Foothill Blvd	66.3	194	61	--
MILLS AVENUE				
S/O Foothill Blvd	53.7	--	--	--
MONTE VISTA AVENUE				
S/O Baseline Rd	70.3	407	147	48
N/O Claremont Blvd	69.2	348	122	39
S/O Arrow Rte	67.4	426	155	51
PADUA AVENUE				
N/O Baseline Rd	65.3	147	48	--

Notes:
"—" signifies no contour line located outside of the right-of-way line.
Sensitive receptors are single- and multifamily properties, and school buildings.

Referring to Table 8-2, it can be seen that the existing CNEL values due to weekday traffic conditions exceed the General Plan noise standards at some of the residential and school properties adjacent to Arrow Route, Baseline Road, Claremont Boulevard, Foothill Boulevard, Indian Hill Boulevard, Monte Vista Avenue, and Padua Avenue.

Table 8-3. Existing Traffic Noise Levels, Weekend Conditions

Street Segment	Unmitigated CNEL @ Nearest Sensitive Receptor, dB	Distance to CNEL Contour From Roadway Centerline, ft.		
		60 dB	65 dB	70 dB
6TH STREET				
W/O Claremont Blvd	60.7	48	--	--
9TH STREET				
W/O Claremont Blvd	54.4	--	--	--
ARROW ROUTE			--	
E/O Claremont Blvd	62.9	105	39	--
W/O College Park	63.4	119	34	--
CLAREMONT BOULEVARD				
N/O Foothill Blvd	63.0	91	--	--
S/O Foothill Blvd	60.0	123	40	--
N/O 9th St	62.5	121	39	--
S/O 9th St	63.8	134	45	--
N/O Arrow Route	63.8	142	47	--
S/O Arrow Route	62.5	82	--	--
MONTE VISTA AVENUE				
S/O Arrow Rte	65.6	302	103	--
Notes: "—" signifies no contour line located outside of the right-of-way line. Sensitive receptors are single- and multifamily properties, and school buildings.				

Referring to Table 8-3, it can be seen that the existing CNEL values due to weekend traffic conditions exceed the City of Upland General Plan noise standards at some of the residential properties adjacent to Monte Vista Avenue south of Arrow Route.

8.3 Cable Airport

Cable Airport, located northwest of the project site, is a general aviation airport used by private and business aircraft. The main runway (6-24), is 3,600 feet long and 75 feet wide, and can accommodate single- and multi-engine propeller aircraft and most business jets. Figure 8-2 provides the airport noise contour map developed in the *Cable Airport Comprehensive Airport Land Use Plan* **[4]**. Referring to the figure, Zone A (CNEL greater than 65 dB) is located entirely within the City of Upland and is largely confined to the airport property itself. Zone B (CNEL between 60 dB and 65 dB) is mostly located within the City of Upland, but extends into the City of Claremont to areas just west of N. Claremont Boulevard.

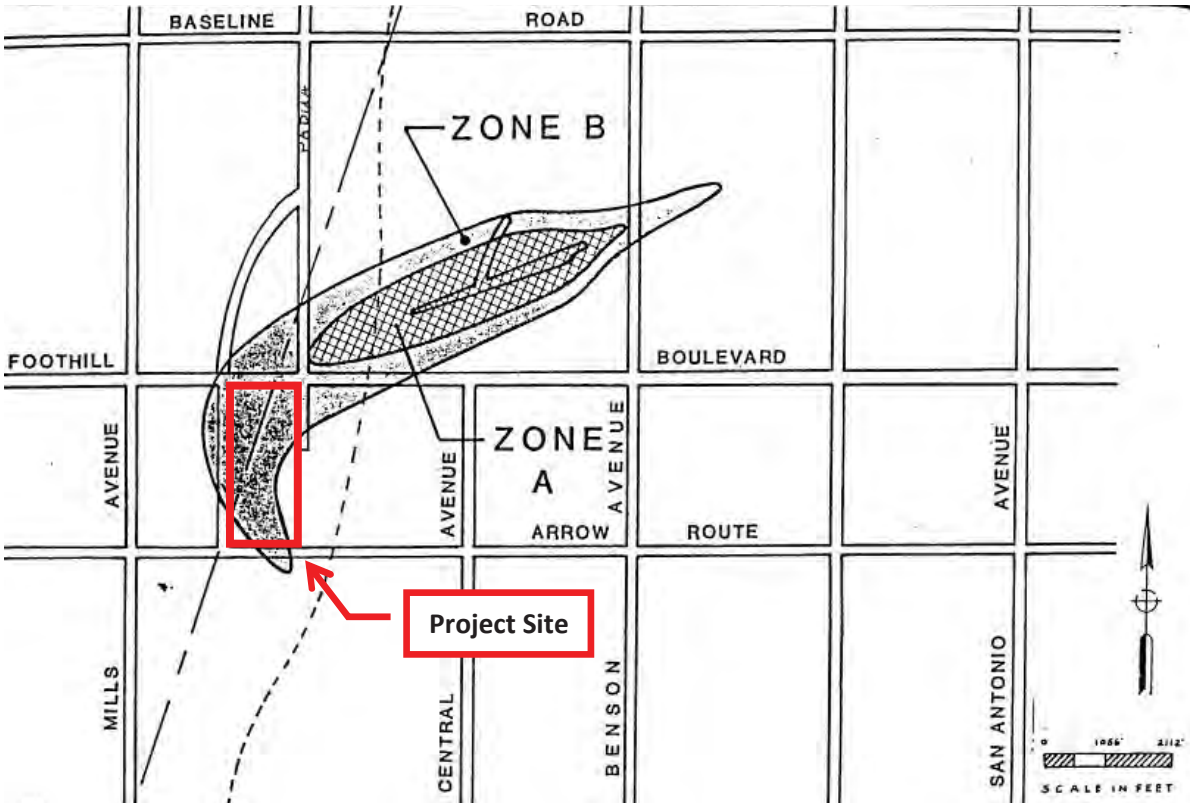


Figure 8-2. Cable Airport Impact Zones

9 Future Noise Environment at Off-Site Locations within the Study Area

For ease of presentation, the discussion of future conditions in the study area with the Project has been divided into two parts: construction and operation. Each is discussed in greater detail in the following sections.

9.1 Construction at the Project Site

As indicated in Section 1.3 of this report, the Project will be developed in five phases. Only four of these phases (Phases 2 through 5) will involve construction activities at the Project site or on the adjacent roadways. The anticipated construction schedule is provided in Table 9-1.

Table 9-1. Estimated Construction Schedule

Phase Name	Site Improvements		Roadway Improvements	
	Start Date	End Date	Start Date	End Date
Phase 2				
Phase 2a - Claremont Boulevard Site Preparation Paving	 -- --	 -- --	 1/2/2017 1/3/2017	 1/2/2017 1/9/2017
Phase 2b - Arrow Route Site Preparation Paving	 -- --	 -- --	 1/10/2017 1/11/2017	 1/10/2017 1/17/2017
Phase 2c - Site Preparation	2/1/2017	2/14/2017	--	--
Phase 2d - Grading	2/15/2017	3/14/2017	--	--
Phase 2e - Building Construction	3/15/2017	8/2/2017	--	--
Phase 2f - Architectural Coating	8/3/2017	8/9/2017	--	--
Phase 2g - Paving	8/10/2017	9/6/2017	--	--
Phase 3				
Phase 3a - Foothill Boulevard Site Preparation Paving	 -- --	 -- --	 1/2/2019 1/3/2019	 1/2/2019 1/9/2019
Phase 3b - Site Preparation	2/4/2019	2/15/2019	--	--
Phase 3c - Grading	2/18/2019	3/15/2019	--	--
Phase 3d - Paving	3/18/2019	4/12/2019	--	--
Phase 4				
Phase 4a - Monte Vista Avenue Site Preparation Paving	 -- --	 -- --	 1/2/2022 1/3/2022	 1/2/2022 1/9/2022
Phase 4b - Site Preparation	2/1/2022	3/28/2022	--	--
Phase 4c - Grading	3/29/2022	8/29/2022	--	--
Phase 4d - Building Construction	8/30/2022	1/16/2023	--	--
Phase 4e - Architectural Coating	1/17/2023	1/23/2023	--	--
Phase 4f - Paving	1/24/2023	3/20/2023	--	--
Phase 5				
Phase 5a - Site Preparation	1/6/2025	1/10/2025	--	--
Phase 5b - Grading	1/13/2025	6/13/2025	--	--
Phase 5c - Building Construction	6/16/2025	10/31/2125	--	--
Phase 5d - Architectural Coating	11/3/2025	11/7/2025	--	--
Phase 5e - Paving	11/10/2025	11/14/2025	--	--

All construction activities will be conducted in compliance with the Citys' requirements and in a manner that minimizes disruption to the surrounding properties. Such activities will be limited to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday. No construction activities will occur on weekends or federal holidays.

Construction noise levels in the vicinity of the Project will fluctuate depending on the particular type, number and duration of use of various pieces of construction equipment. The exposure of persons to the periodic increase in noise levels will be short-term. Table 9-2 shows typical noise levels associated with the various types of construction-related machinery that may be used at the Project site.

Table 9-2. Construction Noise Levels

Equipment Type or Activity	Typical Maximum Noise Level at 50 ft. in dBA
Air Compressor	77.7
Cement/Mortar Mixer	80.0
Crane	80.6
Dozer	81.7
Excavator	80.7
Forklift	74.7
Generator Set	80.6
Grader	85.0
Paver	77.2
Paving Equipment	77.2
Roller	80.0
Scraper	83.6
Tractor/Loader/Backhoe	84.0
Welder	74.0
Source: *Roadway Construction Noise Model 1.0.* Federal Highway Administration. February 2, 2006.	

Tables 9-3 and 9-4 identify the estimated number and type of equipment that will be used during each construction phase, as well as an analysis of the estimated overall average construction noise levels during each phase.

Table 9-3. Estimated Combined Average Noise Level During Each Construction Phase, Site Improvements

Construction Phase & Equipment	Typical Maximum Noise Level at 50 ft.	Usage Factor[1]	Avg. Equipment Noise Level @ 50' with Usage Factor
Site Improvements - Site Preparation (Phases 2c, 3b, 4b, 5a)			
3 dozers	86.5 dBA	0.4	82.5 dBA
4 tractors/loaders/backhoes	90.0 dBA	0.4	86.0 dBA
Combined			*87.6 dBA*
Site Improvements - Grading (Phases 2d, 3c)			
1 dozer	81.7 dBA	0.4	77.7 dBA
3 tractors/loaders/backhoes	88.7 dBA	0.4	84.7 dBA
1 grader	85.0 dBA	0.4	81.0 dBA
1 excavator	80.7 dBA	0.4	76.7 dBA
Combined			*87.2 dBA*
Site Improvements - Grading (Phases 4c, 5b)			
1 grader	85.0 dBA	0.4	81.0 dBA
1 dozer	81.7 dBA	0.4	77.7 dBA
2 scrapers	86.6 dBA	0.4	82.6 dBA
2 tractors/loaders/backhoes	87.0 dBA	0.4	83.0 dBA
2 excavators	83.7 dBA	0.4	79.7 dBA
Combined			*88.2 dBA*
Site Improvements - Building Construction (Phases 2e, 4d)			
1 crane	80.6 dBA	0.16	72.6 dBA
2 forklifts	77.7 dBA	0.4	73.7 dBA
2 tractors/loaders/backhoes	87.0 dBA	0.4	83.0 dBA
Combined			*83.8 dBA*
Site Improvements - Building Construction (Phase 5c)			
1 crane	80.6 dBA	0.16	72.6 dBA
3 forklifts	79.4 dBA	0.4	75.4 dBA
1 generator set	80.6 dBA	0.5	77.6 dBA
3 tractors/loaders/backhoes	88.7 dBA	0.4	84.7 dBA
1 welder	74.0 dBA	0.4	70.0 dBA
Combined			*86.2 dBA*
Site Improvements - Architectural Coating (Phases 2f, 4e, 5d)			
1 air compressor	77.7 dBA	0.4	73.7 dBA
Combined			*73.7 dBA*
Site Improvements - Paving (Phases 2g, 5e)			
1 paver	77.2 dBA	0.5	74.2 dBA
4 cement and mortar mixers	86.0 dBA	0.5	83.0 dBA
1 roller	80.0 dBA	0.2	73.0 dBA
1 tractors/loaders/backhoes	84.0 dBA	0.4	80.0 dBA
Combined			*85.4 dBA*
Site Improvements - Paving (Phase 3d)			
2 pavers	80.2 dBA	0.5	77.2 dBA
2 rollers	83.0 dBA	0.2	76.0 dBA
2 paving equipment	80.2 dBA	0.5	77.2 dBA
Combined			*81.6 dBA*

(Table continued on next page)

Table 9-3, cont. Estimated Combined Average Noise Level During Each Construction Phase, Site Improvements

Construction Phase & Equipment	Typical Maximum Noise Level at 50 ft.	Usage Factor[1]	Avg. Equipment Noise Level @ 50' with Usage Factor
Site Improvements - Paving (Phase 4f)			
1 paver	77.2 dBA	0.5	74.2 dBA
1 cement and mortar mixer	80.0 dBA	0.5	77.0 dBA
1 roller	80.0 dBA	0.2	73.0 dBA
1 tractors/loaders/backhoes	84.0 dBA	0.4	80.0 dBA
1 paving equipment	77.2 dBA	0.5	74.2 dBA
Combined			*83.5 dBA*

Source: Roadway Construction Noise Model 1.0. Federal Highway Administration. February 2, 2006.

Notes:
1. Percentage of time equipment is operating at noisiest mode in most used period on site.

Table 9-4. Estimated Combined Average Noise Level During Each Construction Phase, Roadway Improvements

Construction Phase & Equipment	Typical Maximum Noise Level at 50 ft.	Usage Factor[1]	Avg. Equipment Noise Level @ 50' with Usage Factor
Roadway Improvements - Site Preparation (Phases 2a, 2b, 3a, 4a)			
1 grader	85.0 dBA	0.4	81.0 dBA
1 tractor	84.0 dBA	0.4	80.0 dBA
Combined			*83.5 dBA*
Roadway Improvements - Paving (Phases 2a, 2b, 3a, 4a)			
1 paver	77.2 dBA	0.5	74.2 dBA
4 cement and mortar mixers	86.0 dBA	0.5	83.0 dBA
1 roller	80.0 dBA	0.2	73.0 dBA
1 tractors/loaders/backhoes	84.0 dBA	0.4	80.0 dBA
Combined			*85.4 dBA*

Source: Roadway Construction Noise Model 1.0. Federal Highway Administration. February 2, 2006.

Notes:
1. Percentage of time equipment is operating at noisiest mode in most used period on site.

Based on the estimated combined construction noise levels identified in Tables 9-3 and 9-4, an analysis was conducted to estimate the average and maximum noise levels that will be experienced at the nearest off-site receptors. It has been assumed in this study that the types and numbers of construction equipment identified in Tables 9-3 and 9-4 represent the activity that will occur simultaneously during each phase of construction. To simplify the analysis, it has been further assumed that all of the construction activity is located around the center of the construction zone for each phase. This analysis is provided in Appendix III and is summarized in Table 9-5.

Table 9-5. Analysis of Estimated Construction Noise Levels

Nearest Offsite Receptor	Range of Estimated Avg. Construction Noise Levels	Range of Estimated Max. Construction Noise Levels	Noisiest Construction Phases
City of Claremont			
Nearest residences	42 - 60 dBA	46 - 60 dBA	2c - Site Preparation 3a - Paving Foothill Blvd.
Pitzer College dorms	44 - 76 dBA	48 - 76 dBA	2a - Paving Claremont Blvd.
Claremont McKenna College dorms	45 - 64 dBA	49 - 61 dBA	2c - Site Preparation 2d - Grading
The Children's School	42 - 63 dBA	46 - 61 dBA	2c - Site Preparation 2d - Grading
Retail center on Foothill	39 - 70 dBA	43 - 69 dBA	3a - Paving Foothill Blvd.
Retail center at NW corner of Foothill and Claremont	39 - 62 dBA	43 - 61 dBA	3a - Paving Foothill Blvd.
City of Upland			
Condos on Arrow Route	43 - 80 dBA	47 - 79 dBA	2b - Paving Arrow Route
Retail center on Arrow Route	43 - 76 dBA	47 - 75 dBA	2b - Paving Arrow Route
Businesses on Monte Vista	42 - 63 dBA	46 - 63 dBA	4a - Paving Monte Vista Ave. 4d - Building Construction
Business park at NE corner of Foothill and Monte Vista	39 - 61 dBA	43 - 60 dBA	3a - Paving Foothill Blvd.

Referring to the summary of Table 9-5, Project construction will not generate noise levels in excess of standards established in the City of Claremont Noise Ordinance, and the impact is less than significant. This finding is based on the following:

1. Construction will only occur during the hours permitted by Code (i.e., only between 7 a.m. and 8 p.m. weekdays and Saturdays).
2. The City's noise level requirements for construction activities only apply to residential properties, and the average noise level at the nearest residences will be less than the 65 dBA requirement.
3. The Project Applicant operates the schools (Pitzer College, Claremont McKenna College, The Children's School) that will be affected by the construction noise and, therefore, will have the authority to halt, reschedule, or modify the construction activities if they prove to be disruptive to the educational activities taking place at the schools.

Because Project construction will only occur during the hours permitted by Code (i.e., between 7 a.m. and 6 p.m. on weekdays), it will not generate noise levels in excess of standards established in the City of Upland Noise Ordinance, and the impact is less than significant.

Comparing the analytical results of Table 9-5 with the measured ambient noise levels of Table 8-1, it may be concluded that Project construction will produce average noise levels that exceed the ambient by 10 dBA or more at the condominiums on Arrow Route. Therefore, at these locations Project construction will result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and the impact is significant. (It is noted that construction is also expected to increase the ambient noise level by more than 10

dB at the Pitzer College dormitories; however, this is not considered to be a significant impact because the Project Applicant operates Pitzer College and will have the authority to halt, reschedule, or alter construction activities if they are disruptive.)

The primary vibratory source during the construction of the Project will be large equipment items such as dozers. Based on published data **[5]**, typical dozer activities generate a peak particle velocity (PPV) of 0.089 in/s. This is approximately equivalent to an RMS vibration velocity of 0.022 in/s. Using this value, it may be estimated that the threshold of 0.05 in/s will be exceeded at all locations within 15 feet of a large construction equipment item in operation. Since there are no properties located within this distance of the Project site, it may be concluded that Project construction will not generate excessive ground-borne vibration levels, and the impact is less than significant.

9.2 Project Operation

The two noise sources that will be addressed in this study are sporting activities at the Project site, and increased traffic on the roadway system generated by the Project's operation. Each is discussed separately in the following sections.

The operation of the Project is not expected to generate ground-borne vibration levels that will be perceptible beyond the property lines. Therefore, this impact is less than significant.

9.2.1 Sporting Activities

The traffic study prepared by Linscott, Law & Greenspan (LLG) **[1]** provides the basis for identifying the various scenarios that will be analyzed in this noise study for the Project. These scenarios are identified as follows:

Weekday Practice Day: This scenario includes the following activities occurring simultaneously during a "worst case" hour:

- Recreational games at the Pitzer College facilities (i.e., the basketball court, the tennis court, the volleyball court, and the two multipurpose fields) on Parcel 1 (TPM No. 70243) in Claremont.
- Practices at the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989) in Upland.
- Practice at the baseball field. It is assumed that 30 players and coaches are involved in the practice.
- Practice at the softball field. It is assumed that 20 players and coaches are involved in the practice.
- Practice at the football field. It is assumed that 85 players and coaches are involved in the practice.
- 92 vehicles entering or exiting the various parking lots.

Weekday Game Day: This scenario includes the following activities occurring simultaneously during a "worst case" hour:

- Recreational games at the Pitzer College facilities (i.e., the basketball court, the tennis court, the volleyball court, and the two multipurpose fields) on Parcel 1 (TPM No. 70243) in Claremont.
- Practices at the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989) in Upland.
- Game at the baseball field. It is assumed that 60 players and coaches, and 100 spectators are in attendance at the game.
- Practice at the softball field. It is assumed that 20 players and coaches are involved in the practice.
- Practice at the football field. It is assumed that 85 players and coaches are involved in the practice.
- 208 vehicles entering or exiting the various parking lots.

Weekend Game Day (Fall): Approximately five home Saturday football games are anticipated at the Project site. This study assumes 1,500 spectators. Games typically begin at 1 PM and end around 4 PM. Some night games (starting at 7 PM) may also occur. This scenario includes the following activities occurring simultaneously during a "worst case" hour:

- Recreational games at the Pitzer College facilities (i.e., the basketball court, the tennis court, the volleyball court, and the two multipurpose fields) on Parcel 1 (TPM No. 70243) in Claremont.
- Practices at the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989) in Upland.
- Game at the football field. It is assumed that 170 players and coaches, and 1,500 spectators are in attendance at the game.
- 689 vehicles entering or exiting the various parking lots.

Weekend Game Day (Spring): Simultaneous baseball and softball games (with 100 spectators at the baseball game and 75 spectators at the softball game) are assumed on a spring weekend. The two rugby fields are assumed to add 100 spectators each with a combined attendance potential of 375 spectators (100+75+100+100). The spring sports schedule indicates a total of 11 Saturday game dates plus three Sunday Spring game dates. Of those 14 dates, seven dates have only one field with scheduled play, four dates have two spectator fields with gameplay, and one date has play scheduled on three spectator fields, and one day has play for four sports simultaneously.

- Recreational games at the Pitzer College facilities (i.e., the basketball court, the tennis court, the volleyball court, and the two multipurpose fields) on Parcel 1 (TPM No. 70243) in Claremont.
- Games at the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989) in Upland. It is assumed that 100 spectators will be in attendance at each game.
- Game at the baseball field. It is assumed that 60 players and coaches, and 100 spectators are in attendance at the game.
- Game at the softball field. It is assumed that 40 players and coaches, and 75 spectators are in attendance at the game.
- 331 vehicles entering or exiting the various parking lots.

It is noted that other athletic or recreational activities will also take place at the Project site. These include track and field events, activities at the golf practice area, activities at the archery range, and activities at the Argentinean paddle tennis courts. These activities have not been included in the analyzed scenarios because they produce less noise at the nearby sensitive receptors than the activities listed in the scenarios due to lower anticipated crowd sizes and/or greater distances from the sensitive receptors.

The primary noise sources on game days are the spectators and the public address systems. From measurements obtained at other sporting events it was possible to estimate the average noise level due to each spectator. This noise level could then scaled up or down according to the number of spectators stated in each operational scenario to estimate the noise levels due to that scenario. The noise levels used in the analysis for the various recreational and sporting activities were estimated based on measurements obtained of similar activities conducted as part of previous studies.

As they were not identified in the Project Description and not included on the Conceptual Master Site Plan, a number of assumptions had to be made about the public address (PA) systems at the football, baseball, and softball stadiums. For the purposes of the analysis, it was assumed that one loudspeaker would be positioned at a height of 15 feet above the spectator stands on both sides of each field and centrally located in front of the stands, and that they would only be used on game days. Thus, it was assumed that each field had two loudspeakers. Based upon a noise study conducted for the University High School football stadium **[17]**, it was further assumed that each loudspeaker produces an average noise level of 57.6 dBA at a distance of 500 feet to the side of the loudspeaker (i.e., at a right angle to the direction that the loudspeaker is aimed).

It was further assumed in the analyses that bullhorns would not be permitted on the Project site, that portable PA systems would not be used at games held on Lots 5 and 6 (TPM No. 18989), and that the Project Applicant would prohibit the use of air horns by spectators. It is understood that the use of these sources will noticeably increase the Project noise levels.

The operational scenarios and noise levels discussed above were used to develop computer noise models utilizing SoundPLAN software. These models take a number of significant variables into account, including the distance from sources to the receptors, the heights of sources and receptors, the directivity of the noise sources, ground conditions, barrier effects provided by topography and buildings, and reflection of noise off hard surfaces. The results of the analyses are presented in Figures 9-1 through 9-4 for typical ground level receptors. These figures provide estimated average noise level contour maps across the athletic fields and extending to the neighboring properties. Table 9-6 summarizes the results of the analyses at receptors in the surrounding area.

Table 9-6. Summary of Estimated Project Noise Levels

Receptor	Estimated Average Project Noise Levels[1]			
	Weekday Practice	Weekday Game	Fall Weekend Game	Spring Weekend Game
City of Claremont				
Nearest residences	<38 / <39 dBA	<47 / <47 dBA	<52 / <52 dBA	<52 / <52 dBA
Pitzer College dorms	50 / 51 dBA	55 / 57 dBA	56 / 57 dBA	58 / 60 dBA
Claremont McKenna College dorms	46 / 47 dBA	55 / 55 dBA	57 / 59 dBA	60 / 61 dBA
The Children's School	44 dBA	51 dBA	55 dBA	58 dBA
Retail center on Foothill	45 dBA	49 dBA	51 dBA	51 dBA
Retail center at NW corner of Foothill and Claremont	43 dBA	49 dBA	50 dBA	52 dBA
City of Upland				
Condominiums on Arrow Route	49 / 51 dBA	53 / 55 dBA	58 / 58 dBA	61 / 63 dBA
Retail center on Arrow Route	48 dBA	53 dBA	58 dBA	60 dBA
Businesses on Monte Vista	42 dBA	49 dBA	54 dBA	53 dBA
Business park at NE corner of Foothill and Monte Vista	39 dBA	46 dBA	50 dBA	49 dBA
Notes: 1. 1st Floor / 2nd Floor receptor.				

Depending on the activity and the noise source, the maximum noise levels will be about 10 to 20 dBA higher than the values indicated in Table 9-6.

Table 9-7 provides an assessment of the estimated Project noise levels. In order to assess the potential impact of the Project, the estimated noise levels identified in Table 9-6 were compared to the noise standards for the cities of Claremont and Upland. For the receptors in Claremont, the assessment was made relative to the City's base ambient noise level (BANL) provided in Table 4-2. The same approach was applied to the majority of the receptors in the City of Upland. (Refer to Table 4-5 for the City of Upland's BANLs.) However, the City of Upland Municipal code also allows the use of the actual measured ambient noise level if it is higher than the BANL. This approach was used to assess Project noise impacts at the condominiums on Arrow Route.

Referring to Table 8-1, it can be seen that the measured ambient noise levels measured at Location #5 (at the offset of the condominiums adjacent to Arrow Route in the City of Upland) are higher than the City's daytime BANL of 55 dBA. Therefore, at this location, the actual ambient noise level was used to assess the impact of the Project. Specifically, for weekday games and practices, which will occur between 3:30 p.m. and 6:30 p.m., the actual measured ambient noise level ranged from 58.2 to 60.1 dBA, with an average of 59.6 dBA. Therefore, for weekday games and practices a BANL of 59.6 dBA has been used to assess potential noise impacts at the condominiums.

Similarly, weekend games in the fall will typically occur between 1:00 p.m. and 4:00 p.m.; there will be no evening or night games between 7:00 p.m. and 10:00 p.m. The actual measured ambient noise levels between 1:00 p.m. and 4:00 p.m. ranged from 58.2 to 59.6 dBA, with an average of 59.0 dBA. Therefore, for fall weekend games in the afternoon a BANL of 59.0 dBA has been used to assess potential impacts at the condominiums.

Weekend games in the spring can occur at any time between 7:00 a.m. and 7:00 p.m. During these hours the actual measured ambient noise level ranged from 56.3 to 60.5 dBA, with an average of 58.8 dBA. Therefore, for spring weekend games a BANL of 58.8 dBA has been used to assess potential impacts at the condominiums.

Table 9-7. Assessment of Impact Due to Project Operations

Activity	Assessment of Impact Relative to City Noise Ordinance Standards	
	City of Claremont[1]	City of Upland
Weekday Practice	Project will not exceed City's daytime standards; impact is less than significant	Project will not exceed City's daytime standards; impact is less than significant
Weekday Game	Project will not exceed City's daytime standards; impact is less than significant	Project will not exceed City's daytime standards. PA system may be audible inside condos & commercial/ industrial establishments. Impact may be significant.
Fall Weekend Game	Project will not exceed City's daytime standards; impact is less than significant	Project will not exceed City's daytime standards. PA system may be audible inside condos & commercial/ industrial establishments. Impact is significant.
Spring Weekend Game	Project will not exceed City's daytime standards; impact is less than significant	Project will exceed City's daytime standards at condos on Arrow Route. PA system may be audible inside condos & commercial/ industrial establishments. Impact is significant.

Notes:
1. Impacts have not been assessed at the Pitzer College, Claremont McKenna College, or The Children's School because the Project Applicant operates these properties and will have the authority to halt or modify the schedule of activities at the Project site if it determined that such activities would be disruptive to the educational process taking place at the schools.

The assessments of impact provided in Table 9-7 are based on the standards of the jurisdiction in which the receiving property is located, not on the standards of the jurisdiction in which the noise generator is located.

Tables 9-8 through 9-11 compare the estimated Project noise levels with the measured ambient noise levels from Table 8-1.

Table 9-8. Comparison of Estimated Project with Ambient Noise Levels, Weekday Practice

Location Description	Estimated Project Noise Level, dBA	Measured / Estimated Ambient Noise Level, dBA	Combined Project + Ambient Noise Level, dBA	Estimated Increase Due to Project
City of Claremont				
Nearest residences	<38 / <39	55.0	<55.1 / <55.1	<0.1 / <0.1
Pitzer College dorms	50 / 51	56.9	57.7 / 57.9	0.8 / 1.0
Claremont McKenna College dorms	46 / 47	56.9	57.2 / 57.3	0.3 / 0.4
The Children's School	44	65.5	65.5	0.0
Retail center on Foothill	45	65.0	65.0	0.0
Retail center at NW corner of Foothill and Claremont	43	65.0	65.0	0.0
City of Upland				
Condominiums on Arrow Route	49 / 51	59.6	60.0 / 60.2	0.4 / 0.6
Retail center on Arrow Route	48	59.6	59.9	0.3
Businesses on Monte Vista	42	64.8	64.8	0.0
Business park at NE corner of Foothill and Monte Vista	39	65.0	65.0	0.0
Legend: 1st Floor / 2nd Floor receptor				

Table 9-9. Comparison of Estimated Project with Ambient Noise Levels, Weekday Game

Location Description	Estimated Project Noise Level, dBA	Measured / Estimated Ambient Noise Level, dBA	Combined Project + Ambient Noise Level, dBA	Estimated Increase Due to Project
City of Claremont				
Nearest residences	<47 / <47	55.0	<55.6 / <55.6	<0.6 / <0.6
Pitzer College dorms	55 / 57	56.9	59.1 / 60.0	2.2 / 3.1
Claremont McKenna College dorms	55 / 55	56.9	59.1 / 59.1	2.2 / 2.2
The Children's School	51	65.5	65.7	0.2
Retail center on Foothill	49	65.0	65.0	0.0
Retail center at NW corner of Foothill and Claremont	49	65.0	65.0	0.0
City of Upland				
Condominiums on Arrow Route	53 / 55	59.6	60.5 / 60.9	0.9 / 1.3
Retail center on Arrow Route	53	59.6	60.5	0.9
Businesses on Monte Vista	49	64.8	64.9	0.1
Business park at NE corner of Foothill and Monte Vista	46	65.0	65.1	0.1
Legend: 1st Floor / 2nd Floor receptor				

Table 9-10. Comparison of Estimated Project with Ambient Noise Levels, Fall Weekend Game

Location Description	Estimated Project Noise Level, dBA	Measured / Estimated Ambient Noise Level, dBA	Combined Project + Ambient Noise Level, dBA	Estimated Increase Due to Project
City of Claremont				
Nearest residences	<52 / <52	55.0	<56.8 / <56.8	<1.8 / <1.8
Pitzer College dorms	56 / 57	56.9	59.5 / 60.0	2.6 / 3.1
Claremont McKenna College dorms	57 / 59	56.9	60.0 / 61.1	3.1 / 4.2
The Children's School	55	65.5	65.9	0.4
Retail center on Foothill	51	65.0	65.2	0.2
Retail center at NW corner of Foothill and Claremont	50	65.0	65.0	0.0
City of Upland				
Condominiums on Arrow Route	58 / 58	59.0	61.5 / 61.5	2.5 / 2.5
Retail center on Arrow Route	58	59.0	61.5	2.5
Businesses on Monte Vista	54	64.8	65.1	0.3
Business park at NE corner of Foothill and Monte Vista	50	65.0	65.0	0.0
Legend: 1st Floor / 2nd Floor receptor				

Table 9-11. Comparison of Estimated Project with Ambient Noise Levels, Spring Weekend Game

Location Description	Estimated Project Noise Level, dBA	Measured / Estimated Ambient Noise Level, dBA	Combined Project + Ambient Noise Level, dBA	Estimated Increase Due to Project
City of Claremont				
Nearest residences	<52 / <52	55.0	<56.8 / <56.8	<1.8 / <1.8
Pitzer College dorms	58 / 60	56.9	60.5 / 61.7	3.6 / 4.8
Claremont McKenna College dorms	60 / 61	56.9	61.7 / 62.4	4.8 / 5.5
The Children's School	58	65.5	66.2	0.7
Retail center on Foothill	51	65.0	65.2	0.2
Retail center at NW corner of Foothill and Claremont	52	65.0	65.2	0.2
City of Upland				
Condominiums on Arrow Route	61 / 63	58.8	63.0 / 64.4	4.2 / 5.6
Retail center on Arrow Route	60	58.8	62.5	3.7
Businesses on Monte Vista	53	64.8	65.1	0.3
Business park at NE corner of Foothill and Monte Vista	49	65.0	65.1	0.1
Legend: 1st Floor / 2nd Floor receptor				

Referring to Tables 9-8 through 9-11, the following may be concluded with regard to the potential impact of the Project:

- Weekday practice activities are not expected to generate noise levels that increase the ambient level by 3 dB or more at any noise-sensitive receptor in the Project's vicinity. Therefore, the impact of this Project scenario is less than significant.
- Weekday game activities are not expected to generate noise levels that increase the ambient level by 3 dB or more at any noise-sensitive receptor in the Project's vicinity. Therefore, the impact of this Project scenario is less than significant. (It is noted that this Project scenario is expected to increase the ambient noise level by more than 3 dB at the Pitzer College dormitories; however, this is not considered to be a significant impact because the Project Applicant operates these properties and will have the authority to halt or modify the schedule of activities at the Project site if it determined that such activities would be disruptive to the dormitories.)
- Fall weekend game activities are not expected to generate noise levels that increase the ambient level by 3 dB or more at any noise-sensitive receptor in the Project's vicinity. Therefore, the impact of this Project scenario is less than significant. (It is noted that this Project scenario is expected to increase the ambient noise level by more than 3 dB at the Pitzer College and Claremont McKenna College dormitories; however, this is not considered to be a significant impact because the Project Applicant operates these properties and will have the authority to halt or modify the schedule of activities at the Project site if it determined that such activities would be disruptive to the dormitories.)
- Spring weekend game activities are expected to generate noise levels that increase the ambient level by 3 dB or more at the condominiums and the retail center on Arrow Route in Upland. Therefore, the impact of this Project scenario is significant at these locations. (It is noted that this Project scenario is also expected to increase the ambient noise level by more than 3 dB at the Pitzer College and Claremont McKenna College dormitories; however, this is not considered to be a significant impact because the Project Applicant operates these properties and will have the authority to halt or modify the schedule of activities at the Project site if it determined that such activities would be disruptive to the dormitories.)

Figure 9-1. Estimated Project Noise Levels During a Weekday Practice Day

Figure 9-2. Estimated Project Noise Levels During a Weekday Game Day

Figure 9-3. Estimated Project Noise Levels During a Fall Weekend Day

Figure 9-4. Estimated Project Noise Levels During a Spring Weekend Day

9.2.2 Traffic

Using data provided by Linscott, Law and Greenspan (LLG) **[1]**, analyses were conducted to identify the traffic noise exposures that will occur in the study area with and without the Project. The analyses were conducted using the Federal Highway Administration's Traffic Noise Model (TNM) lookup tables **[2, 3]**. The results of the analyses are summarized in Tables 9-12 through 9-17 for weekday conditions, and in Tables 9-18 through 9-23 for weekend conditions. For brevity's sake, only those roadway segments with sensitive receptors (i.e., residences or school sites), and with Project-generated traffic increases, have been included in these tables; the full analyses for all roadway segments can be found in Appendix II.

Table 9-12. Existing Year Traffic Noise Levels With and Without Project, Weekday Practice Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
1st STREET			
W/O Claremont Blvd	63.6	63.6	0.0
5TH STREET			
E/O Indian Hill Blvd	54.3	54.3	0.0
6TH STREET			
W/O College Ave	54.7	54.8	0.1
E/O College Ave	56.4	56.5	0.1
W/O Mills Ave	58.8	58.8	0.0
E/O Mills Ave	62.3	62.3	0.0
W/O Claremont Blvd	62.0	62.0	0.0
9TH STREET			
W/O Claremont Blvd	57.3	57.3	0.0
ARROW ROUTE			
E/O Claremont Blvd	65.5	65.5	0.0
W/O College Park/Dwy 5	65.6	65.6	0.0
BASELINE ROAD			
W/O Monte Vista Ave	69.3	69.3	0.0
CLAREMONT BOULEVARD			
W/O Monte Vista Ave.	63.9	63.9	0.0
N/O Foothill Blvd	65.8	65.8	0.0
S/O Foothill Blvd	62.7	62.7	0.0
N/O Dwy 2	62.7	62.8	0.1
S/O Dwy 2	65.3	65.3	0.0
N/O 9th St/Dwy 3	65.3	65.3	0.0
S/O 9th St/Dwy 3	65.9	65.9	0.0
N/O Dwy 4	66.7	66.7	0.0
S/O Dwy 4	67.2	67.2	0.0
N/O Arrow Route	66.5	66.5	0.0
S/O Arrow Route	65.4	65.4	0.0
N/O 1st St	65.6	65.6	0.0
FOOTHILL BOULEVARD			
W/O Indian Hill Blvd	70.8	70.8	0.0
E/O Indian Hill Blvd	69.6	69.6	0.0
W/O Mills Ave	68.1	68.1	0.0
E/O Mills Ave	65.5	65.5	0.0
HARRISON AVENUE			
W/O Indian Hill Blvd	57.7	57.7	0.0
INDIAN HILL BOULEVARD			
N/O Foothill Blvd	66.3	66.3	0.0
MILLS AVENUE			
S/O Foothill Blvd	53.7	53.8	0.1
MONTE VISTA AVENUE			
S/O Baseline Rd	70.3	70.3	0.0
N/O Claremont Blvd	69.2	69.2	0.0
S/O Arrow Rte	67.4	67.4	0.0
PADUA AVENUE			
N/O Baseline Rd	65.3	65.3	0.0

Table 9-13. Existing Year Traffic Noise Levels With and Without Project, Weekday Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
1st STREET			
W/O Claremont Blvd	63.6	63.6	0.0
5TH STREET			
E/O Indian Hill Blvd	54.3	54.4	0.1
6TH STREET			
W/O College Ave	54.7	54.8	0.1
E/O College Ave	56.4	56.5	0.1
W/O Mills Ave	58.8	58.8	0.0
E/O Mills Ave	62.3	62.3	0.0
W/O Claremont Blvd	62.0	62.1	0.1
9TH STREET			
W/O Claremont Blvd	57.3	57.3	0.0
ARROW ROUTE			
E/O Claremont Blvd	65.5	65.5	0.0
W/O College Park/Dwy 5	65.6	65.6	0.0
BASELINE ROAD			
W/O Monte Vista Ave	69.3	69.3	0.0
CLAREMONT BOULEVARD			
W/O Monte Vista Ave.	63.9	64.0	0.1
N/O Foothill Blvd	65.8	65.9	0.1
S/O Foothill Blvd	62.7	62.8	0.1
N/O Dwy 2	62.7	62.8	0.1
S/O Dwy 2	65.3	65.4	0.1
N/O 9th St/Dwy 3	65.3	65.4	0.1
S/O 9th St/Dwy 3	65.9	66.0	0.1
N/O Dwy 4	66.7	66.7	0.0
S/O Dwy 4	67.2	67.2	0.0
N/O Arrow Route	66.5	66.6	0.1
S/O Arrow Route	65.4	65.5	0.1
N/O 1st St	65.6	65.7	0.1
FOOTHILL BOULEVARD			
W/O Indian Hill Blvd	70.8	70.8	0.0
E/O Indian Hill Blvd	69.6	69.6	0.0
W/O Mills Ave	68.1	68.1	0.0
E/O Mills Ave	65.5	65.5	0.0
HARRISON AVENUE			
W/O Indian Hill Blvd	57.7	57.7	0.0
INDIAN HILL BOULEVARD			
N/O Foothill Blvd	66.3	66.3	0.0
MILLS AVENUE			
S/O Foothill Blvd	53.7	53.9	0.2
MONTE VISTA AVENUE			
S/O Baseline Rd	70.3	70.3	0.0
N/O Claremont Blvd	69.2	69.2	0.0
S/O Arrow Rte	67.4	67.5	0.1
PADUA AVENUE			
N/O Baseline Rd	65.3	65.3	0.0

Table 9-14. Cumulative Year 2020 Traffic Noise Levels With and Without Project, Weekday Practice Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
1st STREET			
W/O Claremont Blvd	68.0	68.0	0.0
5TH STREET			
E/O Indian Hill Blvd	54.9	55.0	0.1
6TH STREET			
W/O College Ave	56.6	56.6	0.0
E/O College Ave	57.8	57.8	0.0
W/O Mills Ave	60.3	60.3	0.0
E/O Mills Ave	63.7	63.7	0.0
W/O Claremont Blvd	63.3	63.3	0.0
9TH STREET			
W/O Claremont Blvd	57.6	57.7	0.1
ARROW ROUTE			
E/O Claremont Blvd	67.2	67.2	0.0
W/O College Park/Dwy 5	67.2	67.2	0.0
BASELINE ROAD			
W/O Monte Vista Ave	69.8	69.8	0.0
CLAREMONT BOULEVARD			
W/O Monte Vista Ave.	66.4	66.4	0.0
N/O Foothill Blvd	67.7	67.7	0.0
S/O Foothill Blvd	65.3	65.3	0.0
N/O Dwy 2	65.3	65.3	0.0
S/O Dwy 2	67.8	67.9	0.1
N/O 9th St/Dwy 3	67.9	67.9	0.0
S/O 9th St/Dwy 3	68.3	68.3	0.0
N/O Dwy 4	69.0	69.0	0.0
S/O Dwy 4	69.5	69.5	0.0
N/O Arrow Route	68.8	68.9	0.1
S/O Arrow Route	68.2	68.3	0.1
N/O 1st St	68.5	68.5	0.0
FOOTHILL BOULEVARD			
W/O Indian Hill Blvd	72.0	72.0	0.0
E/O Indian Hill Blvd	70.8	70.8	0.0
W/O Mills Ave	69.4	69.4	0.0
E/O Mills Ave	66.9	66.9	0.0
HARRISON AVENUE			
W/O Indian Hill Blvd	58.5	58.5	0.0
INDIAN HILL BOULEVARD			
N/O Foothill Blvd	67.0	67.0	0.0
MILLS AVENUE			
S/O Foothill Blvd	54.4	54.5	0.1
MONTE VISTA AVENUE			
S/O Baseline Rd	72.5	72.5	0.0
N/O Claremont Blvd	71.7	71.7	0.0
S/O Arrow Rte	70.1	70.1	0.0
PADUA AVENUE			
N/O Baseline Rd	67.8	67.8	0.0

Table 9-15. Cumulative Year 2020 Traffic Noise Levels With and Without Project, Weekday Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
1st STREET			
W/O Claremont Blvd	68.0	68.0	0.0
5TH STREET			
E/O Indian Hill Blvd	54.9	55.0	0.1
6TH STREET			
W/O College Ave	56.6	56.6	0.0
E/O College Ave	57.8	57.8	0.0
W/O Mills Ave	60.3	60.3	0.0
E/O Mills Ave	63.7	63.7	0.0
W/O Claremont Blvd	63.3	63.4	0.1
9TH STREET			
W/O Claremont Blvd	57.6	57.7	0.1
ARROW ROUTE			
E/O Claremont Blvd	67.2	67.2	0.0
W/O College Park/Dwy 5	67.2	67.3	0.1
BASELINE ROAD			
W/O Monte Vista Ave	69.8	69.8	0.0
CLAREMONT BOULEVARD			
W/O Monte Vista Ave.	66.4	66.4	0.0
N/O Foothill Blvd	67.7	67.7	0.0
S/O Foothill Blvd	65.3	65.3	0.0
N/O Dwy 2	65.3	65.4	0.1
S/O Dwy 2	67.8	67.9	0.1
N/O 9th St/Dwy 3	67.9	67.9	0.0
S/O 9th St/Dwy 3	68.3	68.3	0.0
N/O Dwy 4	69.0	69.0	0.0
S/O Dwy 4	69.5	69.5	0.0
N/O Arrow Route	68.8	68.9	0.1
S/O Arrow Route	68.2	68.3	0.1
N/O 1st St	68.5	68.5	0.0
FOOTHILL BOULEVARD			
W/O Indian Hill Blvd	72.0	72.0	0.0
E/O Indian Hill Blvd	70.8	70.8	0.0
W/O Mills Ave	69.4	69.4	0.0
E/O Mills Ave	66.9	66.9	0.0
HARRISON AVENUE			
W/O Indian Hill Blvd	58.5	58.6	0.1
INDIAN HILL BOULEVARD			
N/O Foothill Blvd	67.0	67.0	0.0
MILLS AVENUE			
S/O Foothill Blvd	54.4	54.5	0.1
MONTE VISTA AVENUE			
S/O Baseline Rd	72.5	72.5	0.0
N/O Claremont Blvd	71.7	71.7	0.0
S/O Arrow Rte	70.1	70.1	0.0
PADUA AVENUE			
N/O Baseline Rd	67.8	67.8	0.0

Table 9-16. Cumulative Year 2030 Traffic Noise Levels With and Without Project, Weekday Practice Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
1st STREET			
W/O Claremont Blvd	68.2	68.2	0.0
5TH STREET			
E/O Indian Hill Blvd	56.0	56.0	0.0
6TH STREET			
W/O College Ave	56.4	56.4	0.0
E/O College Ave	58.0	58.0	0.0
W/O Mills Ave	60.6	60.6	0.0
E/O Mills Ave	64.0	64.0	0.0
W/O Claremont Blvd	63.7	63.7	0.0
9TH STREET			
W/O Claremont Blvd	58.7	58.7	0.0
ARROW ROUTE			
E/O Claremont Blvd	67.3	67.3	0.0
W/O College Park/Dwy 5	67.9	67.9	0.0
BASELINE ROAD			
W/O Monte Vista Ave	70.9	70.9	0.0
CLAREMONT BOULEVARD			
W/O Monte Vista Ave.	67.0	67.0	0.0
N/O Foothill Blvd	68.2	68.2	0.0
S/O Foothill Blvd	65.9	65.9	0.0
N/O Dwy 2	65.8	65.8	0.0
S/O Dwy 2	68.4	68.4	0.0
N/O 9th St/Dwy 3	68.3	68.3	0.0
S/O 9th St/Dwy 3	68.7	68.7	0.0
N/O Dwy 4	69.5	69.5	0.0
S/O Dwy 4	70.0	70.0	0.0
N/O Arrow Route	69.3	69.3	0.0
S/O Arrow Route	68.6	68.6	0.0
N/O 1st St	68.8	68.8	0.0
FOOTHILL BOULEVARD			
W/O Indian Hill Blvd	72.2	72.2	0.0
E/O Indian Hill Blvd	70.5	70.5	0.0
W/O Mills Ave	69.3	69.3	0.0
E/O Mills Ave	66.7	66.7	0.0
HARRISON AVENUE			
W/O Indian Hill Blvd	59.2	59.2	0.0
INDIAN HILL BOULEVARD			
N/O Foothill Blvd	68.3	68.3	0.0
MILLS AVENUE			
S/O Foothill Blvd	51.9	52.0	0.1
MONTE VISTA AVENUE			
S/O Baseline Rd	73.1	73.1	0.0
N/O Claremont Blvd	71.3	71.3	0.0
S/O Arrow Rte	68.8	68.8	0.0
PADUA AVENUE			
N/O Baseline Rd	66.2	66.2	0.0

Table 9-17. Cumulative Year 2030 Traffic Noise Levels With and Without Project, Weekday Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
1st STREET			
W/O Claremont Blvd	68.2	68.2	0.0
5TH STREET			
E/O Indian Hill Blvd	56.0	56.1	0.1
6TH STREET			
W/O College Ave	56.4	56.5	0.1
E/O College Ave	58.0	58.0	0.0
W/O Mills Ave	60.6	60.6	0.0
E/O Mills Ave	64.0	64.0	0.0
W/O Claremont Blvd	63.7	63.7	0.0
9TH STREET			
W/O Claremont Blvd	58.7	58.8	0.1
ARROW ROUTE			
E/O Claremont Blvd	67.3	67.3	0.0
W/O College Park/Dwy 5	67.9	67.9	0.0
BASELINE ROAD			
W/O Monte Vista Ave	70.9	70.9	0.0
CLAREMONT BOULEVARD			
W/O Monte Vista Ave.	67.0	67.0	0.0
N/O Foothill Blvd	68.2	68.2	0.0
S/O Foothill Blvd	65.9	65.9	0.0
N/O Dwy 2	65.8	65.9	0.1
S/O Dwy 2	68.4	68.4	0.0
N/O 9th St/Dwy 3	68.3	68.3	0.0
S/O 9th St/Dwy 3	68.7	68.8	0.1
N/O Dwy 4	69.5	69.5	0.0
S/O Dwy 4	70.0	70.0	0.0
N/O Arrow Route	69.3	69.3	0.0
S/O Arrow Route	68.6	68.6	0.0
N/O 1st St	68.8	68.8	0.0
FOOTHILL BOULEVARD			
W/O Indian Hill Blvd	72.2	72.2	0.0
E/O Indian Hill Blvd	70.5	70.5	0.0
W/O Mills Ave	69.3	69.3	0.0
E/O Mills Ave	66.7	66.7	0.0
HARRISON AVENUE			
W/O Indian Hill Blvd	59.2	59.2	0.0
INDIAN HILL BOULEVARD			
N/O Foothill Blvd	68.3	68.3	0.0
MILLS AVENUE			
S/O Foothill Blvd	51.9	52.1	0.2
MONTE VISTA AVENUE			
S/O Baseline Rd	73.1	73.1	0.0
N/O Claremont Blvd	71.3	71.3	0.0
S/O Arrow Rte	68.8	68.9	0.1
PADUA AVENUE			
N/O Baseline Rd	66.2	66.2	0.0

Table 9-18. Existing Year Traffic Noise Levels With and Without Project, Weekend Fall Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
6TH STREET			
W/O Claremont Blvd	60.7	60.9	0.2
9TH STREET			
W/O Claremont Blvd	54.4	54.6	0.2
ARROW ROUTE			
E/O Claremont Blvd	62.9	63.1	0.2
W/O College Park/Dwy 5	63.4	63.6	0.2
CLAREMONT BOULEVARD			
N/O Foothill Blvd	63.0	63.3	0.3
S/O Foothill Blvd	60.0	60.7	0.7
N/O 9th St/Dwy 3	62.5	63.1	0.6
S/O 9th St/Dwy 3	63.0	63.2	0.2
N/O Arrow Route	63.8	64.1	0.3
S/O Arrow Route	62.5	62.5	0.0
MONTE VISTA AVENUE			
S/O Arrow Rte	65.6	65.7	0.1

Table 9-19. Existing Year Traffic Noise Levels With and Without Project, Weekend Spring Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
6TH STREET			
W/O Claremont Blvd	60.7	60.8	0.1
9TH STREET			
W/O Claremont Blvd	54.4	54.5	0.1
ARROW ROUTE			
E/O Claremont Blvd	62.9	63.0	0.1
W/O College Park/Dwy 5	63.4	63.5	0.1
CLAREMONT BOULEVARD			
N/O Foothill Blvd	63.0	63.2	0.2
S/O Foothill Blvd	60.0	60.4	0.4
N/O 9th St/Dwy 3	62.5	62.8	0.3
S/O 9th St/Dwy 3	63.0	63.1	0.1
N/O Arrow Route	63.8	64.0	0.2
S/O Arrow Route	62.5	62.5	0.0
MONTE VISTA AVENUE			
S/O Arrow Rte	65.6	65.7	0.1

Table 9-20. Cumulative Year 2020 Traffic Noise Levels With and Without Project, Weekend Fall Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
6TH STREET			
W/O Claremont Blvd	62.0	62.1	0.1
9TH STREET			
W/O Claremont Blvd	54.8	55.0	0.2
ARROW ROUTE			
E/O Claremont Blvd	64.5	64.7	0.2
W/O College Park/Dwy 5	65.1	65.2	0.1
CLAREMONT BOULEVARD			
N/O Foothill Blvd	64.9	65.1	0.2
S/O Foothill Blvd	62.6	63.0	0.4
N/O 9th St/Dwy 3	65.1	65.5	0.4
S/O 9th St/Dwy 3	65.3	65.5	0.2
N/O Arrow Route	66.2	66.3	0.1
S/O Arrow Route	65.3	65.3	0.0
MONTE VISTA AVENUE			
S/O Arrow Rte	68.3	68.4	0.1

Table 9-21. Cumulative Year 2020 Traffic Noise Levels With and Without Project, Weekend Spring Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
6TH STREET			
W/O Claremont Blvd	62.0	62.1	0.1
9TH STREET			
W/O Claremont Blvd	54.8	54.9	0.1
ARROW ROUTE			
E/O Claremont Blvd	64.5	64.6	0.1
W/O College Park/Dwy 5	65.1	65.2	0.1
CLAREMONT BOULEVARD			
N/O Foothill Blvd	64.9	65.0	0.1
S/O Foothill Blvd	62.6	62.8	0.2
N/O 9th St/Dwy 3	65.1	65.3	0.2
S/O 9th St/Dwy 3	65.3	65.4	0.1
N/O Arrow Route	66.2	66.2	0.0
S/O Arrow Route	65.3	65.3	0.0
MONTE VISTA AVENUE			
S/O Arrow Rte	68.3	68.3	0.0

Table 9-22. Cumulative Year 2030 Traffic Noise Levels With and Without Project, Weekend Fall Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
6TH STREET			
W/O Claremont Blvd	62.4	62.5	0.1
9TH STREET			
W/O Claremont Blvd	55.9	56.0	0.1
ARROW ROUTE			
E/O Claremont Blvd	64.6	64.8	0.2
W/O College Park/Dwy 5	65.7	65.9	0.2
CLAREMONT BOULEVARD			
N/O Foothill Blvd	65.4	65.6	0.2
S/O Foothill Blvd	63.2	63.6	0.4
N/O 9th St/Dwy 3	65.5	65.8	0.3
S/O 9th St/Dwy 3	65.8	65.9	0.1
N/O Arrow Route	66.6	66.8	0.2
S/O Arrow Route	65.6	65.6	0.0
MONTE VISTA AVENUE			
S/O Arrow Rte	67.0	67.1	0.1

Table 9-23. Cumulative Year 2030 Traffic Noise Levels With and Without Project, Weekend Spring Game Day

Street Segment	CNEL at Nearest Receptor, dB		Change in CNEL Due to Project, dB
	Without Project	With Project	
6TH STREET			
W/O Claremont Blvd	62.4	62.4	0.0
9TH STREET			
W/O Claremont Blvd	55.9	55.9	0.0
ARROW ROUTE			
E/O Claremont Blvd	64.6	64.7	0.1
W/O College Park/Dwy 5	65.7	65.8	0.1
CLAREMONT BOULEVARD			
N/O Foothill Blvd	65.4	65.5	0.1
S/O Foothill Blvd	63.2	63.4	0.2
N/O 9th St/Dwy 3	65.5	65.7	0.2
S/O 9th St/Dwy 3	65.8	65.9	0.1
N/O Arrow Route	66.6	66.7	0.1
S/O Arrow Route	65.6	65.6	0.0
MONTE VISTA AVENUE			
S/O Arrow Rte	67.0	67.1	0.1

Referring to Tables 9-12 through 9-23, additional traffic generated by the Project is not expected to increase the CNEL at any sensitive receptor in the study area to a level that exceeds the General Plan noise standard for that land use in either the City of Claremont or the City of Upland. The only exception to this will occur under cumulative year 2020 conditions during a fall game at residential properties adjacent to Claremont Boulevard north of Foothill Boulevard. Under these conditions the additional weekend traffic generated by the Project is expected to increase the CNEL above the City of Claremont's 65 dB standard. However, this is not considered to be a significant impact for the following reasons: (1) the exceedance of 0.1 dB is not noticeable to the average person (a change of 3 to 5 dB is considered noticeable), and (2) the exceedance will only occur five times a year, as

discussed in Section 9.2. Therefore, it is concluded that the Project will not result in the exposure of persons to or generation of noise levels in excess of standards established in the local General Plans, and the impact is not significant.

The summary tables also indicate that Project traffic will increase the CNEL in the study area by 0.7 dB or less. An increase of less than 3 dB is generally considered to be imperceptible to a person of normal hearing and sensitivity; therefore, the Project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and the impact is not significant.

10 Future Noise and Vibration Environments at the Project Site

The Project site will be exposed to noise from both construction activities and transportation sources (i.e., traffic on the adjacent arterials, and flight operations at Cable Airport). Each is discussed in the following sections.

10.1 Construction

Because the proposed Project will be developed in phases, as discussed in Section 9.1, the construction activity of latter phases will necessarily occur in proximity to Project facilities (i.e., recreational or athletic fields, buildings, etc.) that were developed as part of previous phases. However, the impact of construction noise and vibration levels on the Project's facilities are considered to be less than significant because: (1) the Project itself is a source of noise, and (2) the Project Applicant has full control over the scheduled construction activities and will have the authority to stop or alter the construction activities if the noise or vibration is affecting the use of the facilities.

10.2 Transportation

Using data provided by Linscott, Law & Greenspan **[1]**, an analysis was conducted to identify the future traffic noise exposures that will occur at the Project site. For the purpose of the analysis, the Year 2030 Cumulative Plus Project traffic volumes were used to provide a "worst case" assessment" The results of the analysis are provided in Appendix II and are summarized in Table 10-1.

Table 10-1. Future Exterior Traffic Noise Levels at the Project Site

Roadway	Nearest Project Receptor	Noise Metric	Unmitigated Noise Level @ Nearest Project Receptor			
			Weekday Practice Day	Weekday Game Day	Fall Weekend Game Day	Spring Weekend Game Day
Arrow Route	Recreation field	CNEL	68.5 dB	68.5 dB	66.5 dB	66.4 dB
Claremont Blvd.	Volleyball court	CNEL	67.6 dB	67.7 dB	65.3 dB	65.1 dB
Claremont Blvd.	Office/sports medicine bldg.	CNEL L_{eq}	60.5 dB 59.2 dBA	60.5 dB 59.2 dBA	57.7 dB 56.4 dBA	57.6 dB 56.4 dBA
Foothill Blvd.	Multipurpose field	CNEL	66.7 dB	66.7 dB	65.1 dB	65.1 dB
Monte Vista Ave.	Recreation field	CNEL	66.7 dB	66.7 dB	65.1 dB	65.1 dB

Referring to the contour map of Figure 8-2, the CNEL at the proposed recreational/athletic fields due to operations at Cable Airport ranges from about 59 to 64 dB. At the proposed offices/sports medicine building it is estimated that the exterior CNEL will be 61 to 62 dB. Because Cable Airport is a VFR (visual flight rules) facility, all flights occur during daytime hours. Therefore, the average hourly L_{eq} at the proposed offices/sports medicine building will be 3 dB higher than the CNEL, or 64 to 65 dBA.

The overall noise exposure at any location on the Project site is obtained by adding together, on an energy basis, the individual contributions from traffic and aircraft. This analysis is provided in Table 10-2.

Table 10-2. Estimated Overall Future Exterior Noise Levels at the Project Site

Roadway	Nearest Project Receptor	Noise Metric	Estimated Exterior Noise Level		
			Traffic[1]	Aircraft	Overall
City of Claremont					
Claremont Blvd.	Volleyball court	CNEL	67.7 dB	62 dB	68.7 dB
Foothill Blvd.	Multipurpose field	CNEL	66.7 dB	61 dB	67.7 dB
City of Upland					
Arrow Route	Recreation field	CNEL	68.5 dB	63 dB	69.6 dB
Claremont Blvd.	Office/sports medicine bldg.	CNEL L_{eq}	60.5 dB 59.2 dBA	62 dB 65 dBA	64.3 dB 66.0 dBA
Monte Vista Ave.	Recreation field	CNEL	66.7 dB	60 dB	67.5 dB

Notes:
1. The highest traffic noise levels generated by the four different operational scenarios considered in this study were used in order to provide a worst case assessment of overall noise levels at the Project site.

Both the City of Claremont and the City of Upland identify a CNEL of up to 70 dB as being acceptable for active open space areas such as the sports fields at the Project site. Referring to Table 10-2, the estimated overall CNEL at the proposed Project site will be less than 70 dB; therefore, the impact is less than significant at these locations.

Referring to the table, the overall exterior CNEL at the offices/sports medicine building is estimated to be 64.3 dB. This complies with the City of Upland's land use compatibility guideline of 70 dB or less for schools; therefore, the impact is less than significant. Typical commercial construction provides at least 20 dB of noise reduction with windows and doors closed. Applying this to the estimated exterior CNEL of 64.3 dBA at the proposed offices/sports medicine building yields an estimated interior CNEL of 44.3 dB. This is below the 45 dB standard provided in the *Cable Airport Comprehensive Airport Land Use Plan*; therefore, the impact is less than significant. Similarly, the estimated interior L_{eq} will be 46.0 dBA. This is below the standard of 50 dBA developed by the City of Upland for general office spaces and by the State of California Green Building Standards Code for non-residential spaces; therefore, the impact is less than significant.

11 Summary of Impacts

Using the criteria established in this study, the following may be concluded regarding the impact of the proposed Project:

- The Project will result in the exposure of persons to, or generation of, noise levels in excess of standards established in the local General Plans or Noise Ordinances, or applicable standards of other agencies. This significant impact will occur at the sensitive receptors in the City of Upland on a weekday game day, on a fall weekend game day, and on a spring weekend game day. (Refer to Mitigation Measures 1 and 2 in Section 12.)
- The Project may result in the exposure of persons to, or generation of, noise levels in excess of standards established in the local General Plans or Noise Ordinances, or applicable standards of other agencies. This potentially significant impact may occur if:

  Activities occur at the Project site between 10:00 p.m. and 7:00 a.m. (Refer to Mitigation Measure 3 in Section 12.)

  Site maintenance work occurs between 8:00 p.m. and 7:00 a.m. Monday through Saturday, before 9:00 a.m. on Sunday, or after 8:00 p.m. on Sunday. (Refer to Mitigation Measure 4 in Section 12.)
- The Project will not result in the exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels. Therefore, the impact of the Project is less than significant, and mitigation is not required.
- Activities at the Project site will result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. This significant impact will occur at the condominiums and the retail center on Arrow Route during a spring weekend game day. (Refer to Mitigation Measures 1 and 2 in Section 12.)
- Construction of the Project will result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This significant impact will occur at the condominiums on Arrow Route. (Refer to Mitigation Measure 5 in Section 12.)
- The Project will not result in the exposure of persons residing or working on the Project site to excessive noise levels as a result of activities at an airport. Therefore, the impact is less than significant and mitigation measures are not required.

12 Noise Mitigation Measures

The following are required in order to mitigate the significant impacts associated with the Project:

1. The Project Applicant shall regulate the schedule and crowd size at the Project site on a spring weekend game day as follows:

   a. Baseball and softball games may occur simultaneously, but the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989) shall not be used while baseball and/or softball games are

occurring. Crowd size shall be limited to no more than 100 spectators at the baseball field and 75 spectators at the softball field.

b. Games may occur simultaneously at the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989), but the baseball and softball fields shall not be used while these games are occurring. Crowd size shall be limited to no more than 50 spectators at each multipurpose field.

c. Games may occur simultaneously at the baseball field, the softball field, and the two multipurpose fields on Parcels 5 and 6 (TPM No. 18989), but the crowd size shall be limited to no more than 100 spectators at the baseball field, 75 spectators at the softball field, and 25 spectators at each multipurpose field. In addition, the public address systems at the baseball field and at the softball field shall be adjusted to produce a combined average sound power level of 110 dBA or less. That is, the total sound power level emitted by all of the loudspeakers at the baseball field shall be 110 dBA or less; likewise, the total sound power level emitted by all of the loudspeakers at the softball field shall be 110 dBA or less. This is in addition to the requirements imposed by implementation of Mitigation Measure #2, below.

2. The Project Applicant shall obtain a valid permit from the City of Upland prior to installing the public address systems at the Project site. Through the permitting process, the type, location, and operation of future proposed public address systems will be evaluated and designed to ensure compliance with the City of Upland's Municipal Code standards.

3. Scheduled games and practices shall not be permitted at the Project site between the hours of 10:00 p.m. and 7:00 a.m. All games and practices at the Project site shall be scheduled to allow sufficient time for all participants and spectators to leave the site by 10:00 p.m. Participants and spectators of the scheduled games and practices shall not be permitted to be on site prior to 7:00 a.m.

4. Site maintenance work shall only be permitted between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday.

5. To minimize construction noise levels at the nearby properties, the contractor shall, to the extent practical, put into effect the following noise abatement measures:

   a. Construction activities shall only occur during the hours permitted by the Municipal Codes for the cities of Claremont and Upland.

   b. No construction equipment shall be used that generates a noise level in excess of 85 dBA at a distance of 100 feet from the equipment.

   c. Where feasible, temporary solid noise barriers or berms shall be erected between construction equipment and sensitive off-site receptors.

   d. Construction storage areas shall be located away from sensitive receptors. Where this is not possible, the storage of waste materials, earth, and other supplies shall be positioned in a manner that will function as a noise barrier to the closest sensitive receivers.

   e. All construction and demolition equipment shall be fitted with properly sized mufflers.

f. Noisy construction equipment items shall be located as far as practicable from the adjacent properties.

g. In order to minimize the time during which any single noise-sensitive receptor is exposed to construction noise, construction shall be completed as rapidly as possible.

h. The quietest construction equipment owned by the contractor shall be used. The use of electric powered equipment is typically quieter than diesel, and hydraulic powered equipment is quieter than pneumatic power. If compressors powered by diesel or gasoline engines are to be used, they shall be contained or have baffles to help abate noise levels.

i. All construction equipment shall be properly maintained. Poor maintenance of equipment typically causes excessive noise levels.

j. Noisy equipment shall be operated only when necessary, and shall be switched off when not in use.

k. Notice shall be posted prior to construction identifying the location and dates of construction, and the name and phone number of a contact person at the Claremont University Consortium in case of complaints. The notice shall encourage the residents to call the contact person rather than the police in case of complaint. The notice shall inform residents of any changes to the schedule. The designated contact person shall be on site throughout Project construction with a mobile phone. If a complaint is received, the contact person shall take whatever reasonable steps are necessary to resolve the complaint.

13 Noise Levels With Mitigation

With the incorporation of the mitigation measures recommended in Section 12, it is concluded that the Project noise levels will comply with the City of Upland's noise standards. Therefore, the impact will be less than significant.

14 Implementation Disclaimer

Wieland Acoustics assumes no responsibility whatsoever for the implementation of the recommendations provided in this report, or for the details of construction or the final noise levels following completion of the project. We are responsible only for the accuracy of our calculations, which are based on the construction elements detailed in this report. No guarantees or assurances are given or implied.

15 References

1. *Traffic Impact Analysis Report, Claremont Colleges East Campus, Cities of Claremont and Upland*. Linscott, Law & Greenspan Engineers. September 5, 2014.

2. *FHWA Traffic Noise Model, Version 2.5 Look-Up Table, User's Guide*. U.S. Department of

Transportation, Federal Highway Administration. Final Report, December 2004.

3. *Traffic Noise Model (FHWA TNM) LookUp Program, Software Version 2.1 (Data Generated by TNM Version 2.5)*. U.S. Department of Transportation, Federal Highway Administration. February 22, 2007.
4. *Cable Airport Comprehensive Airport Land Use Plan.* West Valley Planning Agency Airport Land Use Commission. Adopted December 9, 1981.
5. *Transit Noise and Vibration Impact Assessment*. U.S. Department of Transportation/Federal Transit Administration (FTA-VA-90-1003-06). May 2006.
6. *Revised Construction Schedule and Equipment.xls*. Provided by MIG|Hogle-Ireland.
7. *Claremont Colleges East Campus, Project Description for the Tentative Parcel Map in the City of Upland*. MIG|Hogle-Ireland. April 2014.
8. *Claremont Colleges East Campus, Project Description for the Tentative Parcel Map in the City of Claremont*. MIG|Hogle-Ireland. April 2014.
9. *Attachment A: Estimated Schedule for Improvements*. MIG|Hogle-Ireland. April 2014.
10. Sheets 1 (*Sheet Index*) and 2 (*Master Site Plan, Street Sections, and Corner Details*) of the Upland Submittal. MIG|Hogle-Ireland. April 2014.
11. Sheets 1 (*Sheet Index*), 2 (*Master Site Plan, Street Sections, and Corner Details*), 3 (*Tentative Parcel Map No. 70243*), 4 (*Conceptual Grading Plan*), and 5 (*Composite Utility Plan*) of the Claremont Submittal. MIG|Hogle-Ireland. April 2014.
12. *Tentative Parcel Map No. 70243*. Andreasen Engineering, Inc. April 2014.
13. *Tentative Parcel Map No. 18989*. Andreasen Engineering, Inc. April 2014.
14. *Conceptual Master Site Plan*. MIG|Hogle-Ireland. February 4, 2014.
15. *Conceptual Grading Plan in the City of Upland for Tentative Parcel Map No. 18989*. Andreasen Engineering, Inc. July 2014.
16. *2652-Aerial-Boundary.dwg*. Provided by Andreasen Engineering, Inc.
17. *Draft University High School Stadium Environmental Impact Report*. The Planning Center. December 2008.

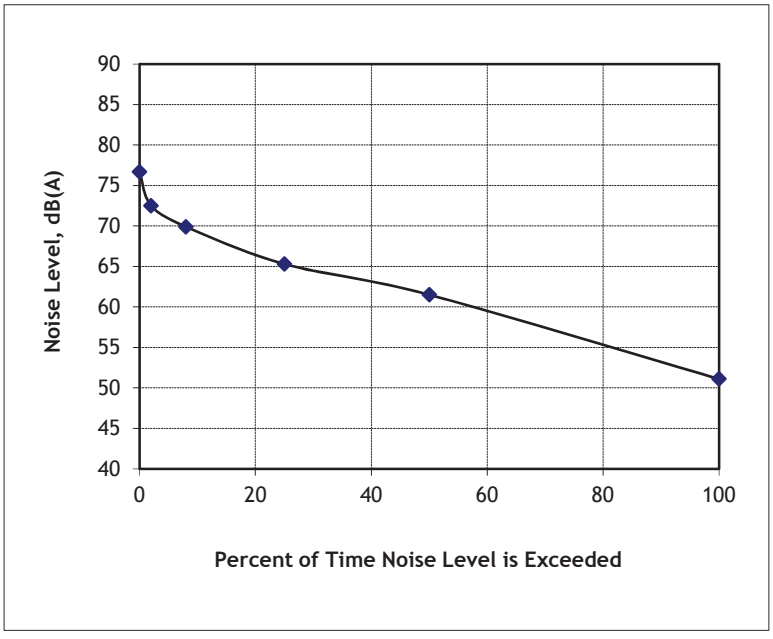
APPENDIX I

Noise Measurements

Table I-1. Noise Survey

Project:	East Campus Improvement Project
Position:	#1, at the commercial center on the northeast corner of Claremont Blvd. & Foothill Blvd.
Date:	February 19, 2014
Time:	Noted
Noise Source:	Ambient traffic
Distance:	12' from curb on Claremont Blvd, 300' from curb on Foothill Blvd.
SLM Height:	5'
LD 712 S/N:	0556
LD CAL200 Calibrator S/N:	2916
Operator:	David Limberg

	Measurement Period		
	11:55 AM to 12:15 PM	to	to
n*	**Ln**	**Ln**	**Ln**
2	72.5		
8	69.9		
25	65.3		
50	61.5		
90			
99			
Leq	65.0		
Lmax	76.7		
Lmin	51.1		

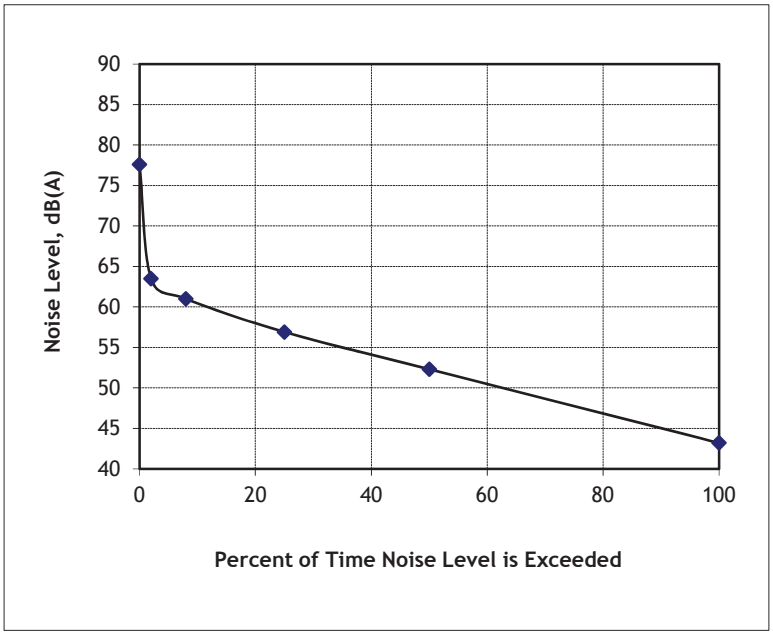


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-2. Noise Survey

Project:	East Campus Improvement Project
Position:	#2, in the parking lot of Pitzer College at the offset of the student housing from Claremont Blvd.
Date:	February 19, 2014
Time:	Noted
Noise Source:	Ambient traffic
Distance:	Approximately 15' back from fence line
SLM Height:	5'
LD 712 S/N:	0556
LD CAL200 Calibrator S/N:	2916
Operator:	David Limberg

	Measurement Period		
	11:15 AM to 11:35 AM	to	to
n*	**Ln**	**Ln**	**Ln**
2	63.5		
8	61.0		
25	56.9		
50	52.3		
90			
99			
Leq	56.9		
Lmax	77.6		
Lmin	43.2		

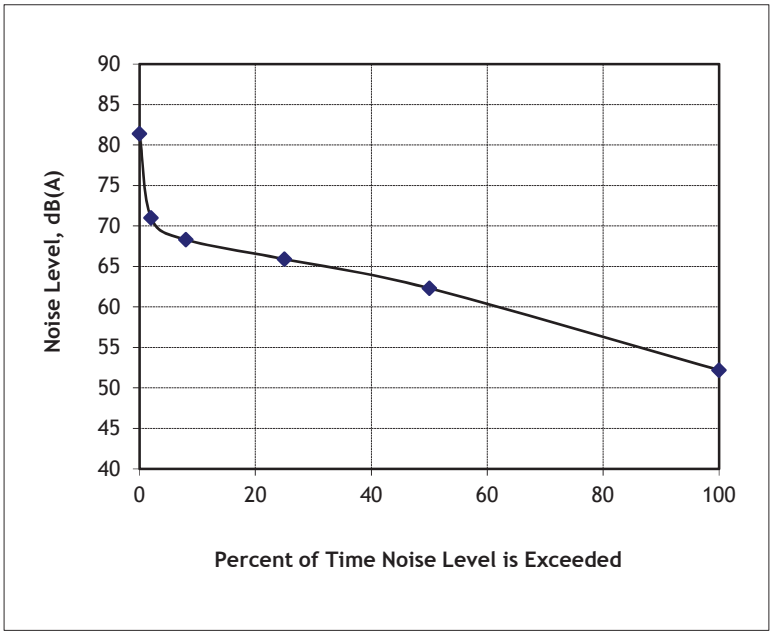


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-3. Noise Survey

Project:	East Campus Improvement Project
Position:	#3, at the Meischi Business Park, at the offset of 912 Monte Vista Ave.
Date:	February 19, 2014
Time:	Noted
Noise Source:	Ambient traffic
Distance:	78' from the curb of Monte Vista Ave.
SLM Height:	5'
LD 712 S/N:	0556
LD CAL200 Calibrator S/N:	2916
Operator:	David Limberg

	Measurement Period		
	12:20 PM to 12:40 PM	to	to
n*	**Ln**	**Ln**	**Ln**
2	71.0		
8	68.3		
25	65.9		
50	62.3		
90			
99			
Leq	64.8		
Lmax	81.4		
Lmin	52.2		

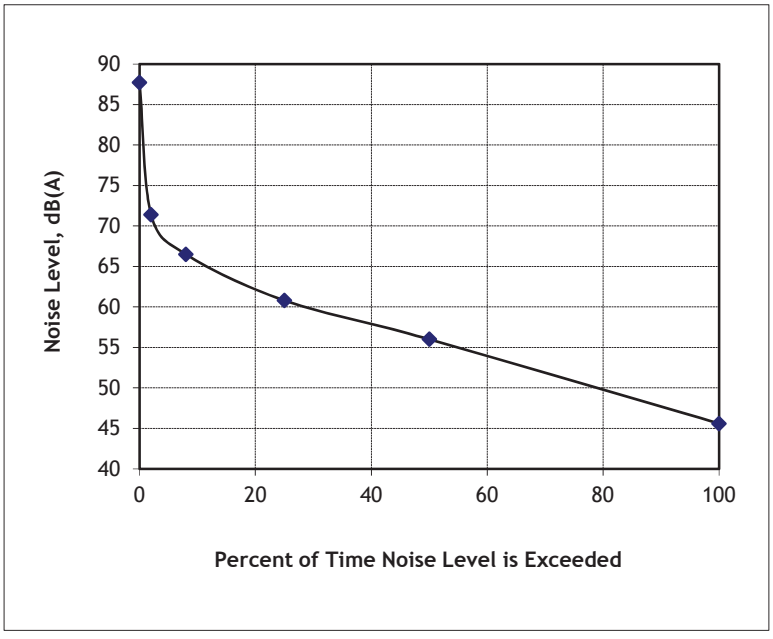


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-4. Noise Survey

Project:	East Campus Improvement Project
Position:	#4, at the residences on Arrow Route east of Claremont Blvd.
Date:	February 19, 2014
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route, 122 yards from Claremont Blvd., 100 yards from College Park
SLM Height:	5'
LD 712 S/N:	0556
LD CAL200 Calibrator S/N:	2916
Operator:	David Limberg

	Measurement Period		
	10:40 AM to 11:00 AM	to	to
n*	Ln	Ln	Ln
2	71.4		
8	66.5		
25	60.8		
50	56.0		
90			
99			
Leq	65.5		
Lmax	87.7		
Lmin	45.6		

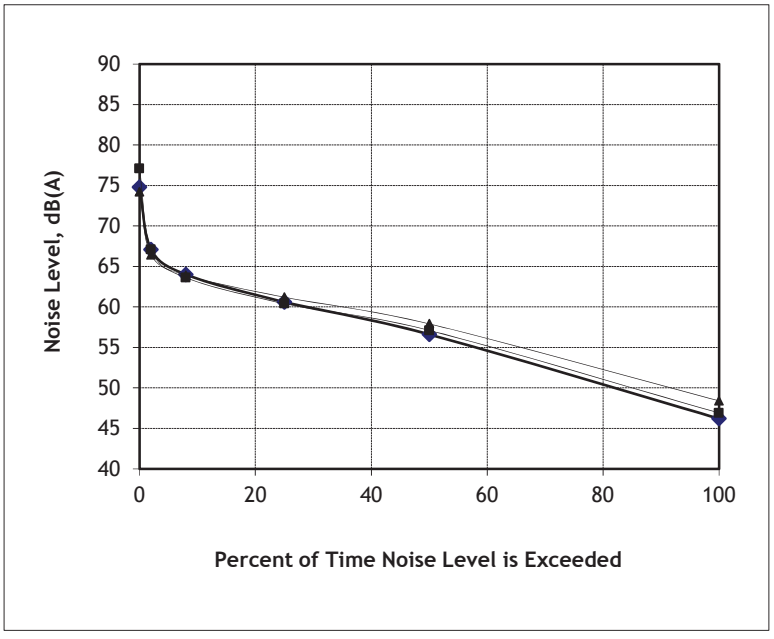


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5a. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	February 25, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	3:00 PM to 4:00 PM	4:00 PM to 5:00 PM	5:00 PM to 6:00 PM
n*	Ln	Ln	Ln
2	67.1	67.1	66.4
8	64.0	63.6	63.9
25	60.6	60.4	61.2
50	56.6	57.1	57.9
90	49.7	50.7	52.1
99	47.3	48.2	49.7
Leq	59.9	60.0	60.1
Lmax	74.8	77.1	74.2
Lmin	46.2	46.9	48.4

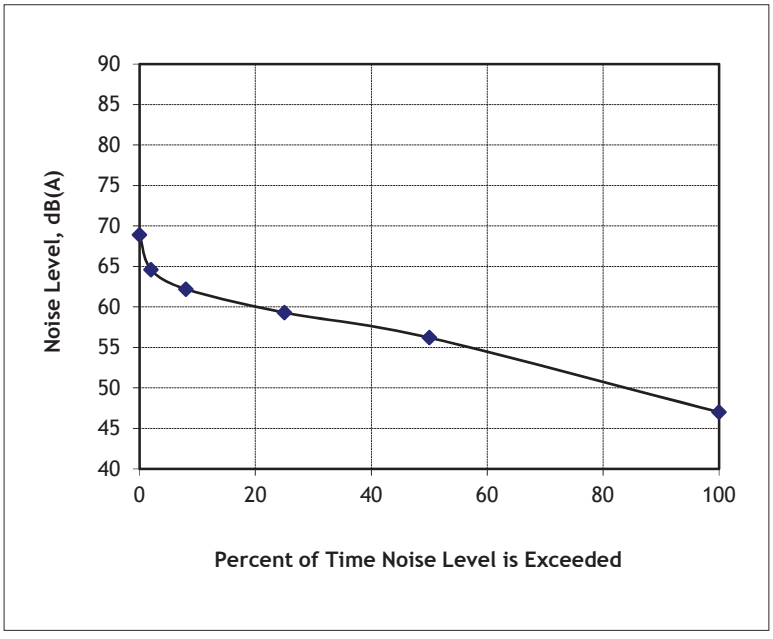


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5b. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	February 25, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	6:00 PM to 7:00 PM	to	to
n*	**Ln**	**Ln**	**Ln**
2	64.6		
8	62.2		
25	59.3		
50	56.2		
90	50.8		
99	48.4		
Leq	58.2		
Lmax	68.9		
Lmin	47.0		

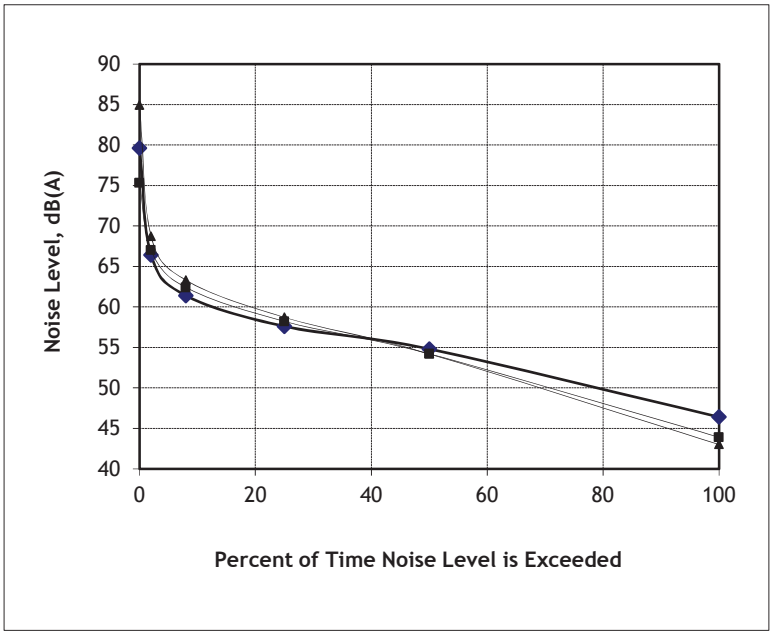


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5c. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	March 7, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	7:00 AM to 8:00 AM	8:00 AM to 9:00 AM	9:00 AM to 10:00 AM
n*	**Ln**	**Ln**	**Ln**
2	66.4	67.0	68.7
8	61.4	62.4	63.3
25	57.6	58.2	58.7
50	54.8	54.2	54.2
90	51.6	49.1	47.9
99	50.5	46.6	45.4
Leq	58.5	58.4	60.5
Lmax	79.6	75.3	84.9
Lmin	46.4	43.9	43.0

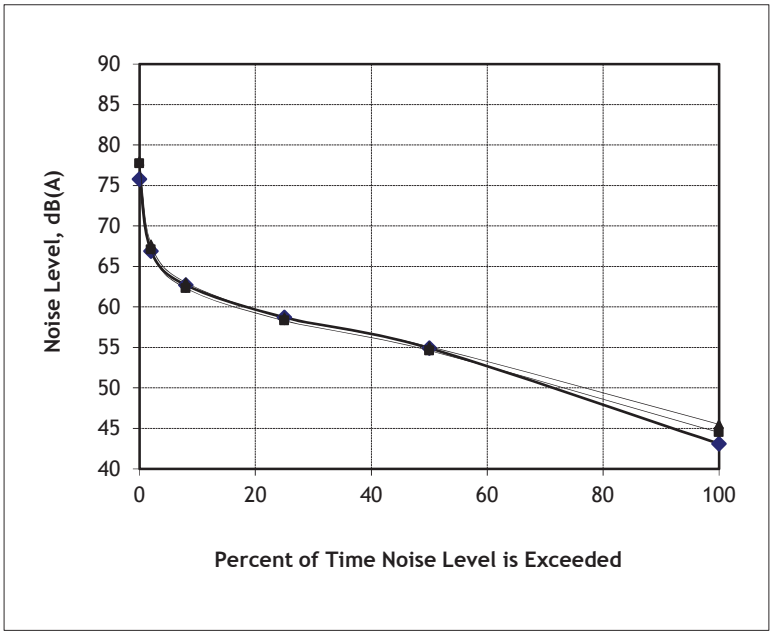


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5d. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	March 7, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	10:00 AM to 11:00 AM	11:00 AM to 12:00 PM	12:00 PM to 1:00 PM
n*	**Ln**	**Ln**	**Ln**
2	66.9	67.1	67.7
8	62.7	62.3	63.0
25	58.7	58.3	58.7
50	54.9	54.6	55.1
90	49.8	48.6	50.7
99	48.2	46.3	48.9
Leq	58.8	58.6	59.4
Lmax	75.8	77.7	78.0
Lmin	43.1	44.5	45.5

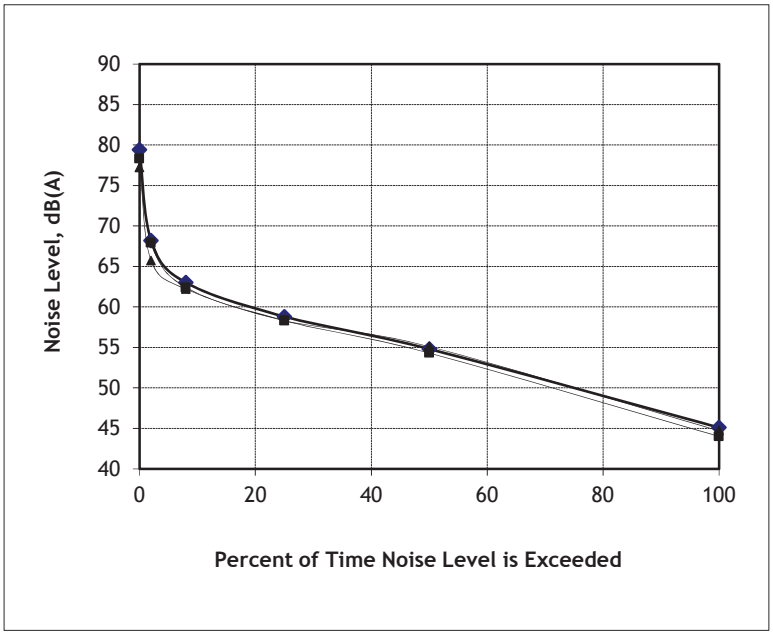


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5e. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	March 7, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	1:00 PM to 2:00 PM	2:00 PM to 3:00 PM	3:00 PM to 4:00 PM
n*	**Ln**	**Ln**	**Ln**
2	68.2	67.9	65.7
8	63.0	62.4	62.2
25	58.8	58.3	58.3
50	54.8	54.3	55.1
90	50.0	49.0	50.3
99	48.0	46.6	48.4
Leq	59.6	59.0	58.2
Lmax	79.4	78.3	77.2
Lmin	45.1	44.0	44.7

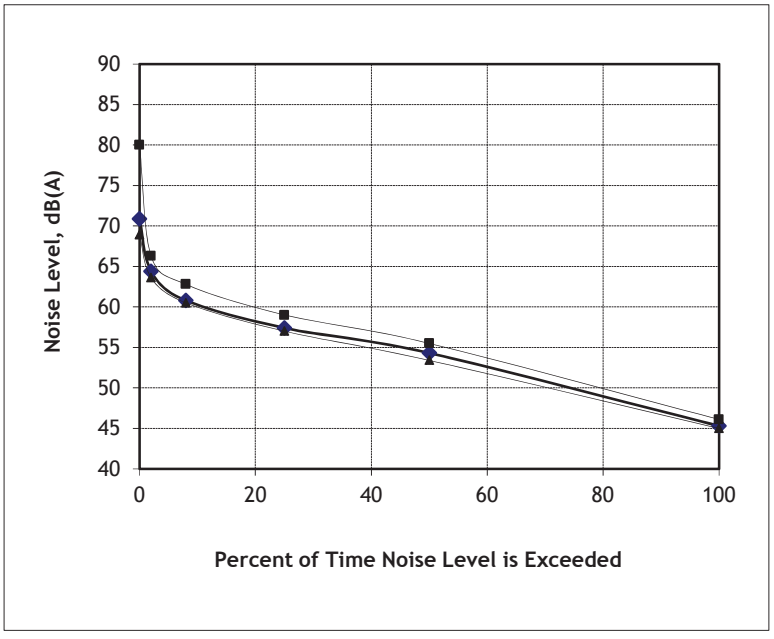


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5f. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	March 7, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	4:00 PM to 5:00 PM	5:00 PM to 6:00 PM	6:00 PM to 7:00 PM
n*	**Ln**	**Ln**	**Ln**
2	64.4	66.3	63.6
8	60.8	62.8	60.5
25	57.4	59.0	57.0
50	54.3	55.5	53.4
90	49.9	50.5	48.6
99	47.3	48.5	46.2
Leq	56.9	59.4	56.3
Lmax	70.9	80.0	68.9
Lmin	45.3	46.1	45.0

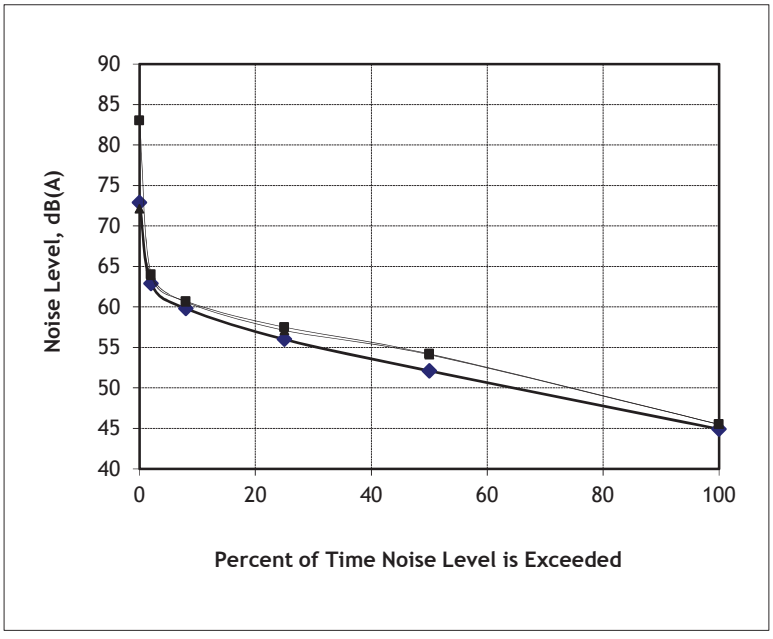


* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

Table I-5g. Noise Survey

Project:	East Campus Improvement Project
Position:	#5, at the offset of the residences on Arrow Route east of Claremont Blvd.
Date:	March 7, 2015
Time:	Noted
Noise Source:	Ambient traffic
Distance:	24' from Arrow Route
SLM Height:	5'
LD 820 S/N:	1632
LD CAL200 Calibrator S/N:	2916
Operator:	Cynthia Bordash

	Measurement Period		
	7:00 PM to 8:00 PM	8:00 PM to 9:00 PM	9:00 PM to 10:00 PM
n*	**Ln**	**Ln**	**Ln**
2	62.9	64.0	63.9
8	59.8	60.7	60.6
25	56.0	57.5	57.1
50	52.1	54.2	54.1
90	48.0	49.7	49.5
99	46.0	47.2	47.1
Leq	55.8	57.9	57.0
Lmax	72.9	83.0	72.1
Lmin	44.9	45.5	45.5



* Leq is the average sound level during the measurement period.
Ln is the sound level exceeded n% of the time during the measurement period.
Lmax and Lmin are the maximum and minimum sound levels during the measurement period.

APPENDIX II

Traffic Noise Analysis

Table II-1. Distance to Existing Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,120	H			N/A	######	--	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	6,370	H			N/A	######	40	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	4,270	H			36'	63.6	82	--	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	2,070	H			49'	54.3	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	2,460	H			52'	54.7	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	3,790	H			54'	56.4	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	4,350	H			53'	58.8	40	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	4,350	H			33'	62.3	58	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	4,740	H			40'	62.0	62	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	3,720	H			44'	57.3	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	17,120	H			38'	70.0	338	118	37	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	17,370	H			43'	71.0	442	161	54	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	6,460	H			56'	65.5	189	61	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,560	H			56'	65.6	192	62	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,260	H			N/A	######	184	60	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,870	H			N/A	######	172	57	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	5,790	H			N/A	######	170	56	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	16,910	H			60'	69.3	433	158	52	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	31,240	H			N/A	######	690	277	94	--	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	30,820	H			N/A	######	683	274	92	--	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	22,280	H			N/A	######	535	205	65	--	--

Table II-1, cont. Distance to Existing Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	250	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	13,060	H			N/A	######	240	79	--	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	250	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	5,920	H			48'	63.9	114	36	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	9,060	H			47'	65.8	172	56	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	8,360	H			122'	62.7	218	71	--	--	--
N/O Dwy 2	45	1.84%	0.74%	1	8,435	H			122'	62.7	219	72	--	--	--
S/O Dwy 2	45	1.84%	0.74%	1	8,435	H			67'	65.2	219	72	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,510	H			67'	65.3	221	72	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,870	H			67'	65.9	252	85	--	--	--
N/O Dwy 4	45	1.84%	0.74%	1	9,865	H			58'	66.7	252	85	--	--	--
S/O Dwy 4	45	1.84%	0.74%	1	9,865	H			53'	67.2	252	85	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	9,860	H			60'	66.5	252	85	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,480	H			48'	65.4	161	53	--	--	--
N/O 1st St	40	1.84%	0.74%	1	8,340	H			45'	65.6	159	52	--	--	--
S/O 1st St	35	1.84%	0.74%	1	8,080	H			48'	63.6	108	--	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	8,150	H			48'	63.7	109	33	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	5,960	H			33'	60.3	36	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	5,240	H			65'	58.5	49	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	5,750	H			75'	56.7	35	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	1,080	H			47'	51.6	--	--	--	--	--

Table II-1, cont. Distance to Existing Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	27,650	H			51'	70.8	499	187	60	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	26,980	H			63'	69.6	490	183	59	--	--
W/O Mills Ave	40	2.00%	2.00%	1	25,910	H			87'	68.1	474	176	57	--	--
E/O Mills Ave	40	2.00%	2.00%	1	23,850	H			145'	65.5	444	162	53	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	24,130	H			N/A	######	448	164	54	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	21,290	H			N/A	######	404	145	48	--	--
W/O Dwy 1	40	2.00%	2.00%	1	20,610	H			N/A	######	393	141	46	--	--
E/O Dwy 1	40	2.00%	2.00%	1	20,610	H			N/A	######	393	141	46	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	19,930	H			N/A	######	382	136	45	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	20,720	H			N/A	######	506	192	62	--	--
W/O Central Ave	45	2.00%	2.00%	1	21,220	H			N/A	######	515	196	63	--	--
E/O Central Ave	45	2.00%	2.00%	1	23,070	H			N/A	######	551	211	68	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	3,250	H			33'	57.7	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	150	H			33'	44.3	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	14,710	H			47'	66.3	194	61	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	18,140	H			39'	66.3	166	53	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	12,790	H			33'	63.6	79	--	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	13,330	H			33'	63.8	83	--	--	--	--
N/O 1st St	35	1.84%	0.74%	1	13,380	H			N/A	######	178	57	--	--	--
S/O 1st St	35	1.84%	0.74%	1	16,470	H			N/A	######	215	68	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	7,380	H			33'	66.2	141	46	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	660	H			55'	53.7	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	350	H			60'	47.2	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	610	H			49'	52.3	--	--	--	--	--

Table II-1, cont. Distance to Existing Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	21,480	H			45'	70.3	407	147	48	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	17,730	H			48'	69.2	348	122	39	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	13,320	H			N/A	######	356	125	41	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	13,170	H			N/A	######	353	124	41	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	15,030	H			N/A	######	391	141	47	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,850	H			N/A	######	388	139	46	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	16,570	H			90'	67.4	426	155	51	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	6,810	H			45'	65.3	147	48	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	11,480	H			N/A	######	315	109	34	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	17,400	H			N/A	######	442	162	54	--	--

Table II-1, cont. Distance to Existing Weekday CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-2. Distance to Existing Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	3,480	H			40'	60.7	48	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	1,930	H			44'	54.4	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	3,520	H			56'	62.9	105	--	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	4,000	H			56'	63.4	119	39	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	3,650	H			N/A	######	109	34	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	3,640	H			N/A	######	109	34	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	3,640	H			N/A	######	109	34	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	4,760	H			47'	63.0	91	--	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	4,570	H			122'	60.0	123	40	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	4,500	H			67'	62.5	121	39	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	5,030	H			67'	63.0	134	45	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	5,320	H			60'	63.8	142	47	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	4,260	H			48'	62.5	82	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	850	H			47'	50.6	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	16,240	H			N/A	######	323	112	35	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	14,730	H			N/A	######	297	100	--	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	14,610	H			N/A	######	295	99	--	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	14,930	H			N/A	######	389	140	47	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	8,190	H			N/A	######	233	78	--	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	10,070	H			N/A	######	282	95	--	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	10,280	H			N/A	######	287	97	--	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	10,920	H			90'	65.6	302	103	--	--	--

Table II-2, cont. Distance to Existing Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-3. Distance to Existing + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,134	H			N/A	######	--	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	6,384	H			N/A	######	40	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	4,284	H			36'	63.6	83	--	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	2,097	H			49'	54.3	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	2,487	H			52'	54.8	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	3,817	H			54'	56.5	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	4,377	H			53'	58.8	40	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	4,377	H			33'	62.3	58	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	4,767	H			40'	62.0	63	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	3,734	H			44'	57.3	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	17,120	H			38'	70.0	338	118	37	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	17,370	H			43'	71.0	442	161	54	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	6,494	H			56'	65.5	190	62	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,594	H			56'	65.6	193	62	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,342	H			N/A	######	186	60	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,952	H			N/A	######	175	57	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	5,804	H			N/A	######	170	56	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	16,924	H			60'	69.3	433	158	52	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	31,294	H			N/A	######	691	278	94	--	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	30,874	H			N/A	######	684	275	93	--	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	22,280	H			N/A	######	535	205	65	--	--

Table II-3, cont. Distance to Existing + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	250	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	13,060	H			N/A	######	240	79	--	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	250	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	5,974	H			48'	63.9	115	36	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	9,114	H			47'	65.8	173	56	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	8,496	H			122'	62.7	220	72	--	--	--
N/O Dwy 2	45	1.84%	0.74%	1	8,571	H			122'	62.8	222	73	--	--	--
S/O Dwy 2	45	1.84%	0.74%	1	8,557	H			67'	65.3	222	73	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,632	H			67'	65.3	223	74	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,918	H			67'	65.9	254	85	--	--	--
N/O Dwy 4	45	1.84%	0.74%	1	9,913	H			58'	66.7	253	85	--	--	--
S/O Dwy 4	45	1.84%	0.74%	1	9,926	H			53'	67.2	254	85	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	9,921	H			60'	66.5	254	85	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,494	H			48'	65.4	162	53	--	--	--
N/O 1st St	40	1.84%	0.74%	1	8,354	H			45'	65.6	159	52	--	--	--
S/O 1st St	35	1.84%	0.74%	1	8,080	H			48'	63.6	108	--	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	8,150	H			48'	63.7	109	33	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	5,960	H			33'	60.3	36	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	5,240	H			65'	58.5	49	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	5,750	H			75'	56.7	35	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	1,080	H			47'	51.6	--	--	--	--	--

Table II-3, cont. Distance to Existing + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	27,664	H			51'	70.8	499	187	60	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	27,007	H			63'	69.6	490	183	59	--	--
W/O Mills Ave	40	2.00%	2.00%	1	25,937	H			87'	68.1	475	176	57	--	--
E/O Mills Ave	40	2.00%	2.00%	1	23,891	H			145'	65.5	444	162	53	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	24,171	H			N/A	######	449	164	54	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	21,331	H			N/A	######	404	146	48	--	--
W/O Dwy 1	40	2.00%	2.00%	1	20,651	H			N/A	######	393	141	46	--	--
E/O Dwy 1	40	2.00%	2.00%	1	20,651	H			N/A	######	393	141	46	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	19,971	H			N/A	######	383	136	45	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	20,747	H			N/A	######	507	192	62	--	--
W/O Central Ave	45	2.00%	2.00%	1	21,247	H			N/A	######	516	196	63	--	--
E/O Central Ave	45	2.00%	2.00%	1	23,097	H			N/A	######	551	212	68	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	3,277	H			33'	57.7	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	150	H			33'	44.3	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	14,724	H			47'	66.3	194	61	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	18,140	H			39'	66.3	166	53	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	12,790	H			33'	63.6	79	--	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	13,330	H			33'	63.8	83	--	--	--	--
N/O 1st St	35	1.84%	0.74%	1	13,380	H			N/A	######	178	57	--	--	--
S/O 1st St	35	1.84%	0.74%	1	16,470	H			N/A	######	215	68	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	7,380	H			33'	66.2	141	46	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	674	H			55'	53.8	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	350	H			60'	47.2	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	610	H			49'	52.3	--	--	--	--	--

Table II-3, cont. Distance to Existing + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	21,562	H			45'	70.3	408	147	48	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	17,812	H			48'	69.2	349	122	39	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	13,347	H			N/A	######	357	125	41	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	13,197	H			N/A	######	353	124	41	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	15,044	H			N/A	######	392	141	47	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,864	H			N/A	######	388	139	46	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	16,624	H			90'	67.4	427	155	52	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	6,824	H			45'	65.3	147	48	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	11,507	H			N/A	######	316	109	34	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	17,427	H			N/A	######	443	162	54	--	--

Table II-3, cont. Distance to Existing + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-4. Distance to Existing + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,145	H			N/A	######	--	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	6,395	H			N/A	######	40	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	4,295	H			36'	63.6	83	--	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	2,120	H			49'	54.4	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	2,510	H			52'	54.8	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	3,840	H			54'	56.5	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	4,400	H			53'	58.8	40	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	4,400	H			33'	62.3	59	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	4,790	H			40'	62.1	63	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	3,745	H			44'	57.3	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	17,120	H			38'	70.0	338	118	37	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	17,370	H			43'	71.0	442	161	54	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	6,523	H			56'	65.5	191	62	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,623	H			56'	65.6	194	63	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,411	H			N/A	######	188	61	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	6,021	H			N/A	######	177	58	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	5,815	H			N/A	######	171	56	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	16,935	H			60'	69.3	433	158	53	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	31,341	H			N/A	######	692	278	94	--	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	30,921	H			N/A	######	685	275	93	--	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	22,280	H			N/A	######	535	205	65	--	--

Table II-4, cont. Distance to Existing + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	250	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	13,060	H			N/A	######	240	79	--	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	250	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	6,021	H			48'	64.0	116	37	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	9,161	H			47'	65.9	174	57	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	8,612	H			122'	62.8	223	73	--	--	--
N/O Dwy 2	45	1.84%	0.74%	1	8,687	H			122'	62.8	225	74	--	--	--
S/O Dwy 2	45	1.84%	0.74%	1	8,662	H			67'	65.4	224	74	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,737	H			67'	65.4	226	75	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,958	H			N/A	######	254	86	--	--	--
N/O Dwy 4	45	1.84%	0.74%	1	9,953	H			58'	66.7	254	86	--	--	--
S/O Dwy 4	45	1.84%	0.74%	1	9,978	H			53'	67.2	255	86	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	9,973	H			60'	66.6	255	86	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,505	H			48'	65.5	162	53	--	--	--
N/O 1st St	40	1.84%	0.74%	1	8,365	H			45'	65.7	159	52	--	--	--
S/O 1st St	35	1.84%	0.74%	1	8,080	H			48'	63.6	108	--	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	8,150	H			48'	63.7	109	33	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	5,960	H			33'	60.3	36	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	5,240	H			65'	58.5	49	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	5,750	H			75'	56.7	35	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	1,080	H			47'	51.6	--	--	--	--	--

Table II-4, cont. Distance to Existing + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	27,675	H			51'	70.8	499	187	60	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	27,030	H			63'	69.6	490	183	59	--	--
W/O Mills Ave	40	2.00%	2.00%	1	25,960	H			87'	68.1	475	176	57	--	--
E/O Mills Ave	40	2.00%	2.00%	1	23,926	H			145'	65.5	445	162	53	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	24,206	H			N/A	######	449	164	54	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	21,366	H			N/A	######	405	146	48	--	--
W/O Dwy 1	40	2.00%	2.00%	1	20,686	H			N/A	######	394	141	46	--	--
E/O Dwy 1	40	2.00%	2.00%	1	20,686	H			N/A	######	394	141	46	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	20,006	H			N/A	######	384	136	45	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	20,770	H			N/A	######	507	192	62	--	--
W/O Central Ave	45	2.00%	2.00%	1	21,270	H			N/A	######	516	197	63	--	--
E/O Central Ave	45	2.00%	2.00%	1	23,120	H			N/A	######	551	212	68	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	3,300	H			33'	57.7	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	150	H			33'	44.3	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	14,735	H			47'	66.3	194	61	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	18,140	H			39'	66.3	166	53	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	12,790	H			33'	63.6	79	--	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	13,330	H			33'	63.8	83	--	--	--	--
N/O 1st St	35	1.84%	0.74%	1	13,380	H			N/A	######	178	57	--	--	--
S/O 1st St	35	1.84%	0.74%	1	16,470	H			N/A	######	215	68	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	7,380	H			33'	66.2	141	46	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	685	H			55'	53.9	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	350	H			60'	47.2	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	610	H			49'	52.3	--	--	--	--	--

Table II-4, cont. Distance to Existing + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	21,631	H			45'	70.3	409	148	49	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	17,881	H			48'	69.2	350	123	40	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	13,370	H			N/A	######	357	125	41	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	13,220	H			N/A	######	354	124	41	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	15,055	H			N/A	######	392	141	47	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,875	H			N/A	######	388	139	46	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	16,671	H			90'	67.5	428	155	52	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	6,835	H			45'	65.3	148	49	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	11,530	H			N/A	######	316	109	34	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	17,450	H			N/A	######	443	162	54	--	--

Table II-4, cont. Distance to Existing + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-5. Distance to Existing + Fall Game Day Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	3,636	H			40'	60.9	50	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,008	H			44'	54.6	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	3,715	H			56'	63.1	111	35	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	4,195	H			56'	63.6	125	41	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	4,117	H			N/A	######	123	40	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	4,107	H			N/A	######	122	40	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	3,718	H			N/A	######	111	35	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	5,072	H			47'	63.3	97	--	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	5,349	H			122'	60.7	143	47	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	5,201	H			67'	63.1	139	46	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	5,303	H			67'	63.2	142	47	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	5,671	H			60'	64.1	151	50	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	4,338	H			48'	62.5	84	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	850	H			47'	50.6	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	16,474	H			N/A	######	327	113	36	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	14,964	H			N/A	######	301	102	--	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	14,844	H			N/A	######	299	101	--	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	15,086	H			N/A	######	392	141	47	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	8,346	H			N/A	######	238	79	--	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	10,148	H			N/A	######	284	96	--	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	10,358	H			N/A	######	289	98	--	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	11,232	H			90'	65.7	309	106	33	--	--

Table II-5, cont. Distance to Existing + Fall Game Day Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-6. Distance to Existing + Spring Game Day Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	3,556	H			40'	60.8	49	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	1,968	H			44'	54.5	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	3,615	H			56'	63.0	108	34	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	4,095	H			56'	63.5	122	40	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	3,878	H			N/A	######	116	37	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	3,868	H			N/A	######	116	37	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	3,678	H			N/A	######	110	35	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	4,912	H			47'	63.2	94	--	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	4,950	H			122'	60.4	132	44	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	4,842	H			67'	62.8	129	43	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	5,163	H			67'	63.1	138	46	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	5,491	H			60'	64.0	147	49	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	4,298	H			48'	62.5	83	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	850	H			47'	50.6	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	16,354	H			N/A	######	325	112	35	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	14,844	H			N/A	######	299	101	--	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	14,724	H			N/A	######	297	100	--	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	15,006	H			N/A	######	391	140	47	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	8,266	H			N/A	######	236	79	--	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	10,108	H			N/A	######	283	96	--	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	10,318	H			N/A	######	288	97	--	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	11,072	H			90'	65.7	306	105	--	--	--

Table II-6, cont. Distance to Existing + Spring Game Day Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-7. Distance to 2020 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,740	H			N/A	######	--	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	10,680	H			N/A	######	64	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	11,750	H			36'	68.0	219	71	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	2,420	H			49'	54.9	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	3,740	H			52'	56.6	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	5,130	H			54'	57.8	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	6,160	H			53'	60.3	56	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	6,000	H			33'	63.7	80	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	6,390	H			40'	63.3	85	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	4,060	H			44'	57.6	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	19,820	H			38'	70.6	381	135	44	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	20,200	H			43'	71.6	497	187	61	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,510	H			56'	67.2	268	90	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	9,640	H			56'	67.2	271	92	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	8,850	H			N/A	######	251	84	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	8,440	H			N/A	######	240	80	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	7,310	H			N/A	######	212	68	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	19,120	H			60'	69.8	476	178	58	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	42,120	H			N/A	######	854	356	125	41	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	41,670	H			N/A	######	848	353	124	41	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	28,130	H			N/A	######	638	252	85	--	--

Table II-7, cont. Distance to 2020 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	600	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	15,740	H			N/A	######	283	95	--	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	260	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	10,460	H			48'	66.4	198	63	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	13,940	H			47'	67.7	254	85	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	15,250	H			122'	65.3	364	129	43	--	--
N/O Dwy 2	45	1.84%	0.74%	1	15,345	H			122'	65.3	366	129	43	--	--
S/O Dwy 2	45	1.84%	0.74%	1	15,345	H			67'	67.8	366	129	43	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	15,440	H			67'	67.9	367	130	43	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	16,870	H			N/A	######	393	143	47	--	--
N/O Dwy 4	45	1.84%	0.74%	1	16,865	H			58'	69.0	393	143	47	--	--
S/O Dwy 4	45	1.84%	0.74%	1	16,865	H			53'	69.5	393	143	47	--	--
N/O Arrow Route	45	1.84%	0.74%	1	16,860	H			60'	68.8	393	143	47	--	--
S/O Arrow Route	40	1.84%	0.74%	1	16,180	H			48'	68.2	289	98	--	--	--
N/O 1st St	40	1.84%	0.74%	1	16,020	H			45'	68.5	287	97	--	--	--
S/O 1st St	35	1.84%	0.74%	1	10,840	H			48'	64.9	146	47	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	10,920	H			48'	64.9	147	47	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	8,100	H			33'	61.6	51	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	6,160	H			65'	59.2	56	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	6,710	H			75'	57.4	42	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	3,270	H			47'	56.4	--	--	--	--	--

Table II-7, cont. Distance to 2020 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	36,250	H			51'	72.0	611	239	79	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	34,930	H			63'	70.8	593	231	76	--	--
W/O Mills Ave	40	2.00%	2.00%	1	34,420	H			87'	69.4	587	228	74	--	--
E/O Mills Ave	40	2.00%	2.00%	1	32,580	H			145'	66.9	566	217	70	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	32,870	H			N/A	######	569	219	71	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	30,640	H			N/A	######	539	206	65	--	--
W/O Dwy 1	40	2.00%	2.00%	1	29,190	H			N/A	######	518	197	63	--	--
E/O Dwy 1	40	2.00%	2.00%	1	29,280	H			N/A	######	519	197	63	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	29,300	H			N/A	######	520	198	63	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	28,060	H			N/A	######	637	252	85	--	--
W/O Central Ave	45	2.00%	2.00%	1	27,560	H			N/A	######	628	248	83	--	--
E/O Central Ave	45	2.00%	2.00%	1	29,140	H			N/A	######	655	261	88	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	3,930	H			33'	58.5	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	150	H			33'	44.3	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	17,330	H			47'	67.0	225	72	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	22,470	H			39'	67.2	201	63	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	16,940	H			33'	64.9	106	--	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	17,270	H			33'	64.9	108	--	--	--	--
N/O 1st St	35	1.84%	0.74%	1	17,440	H			N/A	######	226	73	--	--	--
S/O 1st St	35	1.84%	0.74%	1	21,260	H			N/A	######	268	90	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	8,330	H			33'	66.7	159	52	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	770	H			55'	54.4	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	430	H			60'	48.1	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	810	H			49'	53.5	--	--	--	--	--

Table II-7, cont. Distance to 2020 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	35,700	H			45'	72.5	604	235	78	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	31,440	H			48'	71.7	551	211	67	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	22,580	H			N/A	######	541	207	66	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	22,570	H			N/A	######	541	207	66	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	27,950	H			N/A	######	635	251	84	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	28,070	H			N/A	######	637	252	85	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	30,660	H			90'	70.1	681	273	92	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	11,960	H			45'	67.8	248	82	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	16,930	H			N/A	######	433	158	52	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	23,810	H			N/A	######	564	217	71	--	--

Table II-7, cont. Distance to 2020 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-8. Distance to 2020 Cumulative Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	4,691	H			40'	62.0	62	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,106	H			44'	54.8	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,182	H			56'	64.5	153	51	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	5,878	H			56'	65.1	173	57	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	5,160	H			N/A	######	152	51	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,234	H			N/A	######	154	51	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	4,596	H			N/A	######	136	45	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	7,324	H			47'	64.9	140	46	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	8,336	H			122'	62.6	217	71	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,165	H			67'	65.1	213	69	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,597	H			67'	65.3	223	73	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	9,097	H			60'	66.2	234	78	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,128	H			48'	65.3	155	51	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	2,574	H			47'	55.4	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	22,122	H			N/A	######	417	151	50	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	21,199	H			N/A	######	402	145	48	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	20,692	H			N/A	######	394	141	46	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	21,211	H			N/A	######	515	196	63	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	14,036	H			N/A	######	371	131	44	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	18,726	H			N/A	######	468	174	57	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	19,432	H			N/A	######	482	181	59	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	20,206	H			90'	68.3	497	187	61	--	--

Table II-8, cont. Distance to 2020 Cumulative Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-9. Distance to 2020 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,754	H			N/A	######	--	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	10,694	H			N/A	######	64	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	11,764	H			36'	68.0	219	71	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	2,447	H			49'	55.0	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	3,767	H			52'	56.6	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	5,157	H			54'	57.8	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	6,187	H			53'	60.3	56	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	6,027	H			33'	63.7	80	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	6,417	H			40'	63.3	86	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	4,074	H			44'	57.7	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	19,820	H			38'	70.6	381	135	44	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	20,200	H			43'	71.6	497	187	61	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,544	H			56'	67.2	269	91	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	9,674	H			56'	67.2	272	92	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	8,932	H			N/A	######	253	85	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	8,522	H			N/A	######	243	81	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	7,324	H			N/A	######	212	69	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	19,134	H			60'	69.8	476	178	58	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	42,174	H			N/A	######	855	356	125	41	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	41,724	H			N/A	######	848	353	124	41	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	28,130	H			N/A	######	638	252	85	--	--

Table II-9, cont. Distance to 2020 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	600	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	15,740	H			N/A	######	283	95	--	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	260	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	10,514	H			48'	66.4	199	63	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	13,994	H			47'	67.7	255	85	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	15,386	H			122'	65.3	366	130	43	--	--
N/O Dwy 2	45	1.84%	0.74%	1	15,481	H			122'	65.3	368	130	43	--	--
S/O Dwy 2	45	1.84%	0.74%	1	15,467	H			67'	67.9	368	130	43	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	15,562	H			67'	67.9	370	131	44	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	16,918	H			67'	68.3	394	143	47	--	--
N/O Dwy 4	45	1.84%	0.74%	1	16,913	H			58'	69.0	394	143	47	--	--
S/O Dwy 4	45	1.84%	0.74%	1	16,926	H			53'	69.5	394	143	48	--	--
N/O Arrow Route	45	1.84%	0.74%	1	16,921	H			60'	68.9	394	143	47	--	--
S/O Arrow Route	40	1.84%	0.74%	1	16,194	H			48'	68.3	289	98	--	--	--
N/O 1st St	40	1.84%	0.74%	1	16,034	H			45'	68.5	287	97	--	--	--
S/O 1st St	35	1.84%	0.74%	1	10,840	H			48'	64.9	146	47	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	10,920	H			48'	64.9	147	47	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	8,100	H			33'	61.6	51	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	6,160	H			65'	59.2	56	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	6,710	H			75'	57.4	42	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	3,270	H			47'	56.4	--	--	--	--	--

Table II-9, cont. Distance to 2020 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	36,264	H			51'	72.0	611	239	79	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	34,957	H			63'	70.8	594	231	76	--	--
W/O Mills Ave	40	2.00%	2.00%	1	34,447	H			87'	69.4	587	228	75	--	--
E/O Mills Ave	40	2.00%	2.00%	1	32,621	H			145'	66.9	566	218	70	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	32,911	H			N/A	######	570	219	71	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	30,681	H			N/A	######	540	206	65	--	--
W/O Dwy 1	40	2.00%	2.00%	1	29,231	H			N/A	######	519	197	63	--	--
E/O Dwy 1	40	2.00%	2.00%	1	29,321	H			N/A	######	520	198	63	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	29,341	H			N/A	######	520	198	63	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	28,087	H			N/A	######	637	252	85	--	--
W/O Central Ave	45	2.00%	2.00%	1	27,587	H			N/A	######	629	248	83	--	--
E/O Central Ave	45	2.00%	2.00%	1	29,167	H			N/A	######	655	261	88	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	3,957	H			33'	58.5	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	150	H			33'	44.3	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	17,344	H			47'	67.0	225	72	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	22,470	H			39'	67.2	201	63	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	16,940	H			33'	64.9	106	--	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	17,270	H			33'	64.9	108	--	--	--	--
N/O 1st St	35	1.84%	0.74%	1	17,440	H			N/A	######	226	73	--	--	--
S/O 1st St	35	1.84%	0.74%	1	21,260	H			N/A	######	268	90	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	8,330	H			33'	66.7	159	52	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	784	H			55'	54.5	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	430	H			60'	48.1	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	810	H			49'	53.5	--	--	--	--	--

Table II-9, cont. Distance to 2020 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	35,782	H			45'	72.5	605	236	78	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	31,522	H			48'	71.7	552	211	67	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	22,607	H			N/A	######	542	208	67	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	22,597	H			N/A	######	541	208	67	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	27,964	H			N/A	######	635	251	84	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	28,084	H			N/A	######	637	252	85	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	30,714	H			90'	70.1	682	273	92	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	11,974	H			45'	67.8	248	82	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	16,957	H			N/A	######	434	158	53	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	23,837	H			N/A	######	564	217	71	--	--

Table II-9, cont. Distance to 2020 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-10. Distance to 2020 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,765	H			N/A	######	--	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	10,705	H			N/A	######	64	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	11,775	H			36'	68.0	219	71	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	2,470	H			49'	55.0	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	3,790	H			52'	56.6	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	5,180	H			54'	57.8	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	6,210	H			53'	60.3	57	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	6,050	H			33'	63.7	81	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	6,440	H			40'	63.4	86	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	4,085	H			44'	57.7	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	19,820	H			38'	70.6	381	135	44	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	20,200	H			43'	71.6	497	187	61	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,573	H			56'	67.2	270	91	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	9,703	H			56'	67.3	273	92	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	9,001	H			N/A	######	255	86	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	8,591	H			N/A	######	244	82	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	7,335	H			N/A	######	212	69	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	19,145	H			60'	69.8	476	178	58	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	42,221	H			N/A	######	856	357	125	41	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	41,771	H			N/A	######	849	354	124	41	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	28,130	H			N/A	######	638	252	85	--	--

Table II-10, cont. Distance to 2020 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	600	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	15,740	H			N/A	######	283	95	--	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	260	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	10,561	H			48'	66.4	200	63	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	14,041	H			47'	67.7	256	86	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	15,502	H			122'	65.3	369	131	43	--	--
N/O Dwy 2	45	1.84%	0.74%	1	15,597	H			122'	65.4	370	131	44	--	--
S/O Dwy 2	45	1.84%	0.74%	1	15,572	H			67'	67.9	370	131	44	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	15,667	H			67'	67.9	372	132	44	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	16,958	H			67'	68.3	395	143	48	--	--
N/O Dwy 4	45	1.84%	0.74%	1	16,953	H			58'	69.0	395	143	48	--	--
S/O Dwy 4	45	1.84%	0.74%	1	16,978	H			53'	69.5	395	144	48	--	--
N/O Arrow Route	45	1.84%	0.74%	1	16,973	H			60'	68.9	395	143	48	--	--
S/O Arrow Route	40	1.84%	0.74%	1	16,205	H			48'	68.3	290	98	--	--	--
N/O 1st St	40	1.84%	0.74%	1	16,045	H			45'	68.5	287	97	--	--	--
S/O 1st St	35	1.84%	0.74%	1	10,840	H			48'	64.9	146	47	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	10,920	H			48'	64.9	147	47	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	8,100	H			33'	61.6	51	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	6,160	H			65'	59.2	56	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	6,710	H			75'	57.4	42	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	3,270	H			47'	56.4	--	--	--	--	--

Table II-10, cont. Distance to 2020 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	36,275	H			51'	72.0	611	239	79	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	34,980	H			63'	70.8	594	231	76	--	--
W/O Mills Ave	40	2.00%	2.00%	1	34,470	H			87'	69.4	588	228	75	--	--
E/O Mills Ave	40	2.00%	2.00%	1	32,656	H			145'	66.9	567	218	70	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	32,946	H			N/A	######	570	219	71	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	30,716	H			N/A	######	540	206	65	--	--
W/O Dwy 1	40	2.00%	2.00%	1	29,266	H			N/A	######	519	197	63	--	--
E/O Dwy 1	40	2.00%	2.00%	1	29,356	H			N/A	######	520	198	63	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	29,376	H			N/A	######	521	198	63	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	28,110	H			N/A	######	638	252	85	--	--
W/O Central Ave	45	2.00%	2.00%	1	27,610	H			N/A	######	629	248	83	--	--
E/O Central Ave	45	2.00%	2.00%	1	29,190	H			N/A	######	656	261	88	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	3,980	H			33'	58.6	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	150	H			33'	44.3	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	17,355	H			47'	67.0	225	72	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	22,470	H			39'	67.2	201	63	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	16,940	H			33'	64.9	106	--	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	17,270	H			33'	64.9	108	--	--	--	--
N/O 1st St	35	1.84%	0.74%	1	17,440	H			N/A	######	226	73	--	--	--
S/O 1st St	35	1.84%	0.74%	1	21,260	H			N/A	######	268	90	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	8,330	H			33'	66.7	159	52	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	795	H			55'	54.5	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	430	H			60'	48.1	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	810	H			49'	53.5	--	--	--	--	--

Table II-10, cont. Distance to 2020 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	35,851	H			45'	72.5	606	236	78	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	31,591	H			48'	71.7	553	212	67	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	22,630	H			N/A	######	542	208	67	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	22,620	H			N/A	######	542	208	67	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	27,975	H			N/A	######	635	251	84	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	28,095	H			N/A	######	637	252	85	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	30,761	H			90'	70.1	682	274	92	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	11,985	H			45'	67.8	249	83	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	16,980	H			N/A	######	434	158	53	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	23,860	H			N/A	######	565	218	71	--	--

Table II-10, cont. Distance to 2020 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-11. Distance to 2020 Cumulative + Fall Game Day Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	4,847	H			40'	62.1	63	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,184	H			44'	55.0	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,377	H			56'	64.7	158	53	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,073	H			56'	65.2	178	58	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	5,628	H			N/A	######	165	55	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,701	H			N/A	######	167	55	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	4,673	H			N/A	######	138	46	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	7,635	H			47'	65.1	146	48	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	9,115	H			122'	63.0	234	78	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,866	H			67'	65.5	228	76	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,870	H			67'	65.5	228	76	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	9,447	H			60'	66.3	242	81	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,206	H			48'	65.3	157	51	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	2,574	H			47'	55.4	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	22,356	H			N/A	######	421	153	50	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	21,433	H			N/A	######	406	146	48	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	20,926	H			N/A	######	398	143	47	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	21,366	H			N/A	######	518	197	63	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	14,191	H			N/A	######	374	132	44	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	18,804	H			N/A	######	470	175	57	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	19,510	H			N/A	######	484	181	59	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	20,517	H			90'	68.4	503	190	62	--	--

Table II-11, cont. Distance to 2020 Cumulative + Fall Game Day Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-12. Distance to 2020 Cumulative + Spring Game Day Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	4,767	H			40'	62.1	63	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,144	H			44'	54.9	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,277	H			56'	64.6	156	52	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	5,973	H			56'	65.2	176	58	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	5,388	H			N/A	######	159	53	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,462	H			N/A	######	161	53	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	4,634	H			N/A	######	137	46	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	7,476	H			47'	65.0	143	47	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	8,716	H			122'	62.8	225	74	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,507	H			67'	65.3	221	72	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,730	H			67'	65.4	225	75	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	9,268	H			60'	66.2	238	80	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,166	H			48'	65.3	156	51	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	2,574	H			47'	55.4	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	22,236	H			N/A	######	419	152	50	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	21,313	H			N/A	######	404	146	48	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	20,806	H			N/A	######	396	142	47	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	21,287	H			N/A	######	517	197	63	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	14,112	H			N/A	######	373	131	44	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	18,764	H			N/A	######	469	174	57	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	19,470	H			N/A	######	483	181	59	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	20,358	H			90'	68.3	500	189	61	--	--

Table II-12, cont. Distance to 2020 Cumulative + Spring Game Day Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-13. Distance to 2030 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	5,720	H			N/A	######	35	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	12,230	H			N/A	######	75	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	12,500	H			36'	68.2	231	76	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	3,070	H			49'	56.0	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	3,600	H			52'	56.4	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	5,440	H			54'	58.0	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	6,560	H			53'	60.6	59	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	6,460	H			33'	64.0	86	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	6,990	H			40'	63.7	93	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	5,210	H			44'	58.7	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	23,410	H			38'	71.3	437	159	52	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	23,950	H			43'	72.4	566	218	71	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,760	H			56'	67.3	274	93	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	11,190	H			56'	67.9	308	106	33	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	10,310	H			N/A	######	288	97	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	8,940	H			N/A	######	254	85	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	8,580	H			N/A	######	244	82	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	24,210	H			60'	70.9	570	220	72	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	56,740	H			N/A	######	>985	453	166	55	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	46,700	H			N/A	######	917	386	138	46	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	30,550	H			N/A	######	679	272	92	--	--

Table II-13, cont. Distance to 2030 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	340	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	17,890	H			N/A	######	315	109	34	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	330	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	12,080	H			48'	67.0	224	73	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	15,720	H			47'	68.2	282	95	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	17,520	H			122'	65.9	406	148	49	--	--
N/O Dwy 2	45	1.84%	0.74%	1	17,255	H			122'	65.8	401	146	48	--	--
S/O Dwy 2	45	1.84%	0.74%	1	17,255	H			67'	68.4	401	146	48	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	16,990	H			67'	68.3	395	144	48	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	18,850	H			67'	68.7	432	159	53	--	--
N/O Dwy 4	45	1.84%	0.74%	1	18,845	H			58'	69.5	432	159	53	--	--
S/O Dwy 4	45	1.84%	0.74%	1	18,845	H			53'	70.0	432	159	53	--	--
N/O Arrow Route	45	1.84%	0.74%	1	18,840	H			60'	69.3	432	158	53	--	--
S/O Arrow Route	40	1.84%	0.74%	1	17,450	H			48'	68.6	309	106	--	--	--
N/O 1st St	40	1.84%	0.74%	1	17,270	H			45'	68.8	306	105	--	--	--
S/O 1st St	35	1.84%	0.74%	1	12,050	H			48'	65.3	161	52	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	12,130	H			48'	65.4	162	52	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	8,930	H			33'	62.1	56	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	7,750	H			65'	60.2	69	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	8,450	H			75'	58.4	53	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	3,600	H			47'	56.9	--	--	--	--	--

Table II-13, cont. Distance to 2030 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	37,400	H			51'	72.2	626	246	81	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	32,760	H			63'	70.5	568	218	70	--	--
W/O Mills Ave	40	2.00%	2.00%	1	34,130	H			87'	69.3	584	226	74	--	--
E/O Mills Ave	40	2.00%	2.00%	1	31,090	H			145'	66.7	546	209	66	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	32,740	H			N/A	######	568	218	70	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	34,400	H			N/A	######	587	228	74	--	--
W/O Dwy 1	40	2.00%	2.00%	1	30,190	H			N/A	######	532	203	64	--	--
E/O Dwy 1	40	2.00%	2.00%	1	30,280	H			N/A	######	533	204	65	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	32,730	H			N/A	######	568	218	70	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	33,090	H			N/A	######	718	291	98	--	--
W/O Central Ave	45	2.00%	2.00%	1	30,320	H			N/A	######	675	270	91	--	--
E/O Central Ave	45	2.00%	2.00%	1	32,850	H			N/A	######	714	290	98	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,580	H			33'	59.2	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	220	H			33'	46.0	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	23,110	H			47'	68.3	288	97	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	33,630	H			39'	68.9	288	97	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	18,990	H			33'	65.3	120	37	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	19,840	H			33'	65.5	125	39	--	--	--
N/O 1st St	35	1.84%	0.74%	1	19,900	H			N/A	######	253	84	--	--	--
S/O 1st St	35	1.84%	0.74%	1	24,530	H			N/A	######	303	103	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	9,130	H			33'	67.1	174	56	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	430	H			55'	51.9	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	540	H			60'	49.1	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	940	H			49'	54.2	--	--	--	--	--

Table II-13, cont. Distance to 2030 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	40,560	H			45'	73.1	665	264	88	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	28,920	H			48'	71.3	515	195	62	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	18,890	H			N/A	######	471	176	58	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	27,700	H			N/A	######	631	249	84	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	25,660	H			N/A	######	594	231	77	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	20,320	H			N/A	######	499	188	61	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	22,900	H			90'	68.8	547	210	68	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	8,370	H			45'	66.2	180	58	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	17,990	H			N/A	######	454	167	55	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	25,980	H			N/A	######	600	234	78	--	--

Table II-13, cont. Distance to 2030 Cumulative Weekday CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-14. Distance to 2030 Cumulative Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	5,132	H			40'	62.4	66	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,703	H			44'	55.9	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,318	H			56'	64.6	157	52	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,823	H			56'	65.7	199	64	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,011	H			N/A	######	177	58	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,544	H			N/A	######	163	54	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	5,394	H			N/A	######	159	53	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	8,259	H			47'	65.4	158	52	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	9,577	H			122'	63.2	246	82	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	8,984	H			67'	65.5	231	77	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,606	H			67'	65.8	246	83	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	10,165	H			60'	66.6	259	87	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,766	H			48'	65.6	167	54	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	2,833	H			47'	55.8	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	22,035	H			N/A	######	416	150	49	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	23,800	H			N/A	######	443	162	53	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	21,401	H			N/A	######	406	146	48	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	21,935	H			N/A	######	528	202	65	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	17,226	H			N/A	######	439	160	53	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	17,192	H			N/A	######	438	160	53	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,067	H			N/A	######	372	131	44	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	15,092	H			90'	67.0	393	141	47	--	--

Table II-14, cont. Distance to 2030 Cumulative Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-15. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	5,734	H			N/A	######	35	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	12,244	H			N/A	######	75	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	12,514	H			36'	68.2	231	76	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	3,097	H			49'	56.0	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	3,627	H			52'	56.4	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	5,467	H			54'	58.0	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	6,587	H			53'	60.6	59	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	6,487	H			33'	64.0	87	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	7,017	H			40'	63.7	93	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	5,224	H			44'	58.7	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	23,410	H			38'	71.3	437	159	52	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	23,950	H			43'	72.4	566	218	71	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,794	H			56'	67.3	275	93	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	11,224	H			56'	67.9	309	106	33	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	10,392	H			N/A	######	290	98	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	9,022	H			N/A	######	256	86	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	8,594	H			N/A	######	244	82	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	24,224	H			60'	70.9	571	220	72	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	56,794	H			N/A	######	>985	453	167	55	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	46,754	H			N/A	######	918	387	138	46	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	30,550	H			N/A	######	679	272	92	--	--

Table II-15, cont. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	340	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	17,890	H			N/A	######	315	109	34	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	330	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	12,134	H			48'	67.0	225	73	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	15,774	H			47'	68.2	283	95	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	17,656	H			122'	65.9	409	149	50	--	--
N/O Dwy 2	45	1.84%	0.74%	1	17,391	H			122'	65.8	404	147	49	--	--
S/O Dwy 2	45	1.84%	0.74%	1	17,377	H			67'	68.4	403	147	49	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	17,112	H			67'	68.3	398	145	48	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	18,898	H			67'	68.7	433	159	53	--	--
N/O Dwy 4	45	1.84%	0.74%	1	18,893	H			58'	69.5	433	159	53	--	--
S/O Dwy 4	45	1.84%	0.74%	1	18,906	H			53'	70.0	433	159	53	--	--
N/O Arrow Route	45	1.84%	0.74%	1	18,901	H			60'	69.3	433	159	53	--	--
S/O Arrow Route	40	1.84%	0.74%	1	17,464	H			48'	68.6	309	106	--	--	--
N/O 1st St	40	1.84%	0.74%	1	17,284	H			45'	68.8	306	105	--	--	--
S/O 1st St	35	1.84%	0.74%	1	12,050	H			48'	65.3	161	52	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	12,130	H			48'	65.4	162	52	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	8,930	H			33'	62.1	56	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	7,750	H			65'	60.2	69	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	8,450	H			75'	58.4	53	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	3,600	H			47'	56.9	--	--	--	--	--

Table II-15, cont. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	37,414	H			51'	72.2	626	246	81	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	32,787	H			63'	70.5	568	219	70	--	--
W/O Mills Ave	40	2.00%	2.00%	1	34,157	H			87'	69.3	584	226	74	--	--
E/O Mills Ave	40	2.00%	2.00%	1	31,131	H			145'	66.7	546	209	66	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	32,781	H			N/A	######	568	219	70	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	34,441	H			N/A	######	587	228	75	--	--
W/O Dwy 1	40	2.00%	2.00%	1	30,231	H			N/A	######	533	203	64	--	--
E/O Dwy 1	40	2.00%	2.00%	1	30,321	H			N/A	######	534	204	65	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	32,771	H			N/A	######	568	218	70	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	33,117	H			N/A	######	718	292	99	--	--
W/O Central Ave	45	2.00%	2.00%	1	30,347	H			N/A	######	675	270	91	--	--
E/O Central Ave	45	2.00%	2.00%	1	32,877	H			N/A	######	715	290	98	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,607	H			33'	59.2	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	220	H			33'	46.0	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	23,124	H			47'	68.3	288	97	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	33,630	H			39'	68.9	288	97	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	18,990	H			33'	65.3	120	37	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	19,840	H			33'	65.5	125	39	--	--	--
N/O 1st St	35	1.84%	0.74%	1	19,900	H			N/A	######	253	84	--	--	--
S/O 1st St	35	1.84%	0.74%	1	24,530	H			N/A	######	303	103	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	9,130	H			33'	67.1	174	56	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	444	H			55'	52.0	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	540	H			60'	49.1	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	940	H			49'	54.2	--	--	--	--	--

Table II-15, cont. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	40,642	H			45'	73.1	666	264	88	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	29,002	H			48'	71.3	516	196	62	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	18,917	H			N/A	######	472	176	58	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	27,727	H			N/A	######	631	249	84	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	25,674	H			N/A	######	594	231	77	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	20,334	H			N/A	######	499	189	61	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	22,954	H			90'	68.8	548	210	68	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	8,384	H			45'	66.2	180	58	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	18,017	H			N/A	######	454	167	55	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	26,007	H			N/A	######	601	234	78	--	--

Table II-15, cont. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-16. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
1ST STREET															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	5,745	H			N/A	######	35	--	--	--	--
E/O Indian Hill Blvd	25	1.84%	0.74%	1	12,255	H			N/A	######	75	--	--	--	--
W/O Claremont Blvd	40	1.84%	0.74%	1	12,525	H			36'	68.2	231	76	--	--	--
5TH STREET															
E/O Indian Hill Blvd	25	1.84%	0.74%	1	3,120	H			49'	56.1	--	--	--	--	--
6TH STREET															
W/O College Ave	25	1.84%	0.74%	1	3,650	H			52'	56.5	--	--	--	--	--
E/O College Ave	25	1.84%	0.74%	1	5,490	H			54'	58.0	--	--	--	--	--
W/O Mills Ave	30	1.84%	0.74%	1	6,610	H			53'	60.6	60	--	--	--	--
E/O Mills Ave	35	1.84%	0.74%	1	6,510	H			33'	64.0	87	--	--	--	--
W/O Claremont Blvd	35	1.84%	0.74%	1	7,040	H			40'	63.7	94	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	5,235	H			44'	58.8	--	--	--	--	--
ARROW HIGHWAY															
W/O Claremont Blvd	40	2.00%	2.00%	1	23,410	H			38'	71.3	437	159	52	--	--
E/O Claremont Blvd	45	2.00%	2.00%	1	23,950	H			43'	72.4	566	218	71	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,823	H			56'	67.3	276	93	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	11,253	H			56'	67.9	310	106	33	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	10,461	H			N/A	######	291	98	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	9,091	H			N/A	######	257	87	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	8,605	H			N/A	######	245	82	--	--	--
BASELINE ROAD															
W/O Monte Vista Ave	45	2.00%	2.00%	1	24,235	H			60'	70.9	571	220	72	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	56,841	H			N/A	######	>985	453	167	55	--
W/O SR-210 Ramps	45	2.00%	2.00%	1	46,801	H			N/A	######	918	387	138	46	--
E/O SR-210 Ramps	45	2.00%	2.00%	1	30,550	H			N/A	######	679	272	92	--	--

Table II-16, cont. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
CENTRAL AVENUE															
N/O Foothill Blvd	35	1.84%	0.74%	1	340	H			N/A	######	--	--	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	17,890	H			N/A	######	315	109	34	--	--
CLAREMONT BOULEVARD															
E/O Monte Vista Ave.	25	1.84%	0.74%	1	330	H			N/A	######	--	--	--	--	--
W/O Monte Vista Ave.	40	1.84%	0.74%	1	12,181	H			48'	67.0	226	74	--	--	--
N/O Foothill Blvd	40	1.84%	0.74%	1	15,821	H			47'	68.2	284	96	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	17,772	H			122'	65.9	411	150	50	--	--
N/O Dwy 2	45	1.84%	0.74%	1	17,507	H			122'	65.9	406	148	49	--	--
S/O Dwy 2	45	1.84%	0.74%	1	17,482	H			67'	68.4	405	148	49	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	17,217	H			67'	68.3	400	146	48	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	18,938	H			67'	68.8	434	159	53	--	--
N/O Dwy 4	45	1.84%	0.74%	1	18,933	H			58'	69.5	434	159	53	--	--
S/O Dwy 4	45	1.84%	0.74%	1	18,958	H			53'	70.0	434	159	53	--	--
N/O Arrow Route	45	1.84%	0.74%	1	18,953	H			60'	69.3	434	159	53	--	--
S/O Arrow Route	40	1.84%	0.74%	1	17,475	H			48'	68.6	309	106	--	--	--
N/O 1st St	40	1.84%	0.74%	1	17,295	H			45'	68.8	306	105	--	--	--
S/O 1st St	35	1.84%	0.74%	1	12,050	H			48'	65.3	161	52	--	--	--
N/O Arrow Hwy	35	1.84%	0.74%	1	12,130	H			48'	65.4	162	52	--	--	--
S/O Arrow Hwy	25	1.84%	0.74%	1	8,930	H			33'	62.1	56	--	--	--	--
COLLEGE AVENUE															
N/O 6th St	30	1.84%	0.74%	1	7,750	H			65'	60.2	69	--	--	--	--
S/O 6th St	25	1.84%	0.74%	1	8,450	H			75'	58.4	53	--	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	3,600	H			47'	56.9	--	--	--	--	--

Table II-16, cont. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
FOOTHILL BOULEVARD															
W/O Indian Hill Blvd	40	2.00%	2.00%	1	37,425	H			51'	72.2	626	246	81	--	--
E/O Indian Hill Blvd	40	2.00%	2.00%	1	32,810	H			63'	70.5	569	219	70	--	--
W/O Mills Ave	40	2.00%	2.00%	1	34,180	H			87'	69.3	584	226	74	--	--
E/O Mills Ave	40	2.00%	2.00%	1	31,166	H			145'	66.7	547	209	66	--	--
W/O Claremont Blvd	40	2.00%	2.00%	1	32,816	H			N/A	######	569	219	70	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	34,476	H			N/A	######	588	228	75	--	--
W/O Dwy 1	40	2.00%	2.00%	1	30,266	H			N/A	######	533	204	65	--	--
E/O Dwy 1	40	2.00%	2.00%	1	30,356	H			N/A	######	535	204	65	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	32,806	H			N/A	######	569	219	70	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	33,140	H			N/A	######	719	292	99	--	--
W/O Central Ave	45	2.00%	2.00%	1	30,370	H			N/A	######	676	271	91	--	--
E/O Central Ave	45	2.00%	2.00%	1	32,900	H			N/A	######	715	290	98	--	--
HARRISON AVENUE															
W/O Indian Hill Blvd	25	1.84%	0.74%	1	4,630	H			33'	59.2	--	--	--	--	--
HUNTINGTON DRIVE															
E/O Claremont Blvd	25	1.84%	0.74%	1	220	H			33'	46.0	--	--	--	--	--
INDIAN HILL BOULEVARD															
N/O Foothill Blvd	35	1.84%	0.74%	1	23,135	H			47'	68.3	288	97	--	--	--
S/O Foothill Blvd	30	1.84%	0.74%	1	33,630	H			39'	68.9	288	97	--	--	--
N/O Harrison/5th St	25	1.84%	0.74%	1	18,990	H			33'	65.3	120	37	--	--	--
S/O Harrison/5th St	25	1.84%	0.74%	1	19,840	H			33'	65.5	125	39	--	--	--
N/O 1st St	35	1.84%	0.74%	1	19,900	H			N/A	######	253	84	--	--	--
S/O 1st St	35	1.84%	0.74%	1	24,530	H			N/A	######	303	103	--	--	--
MILLS AVENUE															
N/O Foothill Blvd	40	1.84%	0.74%	1	9,130	H			33'	67.1	174	56	--	--	--
S/O Foothill Blvd	40	1.84%	0.74%	1	455	H			55'	52.1	--	--	--	--	--
N/O 6th St	30	1.84%	0.74%	1	540	H			60'	49.1	--	--	--	--	--
S/O 6th St	35	1.84%	0.74%	1	940	H			49'	54.2	--	--	--	--	--

Table II-16, cont. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
MONTE VISTA AVENUE															
S/O Baseline Rd	40	2.00%	2.00%	1	40,711	H			45'	73.1	667	265	89	--	--
N/O Claremont Blvd	40	2.00%	2.00%	1	29,071	H			48'	71.3	517	196	63	--	--
S/O Claremont Blvd	45	2.00%	2.00%	1	18,940	H			N/A	######	472	176	58	--	--
N/O Foothill Blvd	45	2.00%	2.00%	1	27,750	H			N/A	######	631	249	84	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	25,685	H			N/A	######	595	231	77	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	20,345	H			N/A	######	499	189	61	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	23,001	H			90'	68.9	549	211	68	--	--
PADUA AVENUE															
N/O Baseline Rd	40	2.00%	2.00%	1	8,395	H			45'	66.2	180	58	--	--	--
SR-210 RAMPS															
N/O Baseline Rd	45	2.00%	2.00%	1	18,040	H			N/A	######	455	167	55	--	--
S/O Baseline Rd	45	2.00%	2.00%	1	26,030	H			N/A	######	601	235	78	--	--

Table II-16, cont. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-17. Distance to 2030 Cumulative + Fall Game Day Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	5,288	H			40'	62.5	69	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,781	H			44'	56.0	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,513	H			56'	64.8	162	54	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	7,018	H			56'	65.9	204	65	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,479	H			N/A	######	190	61	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	6,011	H			N/A	######	177	58	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	5,472	H			N/A	######	161	54	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	8,571	H			47'	65.6	163	53	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	10,356	H			122'	63.6	264	89	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,685	H			67'	65.8	248	83	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,879	H			67'	65.9	253	85	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	10,516	H			60'	66.8	267	90	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,844	H			48'	65.6	168	55	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	2,833	H			47'	55.8	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	22,268	H			N/A	######	420	152	50	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	24,034	H			N/A	######	447	163	54	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	21,635	H			N/A	######	409	148	49	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	22,091	H			N/A	######	532	203	65	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	17,382	H			N/A	######	442	161	54	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	17,270	H			N/A	######	440	161	53	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,145	H			N/A	######	373	132	44	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	15,403	H			90'	67.1	400	144	48	--	--

Table II-17, cont. Distance to 2030 Cumulative + Fall Game Day Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-18. Distance to 2030 Cumulative + Spring Game Day Weekend CNEL Contour Lines, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
6TH STREET															
W/O Claremont Blvd	35	1.84%	0.74%	1	5,208	H			40'	62.4	68	--	--	--	--
9TH STREET															
W/O Claremont Blvd	25	1.84%	0.74%	1	2,741	H			44'	55.9	--	--	--	--	--
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,413	H			56'	64.7	159	53	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,918	H			56'	65.8	202	65	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,239	H			N/A	######	183	60	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,772	H			N/A	######	169	56	--	--	--
E/O Monte Vista Ave.	45	2.00%	2.00%	1	5,432	H			N/A	######	160	53	--	--	--
CLAREMONT BOULEVARD															
N/O Foothill Blvd	40	1.84%	0.74%	1	8,411	H			47'	65.5	160	52	--	--	--
S/O Foothill Blvd	45	1.84%	0.74%	1	9,957	H			122'	63.4	254	86	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,326	H			67'	65.7	239	80	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,739	H			67'	65.9	249	84	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	10,336	H			60'	66.7	263	89	--	--	--
S/O Arrow Route	40	1.84%	0.74%	1	8,804	H			48'	65.6	167	55	--	--	--
COLLEGE PARK DRIVE															
S/O Arrow Route	25	1.84%	0.74%	1	2,833	H			47'	55.8	--	--	--	--	--
FOOTHILL BOULEVARD															
W/O Claremont Blvd	40	2.00%	2.00%	1	22,149	H			N/A	######	418	151	50	--	--
E/O Claremont Blvd	40	2.00%	2.00%	1	23,914	H			N/A	######	445	162	53	--	--
W/O Monte Vista Ave	40	2.00%	2.00%	1	21,515	H			N/A	######	407	147	48	--	--
E/O Monte Vista Ave	45	2.00%	2.00%	1	22,011	H			N/A	######	530	203	65	--	--
MONTE VISTA AVENUE															
N/O Foothill Blvd	45	2.00%	2.00%	1	17,302	H			N/A	######	440	161	54	--	--
S/O Foothill Blvd	45	2.00%	2.00%	1	17,230	H			N/A	######	439	160	53	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,105	H			N/A	######	373	131	44	--	--
S/O Arrow Rte	45	2.00%	2.00%	1	15,244	H			90'	67.1	396	143	48	--	--

Table II-18, cont. Distance to 2030 Cumulative + Spring Game Day Weekend CNEL Contour Lines, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-19. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines at the Project Site, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,794	H			49'	67.9	275	93	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	11,224	H			49'	68.5	309	106	33	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	10,392	H			53'	67.8	290	98	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	9,022	H			53'	67.2	256	86	--	--	--
CLAREMONT BOULEVARD															
S/O Foothill Blvd	45	1.84%	0.74%	1	17,656	H			83'	67.6	409	149	50	--	--
N/O Dwy 2	45	1.84%	0.74%	1	17,391	H			275'	62.0	404	147	49	--	--
S/O Dwy 2	45	1.84%	0.74%	1	17,377	H			499'	58.8	403	147	49	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	17,112	H			385'	60.2	398	145	48	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	18,898	H			391'	60.5	433	159	53	--	--
N/O Dwy 4	45	1.84%	0.74%	1	18,893	H			391'	60.5	433	159	53	--	--
S/O Dwy 4	45	1.84%	0.74%	1	18,906	H			107'	66.8	433	159	53	--	--
N/O Arrow Route	45	1.84%	0.74%	1	18,901	H			107'	66.8	433	159	53	--	--
FOOTHILL BOULEVARD															
E/O Claremont Blvd	40	2.00%	2.00%	1	34,441	H			159'	66.7	587	228	75	--	--
W/O Dwy 1	40	2.00%	2.00%	1	30,231	H			187'	65.4	533	203	64	--	--
MONTE VISTA AVENUE															
S/O Foothill Blvd	45	2.00%	2.00%	1	25,674	H			193'	65.9	594	231	77	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	20,334	H			129'	66.7	499	189	61	--	--

Table II-19, cont. Distance to 2030 Cumulative + Project Weekday Practice CNEL Contour Lines at the Project Site, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-20. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines at the Project Site, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	9,823	H			49'	68.0	276	93	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	11,253	H			49'	68.5	310	106	33	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	10,461	H			53'	67.9	291	98	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	9,091	H			53'	67.3	257	87	--	--	--
CLAREMONT BOULEVARD															
S/O Foothill Blvd	45	1.84%	0.74%	1	17,772	H			83'	67.7	411	150	50	--	--
N/O Dwy 2	45	1.84%	0.74%	1	17,507	H			275'	62.1	406	148	49	--	--
S/O Dwy 2	45	1.84%	0.74%	1	17,482	H			499'	58.9	405	148	49	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	17,217	H			385'	60.2	400	146	48	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	18,938	H			391'	60.5	434	159	53	--	--
N/O Dwy 4	45	1.84%	0.74%	1	18,933	H			391'	60.5	434	159	53	--	--
S/O Dwy 4	45	1.84%	0.74%	1	18,958	H			107'	66.8	434	159	53	--	--
N/O Arrow Route	45	1.84%	0.74%	1	18,953	H			107'	66.8	434	159	53	--	--
FOOTHILL BOULEVARD															
E/O Claremont Blvd	40	2.00%	2.00%	1	34,476	H			159'	66.7	588	228	75	--	--
W/O Dwy 1	40	2.00%	2.00%	1	30,266	H			187'	65.4	533	204	65	--	--
MONTE VISTA AVENUE															
S/O Foothill Blvd	45	2.00%	2.00%	1	25,685	H			193'	65.9	595	231	77	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	20,345	H			129'	66.7	499	189	61	--	--

Table II-20, cont. Distance to 2030 Cumulative + Project Weekday Game Day CNEL Contour Lines at the Project Site, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-21. Distance to 2030 Cumulative + Project Fall Weekend Game CNEL Contour Lines at the Project Site, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,513	H			49'	65.4	162	54	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	7,018	H			49'	66.5	204	65	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,479	H			53'	65.8	190	61	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	6,011	H			53'	65.5	177	58	--	--	--
CLAREMONT BOULEVARD															
S/O Foothill Blvd	45	1.84%	0.74%	1	10,356	H			83'	65.3	264	89	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,685	H			385'	57.7	248	83	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,879	H			391'	57.7	253	85	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	10,516	H			107'	64.2	267	90	--	--	--
FOOTHILL BOULEVARD															
E/O Claremont Blvd	40	2.00%	2.00%	1	24,034	H			159'	65.1	447	163	54	--	--
MONTE VISTA AVENUE															
S/O Foothill Blvd	45	2.00%	2.00%	1	17,270	H			193'	64.2	440	161	53	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,145	H			129'	65.1	373	132	44	--	--

Table II-21, cont. Distance to 2030 Cumulative + Project Fall Weekend Game CNEL Contour Lines at the Project Site, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-22. Distance to 2030 Cumulative + Project Spring Weekend Game CNEL Contour Lines at the Project Site, Claremont University Consortium

Arterial / Reach	Speed Limit, mph	% Trucks		Traffic Dist.*	Avg. Daily Traffic	Hard (H) or Soft (S) Site?	Barrier Details** (leave blank if none)		Dist., Sens. Rec. to C/L	CNEL at Sens. Rec.	Distance to CNEL Contours From Roadway Centerline, feet				
		Med.	Hvy.				Height (2-10m)	Distance (10/30m)			60dB	65dB	70dB	75dB	80dB
ARROW ROUTE															
E/O Claremont Blvd	45	2.00%	2.00%	1	5,413	H			49'	65.4	159	53	--	--	--
W/O College Park/Dwy 5	45	2.00%	2.00%	1	6,918	H			49'	66.4	202	65	--	--	--
E/O College Park/Dwy 5	45	2.00%	2.00%	1	6,239	H			53'	65.6	183	60	--	--	--
W/O Monte Vista Ave	45	2.00%	2.00%	1	5,772	H			53'	65.3	169	56	--	--	--
CLAREMONT BOULEVARD															
S/O Foothill Blvd	45	1.84%	0.74%	1	9,957	H			83'	65.1	254	86	--	--	--
N/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,326	H			385'	57.5	239	80	--	--	--
S/O 9th St/Dwy 3	45	1.84%	0.74%	1	9,739	H			391'	57.6	249	84	--	--	--
N/O Arrow Route	45	1.84%	0.74%	1	10,336	H			107'	64.2	263	89	--	--	--
FOOTHILL BOULEVARD															
E/O Claremont Blvd	40	2.00%	2.00%	1	23,914	H			159'	65.1	445	162	53	--	--
MONTE VISTA AVENUE															
S/O Foothill Blvd	45	2.00%	2.00%	1	17,230	H			193'	64.2	439	160	53	--	--
N/O Arrow Rte	45	2.00%	2.00%	1	14,105	H			129'	65.1	373	131	44	--	--

Table II-22, cont. Distance to 2030 Cumulative + Project Spring Weekend Game CNEL Contour Lines at the Project Site, Claremont University Consortium

* The following summarizes the traffic distributions used in the analysis:

Traffic Distribution No.	Day			Evening			Night		
	A	MT	HT	A	MT	HT	A	MT	HT
1	75.51%	1.56%	0.64%	12.57%	0.09%	0.02%	9.34%	0.19%	0.08%
2	65.83%	2.92%	2.10%	17.98%	0.20%	0.23%	9.49%	0.50%	0.75%
3	73.60%	0.90%	0.35%	13.60%	0.04%	0.04%	10.22%	0.90%	0.35%
4	69.50%	1.44%	2.40%	12.90%	0.06%	0.10%	9.60%	1.50%	2.50%
5	64.81%	1.27%	4.49%	17.70%	0.09%	0.49%	9.34%	0.22%	1.60%
6	63.80%	1.53%	5.24%	17.42%	0.10%	0.57%	9.20%	0.26%	1.87%
7	57.86%	3.19%	9.57%	15.80%	0.22%	1.05%	8.34%	0.55%	3.42%
8	64.91%	2.39%	3.44%	17.73%	0.16%	0.38%	9.36%	0.41%	1.23%
9	66.18%	2.28%	2.30%	18.07%	0.16%	0.25%	9.54%	0.39%	0.82%
10	74.04%	0.79%	0.18%	13.68%	0.04%	0.02%	10.28%	0.79%	0.18%
11	71.85%	1.94%	0.44%	13.28%	0.09%	0.05%	9.98%	1.94%	0.44%

A = automobiles; MT = medium (2-axle) trucks; HT = heavy (3+ axle) trucks

The above values are adjusted as needed so that the overall medium truck and heavy truck percentages for a traffic distribution number agree with the values entered into the "% Trucks" columns on the summary table.

** For street segments with barriers, noise levels and contour distances are only reported for locations 10m (approx. 30') or more beyond the noise barrier.

Table II-23. Analysis of Unmitigated Traffic Noise Levels at Offices/Sports Medicine Bldg., from Claremont Blvd. 2030 Cumulative + Project Practice Weekday

ADT:	18,898	***No. of Lanes:***	4			***Date:***	Sept. 22, 2014	
Site Conditions:	Hard							
Noise Emission Curves:		Calveno						
Autos:	Total %:	97.42%	Daytime %:	75.51%	Evening %:	12.57%	Nighttime %:	9.34%
Medium Trucks:	Total %:	1.84%	Daytime %:	1.56%	Evening %:	0.09%	Nighttime %:	0.19%
Heavy Trucks:	Total %:	0.74%	Daytime %:	0.64%	Evening %:	0.02%	Nighttime %:	0.08%
Elevations:	Source:	0.0 ft.	Barrier:	0.0 ft.	Receiver:	0.0 ft.		
Heights:	Source:	varies	Barrier:	0.0 ft.	Receiver:	5.0 ft.		
Gradient of Near Lane:	0.00 %				***Angle of View, Left:***	-90.0 deg.		
					Angle of View, Right:	90.0 deg.		
Speed Limit:	45 mph							

Distance from Receiver to Lanes,		***Calibration Factor for Each Lane,***	
#1:	356.5 ft.	***#1:***	-1.2 dB
#2:	368.5 ft.	***#2:***	-1.2 dB
#3:	391.0 ft.	***#3:***	dB
#4:	413.5 ft.	***#4:***	-1.2 dB
#5:	425.5 ft.	***#5:***	-1.2 dB
#6:	ft.	***#6:***	dB

Average Daytime Leq:	59.2 dB(A)	***Average Evening Leq:***	56.7 dB(A)	***Average Nighttime Leq:***	51.4 dB(A)
CNEL:	60.5 dB				
Ldn:	60.0 dB				

Table II-24. Analysis of Unmitigated Traffic Noise Levels at Offices/Sports Medicine Bldg., from Claremont Blvd. 2030 Cumulative + Project Weekday Game

ADT:	18,938	***No. of Lanes:***	4			***Date:***	Sept. 22, 2014	
Site Conditions:	Hard							
Noise Emission Curves:		Calveno						
Autos:	Total %:	97.42%	Daytime %:	75.51%	Evening %:	12.57%	Nighttime %:	9.34%
Medium Trucks:	Total %:	1.84%	Daytime %:	1.56%	Evening %:	0.09%	Nighttime %:	0.19%
Heavy Trucks:	Total %:	0.74%	Daytime %:	0.64%	Evening %:	0.02%	Nighttime %:	0.08%
Elevations:	Source:	0.0 ft.	Barrier:	0.0 ft.	Receiver:	0.0 ft.		
Heights:	Source:	varies	Barrier:	0.0 ft.	Receiver:	5.0 ft.		

Gradient of Near Lane:	0.00 %	***Angle of View, Left:***	-90.0 deg.
		Angle of View, Right:	90.0 deg.
Speed Limit:	45 mph		

Distance from Receiver to Lanes,	***#1:***	356.5 ft.	***Calibration Factor for Each Lane,***	***#1:*** -1.2 dB
	#2:	368.5 ft.		***#2:*** -1.2 dB
	#3:	391.0 ft.		***#3:*** dB
	#4:	413.5 ft.		***#4:*** -1.2 dB
	#5:	425.5 ft.		***#5:*** -1.2 dB
	#6:	ft.		***#6:*** dB

Average Daytime Leq:	59.2 dB(A)	***Average Evening Leq:***	56.7 dB(A)	***Average Nighttime Leq:***	51.4 dB(A)
CNEL:	60.5 dB				
Ldn:	60.0 dB				

Table II-25. Analysis of Unmitigated Traffic Noise Levels at Offices/Sports Medicine Bldg., from Claremont Blvd. 2030 Cumulative + Project Fall Weekend Game

ADT:	9,879	***No. of Lanes:***	4			***Date:***	Sept. 22, 2014	
Site Conditions:	Hard							
Noise Emission Curves:		Calveno						
Autos:	Total %:	97.42%	Daytime %:	75.51%	Evening %:	12.57%	Nighttime %:	9.34%
Medium Trucks:	Total %:	1.84%	Daytime %:	1.56%	Evening %:	0.09%	Nighttime %:	0.19%
Heavy Trucks:	Total %:	0.74%	Daytime %:	0.64%	Evening %:	0.02%	Nighttime %:	0.08%
Elevations:	Source:	0.0 ft.	Barrier:	0.0 ft.	Receiver:	0.0 ft.		
Heights:	Source:	varies	Barrier:	0.0 ft.	Receiver:	5.0 ft.		

Gradient of Near Lane:	0.00 %	***Angle of View, Left:***	-90.0 deg.
		Angle of View, Right:	90.0 deg.
Speed Limit:	45 mph		

Distance from Receiver to Lanes,	***#1:***	356.5 ft.	***Calibration Factor for Each Lane,***	***#1:*** -1.2 dB
	#2:	368.5 ft.		***#2:*** -1.2 dB
	#3:	391.0 ft.		***#3:*** dB
	#4:	413.5 ft.		***#4:*** -1.2 dB
	#5:	425.5 ft.		***#5:*** -1.2 dB
	#6:	ft.		***#6:*** dB

Average Daytime Leq:	56.4 dB(A)	***Average Evening Leq:***	53.8 dB(A)	***Average Nighttime Leq:***	48.6 dB(A)
CNEL:	57.7 dB				
Ldn:	57.2 dB				

Table II-26. Analysis of Unmitigated Traffic Noise Levels at Offices/Sports Medicine Bldg., from Claremont Blvd. 2030 Cumulative + Project Spring Weekend Game

ADT:	9,739	***No. of Lanes:***	4			***Date:***	Sept. 22, 2014	
Site Conditions:	Hard							
Noise Emission Curves:		Calveno						
Autos:	Total %:	97.42%	Daytime %:	75.51%	Evening %:	12.57%	Nighttime %:	9.34%
Medium Trucks:	Total %:	1.84%	Daytime %:	1.56%	Evening %:	0.09%	Nighttime %:	0.19%
Heavy Trucks:	Total %:	0.74%	Daytime %:	0.64%	Evening %:	0.02%	Nighttime %:	0.08%
Elevations:	Source:	0.0 ft.	Barrier:	0.0 ft.	Receiver:	0.0 ft.		
Heights:	Source:	varies	Barrier:	0.0 ft.	Receiver:	5.0 ft.		

Gradient of Near Lane:	0.00 %	***Angle of View, Left:***	-90.0 deg.
		Angle of View, Right:	90.0 deg.
Speed Limit:	45 mph		

Distance from Receiver to Lanes,	***#1:***	356.5 ft.	***Calibration Factor for Each Lane,***	***#1:*** -1.2 dB
	#2:	368.5 ft.		***#2:*** -1.2 dB
	#3:	391.0 ft.		***#3:*** dB
	#4:	413.5 ft.		***#4:*** -1.2 dB
	#5:	425.5 ft.		***#5:*** -1.2 dB
	#6:	ft.		***#6:*** dB

Average Daytime Leq:	56.4 dB(A)	***Average Evening Leq:***	53.8 dB(A)	***Average Nighttime Leq:***	48.5 dB(A)
CNEL:	57.6 dB				
Ldn:	57.1 dB				

APPENDIX III

Construction Noise Analysis

Table III-1. Analysis of Average Project Construction Noise Levels

		Distance from Receiver to Center of Activity Area, ft										Est. Leq @ 50', dBA	Estimated Construction Leq at Receiver, dBA									
Phase	Desc.	Pitzer Dorm	Nearest Res.	McKenna Dorm	Children's School	Condos	Arrow Retail	Bus. on Monte Vista	Bus. Park at NE Corner	Foothill Retail	Bus. Park at NW Corner		Pitzer Dorm	Nearest Res.	McKenna Dorm	Children's School	Condos	Arrow Retail	Bus. on Monte Vista	Bus. Park at NE Corner	Foothill Retail	Bus. Park at NW Corner
2a	**Site Prep.**	145	1725	815	1425	1435	1685	1620	2115	1395	1410	83.5	74	53	59	54	54	53	53	51	55	54
2a	**Paving**	145	1725	815	1425	1435	1685	1620	2115	1395	1410	85.4	76	55	61	56	56	55	55	53	56	56
2b	**Site Prep.**	1690	1140	765	775	95	155	2145	2950	2815	2885	83.5	53	56	60	60	78	74	51	48	48	48
2b	**Paving**	1690	1140	765	775	95	155	2145	2950	2815	2885	85.4	55	58	62	62	80	76	53	50	50	50
2c	Site Prep.	280	1245	765	810	250	300	1530	2060	1450	1475	87.6	73	60	64	63	74	72	58	55	58	58
2d	Grading	280	1245	765	810	250	300	1530	2060	1450	1475	87.2	72	59	64	63	73	72	57	55	58	58
2e	Bldg. Const.	1530	1345	840	905	335	340	1895	2705	2605	2685	83.8	54	55	59	59	67	67	52	49	49	49
2f	Arch. Coating	1530	1345	840	905	335	340	1895	2705	2605	2685	73.7	44	45	49	49	57	57	42	39	39	39
2g	Paving	280	1245	765	810	250	300	1530	2060	1450	1475	85.4	70	57	62	61	71	70	56	53	56	56
3a	**Site Prep.**	935	925	2235	2820	2735	2775	770	855	300	780	83.5	58	58	50	48	49	49	60	59	68	60
3a	**Paving**	935	925	2235	2820	2735	2775	770	855	300	780	85.4	60	60	52	50	51	51	62	61	70	62
3b	Site Prep.	840	1985	1150	1660	1465	1505	960	1645	1460	1610	87.6	63	56	60	57	58	58	62	57	58	57
3c	Grading	840	1985	1150	1660	1465	1505	960	1645	1460	1610	87.2	63	55	60	57	58	58	62	57	58	57
3d	Paving	1030	2045	1340	1815	1550	1555	770	1510	1460	1675	81.6	55	49	53	50	52	52	58	52	52	51
4a	**Site Prep.**	1495	2380	1655	2020	1595	1405	665	1515	1780	2075	83.5	54	50	53	51	53	55	61	54	52	51
4a	**Paving**	1495	2380	1655	2020	1595	1405	665	1515	1780	2075	85.4	56	52	55	53	55	56	63	56	54	53
4b	Site Prep.	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	87.6	62	55	61	58	60	60	61	56	57	56
4c	Grading	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	88.2	63	56	62	59	60	60	61	57	58	57
4d	Bldg. Const.	430	1315	1430	2020	1755	1745	580	1295	870	910	83.8	65	55	55	52	53	53	63	56	59	59
4e	Arch. Coating	430	1315	1430	2020	1755	1745	580	1295	870	910	73.7	55	45	45	42	43	43	52	45	49	48
4f	Paving	1030	2045	1340	1815	1550	1555	770	1510	1460	1675	83.5	57	51	55	52	54	54	60	54	54	53
5a	Site Prep.	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	87.6	62	55	61	58	60	60	61	56	57	56
5b	Grading	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	88.2	63	56	62	59	60	60	61	57	58	57
5c	Bldg. Const.	800	1830	780	1255	1090	1160	1345	2055	1800	1865	86.2	62	55	62	58	59	59	58	54	55	55
5d	Arch. Coating	800	1830	780	1255	1090	1160	1345	2055	1800	1865	73.7	50	42	50	46	47	46	45	41	43	42
5e	Paving	1030	2045	1340	1815	1550	1555	770	1510	1460	1675	85.4	59	53	57	54	56	56	62	56	56	55

Bold = roadway improvements

Table III-2. Analysis of Maximum Project Construction Noise Levels

		Distance from Receiver to Center of Activity Area, ft										Est. Max @ 50', dBA	Estimated Construction Lmax at Receiver, dBA									
Phase	Desc.	Pitzer Dorm	Nearest Res.	McKenna Dorm	Children's School	Condos	Arrow Retail	Bus. on Monte Vista	Bus. Park at NE Corner	Foothill Retail	Bus. Park at NW Corner		Pitzer Dorm	Nearest Res.	McKenna Dorm	Children's School	Condos	Arrow Retail	Bus. on Monte Vista	Bus. Park at NE Corner	Foothill Retail	Bus. Park at NW Corner
2a	**Site Prep.**	145	1725	815	1425	1435	1685	1620	2115	1395	1410	85	76	54	61	56	56	54	55	52	56	56
2a	**Paving**	145	1725	815	1425	1435	1685	1620	2115	1395	1410	84	75	53	60	55	55	53	54	51	55	55
2b	**Site Prep.**	1690	1140	765	775	95	155	2145	2950	2815	2885	85	54	58	61	61	79	75	52	50	50	50
2b	**Paving**	1690	1140	765	775	95	155	2145	2950	2815	2885	84	53	57	60	60	78	74	51	49	49	49
2c	Site Prep.	280	1245	765	810	250	300	1530	2060	1450	1475	84	69	56	60	60	70	68	54	52	55	55
2d	Grading	280	1245	765	810	250	300	1530	2060	1450	1475	85	70	57	61	61	71	69	55	53	56	56
2e	Bldg. Const.	1530	1345	840	905	335	340	1895	2705	2605	2685	84	54	55	59	59	67	67	52	49	50	49
2f	Arch. Coating	1530	1345	840	905	335	340	1895	2705	2605	2685	78	48	49	53	53	61	61	46	43	43	43
2g	Paving	280	1245	765	810	250	300	1530	2060	1450	1475	84	69	56	60	60	70	68	54	52	55	55
3a	**Site Prep.**	935	925	2235	2820	2735	2775	770	855	300	780	85	60	60	52	50	50	50	61	60	69	61
3a	**Paving**	935	925	2235	2820	2735	2775	770	855	300	780	84	59	59	51	49	49	49	60	59	68	60
3b	Site Prep.	840	1985	1150	1660	1465	1505	960	1645	1460	1610	84	59	52	57	54	55	54	58	54	55	54
3c	Grading	840	1985	1150	1660	1465	1505	960	1645	1460	1610	85	60	53	58	55	56	55	59	55	56	55
3d	Paving	1030	2045	1340	1815	1550	1555	770	1510	1460	1675	80	54	48	51	49	50	50	56	50	51	49
4a	**Site Prep.**	1495	2380	1655	2020	1595	1405	665	1515	1780	2075	84	54	50	54	52	54	55	62	54	53	52
4a	**Paving**	1495	2380	1655	2020	1595	1405	665	1515	1780	2075	85	55	51	55	53	55	56	63	55	54	53
4b	Site Prep.	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	84	59	52	58	55	56	56	57	53	53	53
4c	Grading	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	85	60	53	59	56	57	57	58	54	54	54
4d	Bldg. Const.	430	1315	1430	2020	1755	1745	580	1295	870	910	84	65	56	55	52	53	53	63	56	59	59
4e	Arch. Coating	430	1315	1430	2020	1755	1745	580	1295	870	910	78	59	49	49	46	47	47	56	49	53	52
4f	Paving	1030	2045	1340	1815	1550	1555	770	1510	1460	1675	84	58	52	55	53	54	54	60	54	55	53
5a	Site Prep.	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	84	59	52	58	55	56	56	57	53	53	53
5b	Grading	925	2040	1015	1465	1220	1250	1110	1855	1700	1845	85	60	53	59	56	57	57	58	54	54	54
5c	Bldg. Const.	800	1830	780	1255	1090	1160	1345	2055	1800	1865	84	60	53	60	56	57	57	55	52	53	53
5d	Arch. Coating	800	1830	780	1255	1090	1160	1345	2055	1800	1865	78	54	46	54	50	51	50	49	45	47	46
5e	Paving	1030	2045	1340	1815	1550	1555	770	1510	1460	1675	84	58	52	55	53	54	54	60	54	55	53

Bold = roadway improvements

APPENDIX L

Traffic Impact Analysis

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS REPORT

CLAREMONT COLLEGES EAST CAMPUS

Cities of Claremont and Upland

January 8, 2015

(Update of the October 9, 2014 Report)

Prepared for:

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EXECUTIVE SUMMARY

Project Description

- The Claremont Colleges East Campus property site is approximately 74.44 acres of undeveloped land that is generally bounded by Foothill Boulevard on the north, Arrow Route (also known as Sixth Street in the City of Claremont) on the south, Monte Vista Avenue on the east, and Claremont Boulevard on the west. The site is currently vacant except for a previously-established archery range, which is also not currently in use, and a construction-worker-related parking lot (providing when-needed support for CMC campus construction activities). Also, the Claremont Colleges East Campus site is currently licensed and utilized as a Class III landfill for inert materials and was formerly (1920's – 1972) used as a sand and gravel quarry.

  The Project's primary objective is to provide viable parcels of land to be used by The Claremont Colleges for the construction of recreational and intramural sport facilities. Those facilities will be used by students attending The Claremont Colleges, and are depicted in the Conceptual Master Site Plan as presented in *Figure 2-1*. This objective will be accomplished by subdividing the existing parcels to be sold to or leased by individual colleges. Additional objectives include the following:

  - Reclaim the Project site while minimizing environmental impacts,
  - Enhance the visual quality of the site and neighborhood,
  - Provide additional parking,
  - Increase campus space for potential building construction and/or expansion, and
  - Provide improved and expanded sports facilities

Project Trip Generation

- The "Weekday: Practice Day" trip forecasts result in 15 added Project trips during the AM peak hour, and a total of 91 added vehicle trips during the PM peak commuter hour. Over a 24-hour period, this scenario is forecast to add 272 daily trips during a typical weekday. This scenario and its related trips reflect activity on the Pitzer portion of the Project as well as simultaneous practice on all three CMC spectator fields as well as two CUC fields, but without any scheduled game play on any of these fields. Its frequency would be on the order of four weekdays per week.

- The "Weekday: Game Day" scenario addresses Project traffic activity on the fifth weekday of that illustrative week. Substitution of a "full-house" baseball or softball game, with a spring football practice or track and field practice on the "third field",

would increase the weekday PM peak hour Project trip generation to 207 trips, and the daily generation to 504 trips. These trip totals are also consistent with occasional simultaneous baseball and softball games with a combined attendance of 500 spectators, and a home as well as a visitor team on each of those two fields. This scenario illustrates the "worst case" weekday condition for the proposed Project.

- The defining "worst case" weekend scenario (occurring roughly five Fall Saturdays per year) is that of a "full house" home football game ("Weekend: Game Day-Fall). On such days, the 24-hour trip generation total would grow to a forecast 1,558 trips (evenly divided between inbound and outbound movements), with 515 trips occurring in the hour before the start of the game, and 689 trips in the hour following it.

- The more frequent weekend scenario, but with trip generation potential less than one-half of its fall counterpart, is that of the "Weekend: Game Day (Spring)" scenario. Its 24-hour trip making potential would total 760 trips (one-half arriving and one-half departing), with 279 trips forecast for the peak arrival hour, and 331 trips forecast for the peak departure hour.

Key Intersections and Horizon Years

- The Project study area covers twenty-one (21) key study intersections for the Existing, Year 2020 and Year 2030 Intersection capacity analyses, listed as follows:

1. Indian Hill Boulevard at Foothill Boulevard (Claremont)
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street (Claremont)
3. Indian Hill Boulevard at First Street (Claremont)
4. College Avenue at Sixth Street (Claremont)
5. Mills Avenue at Foothill Boulevard (Claremont)
6. Mills Avenue at Sixth Street (Claremont)
7. Claremont Boulevard/Mills Avenue at Arrow Highway (Claremont)
8. Claremont Boulevard at Foothill Boulevard (Claremont)
9. Claremont Boulevard at Project Driveway 2 [Future] (Claremont)
10. Claremont Boulevard at Ninth Street/Project Driveway 3 (Claremont)
11. Claremont Boulevard at Project Driveway 4 [Future] (Claremont)
12. Claremont Boulevard at Sixth Street/Arrow Route (Claremont)
13. Claremont Boulevard at First Street/Huntington Drive (Claremont)
14. Project Driveway 1 at Foothill Boulevard [Future] (Claremont)
15. College Park Drive/Project Driveway 5 at Arrow Route (Upland)
16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont)
17. Monte Vista Avenue at Claremont Boulevard (Claremont)

18. Monte Vista Avenue at Foothill Boulevard (Upland)
19. Monte Vista Avenue at Arrow Route (Upland)
20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans)
21. Central Avenue at Foothill Boulevard (Upland)

Cumulative Projects Trip Generation

- Thirty-seven (37) cumulative projects (with meaningful/measureable additive trip generation potential) that are anticipated to be built and occupied by Year 2020 have been identified within a two-mile radius of the Project. Included among these is a proposed Metrolink-Gold Line combined station in Claremont The thirty-seven (37) cumulative projects are expected to generate a combined total of 79,438 daily trips (one half arriving, one half departing) on a "typical" weekday, with 5,458 trips (2,571 inbound and 2,887 outbound) forecast during the AM peak hour and 7,910 trips (4,264 inbound and 3,646 outbound) forecast during the PM peak hour.

Intersection Capacity Analysis

- Under Existing (Weekday) traffic conditions, two (2) of the key existing study intersections currently operate at unacceptable levels of service. The remaining key existing study intersections currently operate at an acceptable level of service LOS during the AM and PM peak hours. The locations operating at an adverse LOS are follows:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.2	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.5	F	--	--

- Under Existing (Weekend) traffic conditions, the six (6) key existing study intersections carried forward to a weekend analysis currently operate at acceptable level of service (LOS) during the AM and PM peak hours.

- Under the Existing Plus Project (Weekday: Practice Day) traffic conditions, two (2) of the key study intersections are forecast to operate at unacceptable levels of service based on the LOS impact criteria mentioned in this report. The remaining key study intersections are forecast to operate at acceptable level of service during the AM and PM peak hours for the Existing Plus Project (Weekday: Practice Day) traffic conditions. The locations forecast to operate at an adverse LOS are follows:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.4	F

20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.9	F	--	--

These intersections would experience a significant Project impact when compared to the LOS criteria identified in this report. The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with Existing Plus Project (Weekday: Practice Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions.

- Under the Existing Plus Project (Weekday: Game Day) traffic conditions, two (2) of the key study intersections are forecast to operate at unacceptable levels of service based on the LOS impact criteria mentioned in this report. The remaining key study intersections are forecast to operate at acceptable level of service during the AM and PM peak hours for the Existing Plus Project (Weekday: Game Day) traffic conditions. The locations forecast to operate at an adverse LOS is are follows:

			AM Peak Hour		PM Peak Hour	
Key Intersection		**Jurisdiction**	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.6	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.9	F	--	--

These intersections would experience a significant Project impact when compared to the LOS criteria identified in this report. The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with Existing Plus Project (Weekday: Game Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions.

- Under the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions, all of the weekend-focused key study intersections will operate at acceptable levels of service during the AM and PM peak hours.

- Under the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions, all of the weekend-focused key study intersections will operate at acceptable levels of service during the AM and PM peak hours.

- Under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions, five (5) key study intersections are forecast to operate at unacceptable levels of service with the addition Project traffic based on applicable LOS impact criteria. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	161.6	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	95.5	F	493.0	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	122.5	F	160.4	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	237.1	F	158.1	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	76.3	E

Four (4) of these five (5) intersections that are forecast to operate at adverse levels of service would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The implementation of recommended mitigation measures outlined in this report would offset the Project impacts associated with Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions.

- Under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions, five (5) key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic based on the applicable LOS impact criteria. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	161.9	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	95.5	F	504.6	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	122.5	F	167.4	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	237.1	F	158.1	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	77.4	E

These five (5) intersections would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions.

- Under the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions, six (6) key study intersections are forecast to operate at unacceptable levels of service with the addition Project traffic based on applicable LOS impact criteria. The

remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	194.7	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	99.7	F	407.4	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	239.7	F	247.6	F
17.	Monte Vista Avenue at Claremont Blvd	Claremont	82.9	F	--	--
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	298.7	F	186.7	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	93.6	F

Four (4) of these six (6) intersections that are forecast to operate at adverse levels of service would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard would not be significantly impacted by the Project, mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions*. The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions.

- Under the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions, six (6) key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic based on applicable LOS impact criteria. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	194.6	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	99.7	F	417.0	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	239.7	F	254.0	F
17.	Monte Vista Avenue at Claremont Blvd	Claremont	82.9	F	--	--
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	298.7	F	186.9	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	94.7	F

Five (5) of these six (6) intersections that are forecast to operate at adverse levels of service would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard would not be significantly impacted by the Project, mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.* The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions.

Planned Project Improvements

- The following planned improvements are included in all the "with" Project scenarios. These planned improvements will be constructed in conjunction with the Project development and have been included in the background traffic conditions:

  - 9. Claremont Boulevard at Project Driveway 2 (Claremont): Construct the east leg of intersection, providing one inbound lane and one outbound lane. Design for stop-controlled approach on Project Driveway 2 and provide one right-turn-only lane. Modify northbound approach on Claremont Boulevard to provide one through lane and one shared through-right turn lane. Maintain the existing southbound approach on Claremont Boulevard to provide two through lanes.

  - 10. Claremont Boulevard at Ninth Street/Project Driveway 3 (Claremont): Modify the northbound approach on Claremont Boulevard to provide a shared through-right turn lane while maintaining the existing one through lane and one left-turn lane. Modify the southbound approach (median) on Claremont Boulevard and provide a left-turn lane while maintaining the existing one through lane, plus one shared through-right turn lane. Also, construct the east leg of the intersection, providing one inbound lane and at least one shared left-through-right lane. Re-stripe the west leg to include an eastbound through movement. Prior approvals by the City of Claremont for the CMC Master Plan require the installation of a traffic signal, appropriate crosswalks, pedestrian signals and pedestrian push buttons in conjunction with the first phase of facilities construction on the East Campus. Those approvals also require plans addressing the installation of fencing and landscaping along the Project frontage to encourage students to cross Claremont Boulevard at signalized intersection crosswalks, and discourage midblock ("jay walking") crossings.

  - 11. Claremont Boulevard at Project Driveway 4 (Claremont): Construct the east leg of intersection, providing one inbound lane and one outbound lane. Design for stop-controlled approach on Project Driveway 4 and provide one right-turn only lane. Modify northbound approach on Claremont Boulevard to provide one through lane

and one shared through-right turn lane. Maintain the existing southbound approach on Claremont Boulevard to provide two through lanes.

- 14. Project Driveway 1 at Foothill Boulevard (Claremont): If and when needed in conjunction with Project implementation, construct the south leg of the intersection, providing one inbound lane and at least one outbound lane and align future Project driveway with that of the previously-approved Claremont Commons driveway. Design for stop-controlled approaches on both the Project Driveway 1 and Commons driveway. Provide at least one shared left-through-right lane for both the Project Driveway 1 and Commons driveway approaches. Modify eastbound approach on Foothill Boulevard to provide one left-turn lane, one through lane and one shared through-right turn lane. Modify westbound approach on Foothill Boulevard to provide one left-turn lane, one through lane, and one shared through-right turn lane.
- 15. College Park Drive/Project Driveway 5 at Arrow Route (Upland): Construct the north leg of the intersection, providing one inbound lane and at least one outbound lane and align future driveway with College Park Drive at its existing traffic signal. Modify existing traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Arrow Route. Modify the eastbound approach on Arrow Route and provide a left-turn lane while maintaining the existing one through lane, plus one shared through-right turn lane. Modify the westbound approach on Arrow Route to provide a shared through-right turn lane while maintaining the existing one through lane and one left-turn lane. Re-stripe south leg to include northbound through movement.

Recommended Weekday Operational/Traffic Management Strategy

- The Weekday "Game Day" forecasting and analysis evaluated in this study's "plus Project" scenarios were predicated on a single baseball or softball game with capacity crowd of 500 spectators. It was further assumed that the game would end in the commuter peak hour, and all site traffic would exit in that same hour. The discussion of the scenario derivation also addressed the incidental condition with an occasional simultaneous game on a second field, noted that traffic associated with a visiting team on that second field was also integrated to the forecast, and further concluded a consistency with the analysis and mitigation for the Weekday "Game day" as long as the simultaneous spectator attendance among multiple fields does not exceed a total of 500 persons. In keeping with that approach, the following traffic management strategy actions are recommended:

  - establish a threshold equivalent to a single full-house baseball or softball game (500 spectators) as the maximum Weekday "Game Day" event to be exited to the adjoining street system in a single hour during the PM commuter peak period,
  - establish game schedules among various sports on East Campus fields to respect this threshold, and

- the exiting of concurrent games (baseball and softball, for example) would conform with this recommended practice as long as their combined spectator totals (to be exited from the site in a single hour) do not exceed 500 spectators on a weekday afternoon.

Recommended Improvements

- The results of the Existing Plus Project (Weekday: Practice Day) traffic conditions level of service analyses indicate that two (2) of the key study intersections will by significantly impacted by the addition of the proposed Project traffic. The remaining intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekday: Practice Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Existing Plus Project (Weekday: Practice Day) traffic:
  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane. Modify existing traffic signal.
  - 20. SR-210 Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramp to provide a 2nd southbound right-turn lane. Modify existing traffic signal.

- The results of the Existing Plus Project (Weekday: Game Day) traffic conditions level of service analyses indicates that two (2) of the key study intersections will by significantly impacted by the addition of the proposed Project traffic. The remaining intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekday: Game Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Existing Plus Project (Weekday: Game Day) traffic:
  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane. Modify existing traffic signal.
  - 20. SR-210 Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramp to provide a 2nd southbound right-turn lane. Modify existing traffic signal.

- The results of the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions level of service analyses indicate that none of the key study intersections will by significantly impacted by the addition of the proposed Project traffic, thus no mitigation measures have been recommended. All intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions.

- The results of the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions level of service analyses indicate that none of the key study intersections will by

significantly impacted by the addition of the proposed Project traffic, thus no mitigation measures have been recommended. All intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions.

- The results of the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact four (4) of the of the key study intersections. A fifth intersection (#21: Central Avenue at Foothill Boulevard) will be unacceptable in the cumulative ("no Project") condition, but will not be significantly impacted by the Project. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic. It should be noted that the Year 2020 Cumulative Plus Project (Weekday: Practice Day) improvements include the Existing Plus Project (Weekday: Practice Day) improvements:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
  - 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
  - 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Padua Avenue/Monte Vista Avenue to provide a 2nd northbound right-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Modify existing traffic signal and install an eastbound right-turn overlap phase on Baseline Road.

- The results of the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact five (5) of the of the key study intersections. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The improvements listed below have been

identified to address the traffic impacts at the intersections significantly impacted by Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic. It should be noted that the Year 2020 Cumulative Plus Project (Weekday: Game Day) improvements include the Existing Plus Project (Weekday: Game Day) improvements:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Padua Avenue/Monte Vista Avenue to provide a 2nd northbound right-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Modify existing traffic signal and install an eastbound right-turn overlap phase on Baseline Road.
- 21. Central Avenue at Foothill Boulevard (Upland): Relocate the pedestrian crosswalk from the west leg to the east leg. Modify existing traffic signal.

➢ The results of the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact four (4) of the key study intersections. A fifth location (#1: Indian Hill Boulevard at Foothill Boulevard) is forecast for an unacceptable LOS in the background condition, but it is not significantly impacted by the Project in this scenario. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted by the Project under the Year 2030 Cumulative Plus Project (Weekday: Game Day), mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.* Similarly, a sixth intersection (#21: Central Avenue at Foothill Boulevard) will be unacceptable in the cumulative ("no Project") condition, but will not be significantly impacted by the Project. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by the Year 2030 Cumulative Plus Project (Weekday: Practice

Day) traffic and one (1) adversely operating intersection. It should be noted that the Year 2030 Plus Project (Weekday: Practice Day) improvements include the Year 2020 Plus Project (Weekday: Practice Day) improvements:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Monte Vista Avenue/Padua Avenue to provide a 2nd northbound right-turn lane and a 2nd southbound left-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 17. Monte Vista Avenue at Claremont Boulevard (Claremont): Modify existing traffic signal and install a southbound right-turn overlap phase on Monte Vista Avenue.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Widen and/or re-stripe Baseline Road to provide a 3rd westbound through lane. Modify existing traffic signal and install an eastbound and westbound right-turn overlap phase on Baseline Road.

➢ The results of the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact five (5) of the key study intersections. A sixth location (#1: Indian Hill Boulevard at Foothill Boulevard) is forecast for an unacceptable LOS in the background condition, but it is not significantly impacted by the Project in this scenario. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted by the Project under the Year 2030 Cumulative Plus Project (Weekday: Game Day), mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions*. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the five (5) intersections significantly impacted by the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic and one (1) adversely operating intersection. It should be noted that the Year 2030 Cumulative Plus Project (Weekday: Game Day)

improvements include the Year 2020 Cumulative Plus Project (Weekday: Game Day) improvements:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Monte Vista Avenue/Padua Avenue to provide a 2nd northbound right-turn lane and a 2nd southbound left-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 17. Monte Vista Avenue at Claremont Boulevard (Claremont): Modify existing traffic signal and install a southbound right-turn overlap phase on Monte Vista Avenue.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Widen and/or re-stripe Baseline Road to provide a 3rd westbound through lane. Modify existing traffic signal and install an eastbound and westbound right-turn overlap phase on Baseline Road.
- 21. Central Avenue at Foothill Boulevard (Upland): Relocate the pedestrian crosswalk from the west leg to the east leg. Modify existing traffic signal.

➢ The City of Claremont is currently in the process of developing a Master Plan for the entire Foothill Boulevard corridor within City of Claremont. All future improvements to Foothill Boulevard will be required to be consistent with this Master Plan.

➢ In the future the City of Claremont may remove the on-street parking that is currently located within the bike lanes along Claremont Boulevard since the street lacks sufficient right of way for separate parking and bike lanes, particularly north of Ninth Street.

Project Fair-Share Contribution

➢ It should be noted that the fair-share costs are preliminary and are subject to being updated to account for current costs at the time the improvement measure is constructed, and would require final approval from the City Engineer.

- The Project fair-share percentages (based on greatest peak hour impact) at the two (2) impacted intersections for the Existing Plus Project (Weekday: Practice Day) traffic conditions are shown below:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.23%
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 0.05%

  The Project's fair-share contribution to offset all Existing Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals $525.00.

- The Project fair-share percentages (based on greatest peak hour impact) at the two (2) impacted intersections for the Existing Plus Project (Weekday: Game Day) traffic conditions are shown below:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.50%
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 0.05%

  The Project's fair-share contribution to offset all Existing Plus Project (Weekday: Game Day) traffic in the City of Claremont totals $862.50.

- The development of the Project is not anticipated to create any significant impacts under the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions. Thus, no improvement costs have been calculated.

- The development of the Project is not anticipated to create any significant impacts under the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions. Thus, no improvement costs have been calculated.

- The Project fair-share percentages (based on greatest peak hour impact) at the four (4) impacted intersections for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are shown below:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.84%
  - 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
  - 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 1.70%
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 1.31%

  The Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $18,346.50 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $143,364.50.

- The Project fair-share percentage (based on greatest peak hour impact) at the five (5) impacted intersections for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions are shown below:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 1.76%
  - 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
  - 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 3.74%
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 2.79%
  - 21. Central Avenue at Foothill Boulevard (Upland) 2.65%

  The Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $39,650.50 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $164,650.50.

  Additionally, the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Upland totals as much as $662.50.

- The Project fair-share percentage (based on greatest peak hour impact) at the four (4) impacted intersections and one (1) adversely operating intersection for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are shown below:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.40%
  - 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
  - 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 1.04%
  - 17. Monte Vista Avenue at Claremont Boulevard (Claremont) 0.51%
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 0.86%

  The Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $13,215.50 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $138,215.50.

  It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted by the Project under the Year 2030 Cumulative Plus Project (Weekday: Practice Day) condition, mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

- The Project fair-share percentage (based on greatest peak hour impact) at the five (5) impacted intersections and one (1) adversely operating intersection for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions are shown below:

  - 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.95%
  - 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
  - 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 2.30%
  - 17. Monte Vista Avenue at Claremont Boulevard (Claremont) 0.51%
  - 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 2.00%
  - 21. Central Avenue at Foothill Boulevard (Upland) 1.73%

  The Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $29,605.00 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $154,605.00.

  Additionally, the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Upland totals as much as $432.50

  It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted by the Project under the Year 2030 Cumulative Plus Project (Weekday: Game Day) condition, mitigation measures have been recommended for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

- Since multiple scenarios have been analyzed for the Existing, Year 2020 and Year 2030 traffic conditions, for clarity, listed below are total maximum fair-share amounts due by jurisdiction. It should be noted that the Weekday: Game Day is the worst case scenario and presents the higher fair-share amounts as listed below:

  - <u>Existing Plus Project (Weekday: Game Day)</u>
    - City of Claremont – $862.50
  - <u>Year 2020 Cumulative Plus Project (Weekday: Game Day)</u>
    - City of Claremont (Without Project Driveway 1) – $39,650.50
    - City of Claremont (With Project Driveway 1) – $164,650.50[1]
    - City of Upland – $662.50

[1] Project obligation is triggered only if and when Driveway 1 is constructed in conjunction with Project implementation.

- Year 2030 Cumulative Plus Project (Weekday: Game Day)
  - City of Claremont (Without Project Driveway 1) – $29,605.00
  - City of Claremont (With Project Driveway 1) – $154,605.00[84]
  - City of Upland – $432.50

Congestion Management Program (CMP) Assessment

- The *Congestion Management Program (CMP) for Los Angeles County* assessment guidelines require that intersection-monitoring locations must be examined for potential CMP traffic impacts if the proposed Project will add 50 or more trips to a CMP monitoring location during either the AM or PM weekday peak hours. The proposed Project is not forecast to add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections. Therefore, when considering Los Angeles County CMP criteria, no further review of the potential impacts at the CMP intersection monitoring locations is required for either Project trip threshold.

- The *Congestion Management Program (CMP) for Los Angeles County* guidelines require that freeway-monitoring locations must be examined for CMP traffic impacts if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations. Therefore, when considering Los Angeles County CMP criteria, no further review of potential CMP traffic impacts to freeway monitoring locations is required.

- It is anticipated that the existing transit service in the Project area would be able to accommodate the Project generated transit trips. Foothill Transit Lines 187, 197, 292, 480, 492,690 and 855 currently serve the surrounding vicinity. Therefore, given the number of transit trips generated by the Project and the existing transit routes in the Project vicinity, it is concluded that the existing public transit system would not be significantly impacted by the proposed Project.

- The *Update for the Congestion Management Program for San Bernardino County* assessment guidelines require that intersection-monitoring locations must be examined for potential CMP traffic impacts if the proposed Project will add 50 or more trips to a CMP monitoring location during either the AM or PM weekday peak hours. The proposed Project is not forecast to add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections. Therefore, when considering San Bernardino County CMP criteria, no further review of the potential impacts at the CMP intersection monitoring locations is required for either Project trip threshold.

- The *Update for the Congestion Management Program for San Bernardino County* guidelines require that freeway-monitoring locations must be examined for CMP traffic

impacts if the proposed Project will add 250 or more trips during either the AM or PM weekday peak hours. The proposed Project will not add 250 or more trips during either the AM or PM weekday peak hours to the CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment. Therefore, when considering San Bernardino County CMP criteria, no further analysis of potential CMP traffic impacts to freeway monitoring locations is required.

Project Construction Traffic Impact Assessment

- It should be noted that there will be no import or export of soil and all earthwork is planned to be balanced on-site. It is assumed that a total of 20 construction-related employees will be on site during the construction period. It was assumed that each employee would make 2 trips per day (one during the AM peak hour and one during the PM peak hour) resulting in 40 daily employee trips with 10 AM peak hour employee trips (10 inbound and 0 outbound) and 10 PM peak hour employee trips (0 inbound and 10 outbound). The remaining 10 AM employee trips (10 inbound and 0 outbound) and 10 PM employee trips (0 inbound and 10 outbound) will occur outside the 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM commuter periods.

- The Project construction-related traffic would be less than that for the completed Project due to Project (Weekday: Game Day) traffic, hence there is no need to conduct a Project construction-related traffic analysis since the more conservative analysis has already been conducted, i.e. the Existing With Project (Weekday: Game Day) scenario. Other support traffic that could occur as a result of construction-related activity (e.g., equipment deployment and service, materials delivery, etc.) would be random, typically occur outside the traditional commuter peak hours, and vary based on the construction sequence.

- To reduce the impact of construction-related traffic, the implementation of a Construction Management Plan is recommended to minimize traffic impacts upon the local circulation system in the area. To ensure impacts to the surrounding street system are minimized, it is recommended that a Construction Management Plan for the proposed Project be developed in coordination with the Cities of Claremont and Upland.

TRAFFIC IMPACT ANALYSIS REPORT

CLAREMONT COLLEGES EAST CAMPUS

Cities of Claremont and Upland, California

January 8, 2015

(Update of the October 9, 2014 Report)

1.0 INTRODUCTION

This Traffic Impact Analysis report addresses the potential traffic impacts and circulation needs associated with the development of the Claremont Colleges East Campus (hereinafter referred to as the Project). The Project site is approximately 74.44 acres of undeveloped land that is generally located south of Foothill Boulevard and east of Claremont Boulevard in the Cities of Claremont and Upland, California. Elements of the plan are primarily sports venues (including football, baseball, softball and track and field), related support facilities and surface parking. These elements constitute additional parking and upgraded replacement facilities for existing sports venues that have or will be removed on the Pitzer College and Claremont McKenna College (CMC) campuses. Additionally, the Project includes the creation of two Claremont University Consortium (CUC) rugby fields to support the Claremont Colleges Club Sports Program.

This traffic analysis evaluates the existing operating conditions at eighteen (18) key existing and three (3) future intersections within the Project vicinity, estimates the trip generation potential of the proposed Project for four different analysis scenarios (Weekday: Practice Day, Weekday: Game Day, Weekend: Game Day [Fall] and Weekend: Game Day [Spring]) and forecasts existing plus Project as well as future operating conditions without and with the Project. This evaluation includes access intersections/driveways that will directly serve the site. Where applicable, intersection improvements/mitigation measures are discussed.

This traffic impact analysis report is intended to satisfy the traffic impact study requirements of the Cities of Claremont and Upland, as well as the California Department of Transportation (Caltrans) and is consistent with the requirements and procedures outlined in the current applicable Congestion Management Programs (CMP). The City of Upland is the lead agency for the environmental analysis of the proposed Project.

Information concerning related projects (for which plans have been submitted or approved) in the vicinity of the Project has been researched at the Cities of Claremont, Montclair, Pomona and Upland. Based on our research, there are thirty-seven (37) cumulative projects that could contribute traffic to the analysis area. These thirty-seven (37) cumulative projects were considered in the cumulative traffic analysis for this Project.

The Project site has been visited and an inventory of adjacent area roadways and intersections made. In support of detailed intersection capacity analyses, existing traffic count information has been compiled, and supplemented with 24-hour machine traffic counts that illustrate the daily profile of traffic volumes in the study area. The work program for this traffic study was developed in conjunction with the Cities of Claremont and Upland staff and includes an updated list of related projects.

This traffic report analyzes existing and future AM and PM peak hour traffic conditions at the key study intersections for the existing, mid-term (Year 2020) and long-term (Year 2030) traffic setting upon completion of the proposed Project. Cumulative traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. Peak hour traffic forecasts for the mid-term (Year 2020) traffic conditions have been projected by increasing existing traffic volumes by a growth rate of one percent (1%) per year and adding the traffic from thirty-seven (37) cumulative projects determined to have the potential to add measurable traffic to the area street system.

Peak hour traffic forecasts consistent with General Plan Buildout (Year 2030) traffic conditions have been projected by increasing existing traffic volumes by a growth rate of 2.3% per year, and further adding the traffic from the anticipated Metrolink-Gold Line combined station in Claremont, approved Claremont McKenna College (CMC) Master Plan Project, pending Claremont Graduate University Master Plan Project, and pending Pomona College Master Plan Project for locations where intersection forecast data was not available from applicable City General Plan traffic studies for Buildout (Year 2030) conditions.

1.1 Study Area

To evaluate Project impacts on the surrounding street and highway system, twenty-one (21) key intersections (including five (5) Project driveways) have been analyzed and included in this traffic study. They were selected for evaluation based on input from City of Claremont and City of Upland staffs, proximity to the Project site, and application of the "50-trip" threshold criteria as contained in the *Congestion Management Program for Los Angeles County* and the *Congestion Management Program for San Bernardino County.* The intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation:

1. Indian Hill Boulevard at Foothill Boulevard (Claremont)
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street (Claremont)
3. Indian Hill Boulevard at First Street (Claremont)
4. College Avenue at Sixth Street (Claremont)
5. Mills Avenue at Foothill Boulevard (Claremont)
6. Mills Avenue at Sixth Street (Claremont)
7. Claremont Boulevard/Mills Avenue at Arrow Highway (Claremont)

8. Claremont Boulevard at Foothill Boulevard (Claremont)
9. Claremont Boulevard at Project Driveway 2 [Future] (Claremont)
10. Claremont Boulevard at Ninth Street/Project Driveway 3 (Claremont)
11. Claremont Boulevard at Project Driveway 4 [Future] (Claremont)
12. Claremont Boulevard at Sixth Street/Arrow Route (Claremont)
13. Claremont Boulevard at First Street/Huntington Drive (Claremont)
14. Project Driveway 1 at Foothill Boulevard [Future] (Claremont)
15. College Park Drive/Project Driveway 5 at Arrow Route (Upland)
16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont)
17. Monte Vista Avenue at Claremont Boulevard (Claremont)
18. Monte Vista Avenue at Foothill Boulevard (Upland)
19. Monte Vista Avenue at Arrow Route (Upland)
20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans)
21. Central Avenue at Foothill Boulevard (Upland)

Six (6) of the key intersections along the perimeter of the Project site were analyzed for weekend traffic conditions. This analysis recognizes and confirms that the weekday (versus weekend) traffic volume and level of service evaluation governs for isolating the greatest impact potential of the Project. This aspect is discussed in more detail later in this report.

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project, locations of the key study intersections and depicts the surrounding street system. ***Appendix A*** contains the most current aerials available online for all the key study intersections.

1.2 Traffic Impact Analysis Scenarios

AM and PM peak hour intersection capacity analyses for the twenty-one (21) key study intersections (including five (5) Project driveways) have been conducted for the following scenarios:

A. Existing (Weekday) Traffic Conditions,
B. Existing (Weekend) Traffic Conditions,
C. Existing Plus Project (Weekday: Practice Day) Traffic Conditions,
D. Scenario (C) plus Recommended Improvements, if any,
E. Existing Plus Project (Weekday: Game Day) Traffic Conditions,
F. Scenario (E) plus Recommended Improvements, if any,
G. Existing Plus Project (Weekend: Game Day [Fall]) Traffic Conditions,
H. Scenario (G) plus Recommended Improvements, if any,
I. Existing Plus Project (Weekend: Game Day [Spring]) Traffic Conditions,
J. Scenario (I) plus Recommended Improvements, if any,
K. Year 2020 Cumulative (Weekday) Traffic Conditions,

L. Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions,
M. Scenario (L) plus Recommended Improvements, if any,
N. Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions,
O. Scenario (N) plus Recommended Improvements, if any,
P. Year 2030 Cumulative (Weekday) Traffic Conditions,
Q. Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions,
R. Scenario (Q) plus Recommended Improvements, if any,
S. Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions, and
T. Scenario (S) plus Recommended Improvements, if any.

It should be noted that the weekend scenarios are based on Saturday AM and PM peak hour traffic counts. The weekend AM peak hour is the sum of the peak consecutive 15-minutes between 10:00 AM and 1:00 PM and coincides with the arrival pattern of scheduled games on the weekend. The weekend PM peak hour is the sum of the peak consecutive 15-minutes between 3:00 PM and 5:00 PM and coincides with the departure pattern of those same games. Six (6) key intersections around the perimeter of the Project site were analyzed for weekend traffic conditions as discussed in more detail later in this report.

Additionally, all traffic signal timing patterns (cycle lengths and green time by movement, while respecting minimum pedestrian crossing times) have been optimized separately for each scenario to provide a more meaningful comparison. The reasoning behind this approach is that each analysis scenario may have significantly different traffic volume characteristics which will be recognized by the signal operating systems. This approach best emulates what will actually happen on the street system. As such, cycle lengths reflected in the analysis may vary between the Existing, Year 2020 and Year 2030 study horizons.

The peak hour Delay/LOS calculations were based on the *Highway Capacity Manual (HCM) 2000* methodology for signalized and unsignalized intersections and are consistent with the Cities of Claremont and Upland as well as Caltrans capacity analysis methodology. The Project's potential impact was determined based on the Cities of Claremont and Upland significant impact criteria.

1.3 Capacity Analysis Methodologies

1.3.1 *Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)*

In conformance with the Cities of Claremont and Upland as well as Caltrans requirements, AM and PM operating conditions for the key study intersections were evaluated using the *Highway Capacity Manual (HCM) 2000* methodology for signalized intersections. Based on the HCM operations method of analysis, level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in

the absence of geometric delay, in the absence of any incidents and when there are no other vehicles on the road.

In Chapter 16 of the HCM, only the portion of total delay attributed to the control facility (study intersection) is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. In contrast, in previous versions of the HCM (1994 and earlier), delay included only stopped delay. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle. This is a weighted average in that it considers the individual delay for each movement or group of movements at the intersection and the total traffic volume on each of those movements. The six qualitative categories of Level of Service that have been defined along with the corresponding HCM control delay (seconds per vehicle) value range for signalized intersections are shown in ***Table 1-1***.

1.3.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The *Highway Capacity Manual (HCM) 2000* methodology for unsignalized intersections was utilized in the analysis of stop-controlled intersections. For all-way stop-controlled intersections, this methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The overall average control delay measured in seconds per vehicle and level of service is then calculated for the entire intersection. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance.

For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle, and determines the level of service for that approach. The HCM delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 1-2***.

1.4 Impact Criteria and Thresholds

The LOS standards and impact criteria described below were applied according to each intersection's jurisdiction.

1.4.1 City of Claremont Standards

According to the City of Claremont criteria, LOS D and E are the minimum acceptable conditions that should be maintained during the peak commute hours for secondary and major arterials, respectively.

Based on the City of Claremont's General Plan, Monte Vista Avenue, Baseline Road, Foothill Boulevard and Arrow Highway are designated as Major Arterials, indicating that the minimum level of service (LOS) at the intersections located along each of these four roadways must be LOS E or better. Indian Hill Boulevard, Mills Avenue, Claremont Boulevard and First Street are designated as Secondary Arterials, indicating that the minimum level of service (LOS) at the intersections located

along these roadways must be LOS D or better. In addition, Sixth Street (east of Harvard Avenue), Harrison Avenue/Fifth Street (west of Harvard Avenue) and College Avenue are designated as a Collector Roadways, indicating that the minimum level of service (LOS) at the intersections located along these roadways must be LOS D or better.

On that basis, the following Claremont intersections must operate at Level of Service E or better with the inclusion of Project trips:

1. Indian Hill Boulevard at Foothill Boulevard
5. Mills Avenue at Foothill Boulevard
7. Claremont Boulevard/Mills Avenue at Arrow Highway
8. Claremont Boulevard at Foothill Boulevard
14. Project Driveway 1 at Foothill Boulevard [Future]
16. Monte Vista Avenue/Padua Avenue at Baseline Road
17. Monte Vista Avenue at Claremont Boulevard
20. SR-210 Freeway Ramps at Baseline Road

Further, the following Claremont intersections must operate at Level of Service D or better with the inclusion of Project trips:

2. Indian Hill Boulevard at Harrison Avenue/Fifth Street
3. Indian Hill Boulevard at First Street
4. College Avenue at Sixth Street
6. Mills Avenue at Sixth Street
9. Claremont Boulevard at Project Driveway 2 [Future]
10. Claremont Boulevard at Ninth Street/Project Driveway 3
11. Claremont Boulevard at Project Driveway 4 [Future]
12. Claremont Boulevard at Sixth Street/Arrow Route
13. Claremont Boulevard at First Street/Huntington Drive

The City of Claremont performance criteria[2] further stipulates that:

- If the intersection currently operates at a deficient level of service, the existing level of service shall be maintained.

[2] Source: *Claremont General Plan, Chapter 4: Community Mobility Plan.*

- When an acceptable level of service cannot be maintained with a proposed development, mitigation measures should be required to meet the City's standards. Such measures could include traffic signal improvements, additional turning and merging lanes and/or changes to the Project.

1.4.2 City of Upland Standards

For the study intersections in the City of Upland, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours. Hence, any of the study intersections within the City of Upland's jurisdiction operating at LOS E or F is considered deficient/unsatisfactory. The following locations are subject to this standard:

15. College Park Drive/Project Driveway 5 at Arrow Route
18. Monte Vista Avenue at Foothill Boulevard
19. Monte Vista Avenue at Arrow Route
21. Central Avenue at Foothill Boulevard

The City of Upland standards are silent on those situations where the background (no Project) condition exceeds the Level of Service D standard, and where the Project adds measurable traffic resulting in no change in the background LOS, but where the delay calculation may be affected. In those instances, consistent with other professional practice, the following interpretation has been applied:

- A measurable increase in intersection delay of less than one second/vehicle, at locations where the background condition exceeds LOS D, is not considered significant and therefore is not a direct Project impact.
- An increase in delay of one second/vehicle or more, at locations where the background condition exceeds LOS D, is considered a cumulatively significant Project impact.

In either case, as long as LOS D is exceeded, and a measurable change in delay is forecast, a fair-share Project contribution has been calculated.

1.5 California Department of Transportation (Caltrans)

Caltrans is acknowledged as the agency with highway facilities jurisdiction. In addition to the CMP requirements, the Caltrans Preparation Guide was considered in the preparation of this study. Given the location of the Project, and in recognition of its relatively small trip potential, arterial intersections were determined to be the most proximate locations for investigating Project impacts. The freeway system is more distant, and while Project volumes will dissipate among individual routes with greater distance from the site, the SR-210 interchange intersection with Baseline road was added to the study area as being an indicator of the possible magnitude of Project impacts on state highways. Based on the Project volume forecasts presented in *Figure 5-6* those impacts for the Weekday: Game Day condition represent no more than 42 vehicles (stemming from 21 vehicles to the east and 21 to the west on the mainline) travelling the SR-210 interchange intersection at

Baseline Road in the weekday peak hour. Other more distant locations, including those in the I-10 corridor, would experience similar volume additions and impacts, and thus were not included in the key intersection locations for study documented in the report.

TABLE 1-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM)[3]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq$ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and $\leq$ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and $\leq$ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and $\leq$ 55.0	Long traffic delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and $\leq$ 80.0	Very long traffic delays. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.
F	$\geq$ 80.0	Severe congestion. This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

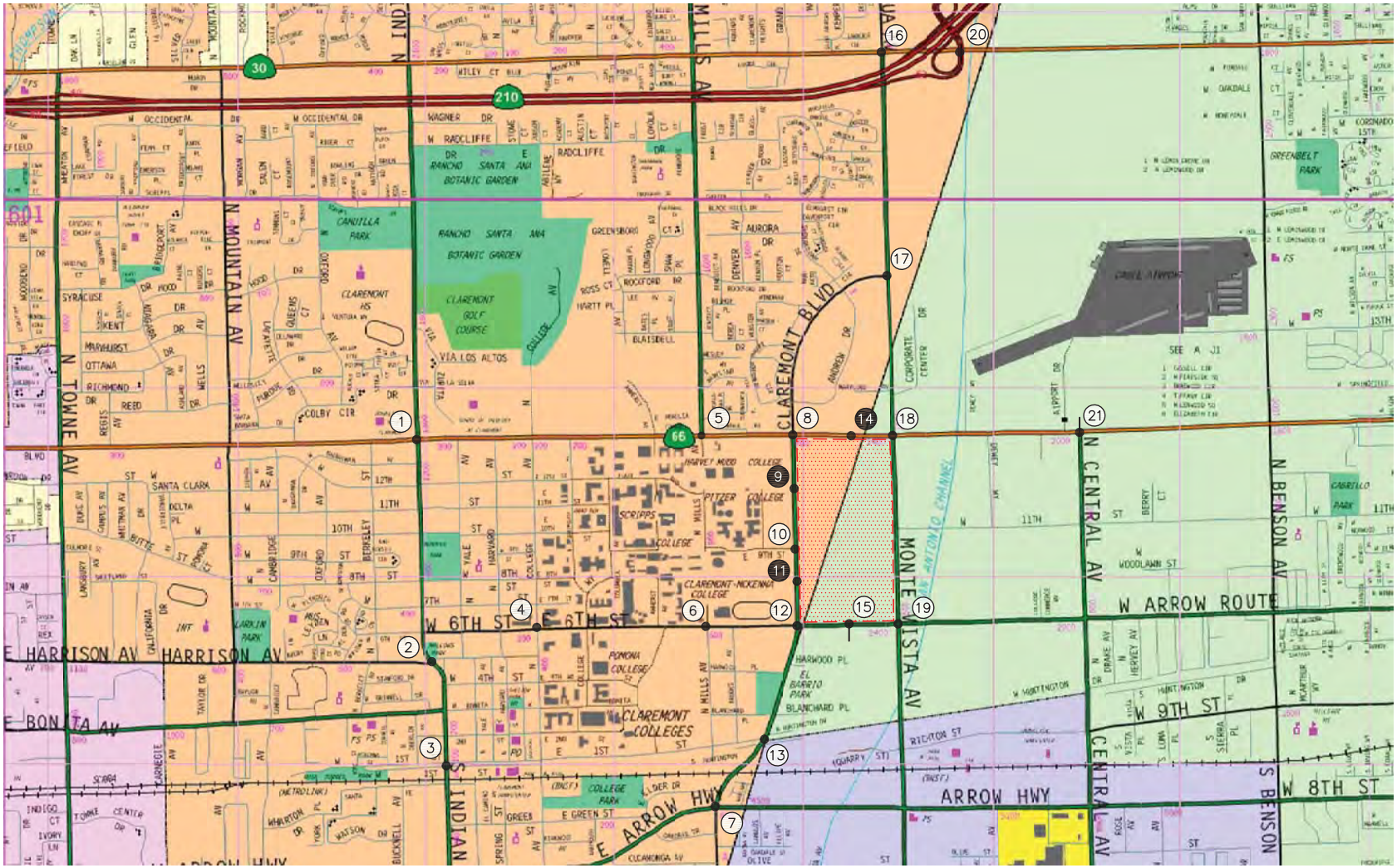
[3] Source: *Highway Capacity Manual 2000,* Chapter 16 (Signalized Intersections).

TABLE 1-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM)[4]

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[4] Source: *Highway Capacity Manual 2000,* Chapter 17 (Unsignalized Intersections).



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

(#) = EXISTING STUDY INTERSECTION

(#) = FUTURE STUDY INTERSECTION

FIGURE 1–1

VICINITY MAP

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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2.0 PROJECT DESCRIPTION AND LOCATION

The Claremont Colleges East Campus property site is bounded by Foothill Boulevard on the north, Arrow Route (also known as Sixth Street in the City of Claremont) on the south, Monte Vista Avenue on the east, and Claremont Boulevard on the west. The site is currently vacant except for a previously-established 0.92 acre archery range, which is also not currently in use, and an intermittently-used construction-related parking lot (providing construction worker parking in support of CMC campus construction activities). Also, the Claremont Colleges East Campus site is currently licensed and utilized as a Class III landfill for inert materials and was formerly (1920's – 1972) used as a sand and gravel quarry.

The Project's primary objective is to provide viable parcels of land to be used by The Claremont Colleges for the construction of recreational and intramural sport facilities. These facilities will be used by students attending The Claremont Colleges. This objective will be accomplished by subdividing the existing parcels to be sold to or leased by individual colleges. Additional objectives include the following:

- Reclaim the Project site while minimizing environmental impacts,
- Enhance the visual quality of the site and neighborhood,
- Provide additional parking,
- Increase campus space for potential building construction and/or expansion, and
- Provide improved and expanded sports facilities

Figure 2-1 shows the proposed subdivision of the site and presents the Conceptual Master Site Plan, including this study's reference numbering for the five potential access driveways that may ultimately serve the Project. As shown, the site is to be sub-divided among three institutions: Pitzer College, Claremont McKenna College (CMC), and Claremont University Consortium (CUC). The CMC portion will provide for the relocated/improved "home" fields of Claremont-Mudd-Scripps (CMS) Athletics and similar recreational sports programs. The overall site area, after dedications, totals 74.44 acres. ***Figure 2-2*** presents a venue relocation map of the multipurpose fields/athletic fields located within the Pitzer College and CMC campuses that would be repositioned from the west side of Claremont Boulevard to the Project site. The Project is anticipated to be developed over an approximate ten (10) to fifteen (15) year timeframe.

As shown in *Figure 2-1*, the City of Claremont-City of Upland boundary extends diagonally through the proposed Project site from approximately 220 feet (measured along Foothill Boulevard) west of Monte Vista Avenue. This boundary also forms the Los Angeles County-San Bernardino County line, with Los Angeles County and the City of Claremont (29.14 acres) lying to the west, and San Bernardino County and the City of Upland (45.30 acres) lying to the east. The Upland portion of the site will be made up of six parcels numbered consecutively from north to south, and parcel boundaries coincide with both the city-county line as well as the campus entity to which they will apply, noting that the CMC and CUC elements are made up by multiple parcels. Similarly, the Claremont portion will be made up of three parcels, also numbered from north to south.

The Pitzer College component is to be comprised of a single 16.75 acre parcel (Parcel 1 within Los Angeles County), located entirely within the City of Claremont-Los Angeles County, and would include the relocation of multi-purpose fields (in support of soccer, lacrosse or similar play field needs), basketball court, tennis court, and sand volleyball courts with other ancillary/support facilities and surface parking. All of these facilities, which would be lighted for nighttime use, would be located at an elevation comparable to Claremont Boulevard, largely outside of the deepest portions of the former excavation area. These facilities are intended for student recreation, and with the exception of the tennis court, replace similar facilities on the Pitzer Campus that were previously lost due to Phase 1 of the Campus Housing Master Plan.

The CUC component identified in *Figure 2-1* for sports field use includes Parcel 3 (0.59 acres) within the City of Claremont-Los Angeles County and Parcels 5 and 6 (7.00 acres combined) within the City of Upland-San Bernardino County. This CUC component will be developed with Rugby-sized athletic fields also suitable for other multi-purpose sports activities. These two fields would be for use by Claremont Colleges Club Sports Programs, and would be lighted. In addition, this CUC component will include a 5,000 SF field house, 32-space parking area, monument signs, and landscaping features to match the other entrances on the site. When used for rugby activities, these CUC fields would be a replacement venue for the men's rugby team and women's rugby team of the Claremont Colleges Club Sports Program.

Additionally, other site area components to remain under the ownership of CUC consist of Parcels 1, 2 and 3 within City of Upland-San Bernardino County. No development is currently planned on these parcels. The *Figure 2-1* identifies the creation of these parcels to allow for greater flexibility for their future use.

CMC would have the largest portion (41.20 acres) of the Project site, consisting of Parcel 4 in Upland-San Bernardino County and Parcel 2 in Claremont-Los Angeles County. Primary features on those parcels would include relocation of a baseball field, softball field, and football field/running track (also used for lacrosse), with the further addition of surface parking. These sports fields represent replacement venues for existing Claremont-Mudd-Scripps (CMS) Athletics that are being repositioned from their current locations west of Claremont Boulevard. At their new locations on the Project site, the football/track and field venue would provide bleacher seating for 3,500 spectators. The baseball and softball venues would each provide bleacher seating for 500 spectators. The baseball, softball, and football/track and field venues would provide the only spectator bleachers at the Project.

These CMC venues would also provide storage facilities, restrooms and related support spaces (team dugouts, for example). Additionally, a 30,000 SF facilities building ("field house") will provide offices (approximately 10), team rooms, classrooms, lockers, concession facilities, and storage areas to support the overall operations of the CMC sports venues.

Other CMC elements would include a golf practice facility, relocated archery range (from another portion of the Project site), two Argentine paddle tennis courts, and a retention basin. All of these

CMC facilities, which would be lighted for potential nighttime use, would be located in the deeper excavation areas of the site.

2.1 Site Access and Parking Provisions

The Pitzer College portion of the Project would be supported by a single parking lot with 390 spaces (including 11 ADA accessible spaces). This lot would be located along the Claremont Boulevard frontage, and accessed at its south end via an improved fourth (east) leg (Driveway 3) of the Claremont Boulevard/Ninth Street intersection, together with a mid-block driveway (Driveway 2) approximately 900 feet to the north. These spaces will not only support the Pitzer College portion of the Project, but could also eventually serve other Pitzer College main campus needs for student and/or faculty/staff parking. Current, anticipated, or prior construction on the Pitzer campus is expected to result in the loss of 252 spaces in existing lots. This includes 115 spaces in Lot #86 (at the northwest corner of Claremont Boulevard/Ninth Street). On that basis, 252 of the proposed 390 spaces will eventually be replacement parking for Pitzer College, while the remaining 138 spaces could be net additive to the current overall Pitzer campus parking supply.

Parcels 1, 2 and 3, within the San Bernardino County boundaries and CUC footprint, contain some of the deepest portions of the prior excavation area and are not proposed for development at this time. The site plan does, however, identify a potential future connection (Driveway 1) from Foothill Boulevard, through Pitzer College Parcel 1, to service CUC's Parcels 1 through 3 (located in the City of Upland). Driveway 1 would only be constructed if determined to be necessary for a development on Parcel 1 in Claremont or Parcels 1, 2, and 3 in Upland. If provided, that connection would be made at a planned future signalized intersection that is expected to be created by an approved commercial development, currently known as the Claremont Commons project, located in the northwest quadrant of the Monte Vista Avenue/Foothill Boulevard intersection. It should be noted that the details of this access are subject to further review and revision by the City of Claremont when such access is determined necessary for the future development of Claremont Commons (located within the northwest quadrant of the Monte Vista Avenue/Foothill Boulevard intersection) and of Parcel 1 in Claremont and Parcels 1, 2, and 3 in Upland. Further, the design of this access will not require the involvement of Caltrans as this portion of Foothill Boulevard has been relinquished to the City of Claremont. The CUC connection of *Figure 2-1* is proposed as the fourth leg of the intersection, to be located opposite that serving Claremont Commons.

The southerly parcels (Parcel 3 at 0.59 acres in Claremont, and Parcels 5 and 6 totaling at 7.00 acres in Upland) of the CUC footprint lie outside the prior excavation area at an elevation generally consistent with that of Claremont Boulevard are Arrow Route. These parcels will be developed with lighted Rugby/all-purpose athletic fields for the use of the Claremont Colleges and would be supported by a single parking lot with 32 spaces (including 2 ADA accessible spaces). These parcels would be served by an access to Arrow Route (Driveway 5) at an existing signalized Upland intersection that was created by the College Park project (previously developed on the south side of Arrow Route). That connection would tie to an east-west on-site circulation road that would "loop" the CMC portion of the site, tying it to East Campus access points at driveways 3, 4 and 5 (see *Figure 2-1*)

Access to the CMC portion of the site would be via the improved east leg of the Claremont Boulevard/Ninth Street intersection (Driveway 3), which will be signalized in conjunction with the proposed Project (and prior approval requirements of the CMC Master Plan), as well as at a secondary connection (Driveway 4) on Claremont Boulevard, adjoining the south end of a 214-space (including 7 ADA accessible spaces) parking lot, roughly 300 feet north of Arrow Route, and also by Arrow Route (Driveway 5). The extended Ninth Street connection (Driveway 3) would continue eastward into the prior excavation area that would serve the athletic facilities located therein, and eventually rise out of that area to join the Arrow Route (Driveway 5) access described above for Claremont Parcel 3 and Upland Parcels 5 and 6 on the CUC footprint. Within the lower portion of the site and immediately east of the proposed baseball field, the site plan shows a second parking lot on the CMC site. This lot will provide 154 spaces (including 13 ADA accessible spaces) to serve the athletic fields at the lower level, bringing the total to be provided on the CMC site to 368 spaces.

Taken together with the 390 spaces on the Pitzer portion of the site, 32 spaces on the CUC portion of the site and the 368 spaces on the CMC site result in a total of 790 spaces to be located on the Project site.

Figure 2-3 presents the circulation diagram for the proposed Project, and illustrates vehicular access as well as pedestrian access to the site from the public streets bordering the proposed Project. In addition, bicycle and transit connectivity are illustrated. A review of this figure indicates that pedestrian connectivity along Claremont Boulevard between the Project site and the CMC and Pitzer College is (or will be) provided at the intersections of Claremont Boulevard at Foothill Boulevard, Ninth Street and Sixth Street/Arrow Route, and these intersections are (or will be) signalized with crosswalks. The signalization of the Claremont Boulevard and Ninth Street intersection, proposed in conjunction with the development of the Project (and required by prior CMC Master Plan approvals), will provide pedestrians with the primary means of accessing the facilities and venues of the proposed sports complex. Transit service to the Project site is provided by Foothill Transit, with existing bus stops located on Claremont Boulevard at Foothill Boulevard, Ninth Street and Sixth Street. It will be noted from *Figure 2-3* that the site will not take any direct access from Monte Vista Avenue.

2.2 Sports Facility Utilization

The play fields and related facilities of *Figure 2-1* will provide recreational facilities for Pitzer College, practice as well as intercollegiate team play/game venues for Claremont-Mudd-Scripps (CMS) Athletics, and practice as well as team play/game venues for the Claremont Colleges Club Sports Programs. The latter are recognized student organizations that serve students' interests in club competition for sports (including men's and women's rugby programs) that don't otherwise have existing intercollegiate teams.

Table 2-1 summarizes the typical characteristics of existing CMS practice or game play anticipated to be carried over to at the CMC portion of the Project. This table reflects historical information provided by CMS Athletics. As indicated, with the exception of the golf practice facility, these are

all replacement venues. The table also offers insight on the relative schedule, participant totals, and historical spectator levels for each venue based on the empirical experience of the colleges.

Review of *Table 2-1* indicates that the primary influencers of the traffic generation as well as parking characteristics of the CMC portion of the Project are likely to be the football/track and field (to include potentially soccer/lacrosse), baseball, and softball. Soccer is a fall sport, with games on weekday afternoons or Saturday mornings, and is likely to be the highest attended venue on weekdays due to the annual Pomona-Pitzer vs. CMS games, with on the order of 500 spectators plus 60 participants. Attendance at other games averages about 150, with about half of those attending walking to the event (see *Table 2-1*).

Football is also a fall sport and weekday practices are expected to constitute the most frequent weekday use of the football field. Home games total only four to five a year and those games occur on Saturdays and thus will not coincide with commuter period travel on the adjoining street system. Home football games typically vary between 1,000 and 2,000 spectators. In contrast, the proposed Project will provide bleacher seating for 3,500 spectators.

Track and field competition has its season in the January to May period with meets typically scheduled on Saturday. Weekday activity is primarily focused to practice only.

Lacrosse is a spring sport, with most games played on weekends, but with some weekday games. Participants typically number about 60, with spectators totaling up to 150. An exception to this is a Pomona-Pitzer vs. CMS event, which would have a draw similar to a peak soccer event (500 spectators).

Baseball and softball are spring sports, with games on weekday afternoons or on Saturday. Baseball is identified as having 60 participants (made up of officials, players and coaches of both teams) with historical attendance on the order of 100 spectators. Softball could have less than 50 participants (for the combination of both teams) plus 75 spectators. Note that the Project baseball and softball fields will each provide bleacher seating for 500 spectators.

From *Table 2-1*, the indicated weekday CMS event times are universally in the 3:00 – 6:30 PM period, or involve limited night play (7:30 PM) start time. Night play is more likely to be in the form of practice, and not involving spectator traffic. These characteristics were carried over to the framing of trip generation analyses for the Project.

Other CMS venues on the CMC site would have lesser utilization, particularly in terms of spectator activity. These are typically practice or physical education venues, or those for non-league play, including student recreation. Such facilities include the golf practice area, archery range, tennis or paddle tennis courts, basketball court, and sand volleyball. Their traffic impacts during peak traffic hours are expected to be accounted for within the forecasting and impact analysis framed around the dominant Project venues in ***Section 5.0*** of this report.

Looking to the CUC portion of the site, two rugby fields will be provided (that could also be used as multi-purpose fields facilitating other sports practice and team play), as will a supporting field house of 5,000 SF. The Claremont Colleges Men's Rugby team is Club Sports Program and includes students from CMC, Pomona, Pitzer, and Harvey Mudd. Home games are now played at CMC's Parents Field, usually on Saturdays at 1:00 PM. The league season extends from a mid-January winter camp through late April (seven games were on the 2014 schedule, four of which were at home). A women's rugby team (The Claremont Foxes) is also part of the Claremont College Club Sports Program. The women's team plays against seven other schools in the Southern California Rugby Football Union. Current schedule information is not posted on the website, but for evaluation purposes in this report it is concluded to be similar (practice, league play, and schedule) to the men's program. The traffic impact potential of these two CUC fields is also addressed in **Section 5.0** of this report.

TABLE 2-1

TYPICAL UTILIZATION FOR KEY CMS SPORTS FACILITY VENUES[5]

Facility	Replacement Facility?	Sport Characteristics	Daily Use	Competition Use	Traffic Activity
Baseball Facility	Yes. From west side of Claremont Blvd.	Spring season – brief fall practice, no competition 30 players and coaches. Needs field lights for practice and competition.	Practice 2.5 hours in afternoon, Jan. 10-May 10. 3-6:30pm, w/ 1 night 7:30-10pm	Friday afternoon or Saturday morning-afternoon late Feb through April. Visiting teams travel in Busses and Vans, adding another 30 players and coaches.	Some daily driving to practice by students (5-10 vehicles). Spectators – <100 normally, 10-15 cars.
Softball Facility	Yes. From west side of Claremont Blvd.	Spring season + brief fall practice (15 days @2hr), no competition, 20 players and coaches. Needs field lights for practice and competition.	Some daily driving to practice by students (4-8 vehicles). 3-6:30pm, w/ 1 night 7:30-10pm	Friday afternoons and Saturday morning/afternoon. Late Feb through April.	Visiting teams travel in Busses and Vans, adding another 25 players and coaches. Spectators – 50-75 normally, 10-15 cars.
Soccer Facility	Yes. From west side of Claremont Blvd.	Fall season, men & women, brief spring practice (15 day@ 2hr), around lacrosse, no competition. 30 men and 30 women, players and coaches. Needs field lights for practice and competition.	Some daily driving to practice by students (5-10 vehicles). 3-6:30pm, w/ 1 night 7:30-10pm	Fall sport, 20-24 events (total, men and women) games played on Wed afternoons and Saturday mornings. 60 participants (teams, coaches, officials, support staff); 50-150 spectators (largest crowd will be contests between Pomona-Pitzer and CMS, or 4 team events (once/year) - 500.	Teams travel in 15 passenger vans or charter busses. Spectator influx of 25-50 automobiles. Largest crowds (P-P vs. CMS contests) will walk to event. Some daily driving to practice by students (5-10 vehicles).
Archery Range	Yes. From current site in quarry. Currently not in use.	Year round use for practice and competition.	Twice/week PE classes, some Saturday activity. 3-6:30pm, w/ 1 night 7:30-10pm	Periodic competitions 3-4x per year. Generally smaller (25-50) participants.	Some driving to class/practice by students (5-10 vehicles).
Lacrosse Facility	Yes. From west side of Claremont Blvd.	Spring season – brief fall practice, around soccer, no competition. 30 players and coaches. Needs field lights for practice and competition.	Some daily driving to practice by students (5-10 vehicles). 3-6:30pm, w/ 1 night 7:30-10pm	Spring sport. 6-10 home events. Most games on weekends, some mid-week contests. Very similar to Soccer, 60 participants, 50-150 spectator. Pomona-Pitzer vs. CMS and 4 team events will draw similar to soccer.	Teams travel in 15 passenger vans or charter busses. Spectator influx of 25-50 automobiles. Largest crowds (Pomona-Pitzer contests) will walk to event. Some daily driving to practice by students (5-10 vehicles).

[5] Source: *The Claremont Colleges.*

TABLE 2-1 (CONTINUED)

TYPICAL UTILIZATION FOR KEY CMS SPORTS FACILITY VENUES[6]

Facility	Replacement Facility?	Sport Characteristics	Daily Use	Competition Use	Traffic Activity
Golf Practice Area	No. New.	Year round use for practice.	Small groups of students and student-athletes will use facility. PE, 2x/week; golf team, randomly throughout day and week. 3-6:30pm, w/ 1 night 7:30-10pm	None.	Similar to PE classes.
Football	Yes. From existing location, north of Sixth St, between Ducey Gym and student apartments.	Year round use for practice and competition. August to November is the competition season. Needs field lights for practice and competition	Daily practice M-F, competitions on 5 Saturdays each fall. Practice is typically 2.5 hours for 70+ students, plus 15 coaches and staff Aug. 15-Nov 15 3-6:30pm, w/ 1 night 7:30-10pm Spring practice in month of April, 3X/week, 2 hours	4-5 home events per year. 1000 spectators, competitors, and support staff (except for Pomona-Pitzer game, every other year, when 1500-2000 would be the number). No competition from Nov 15 to Sept 1.	Some students would drive to practice, most will walk across Claremont Blvd. Coaches will have offices at facility, 9 cars daily during season, 4 during off season. Game day traffic will include charter busses (up to 2) and vans to transport visiting team. Autos for non CMS student spectators. Pomona-Pitzer games will feature primarily walking traffic.
Track and Field	Yes. From existing location, north of Sixth St, between Ducey Gym and student apartments.	Year round use for practice and competition. Jan-May is the competition season. Needs field lights for practice and competition	Daily practice with varying event groups conducted from noon-6pm. 80 students over that time period 1-6:30pm daily (Small groups early, main 4-6)	4-5 home events per spring season. These are the largest events we host in any year. As many as 400 competitors from a variety of institutions. As many as 20 event staff are required to conduct a large meet.	As many as 6-8 charter busses, and 15-18 vans would be in our parking lot at any time. Meets last between 4-6 hours, usually one day, Saturday. Typically 4 participants for each spectator, resulting in less than 100 spectator vehicles.

[6] Source: *The Claremont Colleges.*

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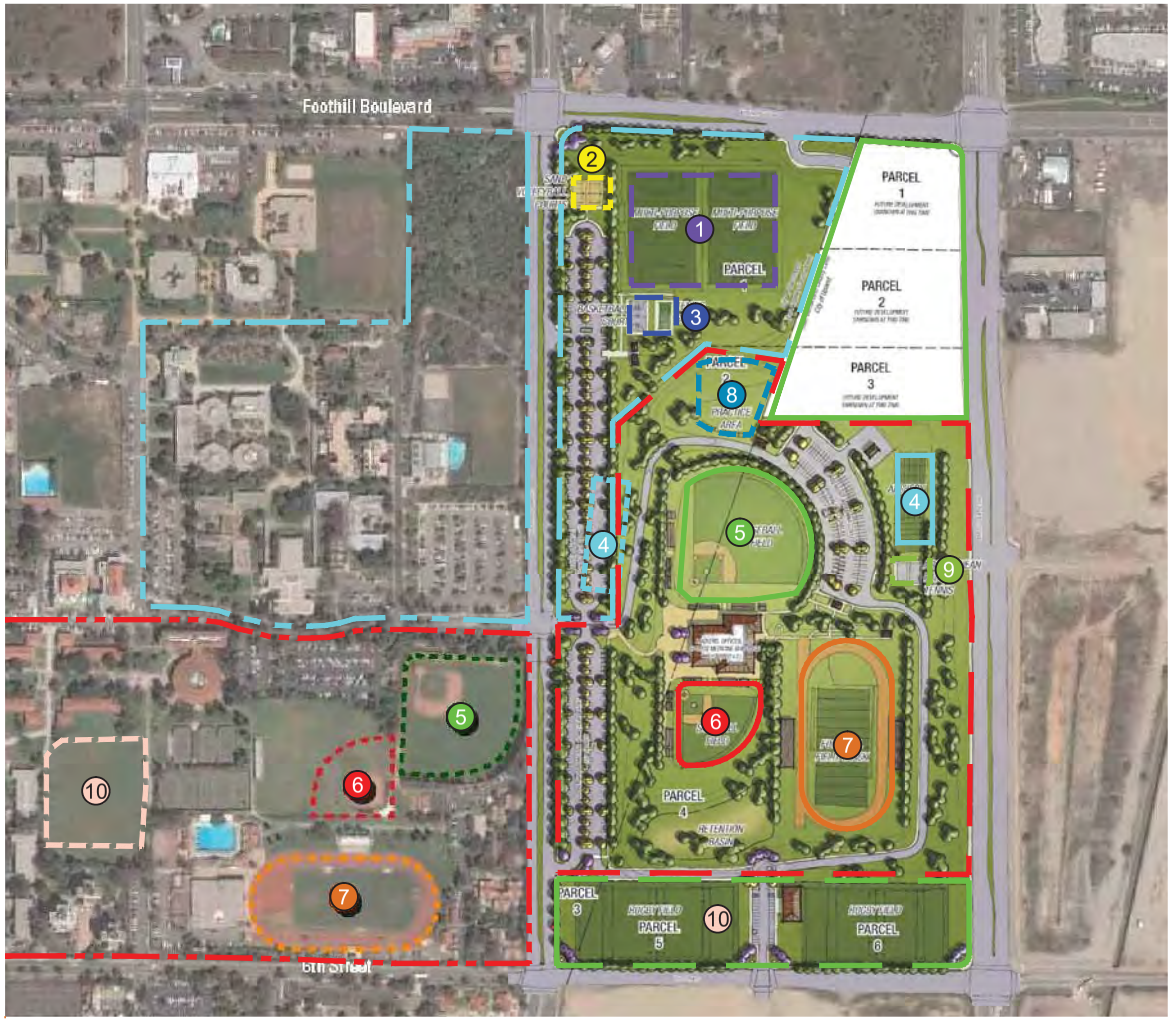
BASE SOURCE: MIG | HOGLE IRELAND, INC. (DATE: JULY 22, 2013)

NO SCALE

FIGURE 2-1

CONCEPTUAL MASTER SITE PLAN

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND



CAMPUS "FOOTPRINT" KEY

- = FUTURE CLAREMONT MCKENNA COLLEGE
- = FUTURE PITZER COLLEGE
- = FUTURE CUC
- = EXISTING CLAREMONT MCKENNA COLLEGE
- = EXISTING PITZER COLLEGE

AMENITY "FOOTPRINT" KEY (COLOR CODED, PER BELOW)

- EXISTING
- PROPOSED REPLACEMENT
- NEW

AMENITY IDENTIFICATION KEY

1. PITZER SOCCER/MULTI-PURPOSE FIELD
2. PITZER (2) SAND VOLLEY BALL COURTS
3. PITZER BASKETBALL/TENNIS COURT
4. CMC ARCHERY RANGE
5. CMC BASEBALL DIAMOND
6. CMC SOFTBALL DIAMOND
7. CMC FOOTBALL, LACROSS, TRACK AND FIELD
8. CMC DRIVING RANGE
9. CMC ARGENTINEAN PADDLE TEAM
10. CUC RUGBY/MULTI-PURPOSE FIELD

n:\3400\2143485 - claremont colleges east campus, claremont\dwg\3485f2-2.dwg LDP 08:35:51 09-05-2014 aguilar

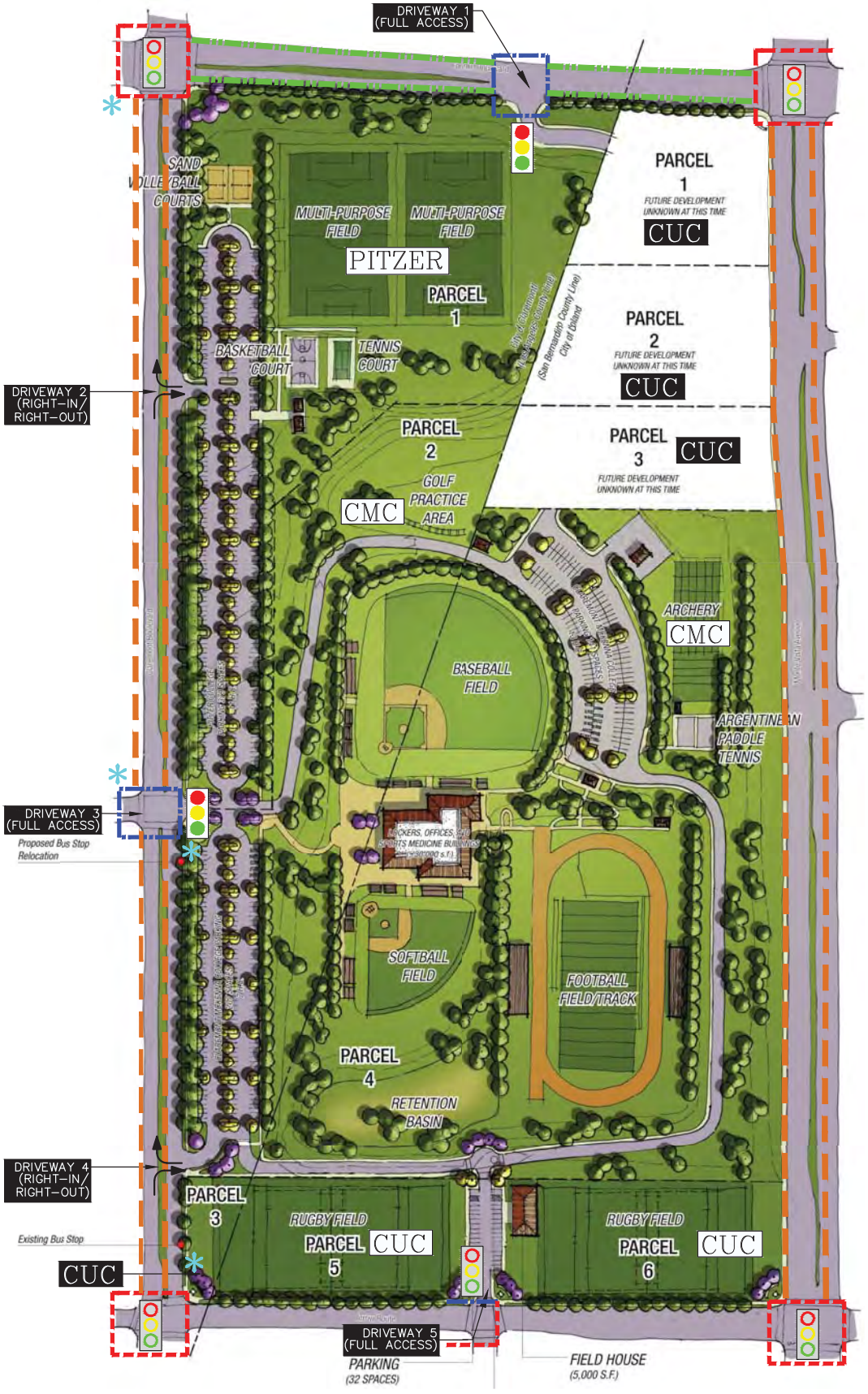
BASE SOURCE: MIG | HOGLE IRELAND, INC.

N NO SCALE

FIGURE 2-2

VENUE RELOCATION MAP

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND



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BASE SOURCE: MIG | HOGLE IRELAND, INC.

KEY

= EXISTING SIGNAL
= PROPOSED SIGNAL
= EXISTING BUS STOP (FOOTHILL TRANSIT #292)
= PROPOSED CROSSWALK
= EXISTING CROSSWALK
= BIKE LANE
= FUTURE BIKE LANE

NO SCALE

FIGURE 2-3

CIRCULATION DIAGRAM

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

3.0 EXISTING CONDITIONS

Regional access to the Project site is provided by the San Bernardino Freeway (I-10) and the State Route 210 (SR-210) Freeway. Brief descriptions of these highways and other roadways within the study area are provided below.

3.1 Existing Street Network

3.1.1 *Freeways*

San Bernardino Freeway (I-10) is an east-west freeway that provides four mainline travel lanes plus a high occupancy vehicle (HOV) lane for each direction of travel in the Project vicinity. Eastbound and westbound ramps are provided on I-10 Freeway at Monte Vista Avenue, Indian Hill Boulevard and Central Avenue in the Project vicinity.

State Route 210 (SR-210) is an east-west oriented freeway, which extends through Los Angeles County and San Bernardino County connecting Claremont with the neighboring communities of Glendora, Azusa, Duarte, Upland, Rancho Cucamonga and Fontana. In the Project vicinity, four mainline travel lanes are provided in the eastbound direction and three mainline travel lanes are provided in the westbound direction. HOV lanes are also provided adjoining the median of SR-210 Freeway. In the Project vicinity, eastbound and westbound ramps are provided on the SR-210 Freeway at Baseline Road (east of Monte Vista Avenue/Padua Avenue) and at Towne Avenue. These are located approximately one mile northeast of the Project and three miles northwest of the Project site, respectively.

3.1.2 *North-South Roadways (Summarized Generally West to East)*

Indian Hill Boulevard *(nearest the site and south of Foothill Boulevard)* is a two-lane, undivided public roadway oriented in the north-south direction. According to the City of Claremont's General Plan, Indian Hill Boulevard is classified as a secondary arterial. Indian Hill Boulevard provides Class II bicycle facilities between Baseline Road and Butler Court. Class II bicycle facilities include a striped bike lane within the roadway cross-section. Parking is prohibited on both sides of Indian Hill Boulevard at the Foothill Boulevard intersection. Indian Hill Boulevard is posted for a speed limit of 30 miles per hour in the Project vicinity.

College Avenue is a two-lane, undivided public roadway oriented in the north-south direction. Parking is typically permitted on both sides of College Avenue. The posted speed limit on College Avenue is 30 miles per hour north of Sixth Street and 25 miles per hour south of Sixth Street. With the exception of a Class III "sharrow" (indicating a shared lane for vehicles and bikes) between Sixth Street and Bonita Avenue, College Avenue provides Class II bicycle (striped bike lane) facilities. According to the City of Claremont's General Plan, College Avenue is classified as a collector roadway.

Mills Avenue is a two-lane, divided public roadway oriented in the north-south direction. It extends from Foothill Boulevard northward, where the City of Claremont's General Plan designates it as a secondary arterial. Parking is available on both sides of Mills Avenue in that area and Mills is posted

with a speed limit of 40 miles per hour. Mills Avenue provides Class II bicycle facilities. What would be the Mills Avenue alignment extends through the Harvey Mudd College Campus as a pedestrian and non-vehicular spine, becoming a local street again between Platt Boulevard and Ninth Street. It exists again as a two-lane local street from Sixth Street south to First Street. Parallel parking is provided at both curbs in that segment.

Claremont Boulevard is a four-lane, divided public roadway oriented in the north-south direction. According to the City of Claremont's General Plan, Claremont Boulevard is classified as a secondary arterial. Parking is generally permitted on both sides of Claremont Boulevard. Claremont Boulevard is posted with a speed limit of 45 miles per hour in the Project vicinity. Claremont Boulevard provides Class II bicycle facilities. On-street parking is permitted within or adjoining bike lanes, depending on the location along Claremont Boulevard. It should be noted that in the future the City of Claremont may remove the on-street parking that is currently located within the bike lanes along Claremont Boulevard since the street lacks sufficient right of way for separate parking and bike lanes, particularly north of Ninth Street.

Monte Vista Avenue is a six-lane public roadway, divided by a raised median, which extends in the north-south direction. According to the City of Upland's General Plan, Monte Vista Avenue is classified as a secondary arterial. Parking is not permitted on either side of this roadway. North of Arrow Route, the posted speed limit is 45 miles per hour. South of Arrow Route, the speed limit is 35 miles per hour. Monte Vista Avenue provides Class II bicycle facilities.

Central Avenue is a four-lane, divided roadway, which extends in the north-south direction. It is located east of the Project site in the City of Upland. Parking is not permitted on either side of this roadway within the vicinity of the Project. The posted speed limit is 40 miles per hour.

3.1.3 *East-West Roadways (Summarized Generally North to South)*

Baseline Road is a four-lane public roadway which extends in the east-west direction. It is located north of the Project site. According to the City of Claremont's General Plan, Baseline Road is classified as a major arterial. Parking is not permitted on either side of this roadway within the vicinity of the Project. The posted speed limit on Baseline Road is 40 mph. Baseline Road provides Class II bicycle facilities.

Foothill Boulevard is a four-lane, divided public roadway, oriented in the east-west direction. It is located immediately north of the Project site. According to the City of Claremont's General Plan, Foothill Boulevard is classified as a major arterial. Parking is typically restricted on either side of this roadway within the vicinity of the Project, but is permitted adjoining Harvey Mudd College. West of Monte Vista Avenue, the posted speed limit on Foothill Boulevard is 40 mph. East of Monte Vista Avenue, the speed limit is 45 mph. It should be noted that with a unanimous vote of approval by the Claremont City Council in May 2012, Foothill Boulevard, from Towne Avenue to the County line (near Monte Vista Avenue), has been acquired from Caltrans and is now under the jurisdiction of the City of Claremont. It should be noted that the City of Claremont is currently in the process of

developing a Master Plan for the entire Foothill Boulevard corridor within City of Claremont. All future improvements to Foothill Boulevard will be required to be consistent with this Master Plan.

Ninth (9th)[7] Street in the Project area extends westward from Claremont Boulevard to Mills Avenue as a two-lane public roadway. It primarily serves the eastern campuses of the Claremont Colleges. The Claremont McKenna East Campus Sports Complex will construct and align an east intersection leg (Driveway 3) to the Claremont Boulevard at Ninth Street intersection as its Project access, and install a traffic signal at this location as part of the project's development.

The Ninth Street segment from Mills westward top approximately Amherst Avenue has been transitioned to a private parking lot for the Claremont McKenna College (CMC) campus and is closed to through traffic by use of removable posts (barriers) just east of Amherst. From Amherst westward to Columbia Avenue, Ninth Street provides local circulation and curb parking for the CMC and Scripps campuses.

Sixth (6th) Street west of Claremont Boulevard and within the City of Claremont is a public two-lane, undivided roadway oriented in the east-west direction. Immediately east of Claremont Boulevard, Sixth Street is known as Arrow Route, a four-lane roadway divided by a raised median. According to the City of Claremont's General Plan, Sixth Street is classified as a collector roadway. West of College Avenue, parking is permitted on both sides of the roadway. East of College Avenue, parking is not permitted on either side of the roadway and Class II (on-street) bike lanes are provided instead. The speed limit is 35 miles per hour between Mills Avenue and Claremont Boulevard, and 30 miles per hour between College Avenue and Mills Avenue.

Arrow Route is oriented in the east-west direction. West of Monte Vista Avenue, Arrow Route has been recently improved to a four-lane section by the adjoining College Park commercial center along the roadway's south edge, and a signal installed at the center's access intersection (College Park Drive) to which the sports facility will align a north intersection leg (Driveway 5) as a Project access. A westbound left-turn pocket provides for entry to the College Park project, and the roadway configuration anticipates an eastbound left turn pocket to directly serve the Project site. The College Park project also implemented intersection improvements at the Claremont Boulevard and Monte Vista Avenue intersections with Arrow Route. Those improvements are reflected in the inventories and analyses of this study. The posted speed limit on Arrow Route is 45 mph. West of Claremont Boulevard, Arrow Route becomes Sixth Street. The Upland General Plan Circulation Element and the Upland Bicycle and Pedestrian Facilities Master Plan designate Arrow Route as a Class II/III bike route.

Harrison Avenue/Fifth (5th) Street is a two-lane, undivided public roadway oriented in the west-east direction. According to the City of Claremont's General Plan, Harrison Avenue/Fifth Street is classified as a collector roadway. Parking is generally permitted on both sides of this roadway within the vicinity of the Project. The prima facie speed limit on Harrison Avenue/Fifth Street is 25 mph.

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[7] In Claremont, the names of numbered streets are generally spelled out, but mapping including that for the City's Master Plan of Roadways as presented in the *Community Mobility Element* of the City's General Plan, uses the numerical format.

First (1st) Street is oriented in the east-west direction. First Street, east of College Avenue, consists of two travel lanes with Class II bike lanes, which are part of the Citrus Regional Bikeway, and a two-way left turn lane. Parking is permitted on the north side of First Street, east of College Avenue and on the south side of First Street east of Columbia Avenue. Parking is not permitted on the south side of First Street, between College Avenue and Columbia Avenue. According to the City of Claremont's General Plan, First Street is classified as a secondary arterial roadway east of Indian Hill Boulevard. The posted speed limit on First Street is 40 mph.

Arrow Highway is oriented in the east-west direction. According to the City of Claremont's General Plan, Arrow Highway is classified as a secondary arterial roadway. Parking is generally permitted on both sides of this roadway within the vicinity of the Project. The posted speed limit on Arrow Highway is 40 mph.

Figure 3-1 presents an inventory of the existing roadway conditions for the roadways and intersections evaluated in this report. The number of travel lanes and intersection controls for the key area intersections evaluated in this report are also identified.

3.2 Existing Public Transit

Foothill Transit provides public transit services in the vicinity of the proposed Project. A brief description of the transit services is as follows:

Foothill Transit Line 187:

- The Foothill Transit Line 187 runs from Montclair TransCenter to Raymond and Walnut.
- The route traverses the study area on Claremont Boulevard, Foothill Boulevard, First Street, and Indian Hill Boulevard, and operates throughout the day.

Foothill Transit Line 197:

- The Foothill Transit Line 197 runs from Montclair TransCenter to Pomona TransCenter.
- The route traverses the study area on Claremont Boulevard, First Street, and Indian Hill Boulevard, and operates throughout the day.

Foothill Transit Line 292:

- The Foothill Transit Line 292 runs from Pomona TransCenter to Claremont TransCenter.
- The route traverses the study area on Indian Hill Boulevard, Mills Avenue, Claremont Boulevard, adjacent to the project site, Foothill Boulevard, and First Street, and operates throughout the day.

Foothill Transit Line 480:

- The Foothill Transit Line 480 runs from West Covina Parkway and California Avenue to Montclair TransCenter.
- The route traverses the study area on Indian Hill Boulevard, First Street, and Claremont Boulevard, and operates throughout the day.

Foothill Transit Line 492:

- The Foothill Transit Line 492 runs from Montclair TransCenter to El Monte Station.
- The route traverses the study area on First Street and Claremont Boulevard, and operates throughout the day.

Foothill Transit Line 690:

- The Foothill Transit Line 690 runs from Walnut and Lake to Montclair TransCenter.
- The route traverses the study area on Indian Hill Boulevard, First Street, Claremont Boulevard, and Arrow Route, and operates throughout the day.

Foothill Transit Line 855:

- The Foothill Transit Line 855 runs from Pomona TransCenter to Mountain Avenue and Harrison Avenue.
- The route traverses the study area on Indian Hill Boulevard and Baseline Road, and operates throughout the day.

3.3 Existing Traffic Volumes

3.3.1 Existing Daily Roadway Segment Volumes

Eight days of 24-hr (Daily) traffic counts were collected from Friday, March 5, 2010 through Friday, March 12, 2010 at six locations bordering the existing sports venues within the Pitzer College and CMC campuses. The counts were performed to gain insight as to the existing variation in daily weekday versus weekend traffic due to the presence (and number) or lack of scheduled events. Existing daily traffic volumes for Sixth Street, Ninth Street and Claremont Boulevard were obtained from machine traffic counts conducted by National Data and Surveying Services (NDS). ***Table 3-1*** presents a tabular summary of the daily segment volumes for the above days and notes the number of sporting activities taking place for each day.

Appendix A contains the detailed roadway segment traffic count data.

Review of *Table 3-1* suggests almost a reverse relationship between the roadway volumes and the number of events that day. The strongest weekday traffic count days were either Friday, March 5 or Thursday, March 11 when only women's water polo and women's tennis/men's tennis were scheduled, respectively. The strongest event day was Saturday, March 6 when track and field, water polo, tennis and two baseball games were scheduled, yet the daily count was consistently less than any weekday counterpart. The strongest weekday sports calendar was on Friday, March 12 (tennis, baseball and lacrosse) yet daily volumes on that day were not the greatest observed. All of this suggests a complimentary relationship between the day-to-day background educational functions and activity that "drive" traffic within the local setting, and the non-classroom events that make up the aggregate sports schedules of venues to be located at the East Campus.

Traffic impact studies focus to the peak hours on the area street system (typically the commuter hour peak). As a sample of local conditions in terms of day-to-day traffic fluctuation, ***Figure 3-2*** presents the existing daily profiles for Claremont Boulevard north of Ninth Street for March 5 (Friday),

March 6 (Saturday), March 11 (Thursday) and March 12 (Friday). This figure differentiates the commuter peak hours with a gray tone. A review of this figure indicates that regardless of the number or type of sporting events scheduled at the Pitzer College or CMC campuses, peak traffic volumes are relatively the same on the roadways segments within the Project vicinity and do not fluctuate significantly among weekdays. A comparison of the traffic volumes during the key PM peak commuter hour of Friday, March 12, 2010 to that of Friday, March 5, 2010 indicates 56 fewer vehicles were counted even though two fewer sporting events were held on March 5, 2010.

Figures 3-3 and ***3-4*** are similar to *Figure 3-2* but present the existing daily profiles for Ninth Street west of Claremont Boulevard, and Sixth Street west of Claremont Boulevard, respectively, for the same days. As shown, a comparison of the traffic volumes for these two segments during the key PM peak commuter hour of Friday, March 12, 2010 to Friday, March 5 indicates fewer vehicles were counted as well even though two fewer sporting events were held on March 5, 2010. This data also illustrates much lower Saturday volumes on an hourly basis than their weekday counterparts. Looking at *Figure 3-2*, the Claremont Boulevard absolute peak hour volume on Saturday is roughly 300 to 350 vehicles per hour less than the weekday PM peak hour commuter peak. Saturday peak hour volumes on Ninth Street and Sixth Street (*Figures 3-3* and *3-4*) show a similar pattern, with those volumes roughly 100 to 150 vehicles less than the Ninth Street weekday commuter hour peak, and 150 to 200 vehicles per hour less than the Sixth Street weekday commuter hour peak. These profiles validate the weekday commuter hour focus employed in this study.

3.3.2 Peak Hour Intersection Traffic Counts

Manual traffic counts at key intersections focus to peak hours of the street system, and over at least a continuous two-hour period, compile a count, by turning or through movement, for every approach to an intersection. These data are used to identify the peak traffic hour at that location, and further isolate the maximum volumes that travel through that intersection in a single hour. Manual counts are normally conducted on a Tuesday, Wednesday or Thursday. Monday and Friday counts are typically avoided since they tend to be “less normal”, and are probably subject to variations in motorist individual schedules, including 4-day work weeks, flex-time, etc.

The key existing study intersections were identified for evaluation based on the Cities of Claremont and Upland criteria, discussions with each City’s staff, and knowledge of the area circulation system. It should be noted that intersections within the City of Montclair were considered for analysis, but those candidate intersections were not included because they failed to meet or exceed the 50-trip analysis threshold called out by the San Bernardino County Congestion Management Program.

Existing AM and PM peak hour traffic volumes at the key existing study intersections evaluated in this report were collected in April 2009, March 2010, April 2010, September 2010, October 2010, December 2011, April 2013 and October 2013 by National Data & Surveying Services. It should be noted that an ambient growth rate of one percent (1%) per year was applied to the Year 2009, 2010, 2011, and 2013 counts to bring them to baseline Year 2014. ***Figures 3-5***and ***3-6*** present the existing AM and PM peak hour traffic volumes, respectively, for the key existing study intersections.

In addition, existing weekend AM and PM peak hour traffic volumes were compiled at the six (6) key existing study intersections most proximate to the Project site. These were collected in April 2011 by National Data & Surveying Services. ***Figure 3-7*** presents hour-by-hour morning and afternoon turning movement data for these six (6) focus intersections, and further isolates the existing weekend AM peak hour and PM peak hour traffic volumes representative of the peak arrival and departure hours for Saturday games. For each location and count hour, the sum of all traffic entering the intersection is shown in the lower right corner of the hour's "frame". Comparing these to other Saturday hours confirms the isolation of the Saturday peak. Comparison of these weekend peak hours to their weekday counterparts confirms that the weekend volumes are meaningfully to substantially less. *Figures 3-7* also confirms the dominance of the weekday commuter PM peak hour versus the weekday commuter AM peak hour.

Appendix A contains the detailed intersection traffic count data.

TABLE 3-1
EXISTING DAILY TRAFFIC COUNTS (24-HOUR VOLUME TOTALS)

Locations	Friday[8] March 5	Saturday[9] March 6	Sunday[10] March 7	Monday[11] March 8	Tuesday[12] March 9	Wednesday[13] March 10	Thursday[14] March 11	Friday[15] March 12	Weekday Average	Weekend Average
1. Sixth Street west of Mills Avenue	**5,234**	3,601	2,803	4,497	4,725	4,918	5,225	5,025	4,937	3,202
2. Sixth St. between Claremont Blvd and Apartment Dwy	5,444	4,013	3,044	4,732	4,923	5,282	**5,598**	5,557	5,256	3,529
3. Ninth Street east of Mills Avenue	2,454	1,945	1,425	2,265	**2,502**	2,466	2,489	2,267	2,407	1,685
4. Ninth Street west of Claremont Boulevard	3,926	3,127	2,306	3,505	3,793	3,949	**4,036**	3,885	3,849	2,717
5. Claremont Boulevard north of Ninth Street	**8,824**	6,507	5,052	7,798	8,041	8,363	8,817	8,584	8,405	5,780
6. Claremont Boulevard south of Sixth Street	**8,562**	5,741	4,375	7,494	7,957	8,040	8,507	8,550	8,185	5,058

Note:

- **Bold highlighted value indicates peak day.**

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[8] One sporting event took place (Women's Water Polo).

[9] Five sporting events took place (Track and Field, Women's Water Polo, Women's Tennis and Two Baseball Games).

[10] Two sporting events took place (Two Women's Water Polo Games).

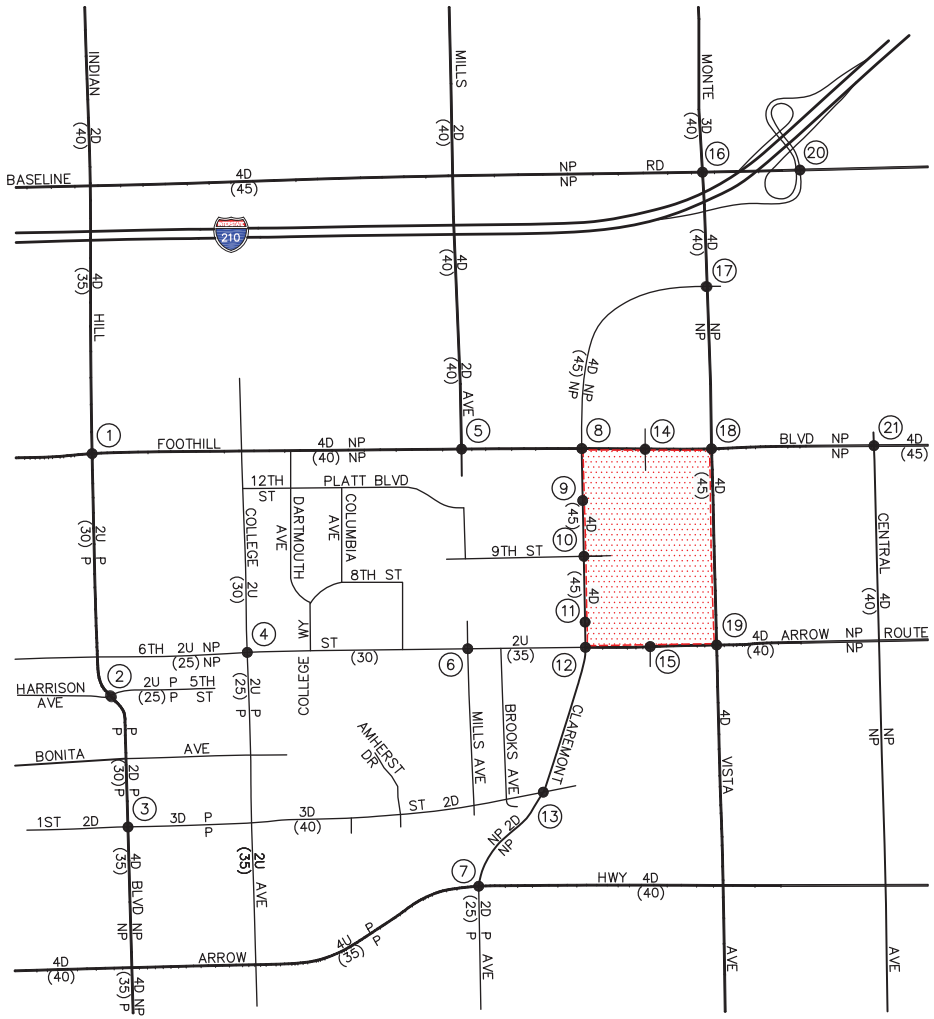
[11] One sporting event took place (Women's Lacrosse).

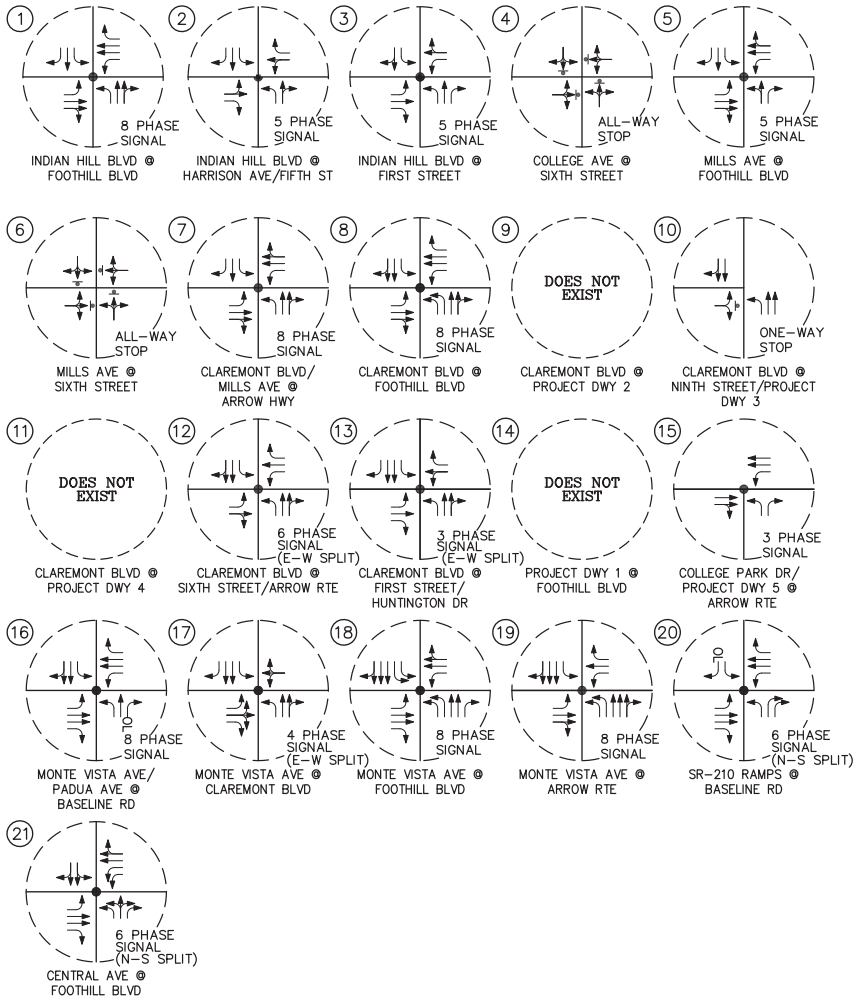
[12] No sporting event took place.

[13] One sporting event took place (Men's Tennis).

[14] Two sporting events took place (Women's Tennis and Men's Tennis).

[15] Three sporting events took place (Women's Tennis, Baseball and Women's Lacrosse).





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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

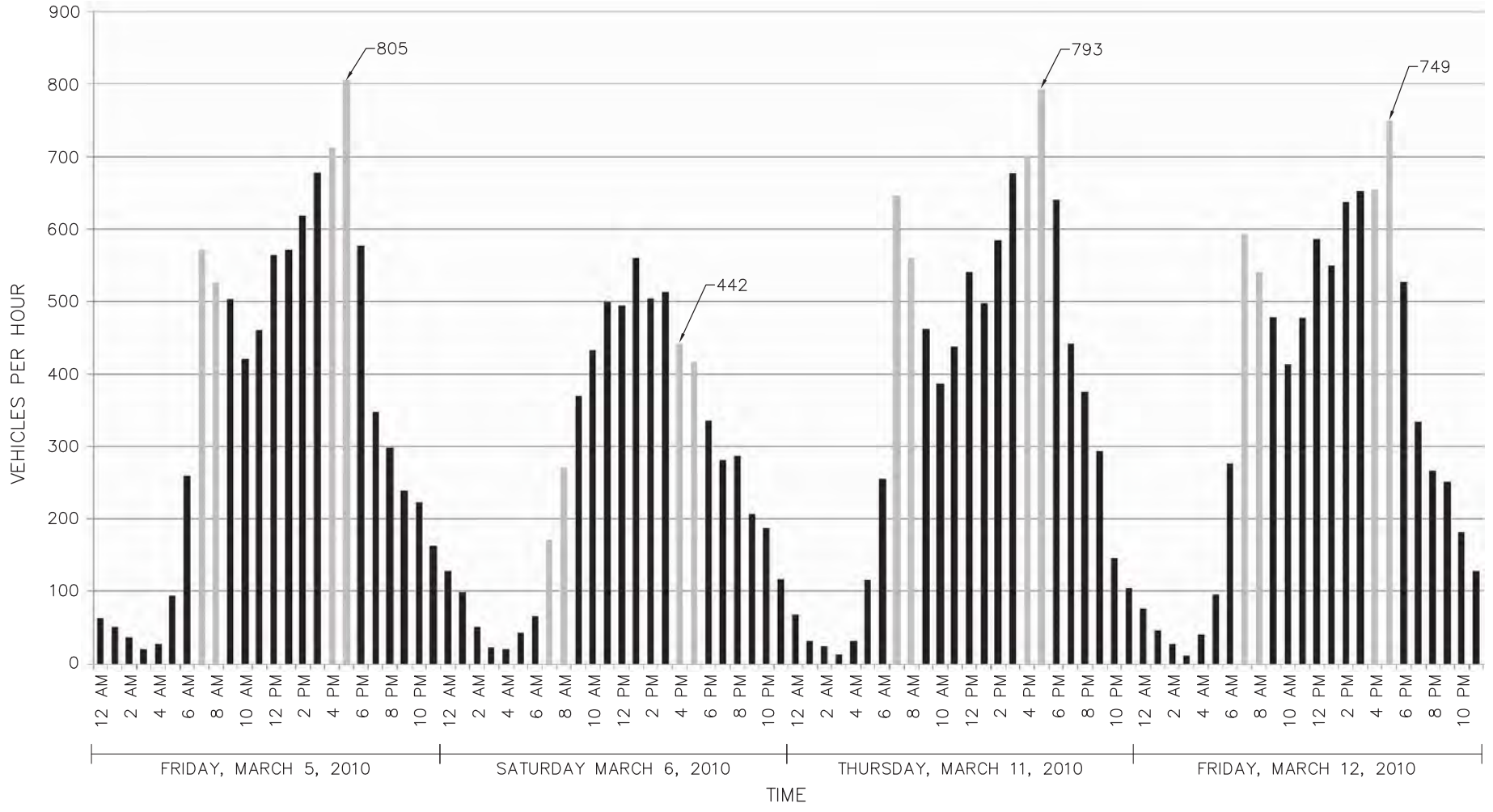
KEY

(#) = STUDY INTERSECTION
= APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ⊤ STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX) = POSTED SPEED LIMIT (MPH)
OL = OVERLAP
= PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND



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LINSCOTT LAW & GREENSPAN engineers

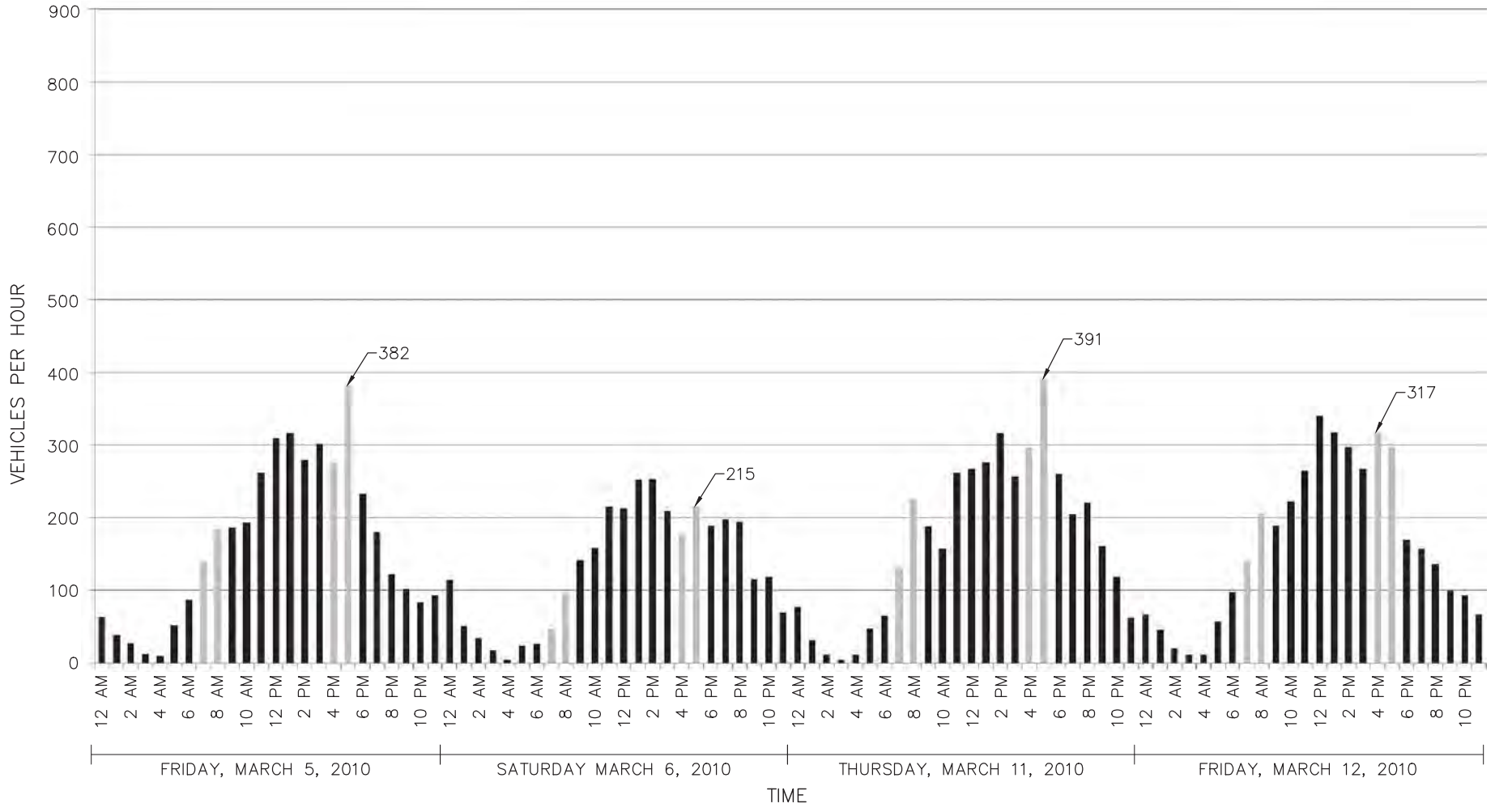
KEY

= COMMUTER PEAK HOUR PERIOD

FIGURE 3-2

EXISTING DAILY PROFILE FOR CLAREMONT BOULEVARD NORTH OF NINTH STREET

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND



KEY

= COMMUTER PEAK HOUR PERIOD

FIGURE 3–3

EXISTING DAILY PROFILE FOR NINTH STREET
WEST OF CLAREMONT BOULEVARD

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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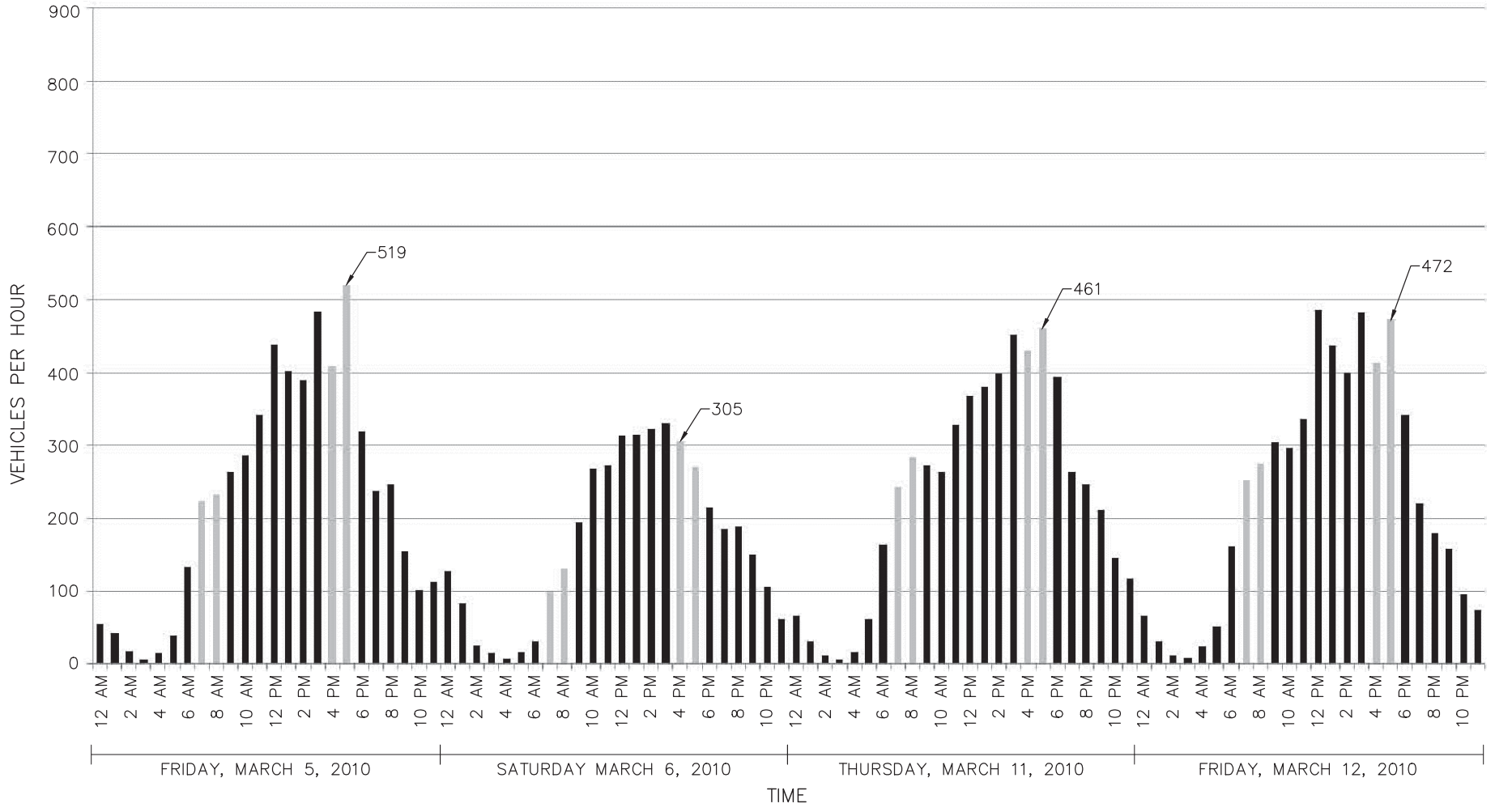

KEY
= COMMUTER PEAK HOUR PERIOD

FIGURE 3–4

EXISTING DAILY PROFILE FOR SIXTH STREET
BETWEEN CLAREMONT BOULEVARD AND APARTMENT DRIVEWAY
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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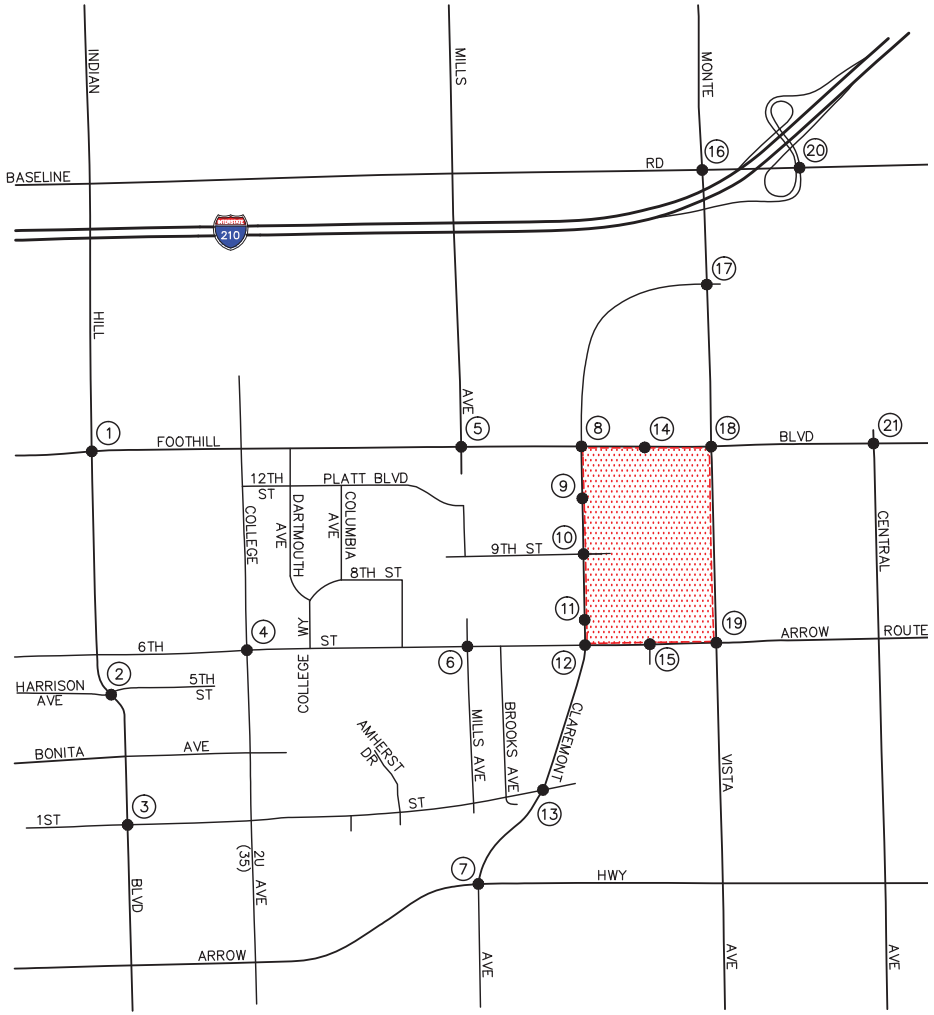

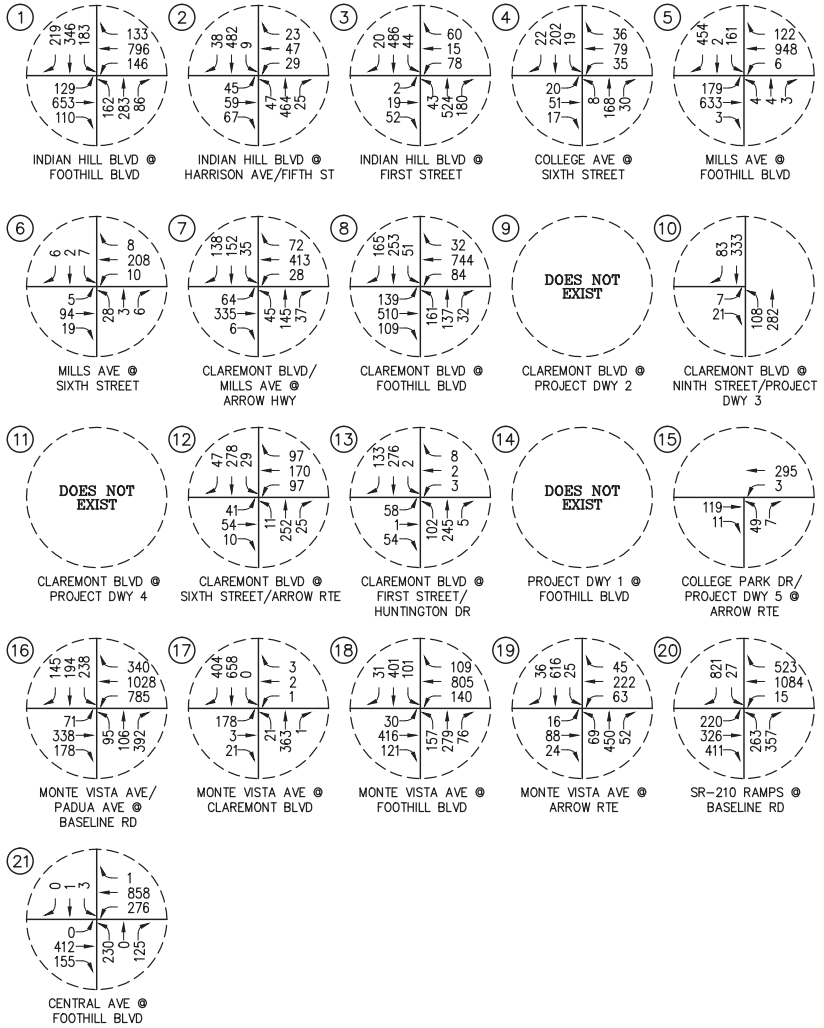

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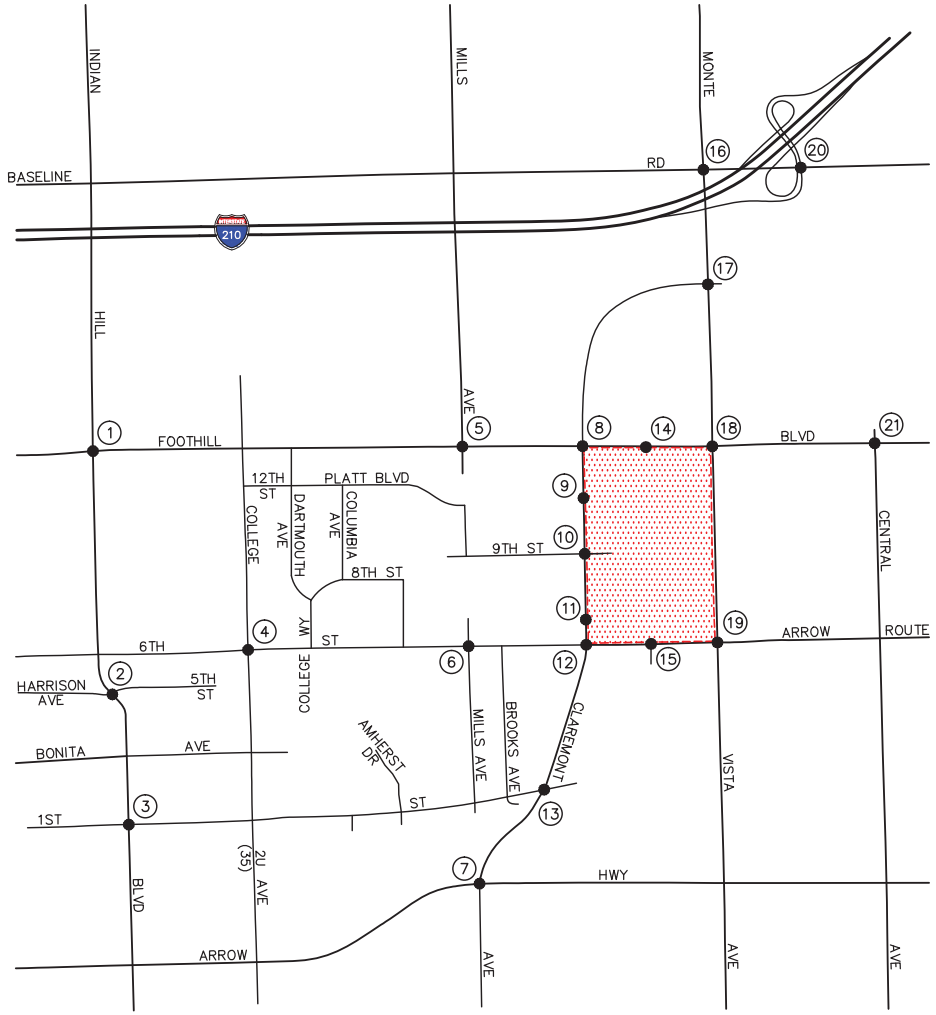
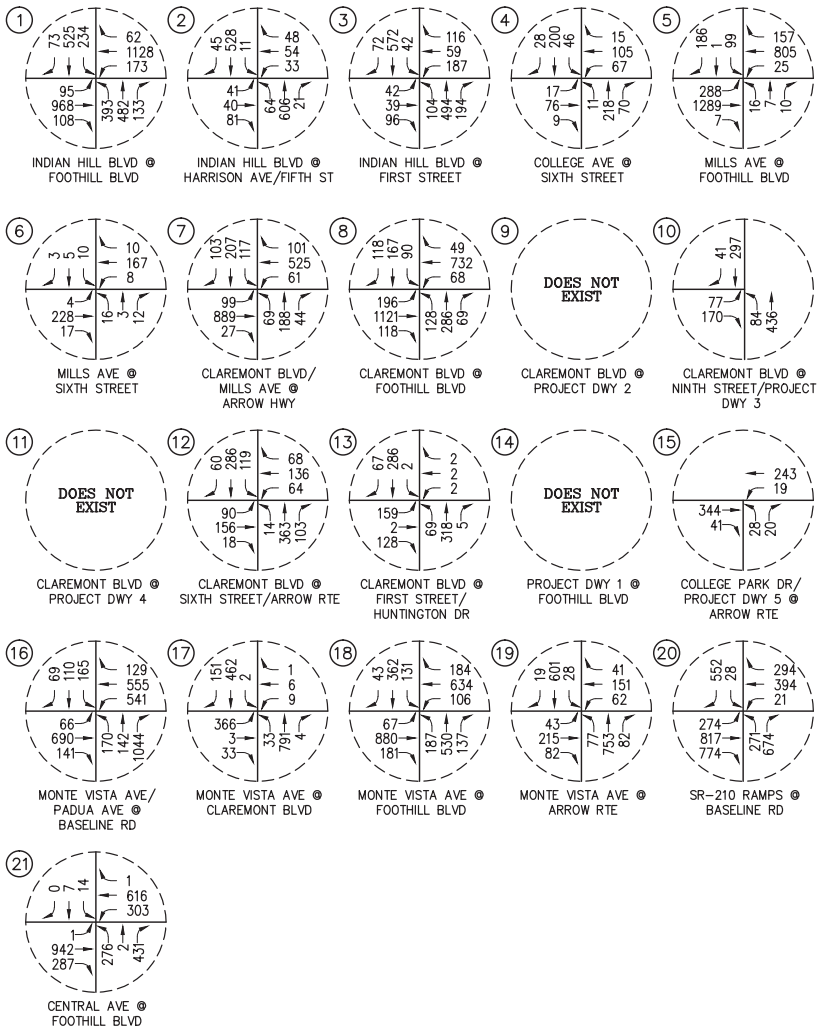
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 3-5

EXISTING AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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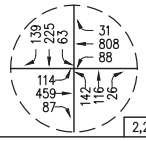
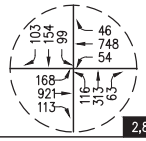
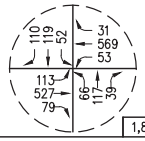
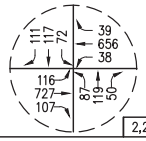
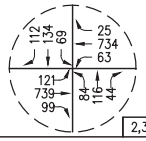
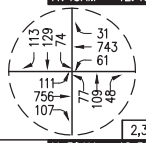
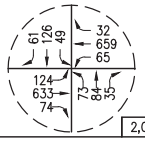
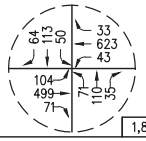
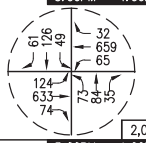
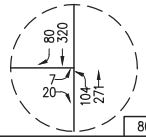
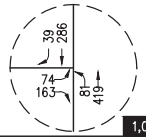
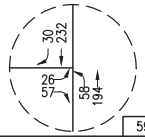
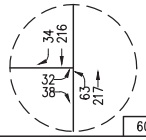
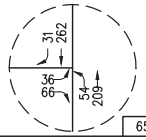
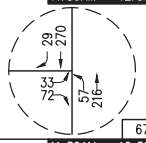
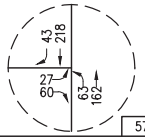
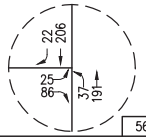
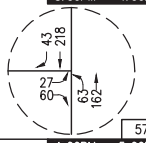
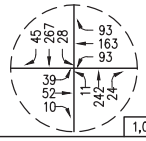
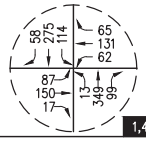
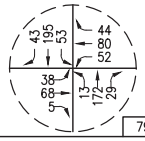
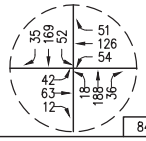
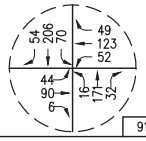
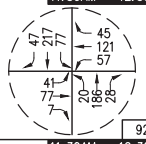
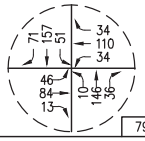
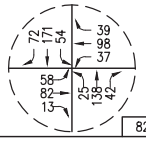
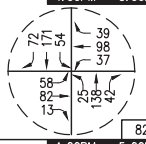
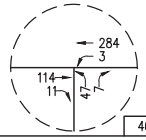
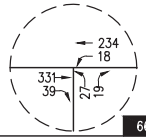
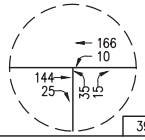
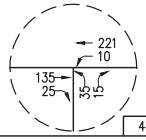
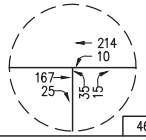
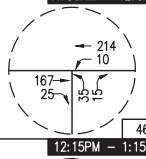
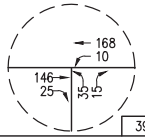
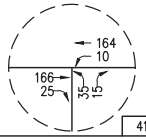
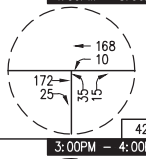
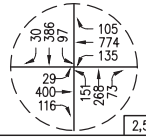
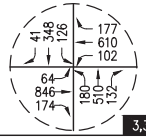
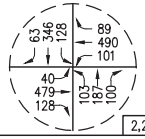
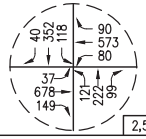
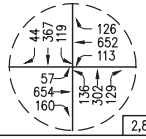
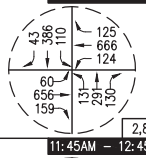
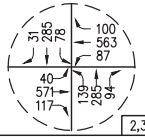
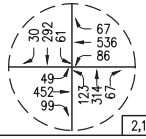
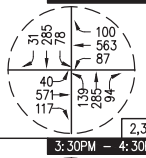
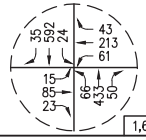
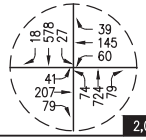
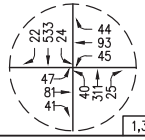
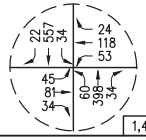
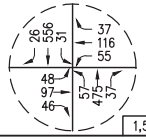
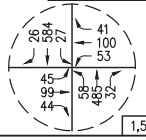
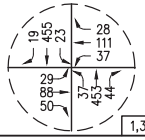
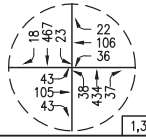
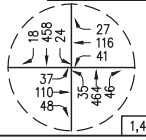
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 3-6

EXISTING PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

TIME PERIOD / INTERSECTION	WEEKDAY COMMUTER AM PEAK HOUR	WEEKDAY COMMUTER PM PEAK HOUR	WEEKEND 10AM – 11AM	WEEKEND 11AM – 12PM	WEEKEND 12PM – 1PM	WEEKEND ARRIVAL PEAK HOUR (BETWEEN 10AM – 1PM)	WEEKEND 3PM – 4PM	WEEKEND 4PM – 5PM	WEEKEND DEPARTURE PEAK HOUR (BETWEEN 3PM – 5PM)
⑧ CLAREMONT BLVD @ FOOTHILL BLVD	 2,298	 **2,898**	 1,875	 2,239	 2,340	11:45AM – 12:45PM  2,359	 2,015	 1,816	3:00PM – 4:00PM  2,015
⑩ CLAREMONT BLVD @ NINTH ST/PROJECT DRIVEWAY #3	 802	 **1,062**	 597	 600	 658	11:30AM – 12:30PM  677	 573	 567	3:00PM – 4:00PM  573
⑫ CLAREMONT BLVD @ SIXTH ST/ARROW ROUTE	 1,067	 **1,420**	 792	 846	 913	11:30AM – 12:30PM  923	 792	 829	4:00PM – 5:00PM  829
⑮ COLLEGE PARK DR/ PROJECT DRIVEWAY #5 @ ARROW ROUTE	 466	 **668**	 395	 441	 466	11:30AM – 12:30PM  466	 399	 415	4:00PM – 5:00PM  425
⑱ MONTE VISTA AVE @ FOOTHILL BLVD	 2,564	 **3,310**	 2,254	 2,559	 2,859	12:15PM – 1:15PM  2,881	 2,390	 2,176	3:00PM – 4:00PM  2,390
⑲ MONTE VISTA AVE @ ARROW ROUTE	 1,640	 **2,071**	 1,306	 1,460	 1,581	11:45AM – 12:45PM  1,594	 1,374	 1,372	3:30PM – 4:30PM  1,424

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KEY

X,XXX = MAXIMUM TRAFFIC VOLUMES FOR PEAK HOUR

N NO SCALE

FIGURE 3–7

EXISTING PEAK HOUR TRAFFIC VOLUMES (WEEKEND)

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

3.4 Existing (Weekday) Level of Service Results

Table 3-2 summarizes the existing weekday peak hour service level calculations for the key study intersections based on existing weekday traffic volumes and current street geometry. Review of *Table 3-2* indicates that based on the HCM method of analysis and the LOS criteria mentioned in this report, two (2) of the key existing study intersections currently operate at an unacceptable level of service. The remaining key existing study intersections currently operate at an acceptable level of service (LOS) during the AM and PM peak hours. The locations operating at adverse LOS are as follows:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.2	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.5	F	--	--

Figure 3-9 graphically illustrates the existing weekday traffic conditions level of service results for the AM and PM peak hours.

Appendix B contains the Existing (Weekday) Traffic Conditions Delay/LOS calculation worksheets for the key existing study intersections.

TABLE 3-2

EXISTING (WEEKDAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[16]

Key	Intersection	Jurisdiction	Minimum Acceptable LOS	Control Type	Time Period	Delay (s/v)	Existing LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	E	8Ø Traffic Signal	AM	38.3	D
					PM	**82.2**	**F**
2.	Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	5Ø Traffic Signal	AM	16.9	B
					PM	17.2	B
3.	Indian Hill Boulevard at First Street	Claremont	D	5Ø Traffic Signal	AM	14.0	B
					PM	19.0	B
4.	College Avenue at Sixth Street	Claremont	D	All-Way Stop	AM	9.7	A
					PM	11.4	B
5.	Mills Avenue at Foothill Boulevard	Claremont	E	5Ø Traffic Signal	AM	30.2	C
					PM	25.1	C
6.	Mills Avenue at Sixth Street	Claremont	D	All-Way Stop	AM	8.3	A
					PM	8.7	A
7.	Claremont Blvd/Mills Avenue at Arrow Highway	Claremont	E	8Ø Traffic Signal	AM	24.3	C
					PM	30.2	C
8.	Claremont Boulevard at Foothill Boulevard	Claremont	E	8Ø Traffic Signal	AM	29.3	C
					PM	33.1	C
9.	Claremont Boulevard at Project Driveway 2[17]	Claremont	D	--	AM	--	--
				--	PM	--	--
10.	Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	One-Way Stop	AM	11.6	B
					PM	16.4	C
11.	Claremont Boulevard at Project Driveway 4[17]	Claremont	D	--	AM	--	--
				--	PM	--	--
12.	Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	6Ø Traffic Signal	AM	29.5	C
					PM	30.3	C
13.	Claremont Boulevard at First Street/Huntington Drive	Claremont	D	3Ø Traffic Signal	AM	17.1	B
					PM	23.1	C

Notes:

- s/v = seconds per vehicle
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- Ø = Phase
- **Bold Delay/LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[16] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[17] Intersection does not exist.

TABLE 3-2 (CONTINUED)

EXISTING (WEEKDAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[18]

Key Intersection		Jurisdiction	Minimum Acceptable LOS	Control Type	Time Period	Delay (s/v)	Existing LOS
14.	Project Driveway 1 at Foothill Boulevard[19]	Claremont	E	--	AM	--	--
				--	PM	--	--
15.	College Park Drive/Project Driveway 5 at Arrow Route	Upland	D	3Ø Traffic Signal	AM	13.0	B
					PM	11.4	B
16.	Monte Vista Avenue/Padua Avenue at Baseline Road	Claremont	E	8Ø Traffic Signal	AM	44.2	D
					PM	64.2	E
17.	Monte Vista Avenue at Claremont Boulevard	Claremont	E	4Ø Traffic Signal	AM	30.9	C
					PM	32.5	C
18.	Monte Vista Avenue at Foothill Boulevard	Upland	D	8Ø Traffic Signal	AM	29.2	C
					PM	29.4	C
19.	Monte Vista Avenue at Arrow Route	Upland	D	8Ø Traffic Signal	AM	25.6	C
					PM	26.3	C
20.	SR-210 Freeway Ramps at Base line Road	Claremont/ Caltrans	E	6Ø Traffic Signal	AM	**110.5**	**F**
					PM	73.2	E
21.	Central Avenue at Foothill Boulevard	Upland	D	6Ø Traffic Signal	AM	29.7	C
					PM	47.1	D

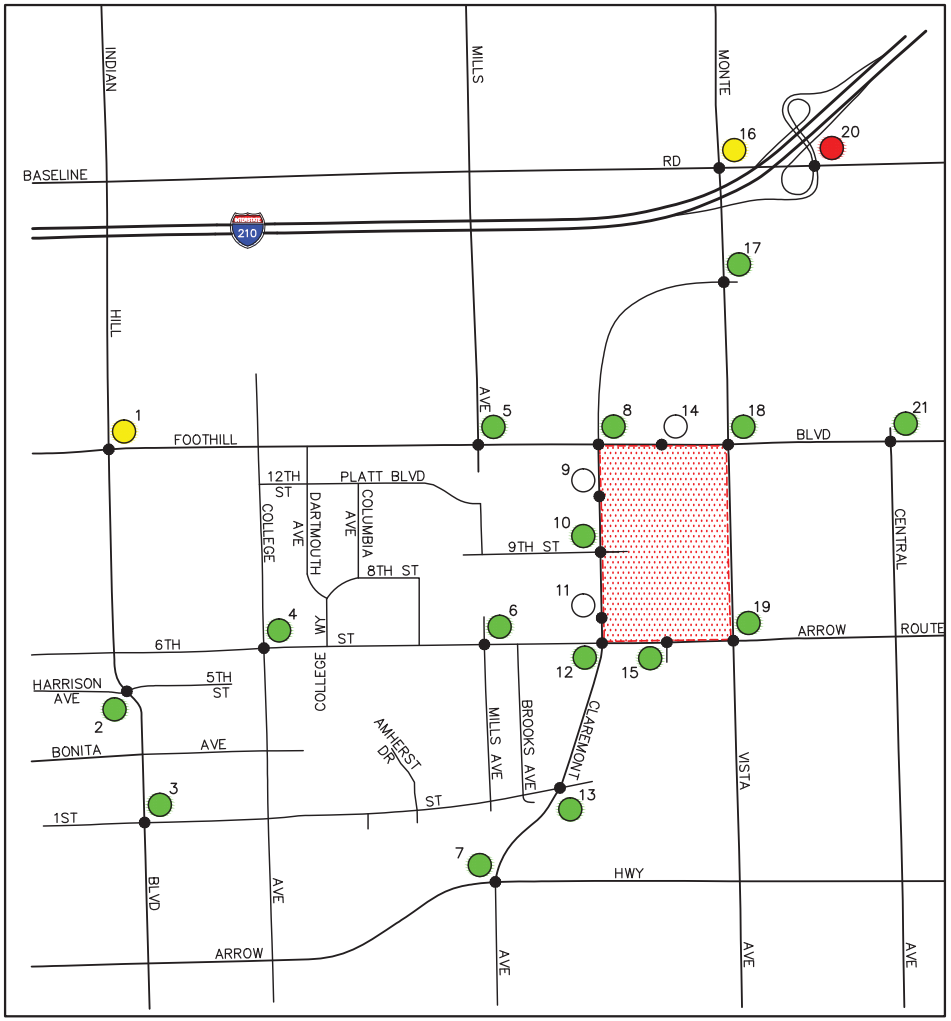
Notes:

- s/v = seconds per vehicle
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- Ø = Phase
- **Bold Delay/LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

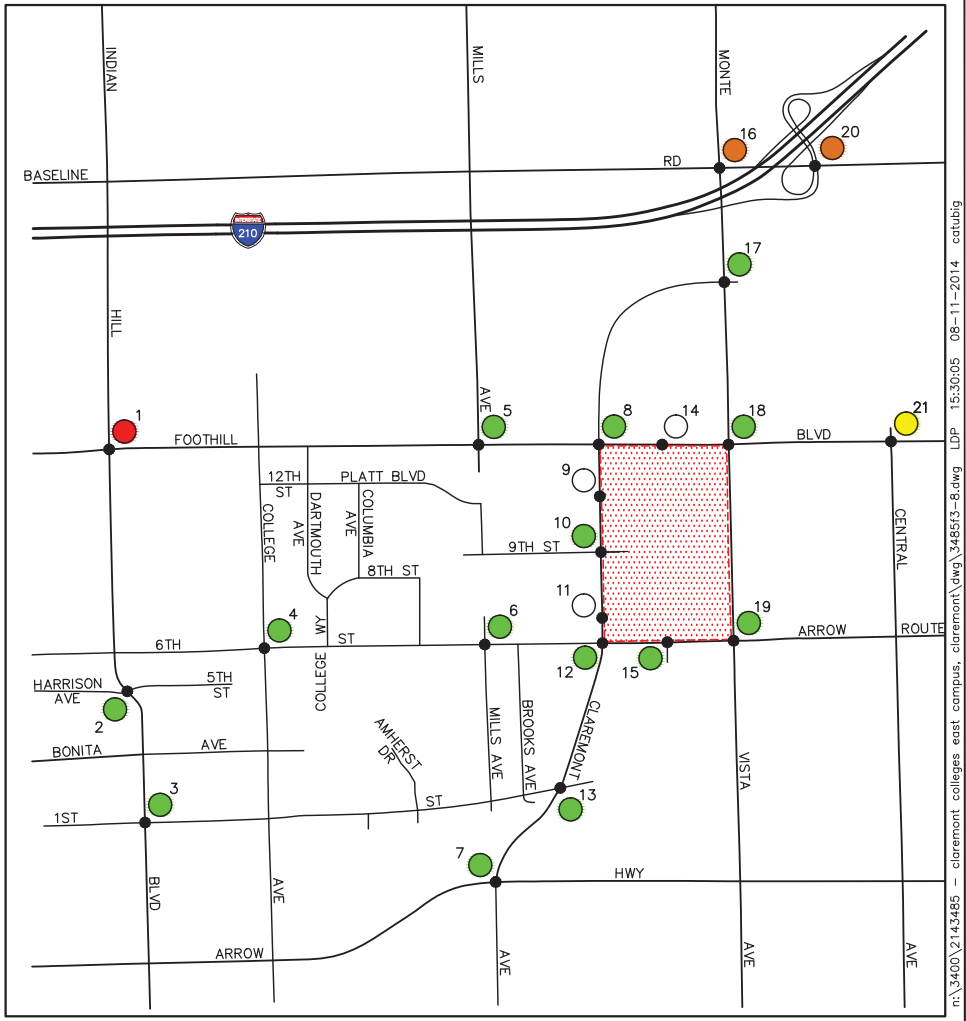
[18] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[19] Intersection does not exist.

AM PEAK HOUR



PM PEAK HOUR



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N
NO SCALE

EXISTING (WEEKDAY) LOS RESULTS

KEY
= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 3-8

EXISTING AM AND PM PEAK HOUR
LEVEL OF SERVICE RESULTS (WEEKDAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

3.5 Existing (Weekend) Level of Service Results

Table 3-3 summarizes the existing weekend peak hour service level calculations for the subset of six (6) key existing study intersections selected for focused analysis. These results are based on existing weekend traffic volumes and current street geometry. Review of *Table 3-3* indicates that based on the HCM method of analysis and the LOS criteria mentioned in this report, all of the key existing study intersections currently operate at acceptable level of service LOS during the AM and PM peak hours. Those results are all in the LOS B or LOS C range.

Figure 3-10 graphically illustrates the existing weekend traffic conditions level of service results for the AM and PM peak hours.

Appendix C contains the Existing (Weekend) Traffic Conditions Delay/LOS calculation worksheets for the key existing study intersections.

TABLE 3-3

EXISTING (WEEKEND) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[20]

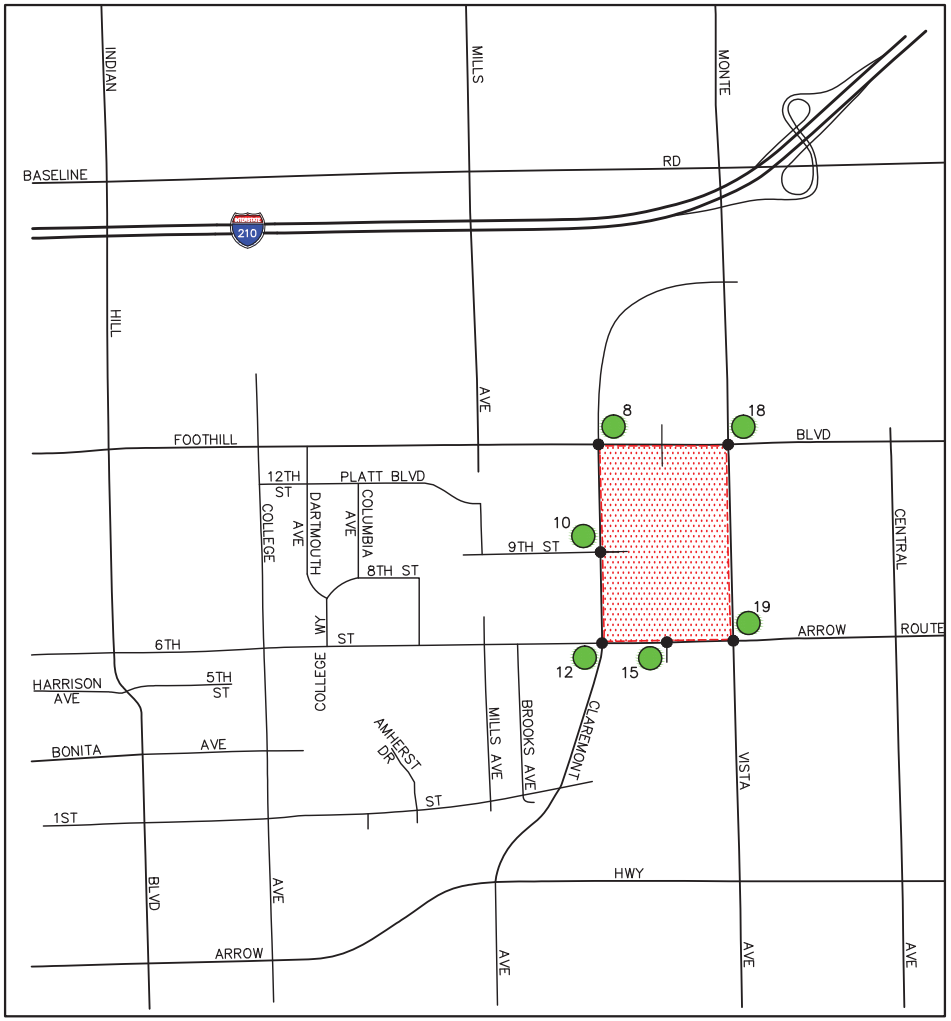
Key Intersection		Jurisdiction	Minimum Acceptable LOS	Control Type	Time Period	Delay (s/v)	Existing LOS
8.	Claremont Boulevard at Foothill Boulevard	Claremont	E	8Ø Traffic Signal	AM	28.1	C
					PM	27.2	C
10.	Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	One-Way Stop	AM	11.5	B
					PM	10.8	B
12.	Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	6Ø Traffic Signal	AM	28.7	C
					PM	28.5	C
15.	College Park Drive/Project Driveway 5 at Arrow Route	Upland	D	3Ø Traffic Signal	AM	11.5	B
					PM	11.9	B
18.	Monte Vista Avenue at Foothill Boulevard	Upland	D	8Ø Traffic Signal	AM	27.9	C
					PM	26.5	C
19.	Monte Vista Avenue at Arrow Route	Upland	D	8Ø Traffic Signal	AM	25.9	C
					PM	25.0	C

Notes:

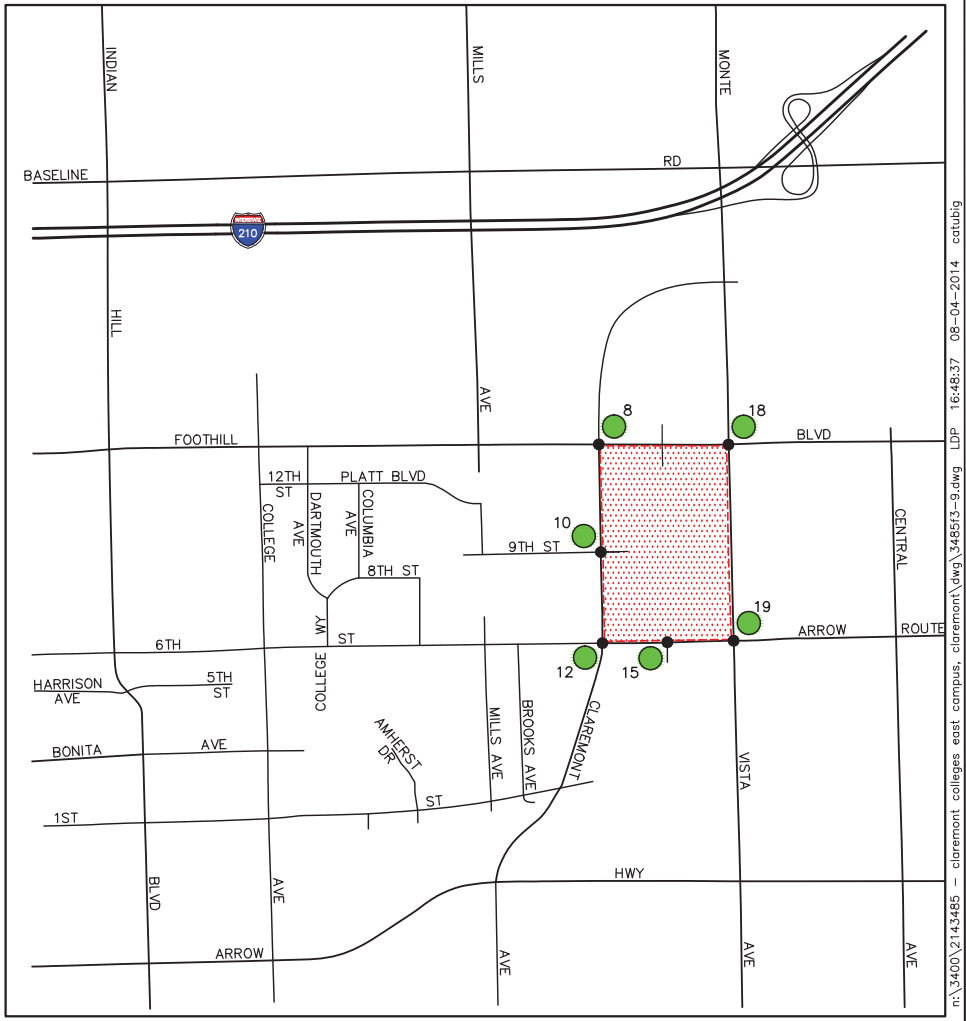
- s/v = seconds per vehicle
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- Ø = Phase
- **Bold Delay/LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[20] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

AM PEAK HOUR



PM PEAK HOUR



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NO SCALE

EXISTING (WEEKEND) LOS RESULTS

KEY
= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 3-9

EXISTING AM AND PM PEAK HOUR
LEVEL OF SERVICE RESULTS (WEEKEND)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is typically forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation. For this Project, that procedure has been supplemented by an evaluation of the expected operational characteristics of the individual Project elements and venues that make up the Project plan.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. Given the mix of recreational/sports venues included in the Project site plan, multiple Project impact scenarios are considered. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Methodology

The Claremont Colleges East Campus will be used to support the needs of an otherwise existing college community and population (recognizing further that approved or pending campus Master Plans may add incrementally to that population) for general recreation, physical education, team practice, and scheduled team play. With regard to the latter, the primary user group will be CMS Athletics (made up by Claremont McKenna College, Harvey Mudd College, and Scripps College) whose activities will be focused to the Project's CMC venues as a replacement for other existing play fields. Additionally, the CUC portion of the site will include two rugby fields for Claremont Colleges Club Sports and/or other multi-purpose use. Pitzer facility usage is expected to be for general recreation, not typically involving league play, which will also be refocused from other previously lost venues on that campus.

It should be noted that recurring team play schedules of CMS Athletics and Claremont Colleges Club Sports are already in place with those activities now occurring at other fields of the colleges. On that basis, the forecasts that follow have been constructed to be conservative estimates of the traffic that will be directed to these new facilities. The Project football/track and field venue (which will also support lacrosse play), baseball, and softball fields will have, when contrast with, existing venues expanded seating capacity at each, and the Project traffic forecasts consider those expanded capacities (rather than historical attendance levels) in their derivation.

Traffic volumes expected to be generated by the proposed Project (in essence, a "driveway count" of site traffic) during the weekday AM and PM peak commuter peak hours, throughout a daily weekday, and during peak arrival and departure hours for "full house" (100% bleacher occupancy) Saturday league play were derived using a trip forecasting process specifically tailored to consider the key individual components of the Project plan. A total Saturday 24-hour forecast was also derived. That process included:

- Identification of the East Campus Project components that could be meaningful traffic generators in their own right. These include the Pitzer facilities treated as two multi-purpose fields with ancillary/support components of overlapping or limited traffic generation potential, the three distinct spectator venues of the CMC portion (football/track and field, baseball and softball), and the external trip generation potential of support facilities/buildings on the CMC portion of the Project site. The CMC golf practice, archery range, and paddle tennis courts are concluded to have very limited potential for added external Project traffic beyond the forecasts developed below. The CUC rugby fields are also treated as an external traffic generator.
- Adaptation and use of trip generation rates for Project components considered in the *8th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE) (2008)*. While a *9th Edition (2012) of Trip Generation* is available, *8th Edition* commuter peak hour rates for "Soccer Complex" Land Use Code: 488 are slightly more conservative than in the *9th Edition*, and weekday daily trip rates are the same in both Editions. The

"General Office Building" Land Use Code: 710 weekday daily and commuter peak hour rates of the *8th* and *9th Editions* are identical (have equal trip rates).

- The football/track and field venue, as well as the baseball and softball fields, are not specifically considered by ITE. Instead, trip forecasting for these components was carried out in a series of analysis permutations that considered historical practice schedules, combined current CMS Athletics game schedules (by day of week and time of day) for play on those fields, team and coaching staff totals, increased (rather than historical) game attendance with further distinction between weekday versus weekend characteristics, walk-in versus vehicular traffic proportions, and typical average auto occupancies for the latter.
- The CUC rugby venue is also not considered by ITE. Instead a forecasting basis similar to that for CMS Athletics was used.
- While these venues are largely replacement in nature, current weekday box score data for CMS baseball and softball indicate relatively low spectator attendance levels during weekday games (football games have much greater overall attendance, but only occur on Saturday), typically beginning early to mid-afternoon, and ending no later than 4 or 5 PM. Due to relatively modest weekday spectator attendance, the existing weekday traffic volumes related to CMS and/or Claremont Colleges Club Sports games are also concluded to be small, particularly during the commuter peak hours. On that basis, and as a conservative measure, any potential "credit" due to that existing sports activity underway during the collection of traffic counts used in this study has been ignored.

Using the above methodology, four (4) trip generation scenarios emerged as best representing the range of traffic activity thresholds for the East Campus. These scenarios are framed around the usage patterns of the three primary CMS fields (football/track and field, baseball, and softball), and the two CUC fields. They also include a traffic element for Pitzer facility usage as well CMC support facilities that may not be tied to activity on the above-identified fields. Those scenarios are discussed in detail in the following sections.

5.1.1 *Weekday: Practice Day*

Baseball and softball are Spring sports, and taken together with Spring football practice, track and field as well as Club Sports (rugby) practice activity, these combined practice and weekday play schedules in the presence of other East Campus activity would exceed that of other sports at other times of the year. As such, they have been used to define a "Practice Day" weekday scenario. That other activity would not include scheduled games with visiting teams, but as a worst case could include spring football practice or track and field practice (both have team and coaching squads totaling roughly 100 participants; other sport squad totals are much less). Practices start about mid-afternoon (thus having no AM peak hour component) and typically end at or after 6 PM. As a conservative measure, this scenario assumes that any and all vehicular traffic related to practices throughout the complex will exit the site during the weekday PM commuter hour peak. Review of CMS Athletics and Rugby Club Sports schedules indicates that the "Practice Day" scenario would typically occur on no less than four out of five Spring weekdays.

Club Sports Rugby also has a spring game schedule. Practices occur on weekday afternoons, and available schedule information indicates that conference play is on weekends (for men's rugby, games are typically on a Saturday at 1:00 PM).

5.1.2 *Weekday: Game Day*

Building on the above weekday scenario, the "Game Day" scenario further includes additional traffic activity for visiting teams and a "full-house" (500 spectator) event on either the baseball or softball field. As a worst case, this scenario further assumes that the "full-house" game will end and its traffic will exit the site in the PM commuter peak hour.

While the Weekday "Game Day" scenario assumes 500 spectators at either a baseball or softball game, it is worth nothing that actual historical weekday attendance levels for these sports are on the order of one-fourth to one-eighth of this planned 500-seat capacity. Those actual attendance levels may be influenced by the weekday/workday character of the event as well as the reality that weekday afternoon games are underway when other Claremont Colleges students are still in class, and thus not able to attend a game.

Another practical consideration is the "blended" game schedule for baseball, softball, track and field events and rugby. A compilation for their combined 2014 spring schedule indicates only 13 dates with weekday baseball, softball, or track and field events scheduled (rugby games are usually on weekends). A graphic summary of this blended schedule is presented in ***Appendix D***. Eleven of those dates have only one of the named sports scheduled for a game or meet. Two of the 13 dates have a game for two sports, and no dates have a game or meet for three or more sports. On that basis, the frequency of this Spring-driven scenario can be expected to occur no more than one day per week.

The *Appendix D* schedule identifies only one date with simultaneous games on two fields. To the extent that the combined attendance among those two fields is 500 spectators or less, the intent of the Weekday "Game Day" scenario and analysis is preserved. That contingency is further accounted for by including traffic for a second visiting team within the Weekday "Game Day" trip generation derivation.

Spring traffic levels as described above are expected to be greater than their Fall weekday counterpart, and thus are used as the basis of the Weekday: Game Day scenario.

5.1.3 *Weekend: Game Day (Fall)*

On a weekend, traffic activity related to the approximately five home Saturday football games will dominate as the basis of a traffic impact analysis. This study assumes a "full house" of the 3,500 spectator seating capacity of that field. Games are typically at 1PM, and end around 4PM. Some night games (7PM start) may also occur, but since evening traffic on the surrounding street system is generally less than during the afternoon, the afternoon football game is the focal point of the Weekend Fall-based traffic impact analysis.

5.1.4 *Weekend: Game Day (Spring)*

Simultaneous baseball and softball games (both with a "full house" of 500 spectators each) will dominate the Saturday picture on a Spring weekend. The two rugby fields are assumed to add 100 spectators each with a combined attendance potential of 1,200 spectators (500+500+100+100). This spectator level would be roughly one-third of the potential of its football counterpart. But while home CMS football games occur only five times in a Fall season, review of the Spring sports schedule illustration presented in *Appendix D* indicates a total of 11 Saturday game dates plus three Sunday Spring game dates. Of those 14 dates, seven dates have only one field with scheduled play, four dates have two spectator fields with game play, and one date has play schedule on three spectator fields, and one day has play for four sports simultaneously.

5.2 Project Trip Generation Forecasts

The Project trip generation forecasts for the four (4) scenarios described above are summarized in ***Table 5-1***. The trip-making components that make up each scenario are also shown. ***Figure 5-1*** presents the basis of the trip-making forecast for each component and includes the use of ITE trip factors as well as the sport, team, practice and game parameters for each field.

Among the ITE factors are those from Land Use Code 488 as well as Land Use Code 710. The former is for a "Soccer Complex", but the description for this code is concluded to closely align with the included components of the Pitzer fields and facilities. In its application, a 50 percent overlap ("walk-in") factor has been applied, which converts the freestanding nature of the ITE field study site to the support nature of the proposed Pitzer facilities.

Land Use Code: 710 refers to "General Office Building", and its employee-based trip factors have been used to account for the external trip-making potential of the 30,000 SF CMC support building. Given the included components planned for that building, most of its usage is expected to overlap with other CMC Project facilities. The building is expected to include 10 offices and presumably other sports administration space, so an employee headcount of 25 has been assumed to address this component.

As presented in *Table 5-1*, the "Weekday: Practice Day" trip forecasts result in 15 added Project trips during the AM peak hour, and a total of 91 added vehicle trips during the PM peak commuter hour. Over a 24-hour period, this scenario is forecast to add 272 daily trips during a typical "Practice" weekday. As defined above, this scenario and its related trips reflect activity on the Pitzer portion of the Project as well as simultaneous practice on all three CMC spectator fields (but without any scheduled game play), and a Club Sports (rugby) practice on both CUC fields. Its frequency would be on the order of four weekdays per week.

The "Weekday: Game Day" scenario addresses Project traffic activity on the fifth weekday of that illustrative week. Substitution of a "full-house" baseball or softball game, with a spring football practice or track and field practice on the "third field", would increase the weekday PM peak hour Project trip generation to 207 trips, and the daily generation to 504 trips. These trip totals are also consistent with occasional simultaneous baseball and softball games with a combined attendance of

500 spectators, and a home as well as a visitor team on each of those two fields. This scenario illustrates the "worst case" weekday condition for the Pitzer, CMC and CUC facilities of the proposed Project.

Looking further at *Table 5-1*, the defining "worst case" weekend scenario (occurring roughly five Fall Saturdays per year) is that of a "full house" home football game ("Weekend: Game Day-Fall). On such days, the 24-hour trip generation total would grow to a forecast 1,558 trips (evenly divided between inbound and outbound movements), with 515 trips occurring in the hour before the start of the game, and 689 trips in the hour following it.

The more frequent weekend scenario, but with trip generation potential less than one-half of its fall counterpart, is that of the "Weekend: Game Day (Spring)" scenario. Its 24-hour trip making potential would total 760 trips (one-half arriving and one-half departing), with 279 trips forecast for the peak arrival hour, and 331 trips forecast for the peak departure hour.

5.3 Project Trip Distribution and Assignment

Traffic distribution determines the directional orientation of Project traffic. It is typically influenced by the location, intensity of use, and accessibility of existing and planned population areas, employment centers and other commercial activities. Traffic assignment is the determination of specific trip routes, given the previously developed traffic distribution pattern. Primary factors in route selection are the generalized travel direction, minimum travel times and minimum distance paths.

Figure 5-2 presents the trip distribution pattern for the proposed Project. Project traffic volumes entering and exiting the Project site have been distributed and assigned to the adjacent street system based upon the following considerations:

- The site's proximity to key traffic carriers (i.e. Claremont Boulevard, Monte Vista Avenue, Foothill Boulevard, Arrow Route, Sixth Street and other arterial streets),
- Expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals and turn restrictions at the study intersections,
- Site access from Foothill Boulevard, Claremont Boulevard and Arrow Route, and
- Existing intersection traffic volumes, including those intersections that directly access the Claremont Colleges (Claremont Boulevard at Ninth Street/Project Driveway 3, for example).

The percentages illustrated in *Figure 5-2* focus to the key intersection list of this study, and show the percentage of forecast project trips expected to be added to each indicated movement. Percentage allocations to the "mid-block" locations adjoining each of the key intersections would be consistent with the indicated values.

The Village area of the City includes a "grid" network of local streets along which local intersections were not identified for study by City staff, so the *Figure 5-2* percentage values do not depict all

Project assignments to those local segments. These local assignments include a 10% assignment of Project trips on Sixth Street between College Avenue and Indian Hill Boulevard. Further, the 10% allocation to Sixth Street west of College Avenue is forecast to travel as follows:

- 10% to the west on Sixth Street with a subsequent westbound left-turn on Harvard Avenue followed by a southbound right-turn on Harrison Avenue.

The above assignment details are described in the context of outbound Project traffic movements. Inbound Project traffic is expected to be the reverse of these.

5.3.1 *Project (Weekday: Practice Day) Traffic*

The anticipated AM and PM peak hour Project (Weekday: Practice Day) volumes at the key study intersections are presented in ***Figures 5-3*** and ***5-4***, respectively. The traffic volume assignments presented in the above mentioned figures reflect the traffic distribution characteristics shown in *Figure 5-2* and the traffic generation forecast presented in the *Table 5-1*.

5.3.2 *Project (Weekday: Game Day) Traffic*

The anticipated AM and PM peak hour Project (Weekday: Game Day) volumes at the key study intersections are presented in ***Figures 5-5*** and ***5-6***, respectively. The traffic volume assignments presented in the above mentioned figures reflect the traffic distribution characteristics shown in *Figure 5-2* and the traffic generation forecast presented in the *Table 5-1*.

5.3.3 *Project (Weekend: Game Day [Fall]) Traffic*

The anticipated AM and PM peak hour Project (Weekend: Game Day [Fall]) volumes at the key study intersections are presented in ***Figures 5-7*** and ***5-8***, respectively. The traffic volume assignments presented in the above mentioned figures reflect the traffic distribution characteristics shown in *Figure 5-2* and the traffic generation forecast presented in the *Table 5-1*.

5.3.4 *Project (Weekend: Game Day [Spring]) Traffic*

The anticipated AM and PM peak hour Project (Weekend: Game Day [Spring]) volumes at the key study intersections are presented in ***Figures 5-9*** and ***5-10***, respectively. The traffic volume assignments presented in the above mentioned figures reflect the traffic distribution characteristics shown in *Figure 5-2* and the traffic generation forecast presented in the *Table 5-1*.

TABLE 5-1
PROJECT TRIP GENERATION FORECAST SUMMARY

Description	Weekday							Weekend (Saturday)						
	Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Arrival Hour			Peak Departure Hour		
	2-Way	Enter	Exit	Total	Enter	Exit	Total	2-Way	Enter	Exit	Total	Enter	Exit	Total
Weekday: Practice Day														
▪ Pitzer Fields/Facilities	72	1	1	2	14	7	21							
▪ CMS Support Building	84	11	2	13	2	10	12							
▪ CMS Fields Practice	76	--	--	--	--	38	38							
▪ Club Sports (Rugby et al) Practice	40	--	--	--	--	20	20							
Weekday: Practice Day Total	***272***	***12***	***3***	***15***	***16***	***75***	***91***	**NOT APPLICABLE**						
Weekday: Game Day														
▪ Pitzer Fields/Facilities	72	1	1	2	14	7	21							
▪ CMS Support Building	84	11	2	13	2	10	12							
▪ CMS Baseball (250 Spectators)	134	--	--	--	--	67	67							
▪ CMS Softball (250 Spectators)	124	--	--	--	--	62	62							
▪ Football/Track and Field Practice	50	--	--	--	--	25	25							
▪ Club Sports (Rugby et al) Practice	40	--	--	--	--	20	20							
Weekday: Game Day Total	***504***	***12***	***3***	***15***	***16***	***191***	***207***	**NOT APPLICABLE**						
Weekend: Game Day (Fall)														
▪ Pitzer Fields/Facilities								110	14	15	29	5	24	29
▪ Football (3,500 Spectators)								1,408	466	--	466	--	640	640
▪ Club Sports (Rugby et al) Practice								40	20	--	20	--	20	20
Weekend: Game Day (Fall) Total	**NOT APPLICABLE**							***1,558***	***500***	***15***	***515***	***5***	***684***	***689***
Weekend: Game Day (Spring)														
▪ Pitzer Fields/Facilities								110	14	15	29	5	24	29
▪ Baseball (500 Spectators)								258	100	--	100	--	117	117
▪ Softball (500 Spectators)								246	100	--	100	--	112	112
▪ Club Sports (100 Spectators x2 Fields)								146	50	--	50	--	73	73
Weekend: Game Day (Spring) Total	**NOT APPLICABLE**							***760***	***264***	***15***	***279***	***5***	***326***	***331***

PITZER FIELDS/FACILITIES TRAFFIC

BASIS: "SOCCER COMPLEX" – LAND USE CODE 488 [1] APPLIED TO TWO MULTI–PURPOSE FIELDS WITH 50% OVERLAP (WALK–IN) FACTOR.

	WEEKDAY							WEEKEND (SATURDAY)						
	DAILY	AM PEAK HOUR			PM PEAK HOUR			DAILY	AM PEAK HOUR			PM PEAK HOUR		
DESCRIPTION	2–WAY	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	2–WAY	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
GENERATION RATE (TRIP ENDS/FIELD)	71.33	0.70	0.70	1.40	14.26	6.41	20.67	109.17 [2]	13.79	14.94	28.73	4.31	24.42	28.73 [3]

CMC/CMS FIELDS/FACILITIES TRAFFIC

* *SUPPORT BUILDING TRAFFIC*

BASIS: "GENERAL OFFICE BUILDING" LAND USE CODE 710 [4], APPLIED TO AN ESTIMATED EMPLOYEE COUNT OF 25 PERSONS REPORTING TO EAST CAMPUS FACILITIES. OTHER USES OF THE SUPPORT BUILDING (TEAM ROOMS, CLASSROOMS, LOCKERS, CONCESSIONS, AND STORAGE FACILITIES) WILL OVERLAP ENTIRELY WITH THE STUDENT AND TEAM POPULATIONS USING THE FIELDS AND RELATED FACILITIES.

	WEEKDAY							WEEKEND (SATURDAY)						
	DAILY	AM PEAK HOUR			PM PEAK HOUR			DAILY	AM PEAK HOUR			PM PEAK HOUR		
DESCRIPTION	2–WAY	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	2–WAY	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
GENERATION RATE (TRIP ENDS/EMPLOYEE)	3.32	0.42	0.06	0.48	0.08	0.38	0.46	NOM. [5]	NOM.	NOM.	NOM.	NOM.	NOM.	NOM.

* *WEEKDAY TEAM PRACTICE TRAFFIC*

- TEAM SIZE (INCLUDING COACHES): BASEBALL @ 30, SOFTBALL @ 20, FOOTBALL (OR TRACK AND FIELD) @ 100; (NOTE THAT TYPICAL SIZE FOR OTHER SPORTS IS 30 OR LESS).
- 50% WALK–IN; 50% DRIVE–IN @ 2.0/CAR.
- TEAM ARRIVAL EARLY TO MID–AFTEROON. "WORST CASE" DEPARTURE IS ALL DURING PM PEAK HOUR.

* *GAME DAY TEAM TRAFFIC*

- SAME AS PRACTICE FOR HOME TEAM (SEE ABOVE, BY SPORT).
- SIMILAR POPULATIONS AND TRAVEL TIMES FOR VISITING TEAM, BUT ASSUME ALL BY 15–PASSENGER VAN (40–PASSENGER BUS MORE TYPICAL FOR LARGER GROUPS).
- ON GAME DAYS, TEAMS ARRIVE APPROXIMATELY 1–2 HOURS PRIOR TO GAME TIME, BUT ARE ASSUMED TO DEPART IN THE HOUR FOLLOWING THE END OF GAME.

* *GAME DAY SPECTATOR TRAFFIC*

– BASEBALL AND/OR SOFTBALL:

500 MAXIMUM WEEKDAY SPECTATORS (COULD ALL BE AT ONE FIELD, OR SPLIT AMONG FIELDS), 50% WALK–IN, 50% DRIVE–IN @ 2.5/CAR, ARRIVAL HOUR IS EARLY TO MID–AFTERNOON, 100% DEPARTURE DURING PM PEAK HOUR (ALSO ACCOUNTS FOR PEAK SOCCER OR LACROSSE WEEKDAY ACTIVITY).

500 WEEKEND SPECTATORS/FIELD, 50% WALK–IN, 50% DRIVE–IN @ 2.5/CAR, ALL ARRIVE IN THE ONE HOUR BEFORE GAME TIME, ALL DEPART IN SINGLE HOUR AT END OF GAME.

– FOOTBALL:

NO WEEKDAY (AFTERNOON OR EVENING) GAMES.

WEEKEND AT FULL STADIUM CAPACITY (3,500 SEATS), 50% WALK–IN, 50% DRIVE–IN @ 3.0/CAR, 80% ARRIVE IN HOUR BEFORE GAME TIME, 20% ARRIVE 1–2 HOURS BEFORE GAME TIME, 100% DEPART IN THE HOUR FOLLOWING THE END OF GAME.

CUC/CLAREMONT COLLEGES CLUB SPORTS (RUGBY et al)

* *FIELD HOUSE TRAFFIC*

- NOMINAL AND OVERLAPPING WITH PRACTICE AND SCHEDULED PLAY.

* *WEEKDAY TEAM PRACTIC TRAFFIC*

- TEAM SIZE (INCLUDING COACHES): RUGBY @ 40; (NOTE THAT TYPICAL SIZE FOR OTHER CLUB SPORTS IS 30 OR LESS).
- 50% WALK–IN; 50% DRIVE–IN @ 2.0/CAR.
- TEAM ARRIVAL EARLY TO MID–AFTEROON. "WORST CASE" DEPARTURE IS ALL DURING PM PEAK HOUR.

* *GAME DAY TEAM TRAFFIC (TYPICALLY WEEKENDS ONLY)*

- SAME AS PRACTICE FOR HOME TEAM (SEE ABOVE).
- SIMILAR POPULATIONS AND TRAVEL TIMES FOR VISITING TEAM, BUT ASSUME ALL BY 15–PASSENGER VAN (40–PASSENGER BUS MORE TYPICAL FOR LARGER GROUPS).
- ON GAME DAYS, TEAMS ARRIVE APPROXIMATELY 1–2 HOURS PRIOR TO GAME TIME, BUT ARE ASSUMED TO DEPART IN THE HOUR FOLLOWING THE END OF GAME.

* *GAME DAY SPECTATOR TRAFFIC (TYPICALLY WEEKENDS ONLY)*

– CLUB SPORTS (RUGBY et al):

100 WEEKEND SPECTATORS/FIELD, 50% WALK–IN, 50% DRIVE–IN @ 2.5/CAR, ALL ARRIVE IN THE ONE HOUR BEFORE GAME TIME, ALL DEPART IN SINGLE HOUR AT END OF GAME.

[1] = SOURCE: TRIP GENERATION, 8TH EDITION, INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) [WASHINGTON, D.C. (2008)]

[2] = USES MULTIPLIER OF 3.8 x WEEKEND PEAK HOUR VOLUME BASED ON 110% OF RELATIONSHIP OF DAILY TO PM PEAK HOUR FOR LAND USE CODE 488.

[3] = ESTIMATED 15% INBOUND, 85% OUTBOUND.

[4] = SOURCE: TRIP GENERATION 8TH AND 9TH EDITIONS, INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) [WASHINGTON, D.C. (2008 AND 2012)].

[5] = NOMINAL AND OVERLAPPING WITH SCHEDULED PLAY.

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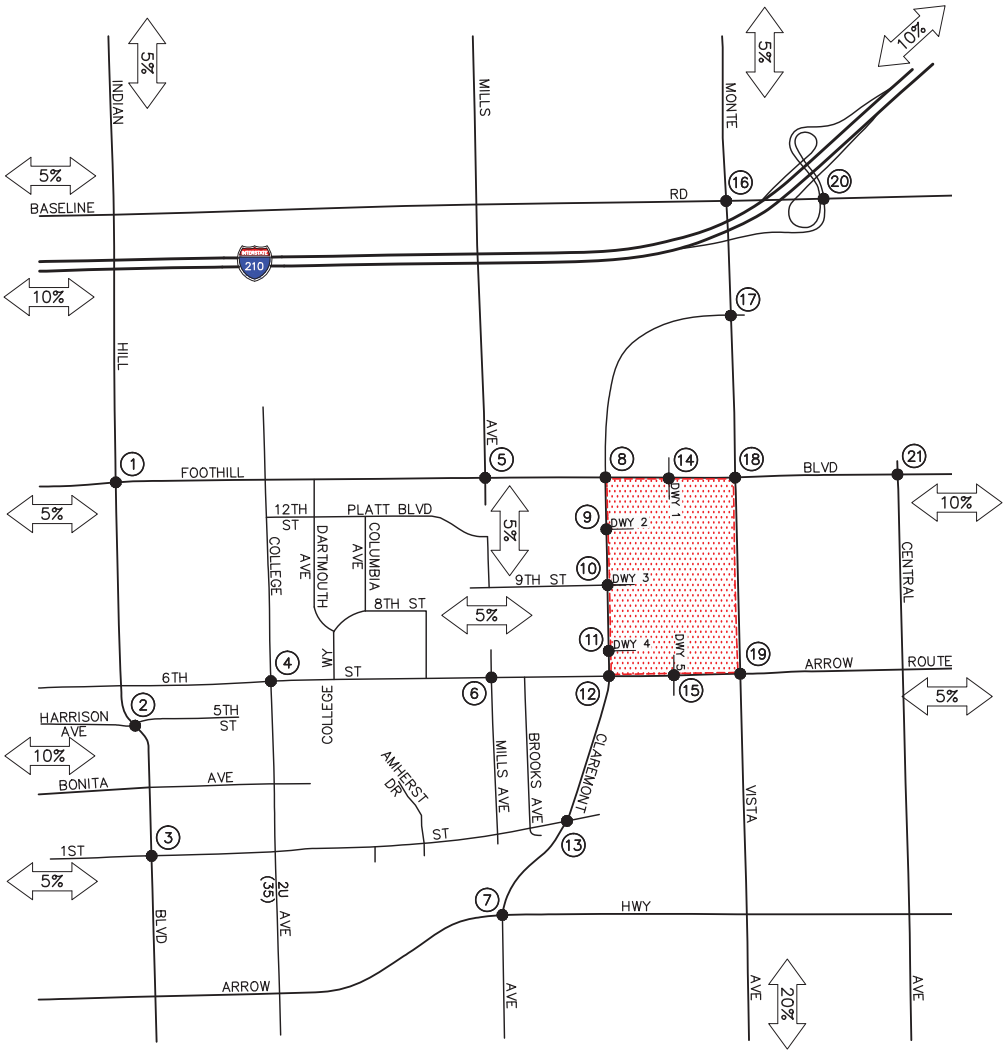
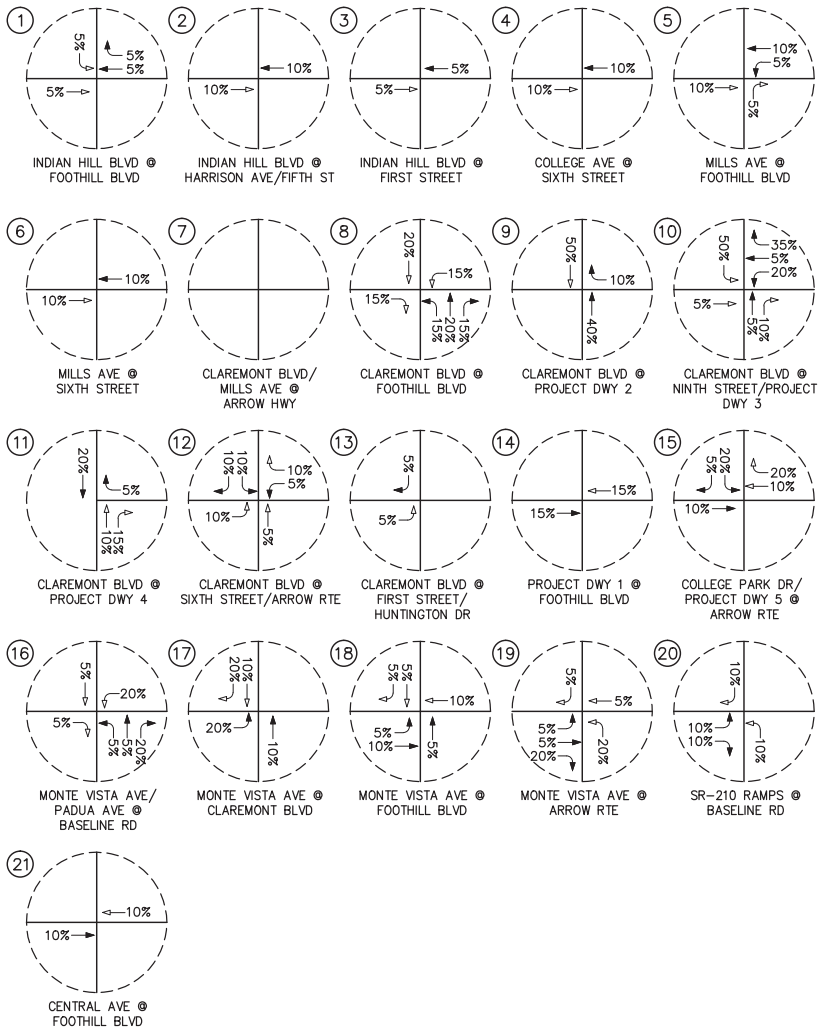
LINSCOTT LAW & GREENSPAN engineers

FIGURE 5–1

TRIP–MAKING BASIS FOR PITZER, CMC/CMS, AND CUC/CLAREMONT COLLEGES CLUB SPORTS (RUGBY et al) ACTIVITY

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE

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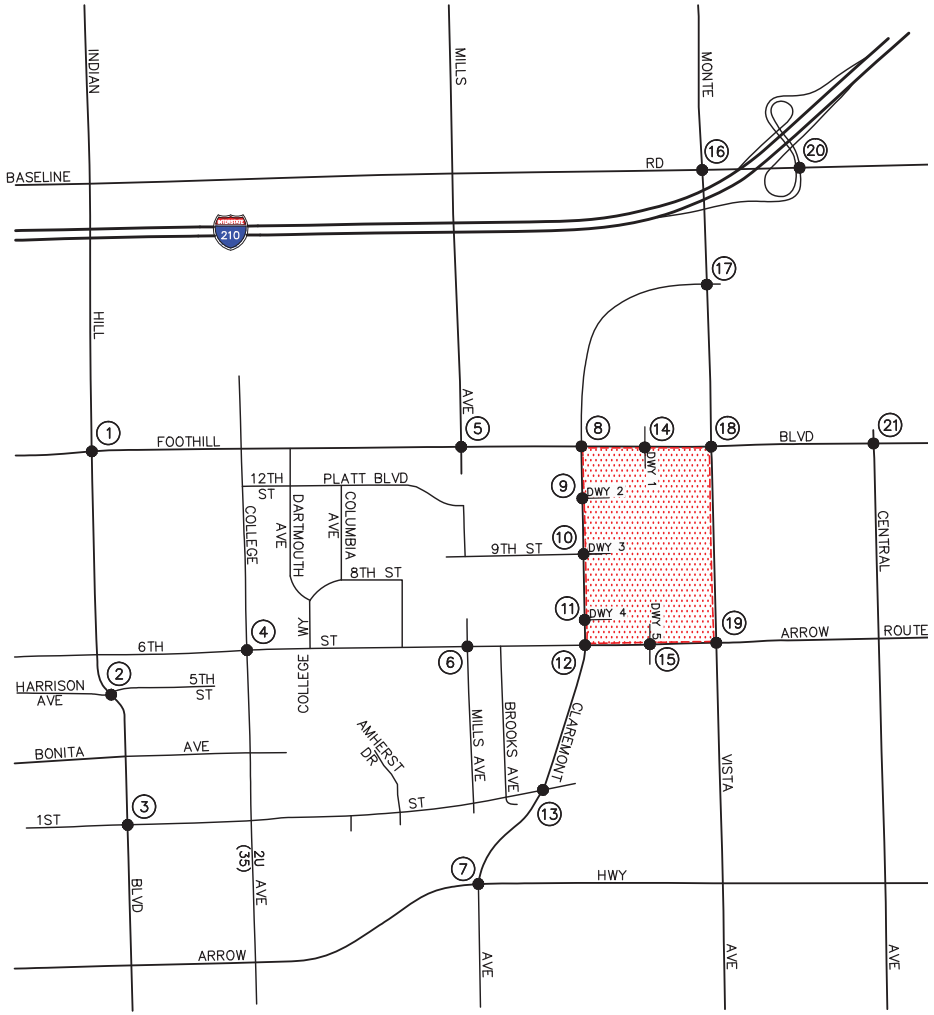
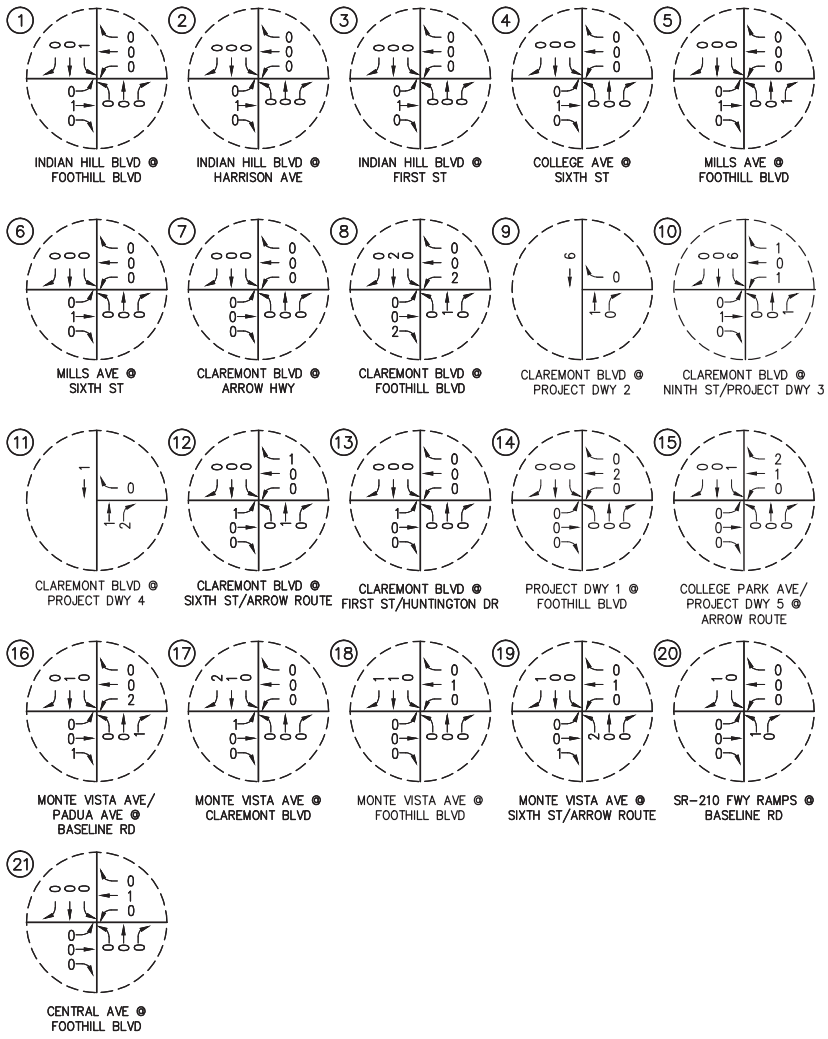
NO SCALE

FIGURE 5-2

PROJECT TRIP DISTRIBUTION PATTERN

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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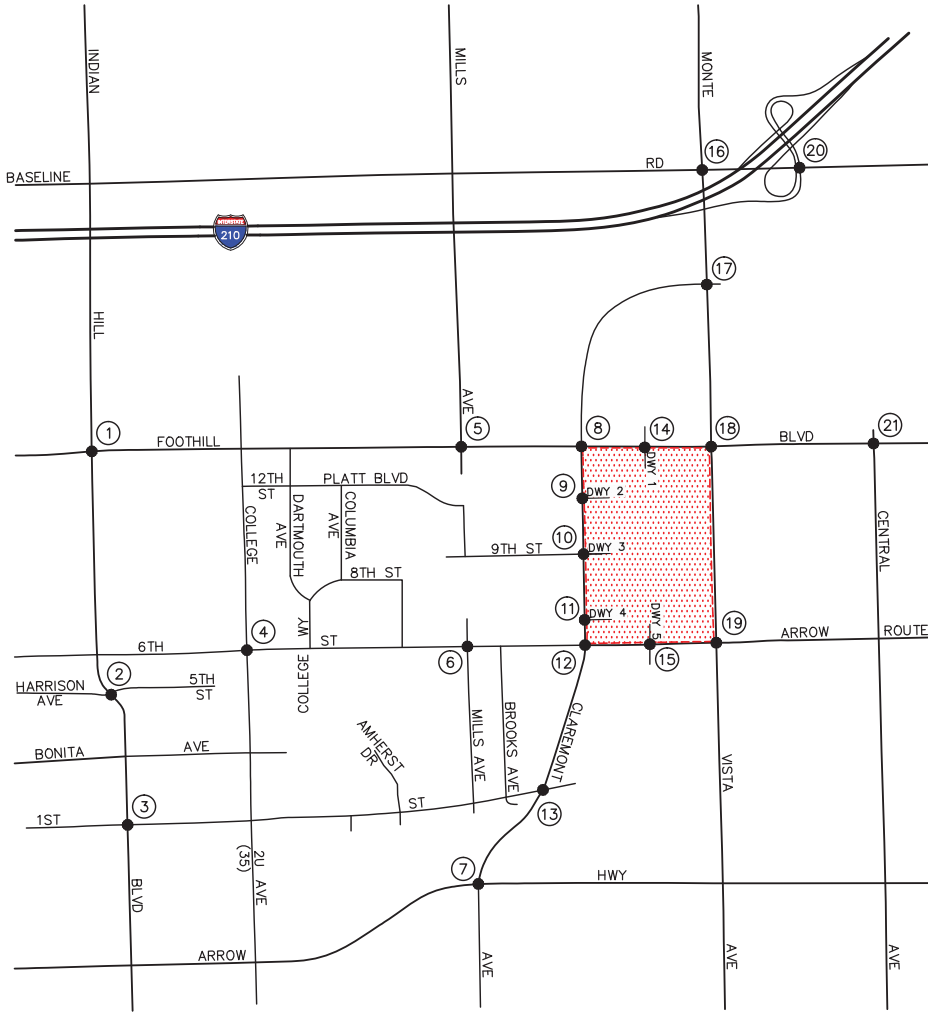
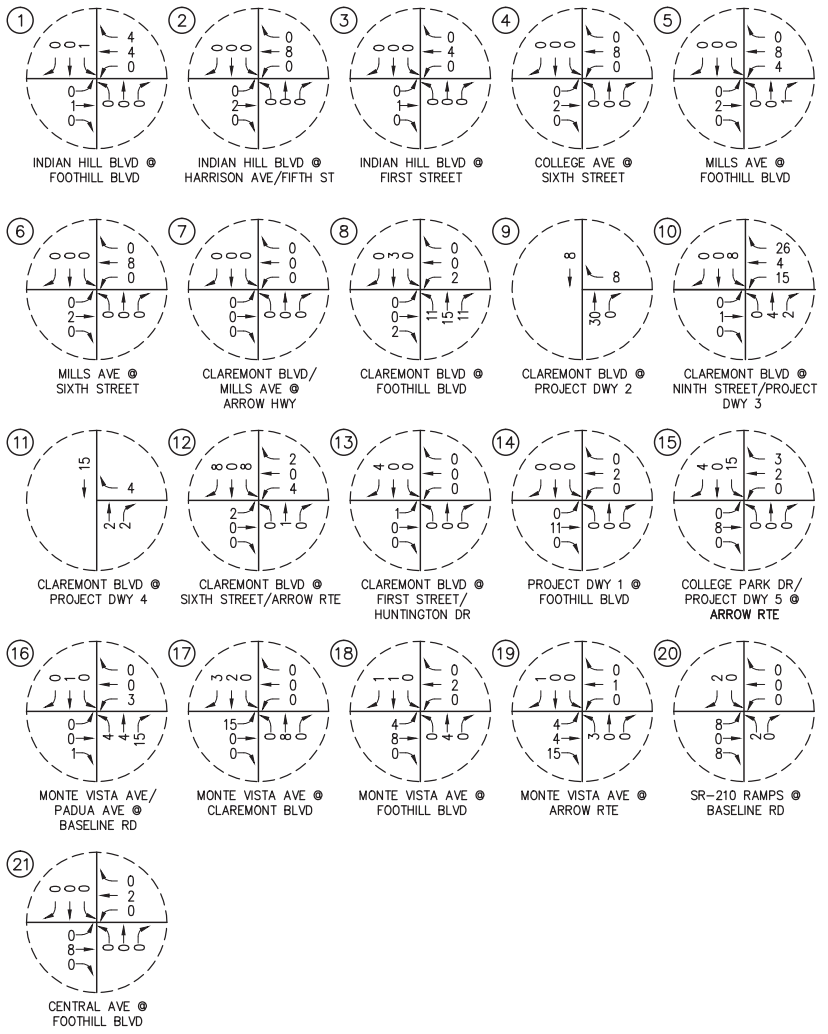
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 5-3

AM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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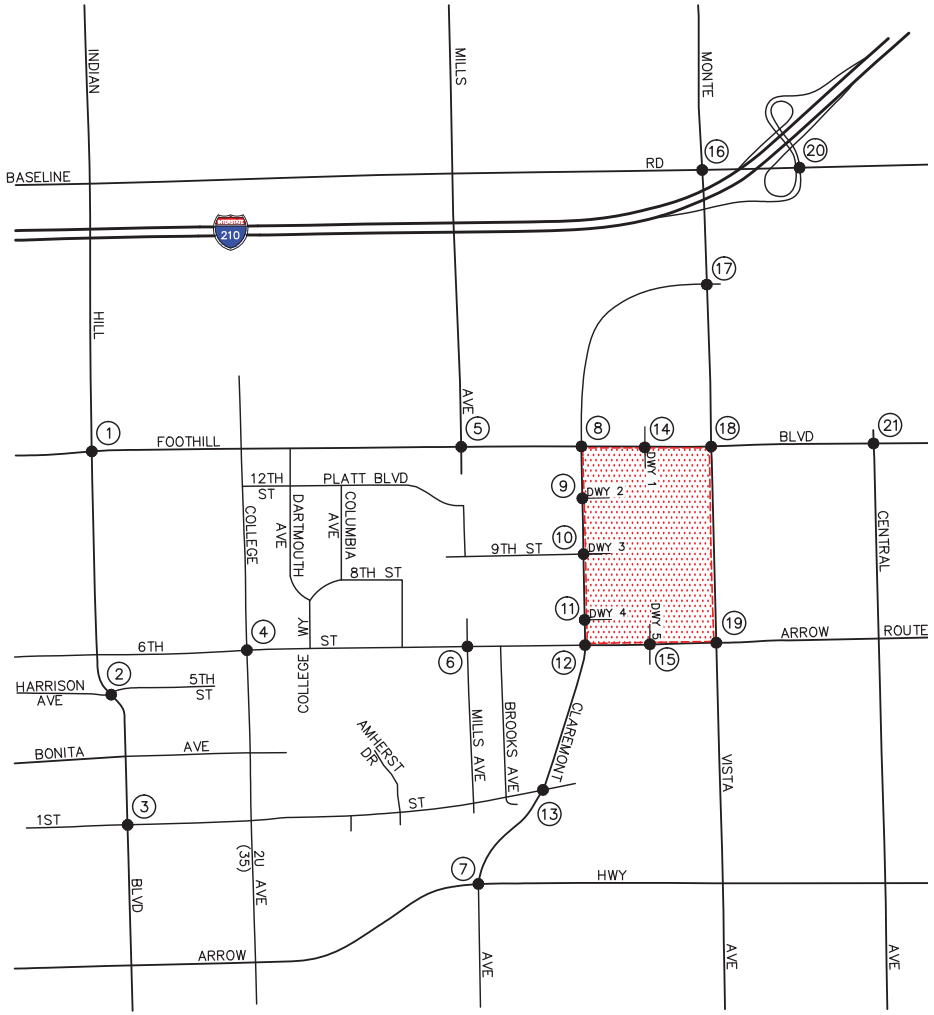
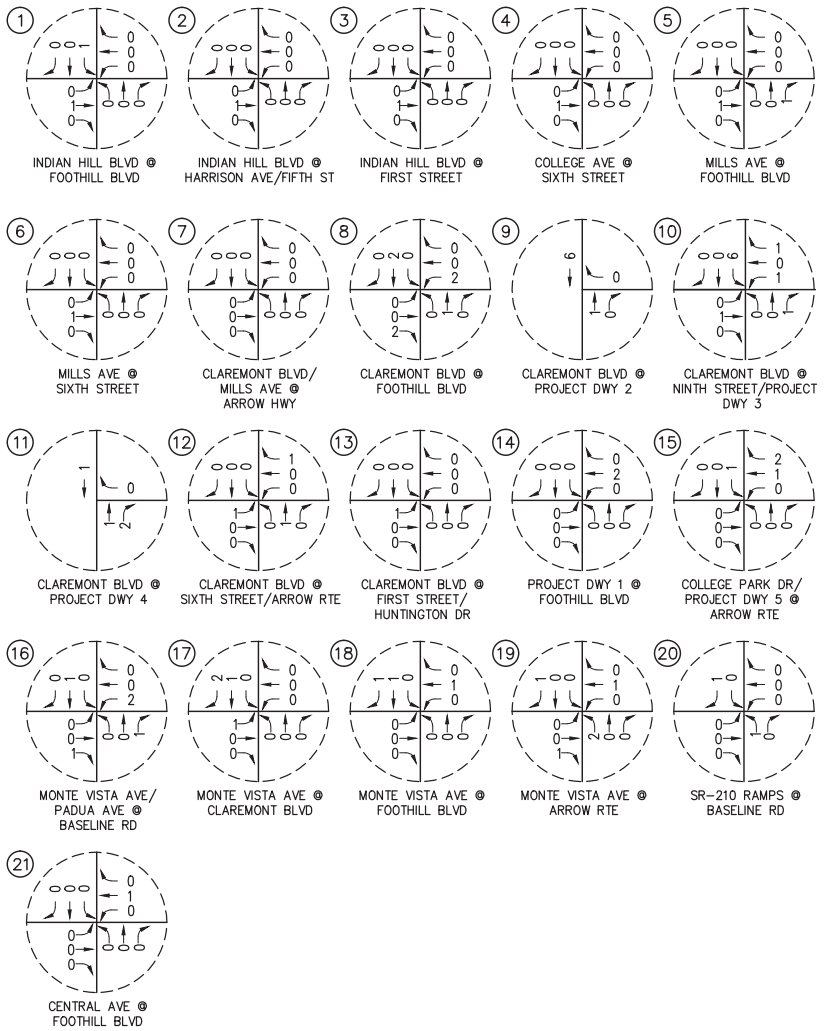
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 5-4

PM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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(#) = STUDY INTERSECTION
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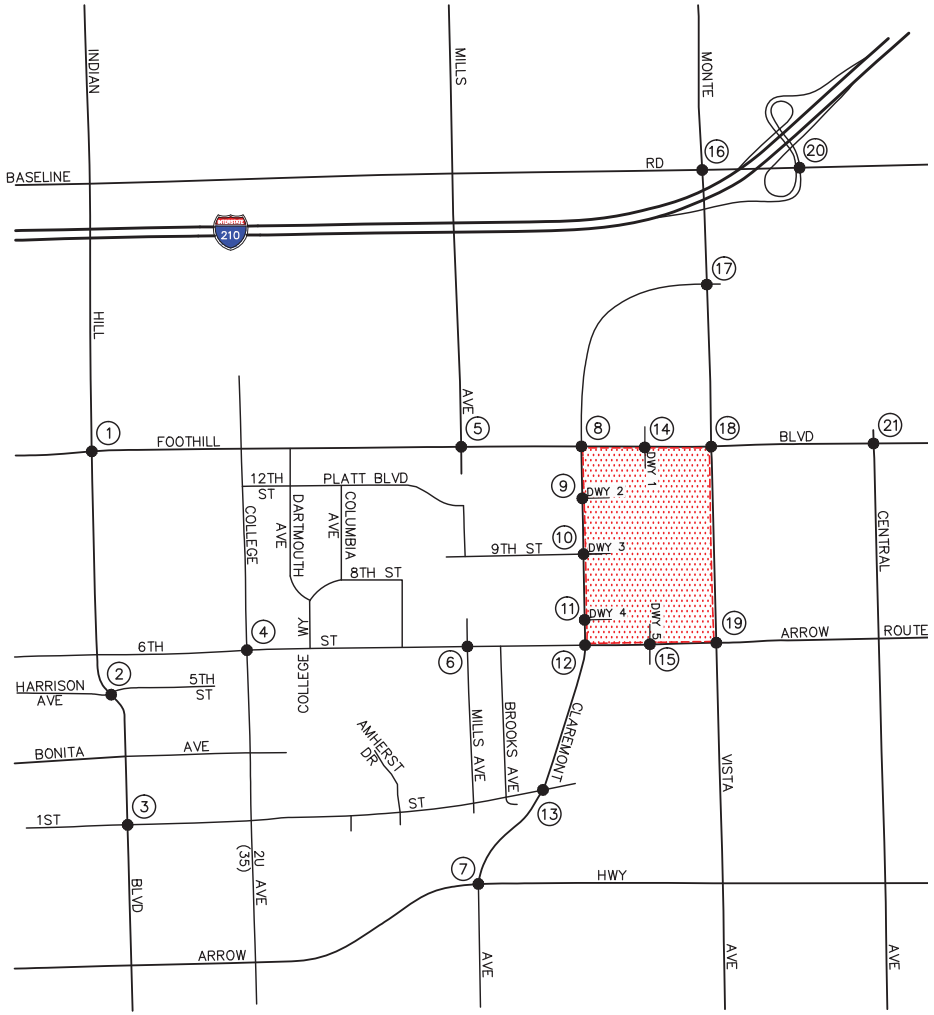
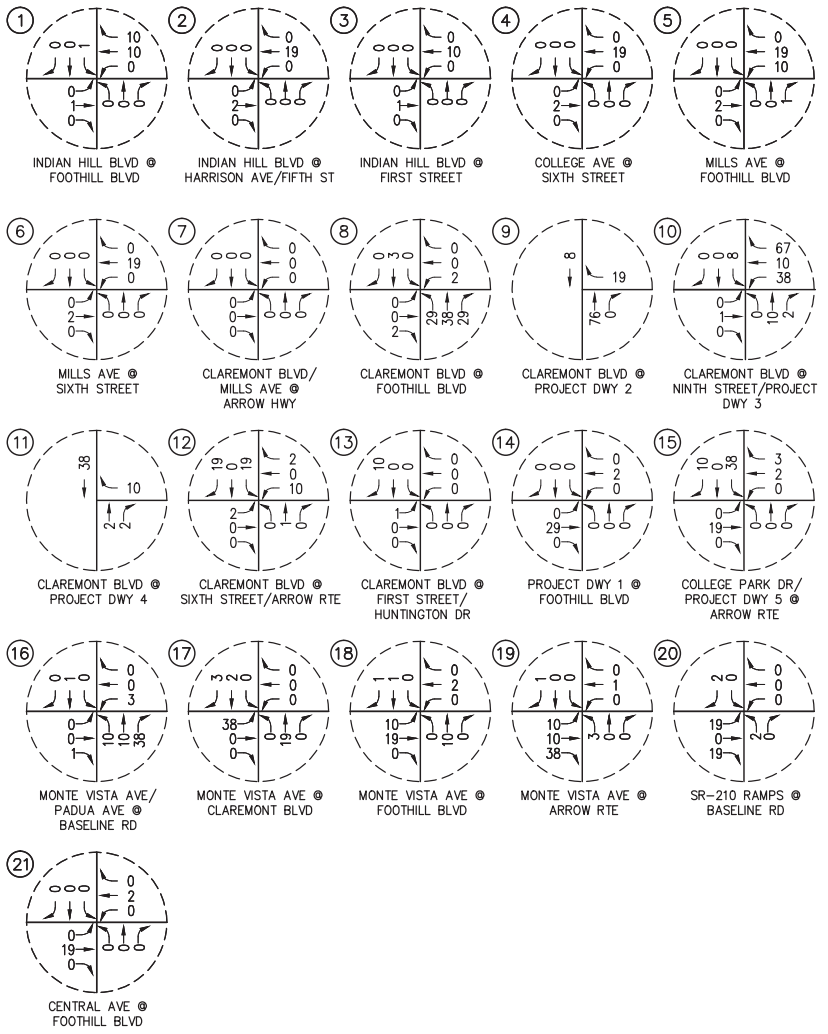
FIGURE 5-5

AM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKDAY: GAME DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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(#) = STUDY INTERSECTION

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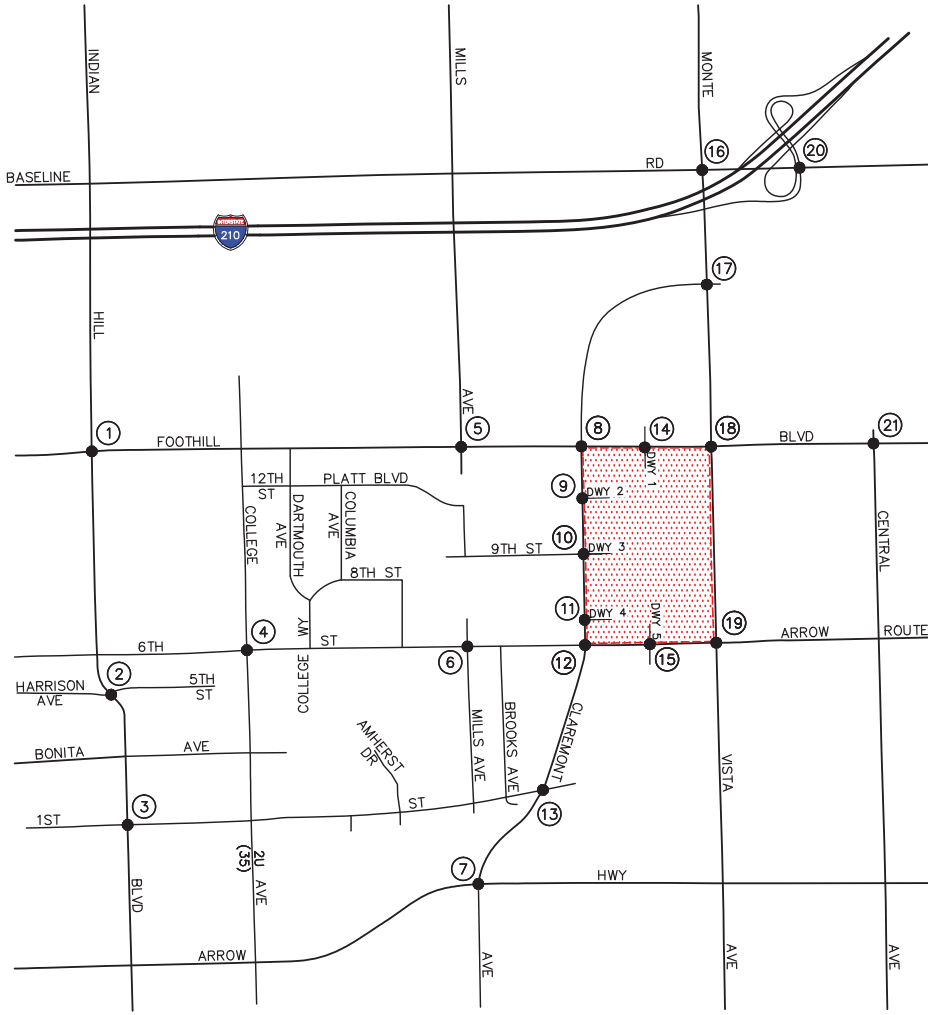
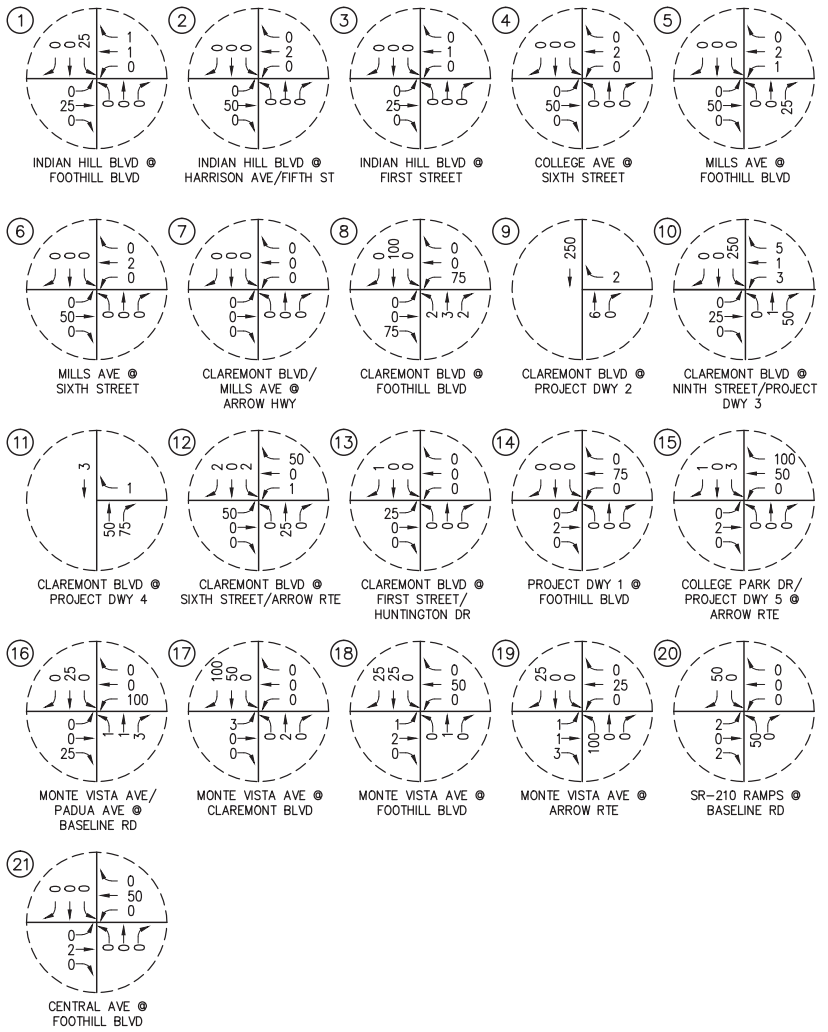
FIGURE 5-6

PM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKDAY: GAME DAY)

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY
(#) = STUDY INTERSECTION
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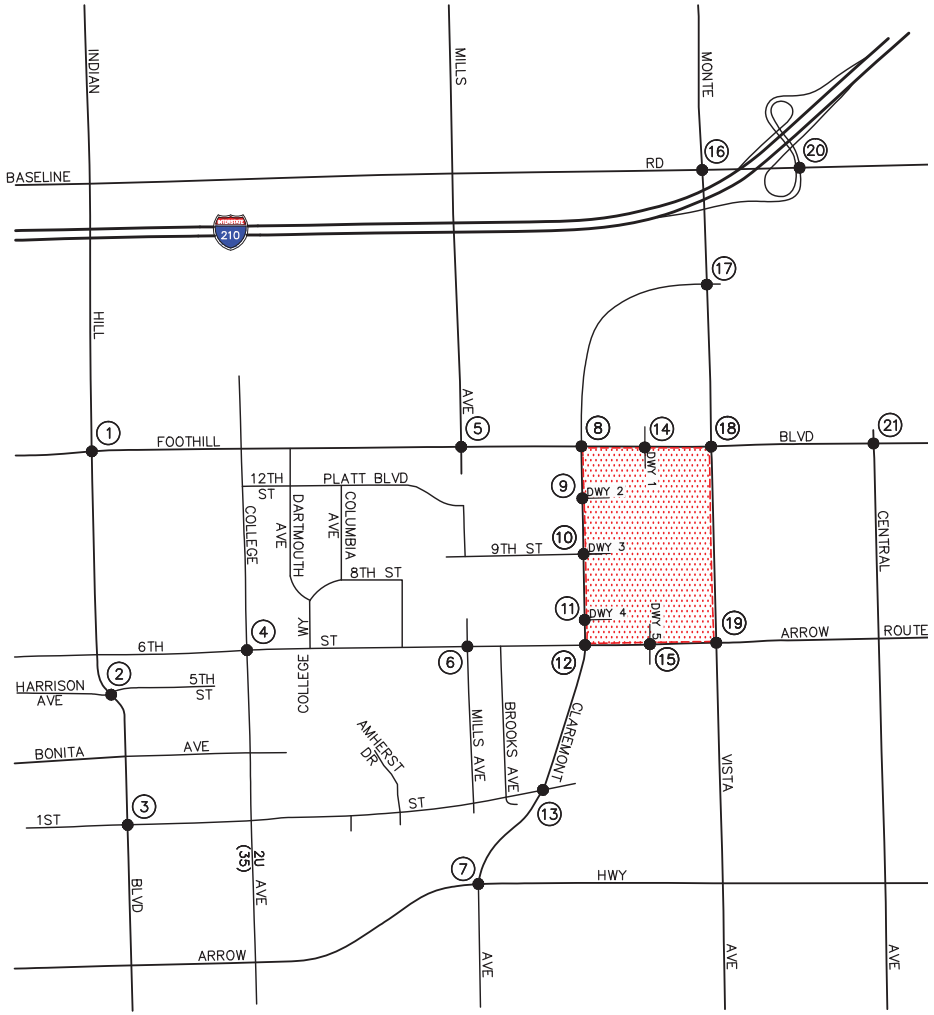
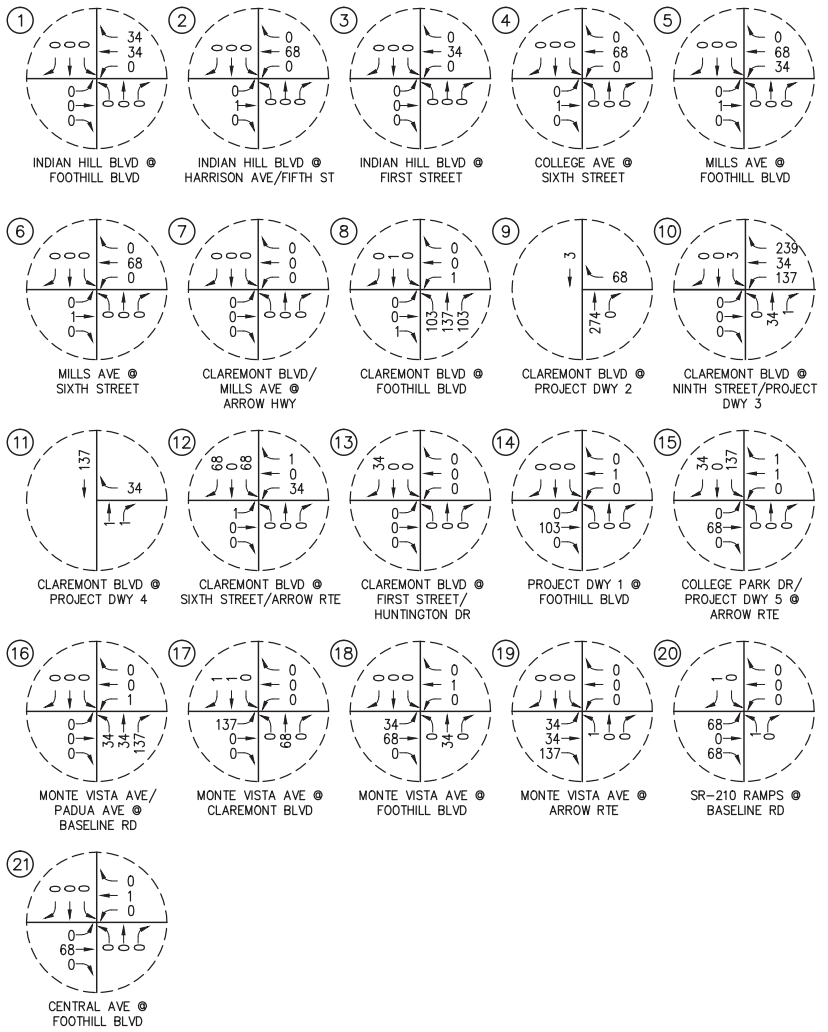
FIGURE 5-7

AM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKEND: GAME DAY [FALL])
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

(#) = STUDY INTERSECTION

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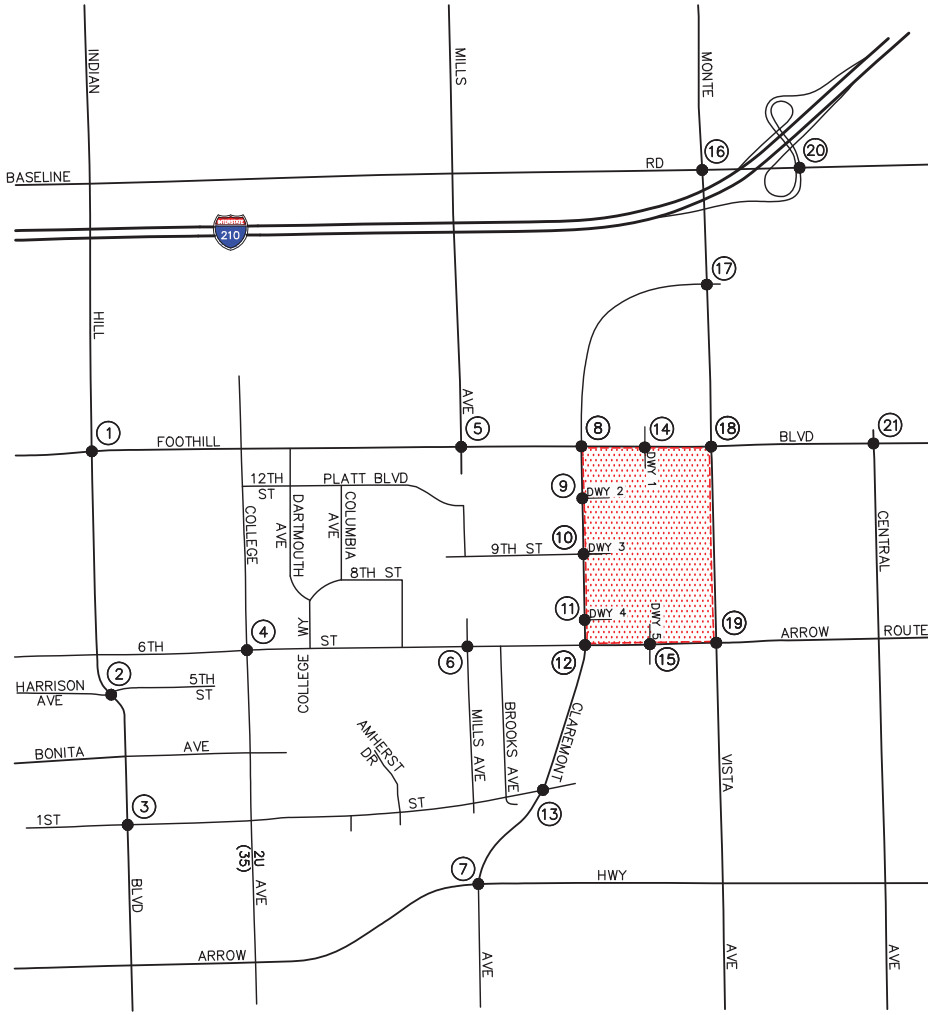
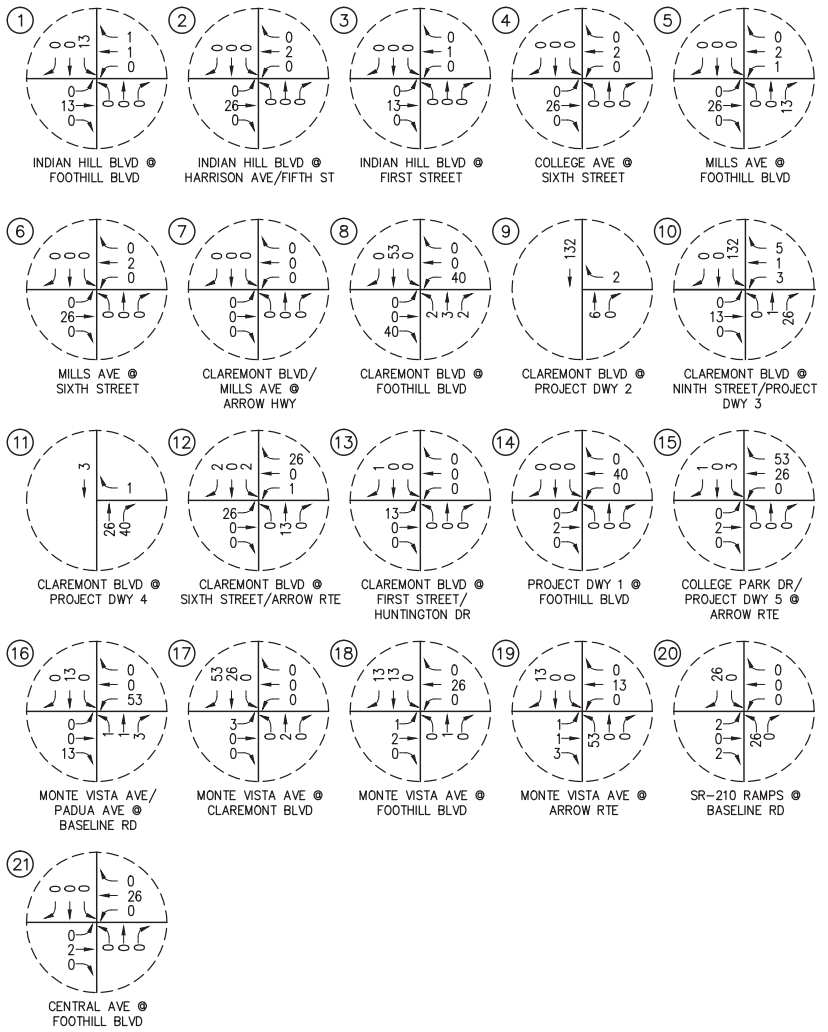
FIGURE 5-8

PM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKEND: GAME DAY [FALL])

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

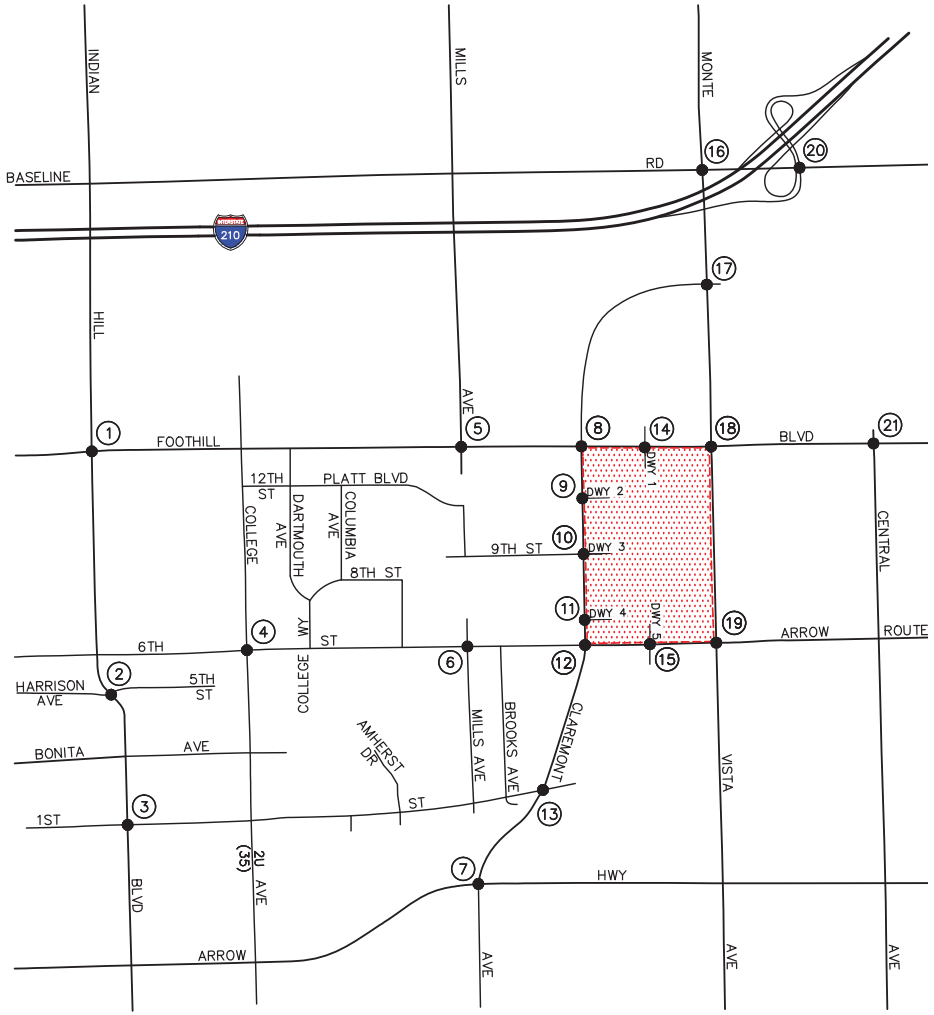
(#) = STUDY INTERSECTION

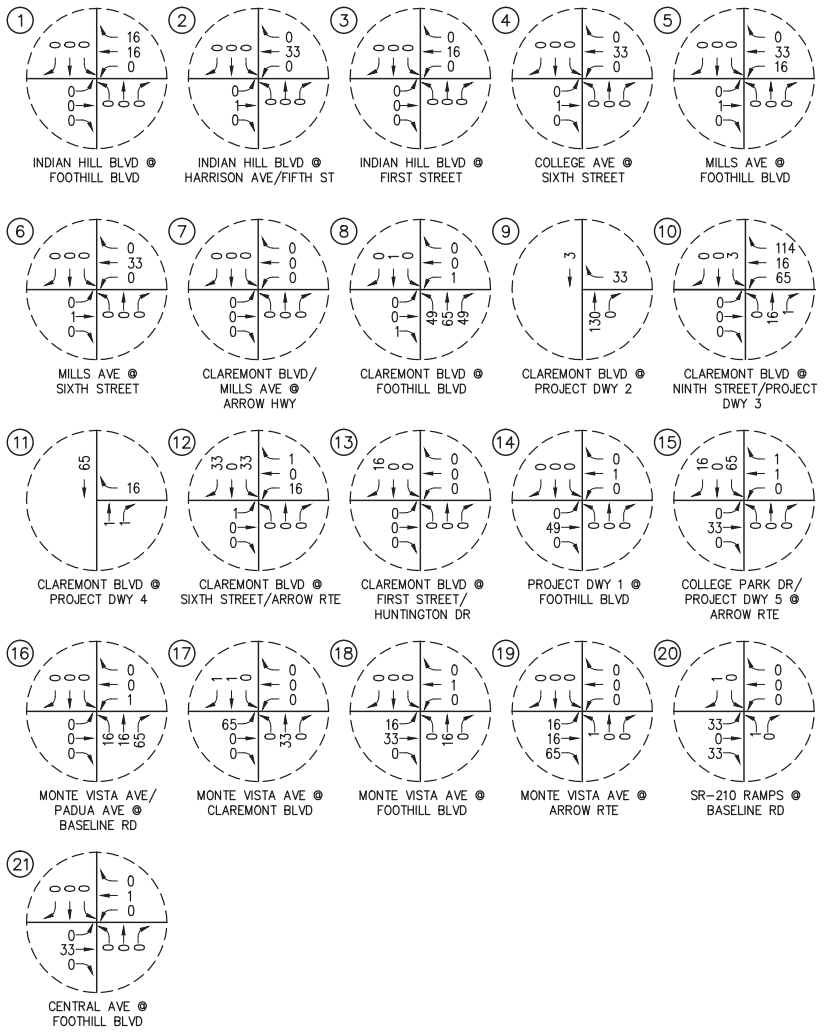
= PROJECT SITE

FIGURE 5-9

AM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKEND: GAME DAY [SPRING])

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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(#) = STUDY INTERSECTION

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FIGURE 5-10

PM PEAK HOUR PROJECT TRAFFIC VOLUMES (WEEKEND: GAME DAY [SPRING])

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Existing Plus Project (Weekday: Practice Day) Traffic

Existing Plus Project (Weekday: Practice Day) traffic forecasts and analyses of all twenty-one (21) key study intersections have been conducted by adding forecast Weekday: Practice Day Project traffic volumes to existing weekday traffic counts. These forecast traffic conditions have been prepared to evaluate the potential impacts of the Project upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any. The anticipated AM and PM peak hour Existing Plus Project (Weekday: Practice Day) traffic volumes at the key study intersections are presented in ***Figures 6-1*** and ***6-2***, respectively. As presented previously, this scenario is illustrative of conditions on four out of five weekdays.

6.2 Existing Plus Project (Weekday: Game Day) Traffic

Existing Plus Project (Weekday: Game Day) traffic forecasts and analyses of all twenty-one (21) key study intersections have been conducted by adding forecast Weekday: Game Day Project traffic volumes to existing weekday traffic counts. These forecast traffic conditions have been prepared to evaluate the potential impacts of the Project upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any. The anticipated AM and PM peak hour Existing Plus Project (Weekday: Game Day) traffic volumes at the key study intersections are presented in ***Figures 6-3*** and ***6-4***, respectively. As presented previously, this scenario is illustrative of conditions on one out of five weekdays.

6.3 Existing Plus Project (Weekend: Game Day [Fall]) Traffic

While weekday commuter peak hour conditions will dominate, Existing Plus Project (Weekend: Game Day [Fall]) traffic forecasts and analyses for a subset of six (6) of the key study intersections have also been conducted by adding forecast Weekend: Game Day [Fall] Project traffic volumes to existing weekend traffic counts at those six (6) locations. The anticipated AM and PM peak hour Existing Plus Project (Weekend: Game Day [Fall]) traffic volumes at the key study intersections are presented in ***Figures 6-5*** and ***6-6***, respectively.

6.4 Existing Plus Project (Weekend: Game Day [Spring]) Traffic

Similarly, Existing Plus Project (Weekend: Game Day [Spring]) traffic forecasts and analyses of those same six (6) key study intersections have been conducted by adding forecast Weekend: Game Day [Spring] Project traffic volumes to existing weekend traffic counts at those six (6) locations. The anticipated AM and PM peak hour Existing Plus Project (Weekend: Game Day [Spring]) traffic volumes at the key study intersections are presented in ***Figures 6-7*** and ***6-8***, respectively.

6.5 Year 2020 Cumulative Traffic

6.5.1 *Ambient Growth Traffic*

Mid-term horizon year traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the

study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of the one percent (1%) annual growth rate to existing baseline Year 2014 traffic volumes results in a six percent (6%) growth in existing volumes at the key study intersections to horizon Year 2020.

6.5.2 *Cumulative Projects Traffic*

Based on our research at the Cities of Claremont, Montclair, Upland and Pomona there are forty-two (42) cumulative projects within a two-mile radius of the Project study area, thirty-seven (37) of which have been concluded to have the potential for adding measurable traffic to the area street system, and to do so in a timeframe after the performance of "existing" traffic counts used in this study. Cumulative projects are closely related past, present and reasonably foreseeable probable future projects. This traffic impact analysis assumes that all of these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since it is possible that not all of these projects will be operational when the proposed Project is fully in place. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. The locations of the thirty-seven (37) cumulative projects with measurable added traffic potential are presented in ***Figure 6-9***.

The five (5) other cumulative projects considered for integration within this traffic study are all other area college projects that are not expected to change the student population and/or faculty/staff characteristics on their respective campuses. They are not expected to add measurable traffic to the "existing" traffic count baseline on the area street system, and thus were dismissed from the cumulative analysis. While some of these projects may already be in place, they are considered here because their construction and occupancy may be subsequent to the count date of existing traffic volumes (on key area roadways) used in this study. They are:

- *Phase 2 of the Pitzer College Housing Master Plan* - This 312-bed dormitory project was concluded to provide on-campus housing for students already enrolled but that live off-site. According to information contained in the *Initial Study for Pitzer College's Housing Master Plan (MAR #04-A37), April 2005),* a reduction in traffic generated by Pitzer College was expected with this project.
- *Pomona College* – This 150-bed dormitory project provides on-campus housing for students already enrolled and reporting to the campus but that now live off-site. As such this project was expected to produce redirected on-foot or vehicular traffic that is not new to the area street system. (Source: *Pomona College Master Plan Initial Study*).
- *Claremont McKenna College Kravis Center* – The 162,000 SF administrative/academic building did not generate any substantial additional traffic because the primary users (i.e. CMC campus staff/personnel) of the new building were occupants of campus buildings that were demolished (Source: *Claremont McKenna College West Campus Building; File #08-A07 Initial Study*).

- *Scripps College Ceramic Building* - The 2,500 SF ceramic studio is an ancillary use for the college and was not expected to generate any substantial additional traffic.
- *Scripps College Dormitory* - The dormitory with 82 student bed count was not expected to generate any substantial additional traffic.

Table 6-1 identifies the locations and development totals of the thirty-seven (37) cumulative projects. ***Table 6-2*** presents the resultant trip generation for the thirty-seven (37) cumulative projects. As shown in *Table 6-2*, the thirty-seven (37) cumulative projects are expected to generate a combined total of 79,438 daily trips (one half arriving, one half departing) on a "typical" weekday, with 5,458 trips (2,571 inbound and 2,887 outbound) forecast during the AM peak hour and 7,910 trips (4,264 inbound and 3,646 outbound) forecast during the PM peak hour.

It should be noted that the *Table 6-2* forecasts for many of these cumulative projects were, where possible, extracted from the formal traffic study report for each. These studies were generally prepared over the last four years with some dating back to 2005. As, such, these cumulative trips are a combination of individual project trip generation forecasts using the Trip Generation Manual, 7th, 8th or 9th Editions, (2003/2008/2012) as well as approved traffic studies on file with the City of each project location as identified in *Table 6-1*. Further, for projects without documented trip generation forecasts, those forecasts were prepared as part of this study using the cumulative project descriptions as presented in *Table 6-1*. Where applicable, pass-by, internal capture, diverted trips and/or mode shift adjustments factors were utilized in preparing and are reflected in the related projects trip generation potential.

Additionally, as a post-graduate institution, Claremont Graduate University was concluded to not fit the ITE's characterization for Land Use Code 550: University/College due to a much greater propensity for student commuting than is reflected in ITE's database. As such, refined trip factors specific to CGU were developed and carried over to *Table 6-2*.

The anticipated AM and PM peak hour cumulative projects (Weekday) traffic volumes at the key study intersections are presented in ***Figures 6-10*** and ***6-11***, respectively. It should be noted that these volumes do not include Project traffic.

Figures 6-12 and ***6-13*** present AM and PM peak hour Year 2020 Cumulative (Weekday) traffic volumes at the key study intersections, respectively. It should be noted that the Year 2020 Cumulative traffic volumes include six percent (6%) ambient traffic growth as well as the traffic from the thirty-seven (37) cumulative projects. These volumes do not include Project traffic.

6.6 Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic

The *Table 5-1* estimates of total future Project-generated (Weekday: Practice Day) traffic volumes were added to the Year 2020 Cumulative conditions to develop traffic projections for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The resulting traffic volumes during the AM and PM peak hour at the key study intersections are illustrated in ***Figures 6-14*** and ***6-15***, respectively.

6.7 Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic

The *Table 5-1* estimates of total future Project-generated (Weekday: Game Day) traffic volumes were added to the Year 2020 Cumulative conditions to develop traffic projections for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The resulting traffic volumes during the AM and PM peak hour at the key study intersections are illustrated in ***Figures 6-16*** and ***6-17***, respectively.

6.8 Year 2030 Cumulative Traffic

Year 2030 traffic forecasts as developed in other Project-Area planning and circulation studies generally refer to a "buildout" condition of each City's General Plan. Given the Project's relatively dominant access orientation to the City of Claremont, that City's Year 2030 cumulative base traffic volumes were developed by utilizing the volumes directly from *City of Claremont Draft Circulation Element EIR Transportation Study,* prepared by Meyer Mohaddes Associates (MMA) dated June 2006 as reported for the following five (5) study intersections:

1. Indian Hill Boulevard at Foothill Boulevard (Claremont)
5. Mills Avenue at Foothill Boulevard (Claremont)
8. Claremont Boulevard at Foothill Boulevard (Claremont)
16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont)
18. Monte Vista Avenue at Foothill Boulevard (Upland)

To develop traffic volumes for the remaining intersections, including key intersections in the City of Upland, an annual growth rate of 2.3% per year was used. This annual growth rate was determined by conducting a "screenline" assessment of the projected Year 2030 volumes at the above-referenced intersections in comparison to the Year 2014 existing baseline traffic volumes summarized in *Figures 3-5* and *3-6.* The method by which the annual growth rate was developed, and thus future traffic volumes are forecast, is consistent with industry traffic engineering practice. The growth rate of 2.3% was applied over a 16 year period to increase baseline Year 2014 existing volumes to represent Year 2030 traffic conditions. The application of the 2.3% percent annual growth rate to existing baseline Year 2014 traffic volumes results in a 36.8% growth in existing volumes at the key study intersections to the Year 2030. It should be noted that the Metrolink-Gold Line combined station in Claremont, approved Claremont McKenna College (CMC) Master Plan Project, pending Claremont Graduate University (CGU) Master Plan Project, and pending Pomona College Master Plan Project trips were further superimposed on Year 2030 traffic volumes to derive total Buildout Year 2030 traffic in the absence of the Project. This methodology provides a more conservative analysis than relying on the 2.3% annual growth rate alone.

Figures 6-18 and ***6-19*** present AM and PM peak hours Year 2030 Cumulative (Weekday) traffic volumes at the key study intersections, respectively.

6.9 Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic

The estimates of full Project-generated (Weekday: Practice Day) traffic volumes were added to the Year 2030 Cumulative conditions to develop traffic projections for the Year 2030 Cumulative Plus Project (Weekday: Practice Game) traffic conditions. The resulting traffic volumes during the AM and PM peak hours at the key study intersections are illustrated in ***Figures 6-20*** through ***6-21***, respectively.

6.10 Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic

The estimates of full Project-generated (Weekday: Game Day) traffic volumes were added to the Year 2030 Cumulative conditions to develop traffic projections for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The resulting traffic volumes during the AM and PM peak hours at the key study intersections are illustrated in ***Figures 6-22*** through ***6-23***, respectively.

TABLE 6-1

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[21]

No.	Cumulative Project	Location/Address	City/Jurisdiction	Description
1.	Claremont Commons Project	North of Foothill Boulevard, between Claremont Boulevard and Monte Vista Avenue	Claremont	76,800 SF of office, 35,800 SF of retail shops and 5,000 SF fast-food restaurant
2.	Tentative Tract No. 54373	Southwest corner of Monte Vista Avenue and Baseline Road	Claremont	50-unit multifamily development
3.	Pomona College South Campus	North of First Street between Amherst Avenue and Columbia Avenue	Claremont	Two level parking structure with soccer field above
4.	Claremont Graduate University Master Plan	South of Foothill Blvd between College Avenue and Dartmouth Avenue	Claremont	Additional 415 Students
5	CUC Administrative Campus and Pomona Grounds Facility	101 S. Mills Street, SW quadrant of Claremont Boulevard and First street	Claremont	42,600 SF administration building and 5,500 SF facilities office (net increase of 93 employees)
6.	Courier Place	111 S. College Avenue	Claremont	38 senior rental units, 37 rental family units
7.	Fresh and Easy	807 S. Indian Hill Boulevard	Claremont	6,600 SF retail building
8.	City Ventures (10-A18)	Southeast of Baseline Road and Towne Avenue	Claremont	42 townhomes
9.	Claremont Club Master Plan	1777 Monte Vista Avenue	Claremont	5,000 SF fitness/exercise/therapy building
10.	Baseline Road/Johnson Stone Barns	618 W. Baseline Road	Claremont	61 condominium units, 3,000 SF office building
11.	Rancho Santa Ana Botanic Garden	1500 N. College Avenue	Claremont	14,470 SF new visitor center/education building and 5-units single family homes

Notes:

- SF = Square Feet

[21] Source: *City of Upland Community Development Department, City of Claremont Planning Department, City of Montclair Planning Department and City of Pomona Planning Department*. These projects (some of which are built and/or underway) could add traffic to the traffic count baseline used in this study.

TABLE 6-1 (CONTINUED)
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[22]

No.	Cumulative Project	Location/Address	City/Jurisdiction	Description
12.	TTM62814	365 San Jose Avenue	Claremont	13 residential townhomes
13.	Harvey Mudd College Master Plan Amendment	South of E. Foothill Boulevard and north of Platt Boulevard, between N. Dartmouth Avenue and N. Claremont Boulevard	Claremont	HMC Master Plan includes increasing current building floor area from 634,377 GSF to 903,911 GSF, while maintaining current entitlement of 800 students (current enrollment total 734 students – net increase 66 students).
14.	Metrolink-Gold Line combined station	South of First Street and east of College Avenue at the existing Metrolink parking lot.	Claremont	700 parking spaces and 90,000 SF Retail/Commercial
15.	Claremont McKenna College Master Plan	South of Eighth Street and North of First Street, Between College Avenue and Mills Avenue	Claremont	Increasing building floor area up to 979,000 GSF while increasing enrollment by 250 students
16.	D.R. Horton	Baseline Road at Mountain Avenue	Claremont	54 new single family homes
17.	Claremont Inn/Old School House Specific Plan	Foothill Blvd at Indian Hill Boulevard	Claremont	126-unit residential condominiums/townhomes
18.	Village Lofts	127 Oberlin Ave.	Claremont	With 75 residential apartments, 10 live/work units, and 13,000 square feet of retail.
19.	The Olson Company	440 Vista Drive	Claremont	21-unit detached residential project
20.	Mt San Antonio Gardens Master Plan	Harrison Avenue at Mountain Avenue	Claremont	3 10-bed skilled nursing facilities, 19 senior units, and 46 multi-family senior units
21.	Pomona College Master Plan	South of Eighth Street, North of First Street, East of Harvard Avenue, and West of Amherst Avenue	Claremont	Additional 50 students

Notes:

- SF = Square Feet

[22] Source: *City of Upland Community Development Department, City of Claremont Planning Department, City of Montclair Planning Department and City of Pomona Planning Department*. These projects (some of which are built and/or underway) could add traffic to the traffic count baseline used in this study.

TABLE 6-1 (CONTINUED)
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[23]

No.	Cumulative Project	Location/Address	City/Jurisdiction	Description
22.	Quick Service & Car Wash	9399 Autoplex Drive	Montclair	4,925 SF quick service & car wash and future 20,000 SF building
23.	Multi-Family Residential Units	Northeast corner of Monte Vista Avenue and Moreno Street	Montclair	385-unit multi-family residential development
24.	North Montclair Downtown Specific Plan	Huntington ROW, Monte Vista Avenue, Moreno Street and Central Avenue	Montclair	2,800 condominium units and 325,000 of retail space
25.	Arrow Station	4974 Arrow Highway	Montclair	99 apartments and 30 small lot units
26.	Davita Dialysis	9140 Monte Vista Avenue	Montclair	8,500 outpatient clinic
27.	Ashley Furniture	Montclair Plaza	Montclair	41,600 SF retail
28.	New Retail User	5150 North Plaza Lane	Montclair	40,000 SF retail
29.	Montclair Plaza Expansion	5060 E Montclair Plaza Lane	Montclair	150,000 SF retail
30.	Baseline Road Master Plan	North of Baseline Road/16th Street, South of I-210 Freeway, west of Benson Avenue	Upland	265-unit single family homes, 135-unit condominium development, 100,000 SF retail center and 55-acre City Park
31.	Wyeth Cove Specific Plan Tentative Tract No. 18106	Southeast corner of Benson and 15th Street	Upland	40-unit single family residential development
32.	Tentative Tract No. 17402	1489 W. Foothill Blvd	Upland	72-unit single family residential development
33.	Tentative Tract No. 17721	1511 W. Foothill Blvd	Upland	46-unit single family residential development
34.	College Park Mixed-Use Development	Southwest corner of Monte Vista Avenue And Arrow Route	Upland	44,335 SF of retail/commercial floor area, 97-unit single family development
35.	Upland Crossing (Tentative Tract No. 18249 and 18274)	East of Monte Vista Avenue, between Foothill Boulevard and 11th Street	Upland	223-unit single family residential development, 145-unit single family residential development and 27,500 SF retail center

Notes:

- SF = Square Feet

[23] Source: *City of Upland Community Development Department, City of Claremont Planning Department, City of Montclair Planning Department and City of Pomona Planning Department*. These projects (some of which are built and/or underway) could add traffic to the traffic count baseline used in this study.

TABLE 6-1 (CONTINUED)

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[24]

No.	Cumulative Project	Location/Address	City/Jurisdiction	Description
36.	Car Rental	1568 Indian Hill Blvd.	Pomona	1,600 SF car rental
37.	Hospital/MOB	255 Bonita Avenue	Pomona	22,000 SF outpatient office and 35,000 SF hospital

Notes:

- SF = Square Feet

[24] Source: *City of Upland Community Development Department, City of Claremont Planning Department, City of Montclair Planning Department and City of Pomona Planning Department*. These projects (some of which are built and/or underway) could add traffic to the traffic count baseline used in this study.

TABLE 6-2

CUMULATIVE PROJECTS TRIP GENERATION FORECAST[25]

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
City of Claremont:							
1. Claremont Commons Project[26]	3,234	241	89	330	121	221	342
2. Tentative Tract No. 54373	336	5	21	26	20	11	31
3. Pomona College South Campus[27]	--	--	--	--	21	43	64
4. Claremont Graduate University[28]	1,067	203	0	203	33	199	232
5. CUC Administrative Campus/Pomona Grounds Facility[29]	309	39	5	44	8	35	43
6. Courier Place	347	11	20	31	18	15	33
7. Fresh and Easy	675	14	10	24	35	34	69
8. City Ventures (10-A18)	244	3	15	18	15	7	22
9. Claremont Club Master Plan	165	3	4	7	10	8	18
10. Baseline Road/Johnson Stone Barns	387	8	24	32	22	14	36
11. Rancho Santa Ana Botanic Garden	379	15	12	27	11	15	26
12. TTM62814	76	1	5	6	5	2	7
13. Harvey Mudd College Master Plan Amendment[30]	157	11	3	14	4	10	14
14. Metrolink-Gold Line Combined Station	3,110	621	159	780	562	424	986
15. Claremont McKenna College Master Plan[31]	595	43	10	53	15	38	53
16. D.R. Horton	514	10	31	41	34	20	54
17. Claremont Inn/Old School House Specific Plan	732	9	46	55	44	22	66
18. Village Lofts[32]	1,045	40	54	94	56	36	92
19. The Olson Company	200	4	12	16	13	8	21
20. Mt. San Antonio Gardens Master Plan[33]	150	5	3	8	4	6	10
21. Pomona College Master Plan[34]	119	9	2	11	3	8	11

[25] Source: *Trip Generation, 7th, 8th or 9th Editions, Institute of Transportation Engineers (ITE), Washington, D.C. (2003/2008/2012)*. Further, where applicable, pass-by, internal capture, diverted trips and/or mode shift adjustments factors were utilized and are reflected in the related Projects trip generation potential.

[26] Source: *Traffic Impact Study for the Claremont Commons Project*, prepared by LLG Pasadena, November 2007.

[27] Source: *Traffic Impact Study for Pomona College South Campus*, prepared by LSA, April 2010.

[28] Source: *Traffic Impact Study for Claremont Graduate University Master Plan*, prepared by LLG Irvine, August 2014.

[29] Source: *Traffic Impact Study for CUC Administrative Campus/Pomona Grounds Facility*, prepared by LLG Costa Mesa, August 2010.

[30] Source: *Traffic Impact Study for Harvey Mudd College Master Plan Amendment*, prepared by LLG Costa Mesa, September 2010.

[31] Source: *Traffic Impact Study for the Claremont McKenna College Master Plan*, prepared by LLG Costa Mesa, September 2011.

[32] Source: *Traffic Impact Study for Village Lofts*, prepared by LLG Irvine, April 2012.

[33] Source: *Traffic Impact Study for Mt. San Antonio Gardens*, prepared by Albert A. Webb Associates, November 2009.

[34] Source: *Traffic Impact Study for Pomona College Master Plan*, prepared by LLG Irvine, August 2014.

TABLE 6-2

CUMULATIVE PROJECTS TRIP GENERATION FORECAST (CONTINUED) [35]

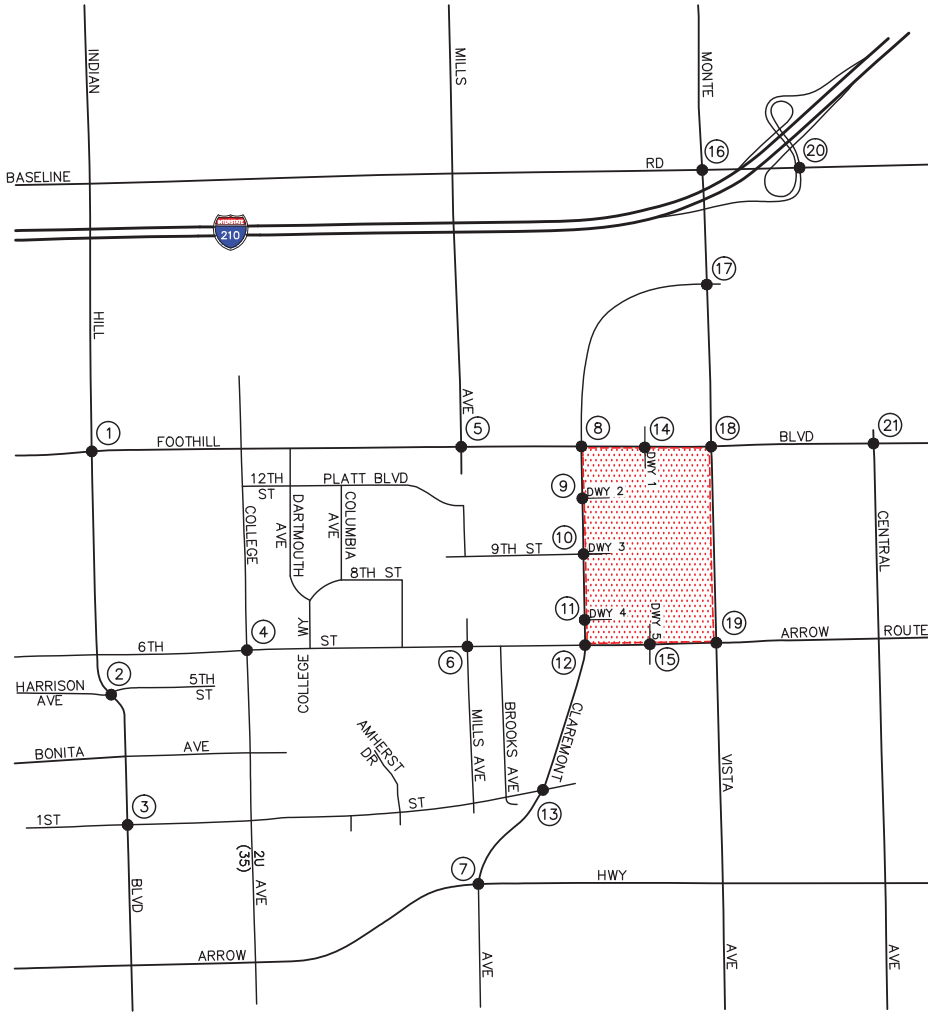
Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
City of Montclair:							
22. Quick Service & Car Wash[36]	2,968	125	104	229	141	141	282
23. Multi-Family Residential	2,237	27	142	169	135	65	200
24. North Montclair Downtown Specific Plan	26,927	383	1,135	1,518	1,447	990	2,437
25. Arrow Station	944	16	57	73	59	32	91
26. Davita Dialysis	307	16	4	20	8	22	30
27. Ashley Furniture	189	4	2	6	4	5	9
28. New User	1,537	22	13	35	47	51	98
29. Montclair Plaza Expansion	5,765	81	49	130	176	191	367
City of Upland:							
30. Baseline Road Master Plan[37]	7,801	150	259	409	497	360	857
31. Wyeth Cove Specific Plan – TT# 18106	383	8	22	30	26	15	41
32. Tentative Tract No. 17402	689	14	40	54	46	27	73
33. Tentative Tract No. 17721	440	9	26	35	29	17	46
34. College Park Mixed-Use Development[38]	7,969	247	255	502	208	214	422
35. Upland Crossing (TT# 18249 & 18274)	6,163	110	231	341	351	262	613
36. Car Rental	20	1	0	1	1	1	2
37. Hospital/MOB	1,258	63	23	86	35	77	112
Total Cumulative Projects Trip Generation Potential	**79,438**	**2,571**	**2,887**	**5,458**	**4,264**	**3,646**	**7,910**

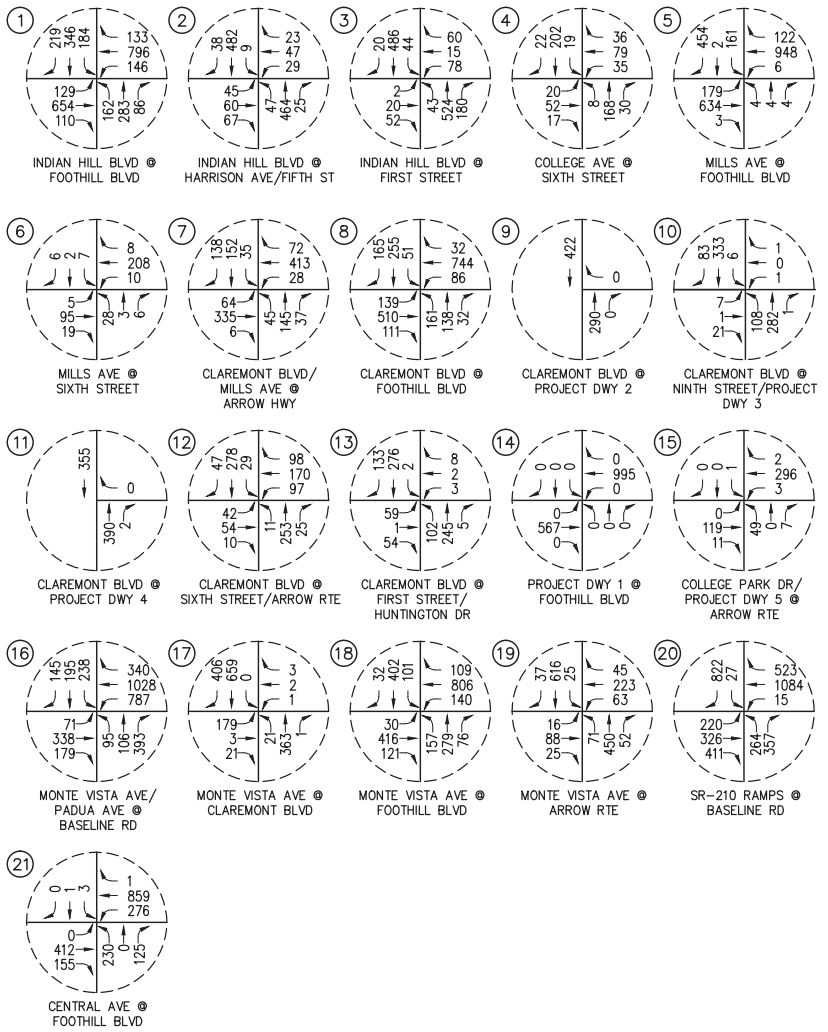
[35] Source: *Trip Generation, 7th, 8th or 9th Editions, Institute of Transportation Engineers (ITE), Washington, D.C. (2003/2008/2012)*. Further, where applicable, pass-by, internal capture, diverted trips and/or mode shift adjustments factors were utilized and are reflected in the related Projects trip generation potential.

[36] Daily value was obtained using 13% of land use Quick Lubrication Vehicle Shop.

[37] Source: *Traffic Impact Analysis Addendum for Baseline Road Master Plan*, prepared by LLG Costa Mesa, September 2006.

[38] Source: *College Park Mixed-Use Development Traffic Impact Analysis Addendum*, prepared by LLG Costa Mesa, March 2005.





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NO SCALE

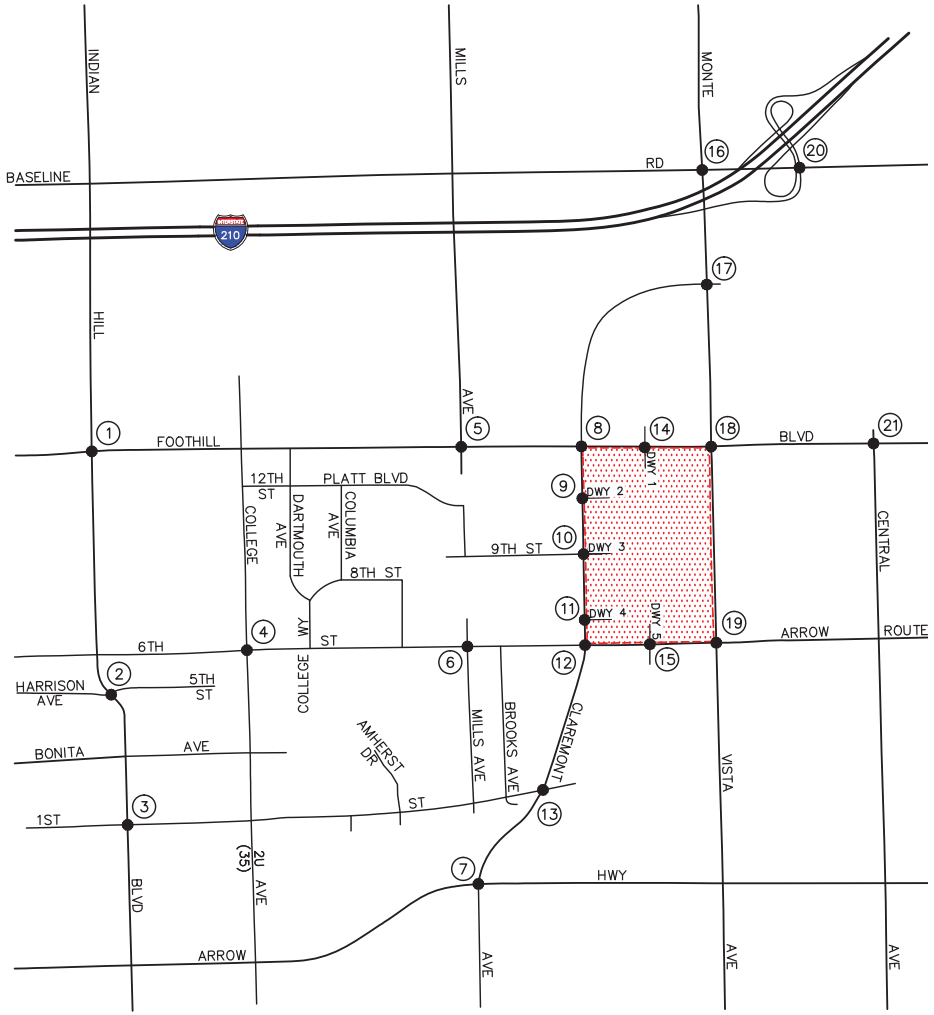
KEY

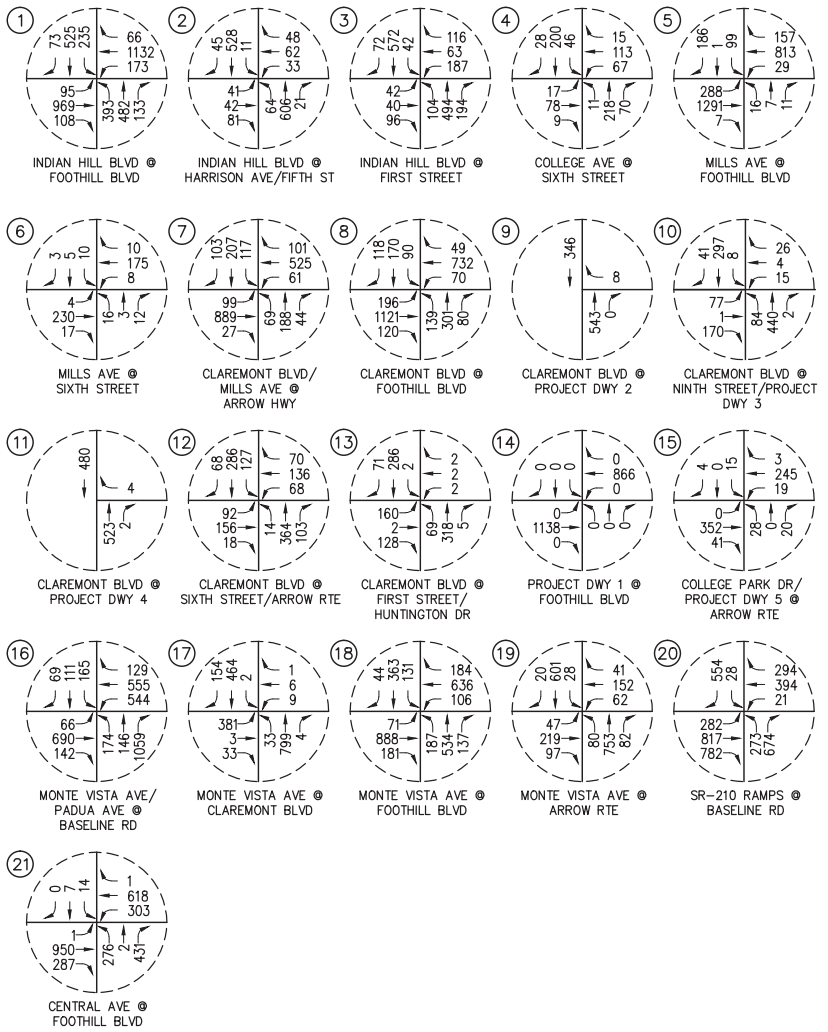
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 6-1

AM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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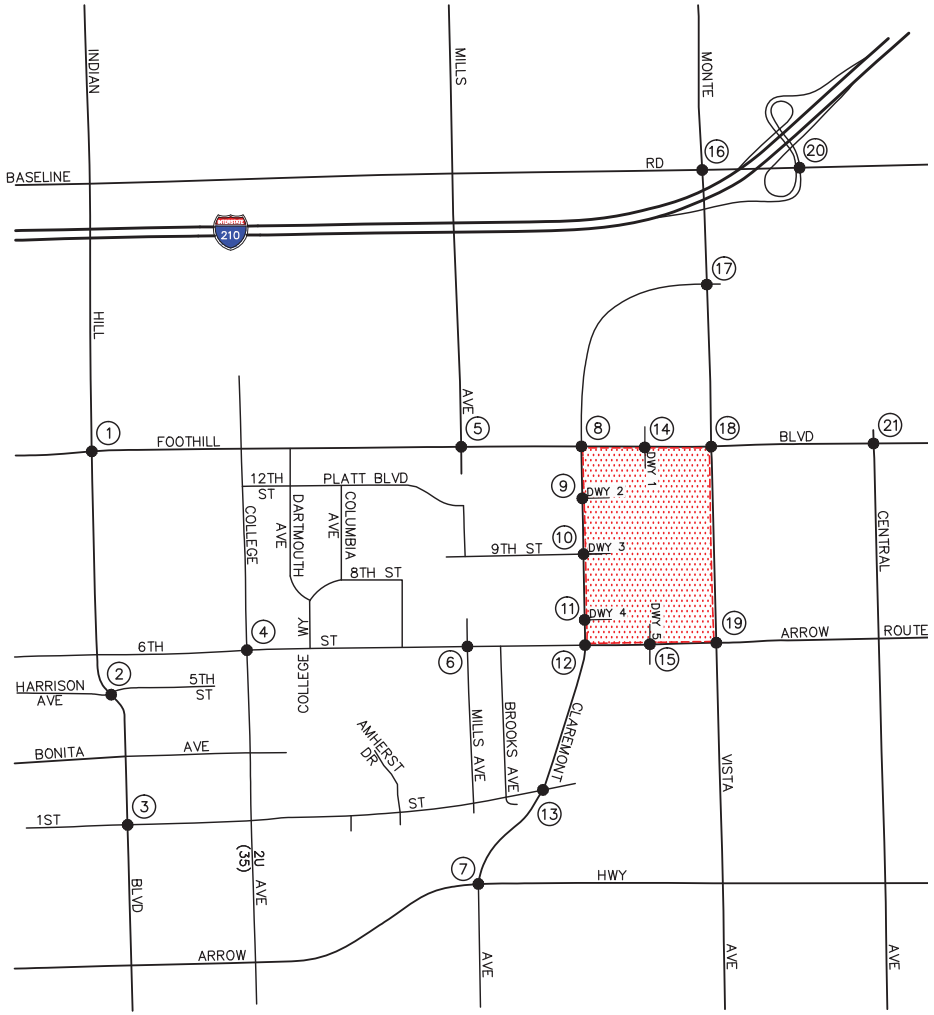
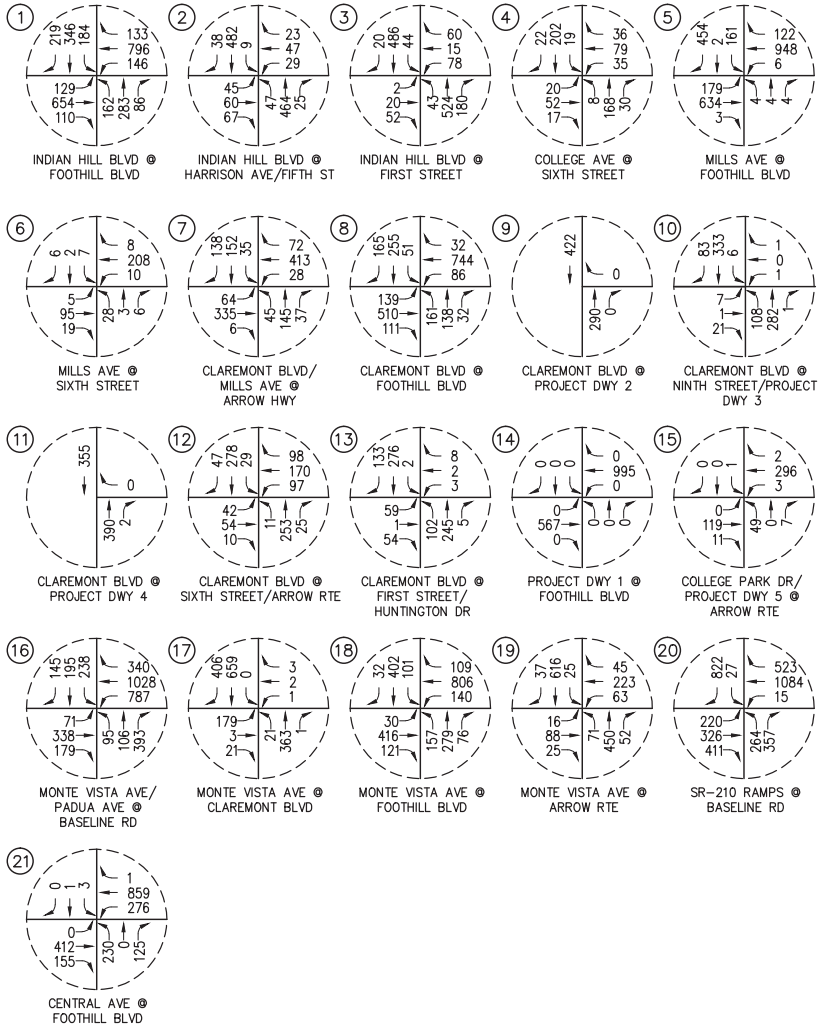
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-2

PM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

(#) = STUDY INTERSECTION

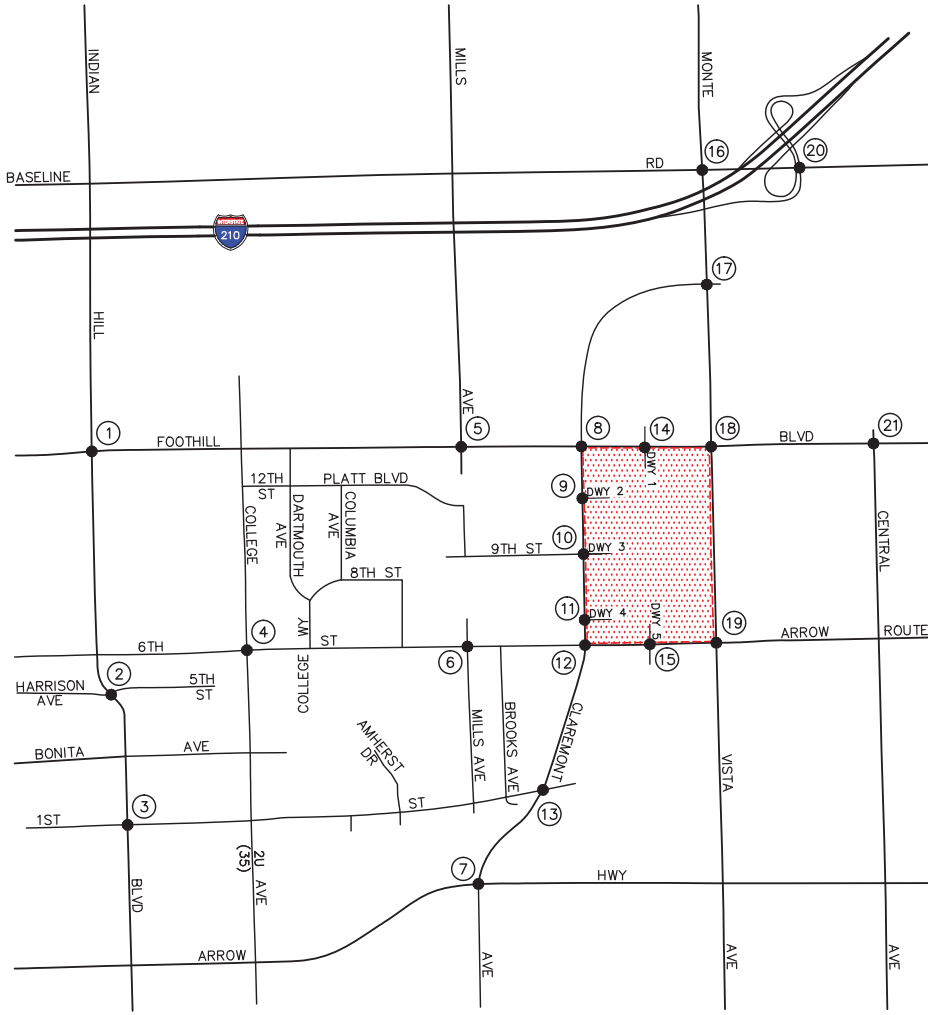
= PROJECT SITE

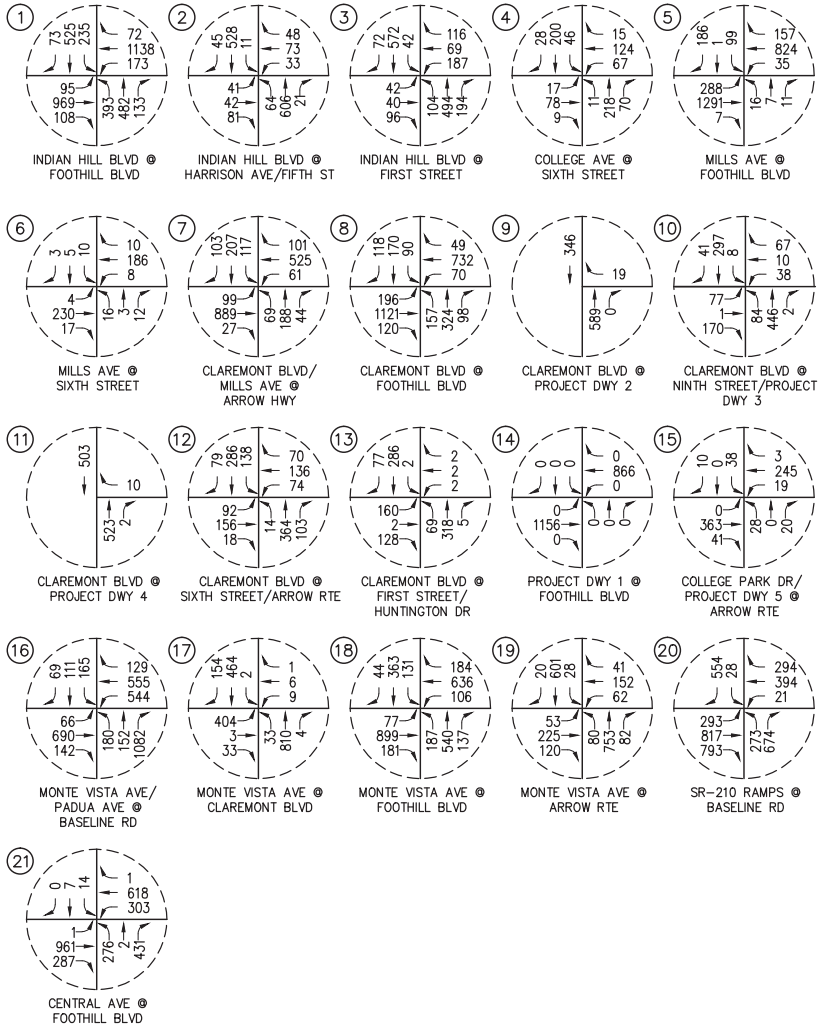
N NO SCALE

FIGURE 6-3

AM PEAK HOUR EXISTING PLUS PROJECT TRAFFIC VOLUMES (WEEKDAY: GAME DAY)

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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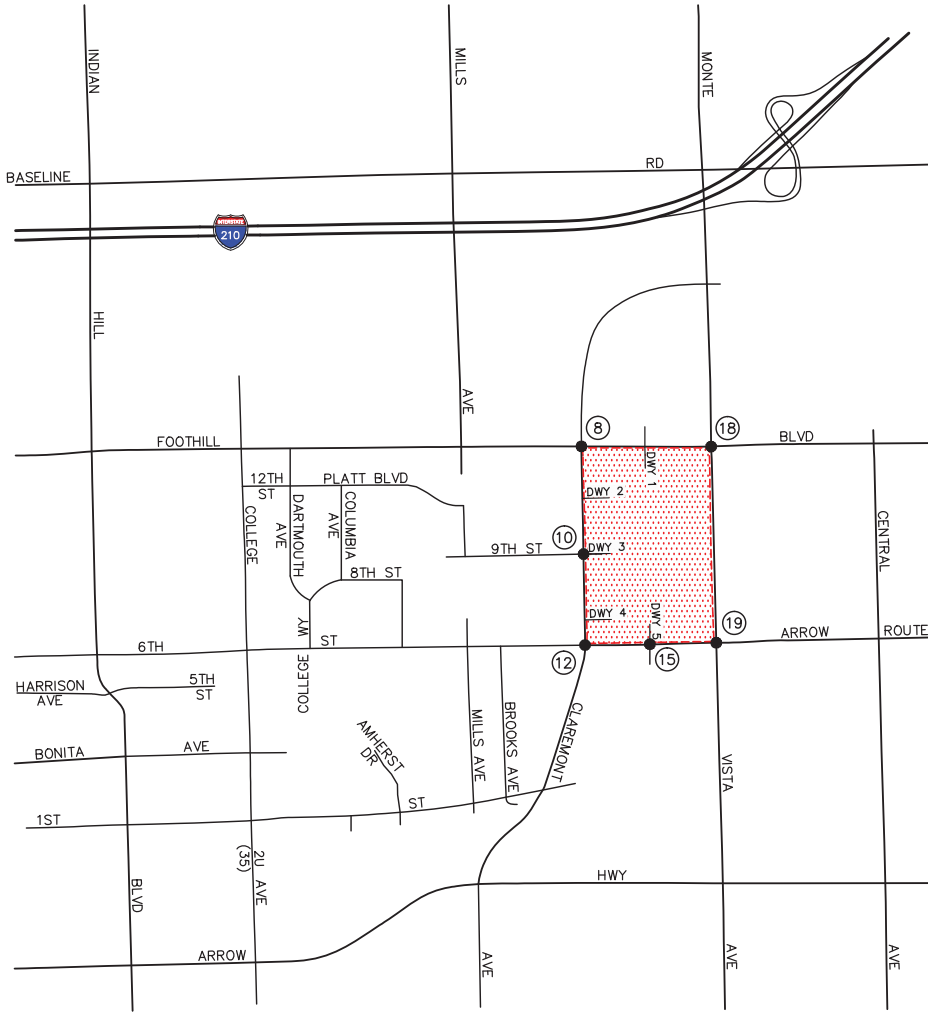
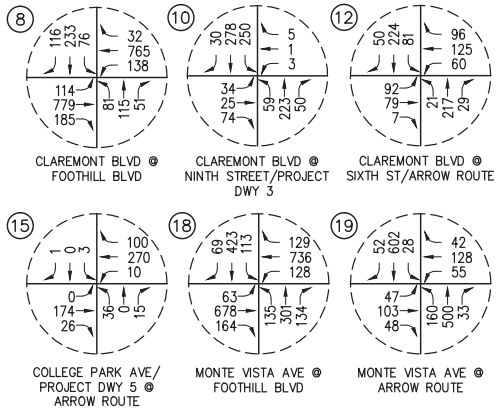
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-4

PM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKDAY: GAME DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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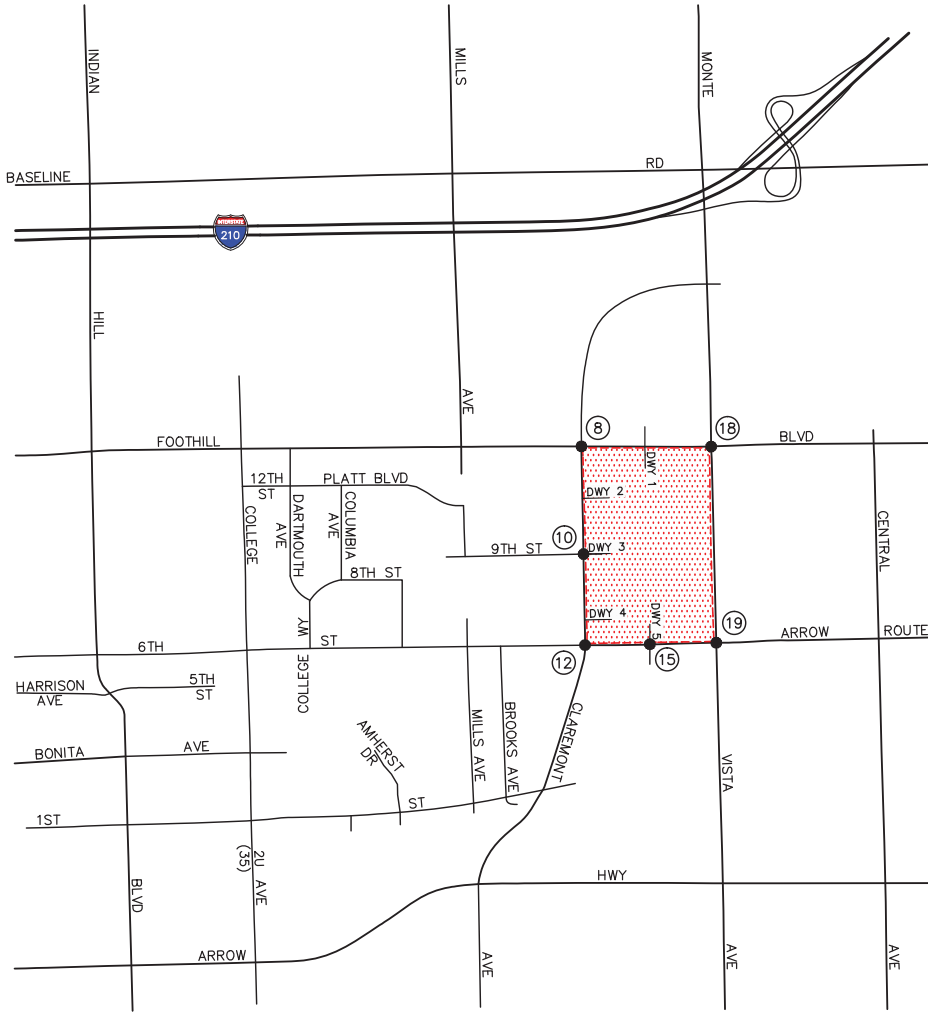
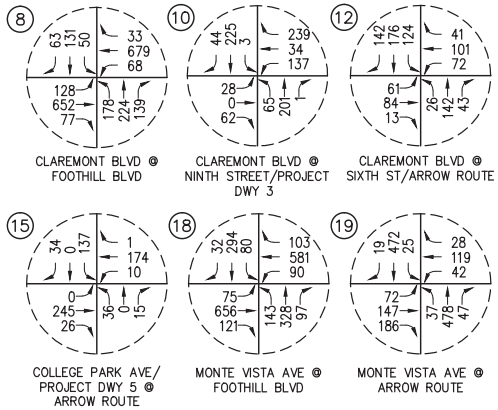
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-5

AM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKEND: GAME DAY [FALL])
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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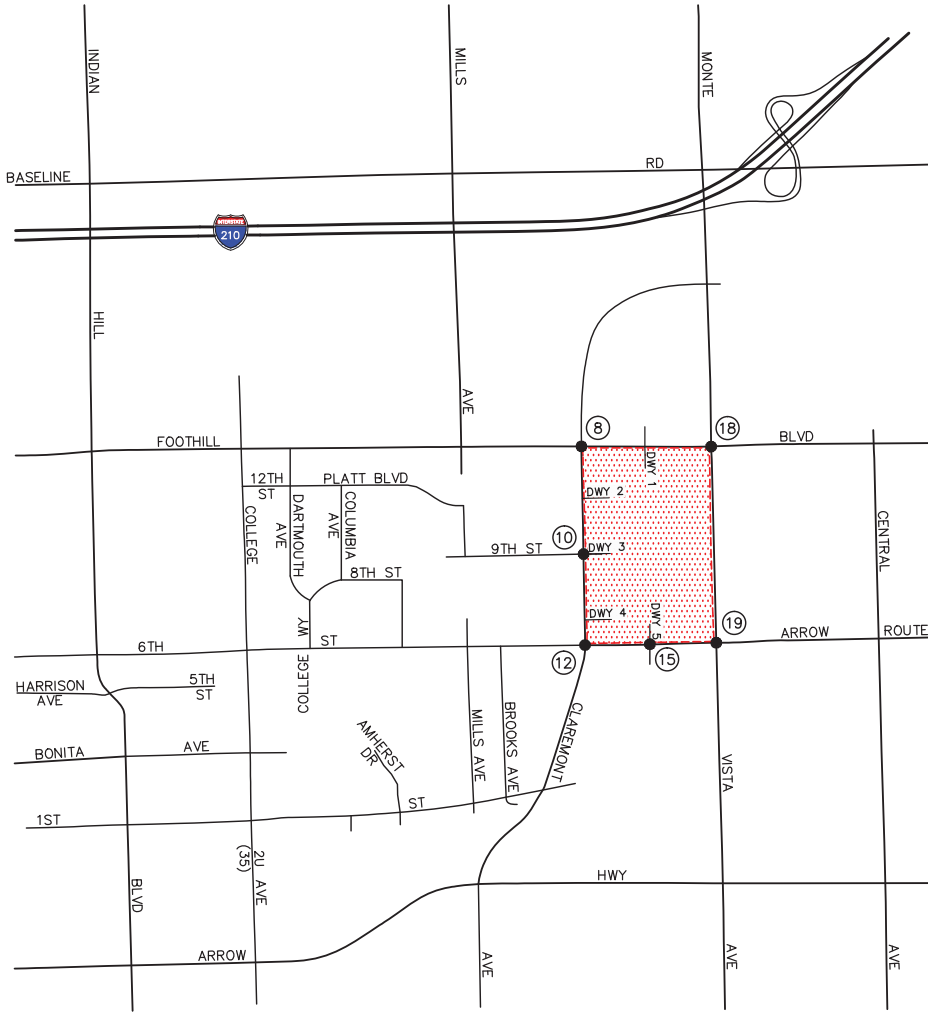
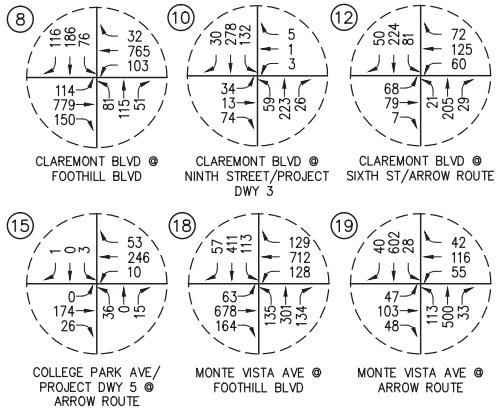
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-6

PM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKEND: GAME DAY [FALL])
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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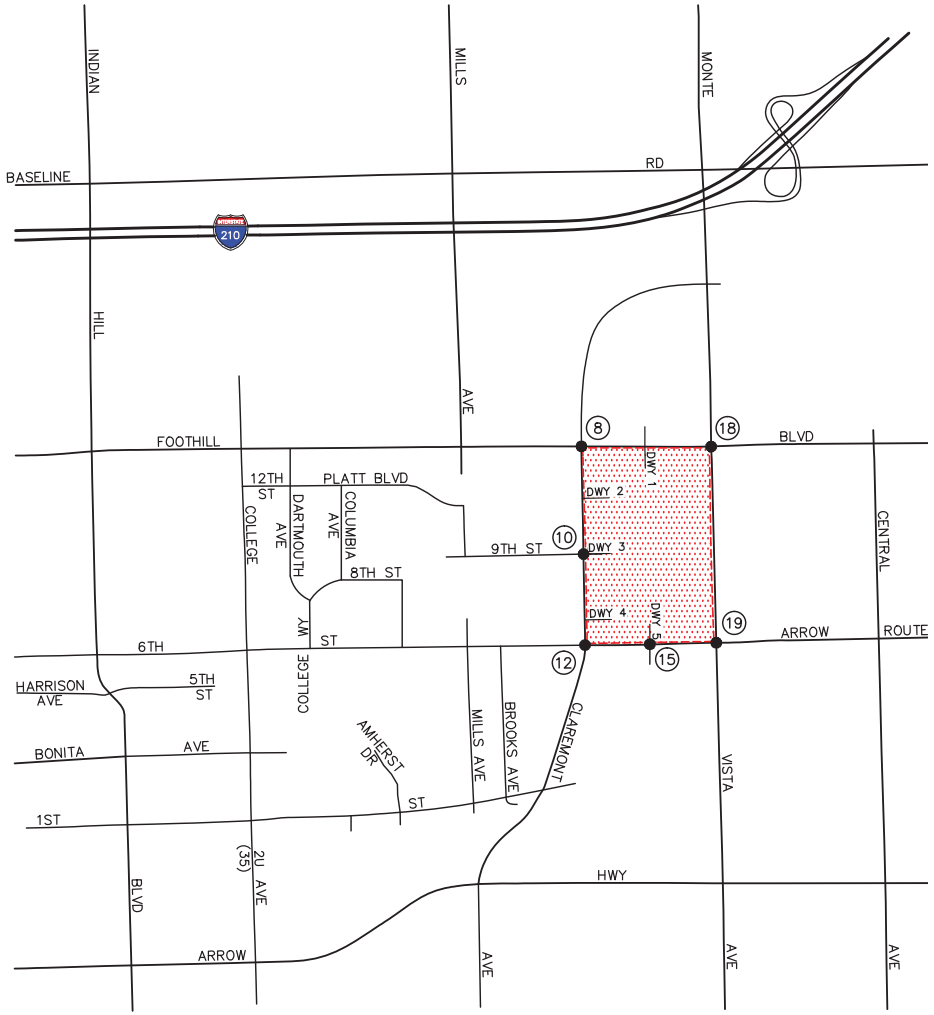
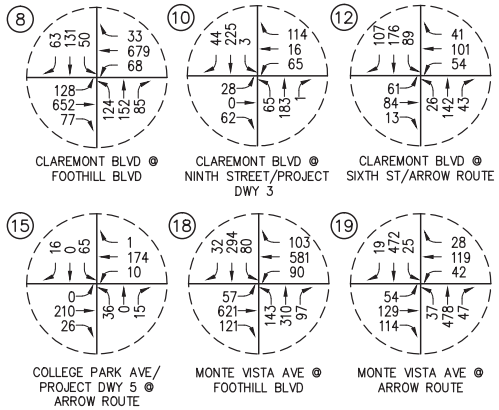
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-7

AM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKEND: GAME DAY [SPRING])
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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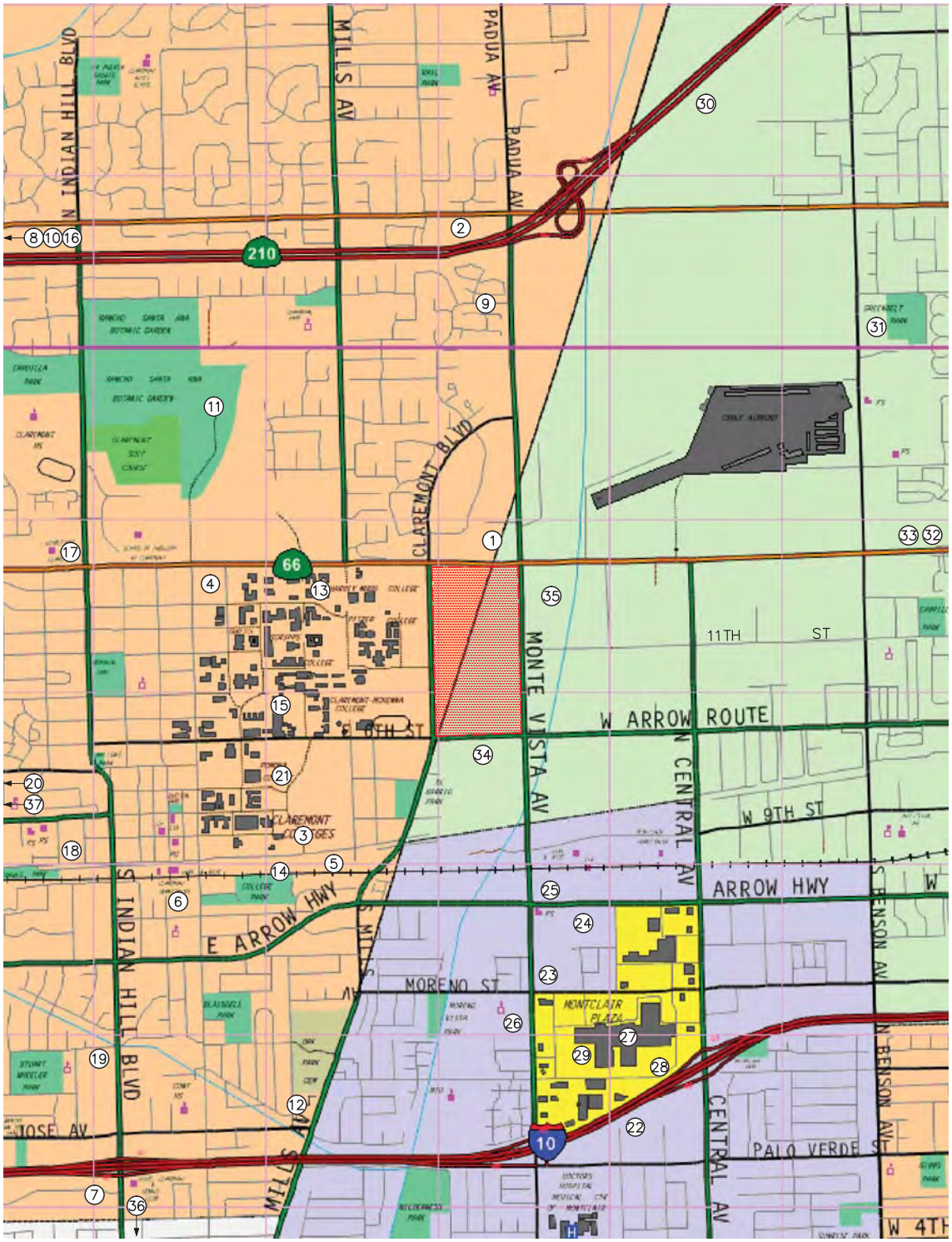
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-8

PM PEAK HOUR EXISTING PLUS PROJECT
TRAFFIC VOLUMES (WEEKEND: GAME DAY [SPRING])
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND



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SOURCE: THOMAS BROS.

KEY

(#) = CUMULATIVE PROJECT LOCATION

= PROJECT SITE

= POSSIBLE FUTURE ACQUISITION

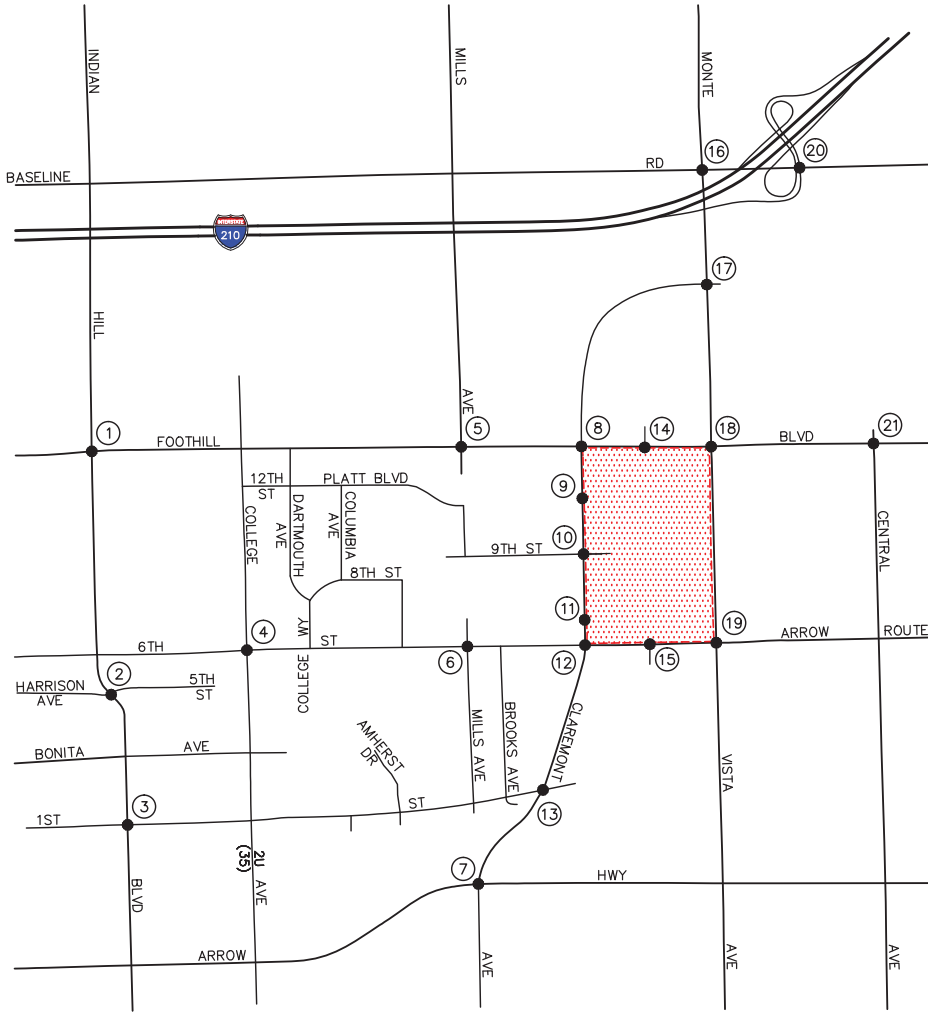
N

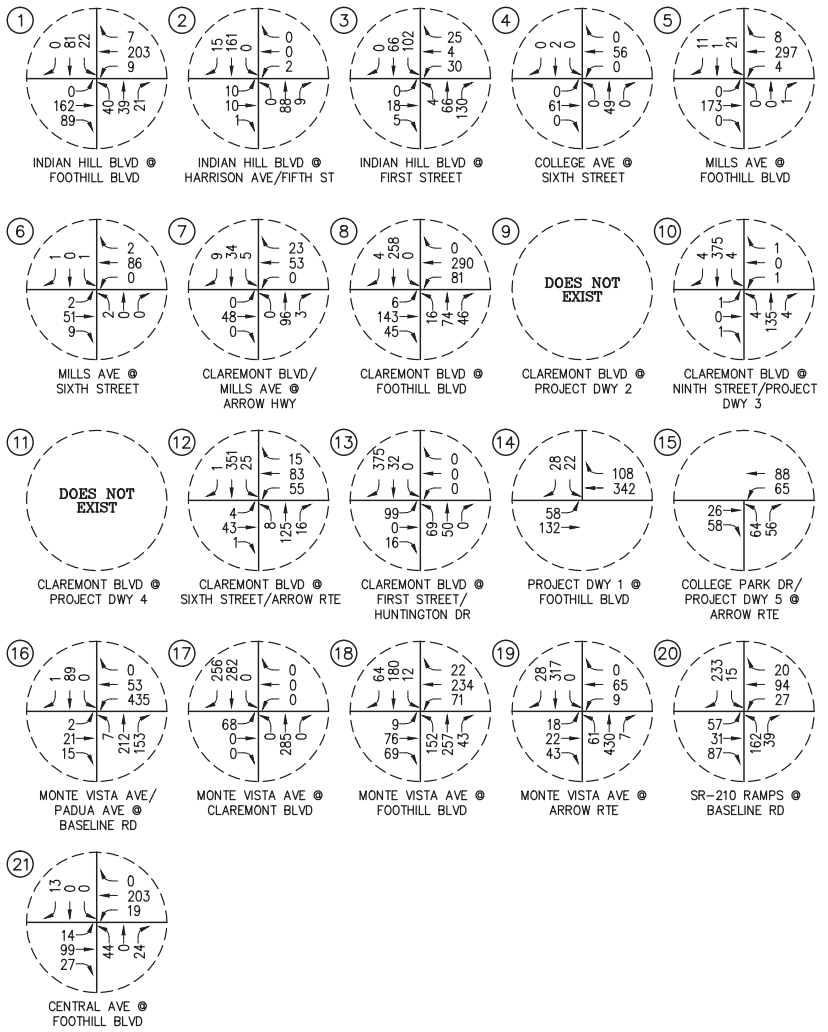
NO SCALE

FIGURE 6-9

LOCATION OF CUMULATIVE PROJECTS

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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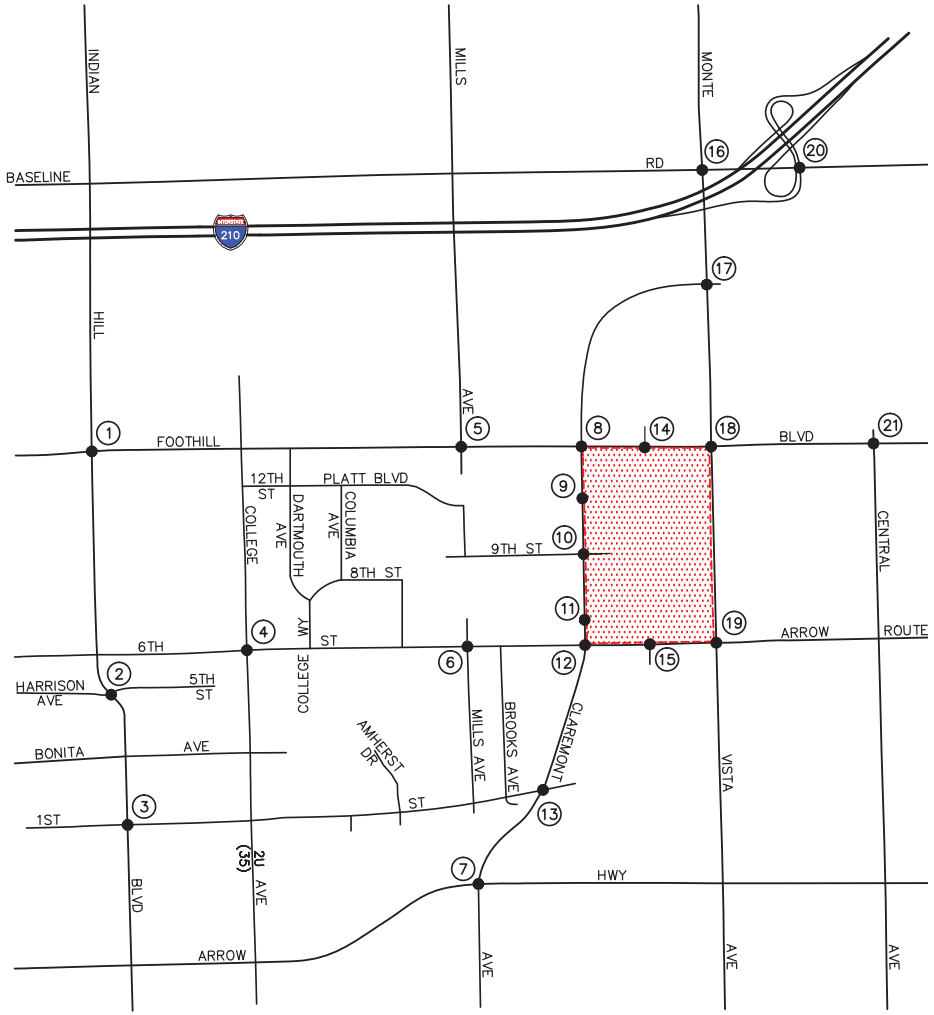
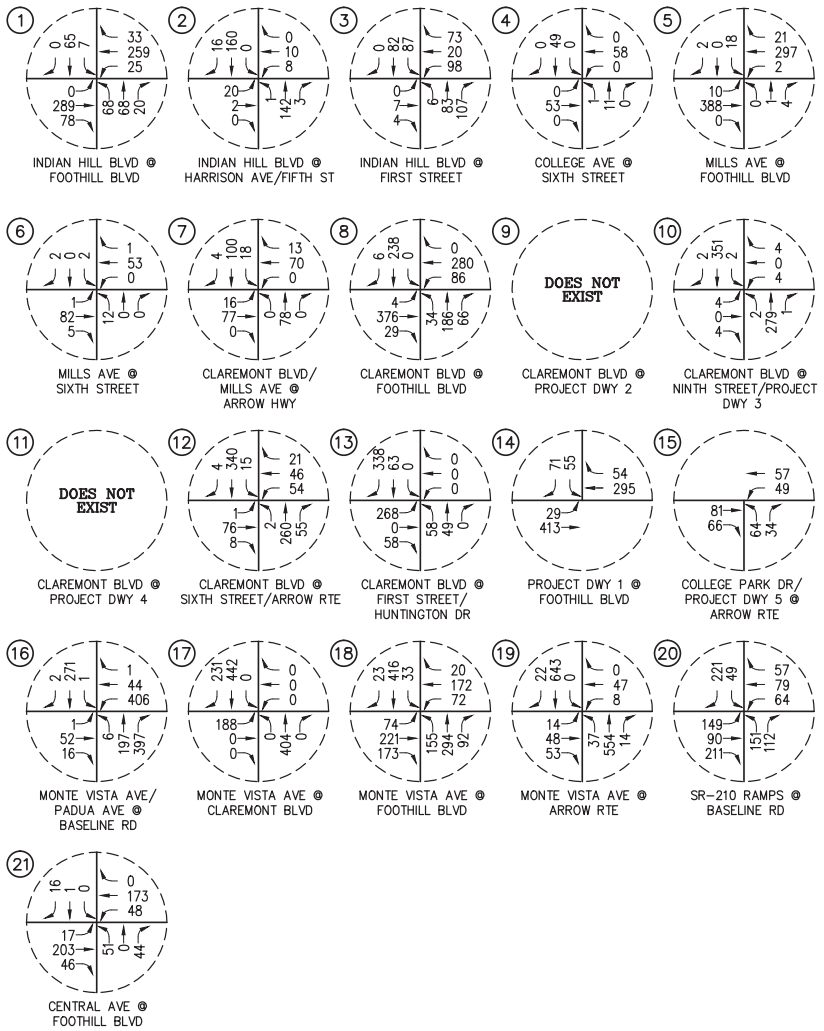
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-10

AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES (WEEKDAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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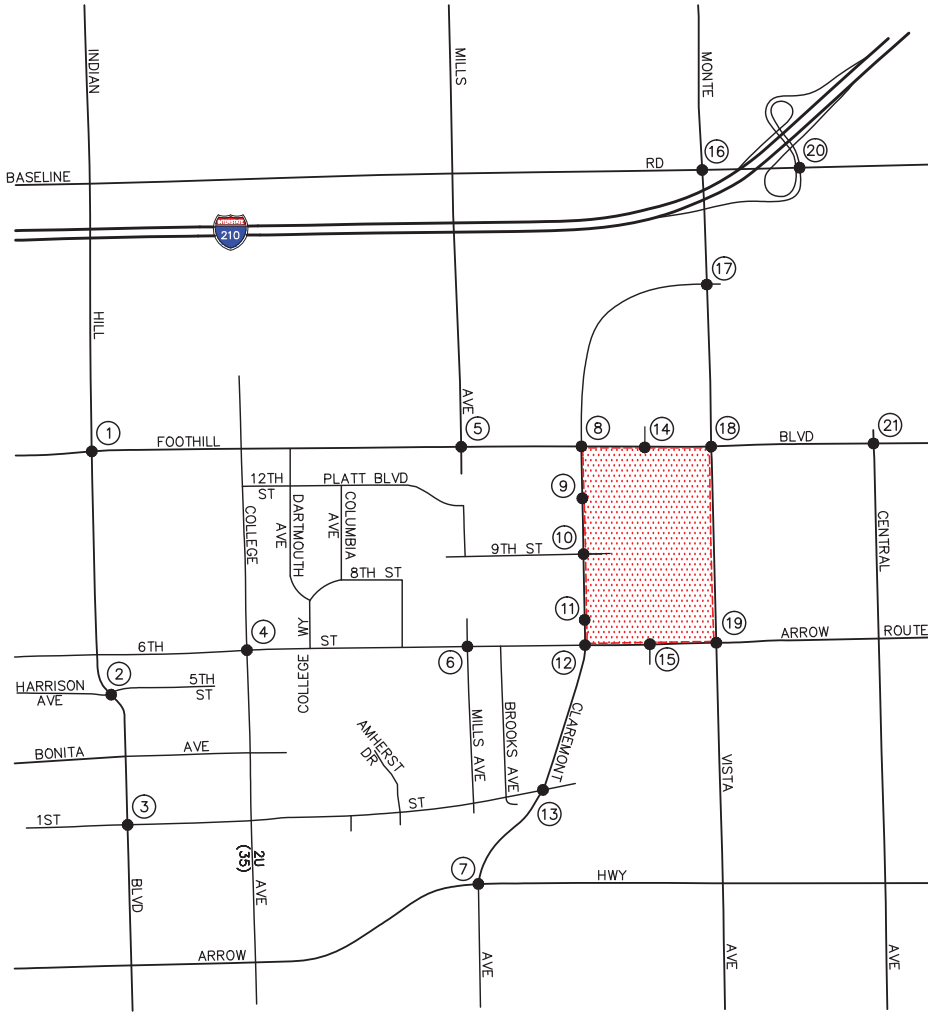
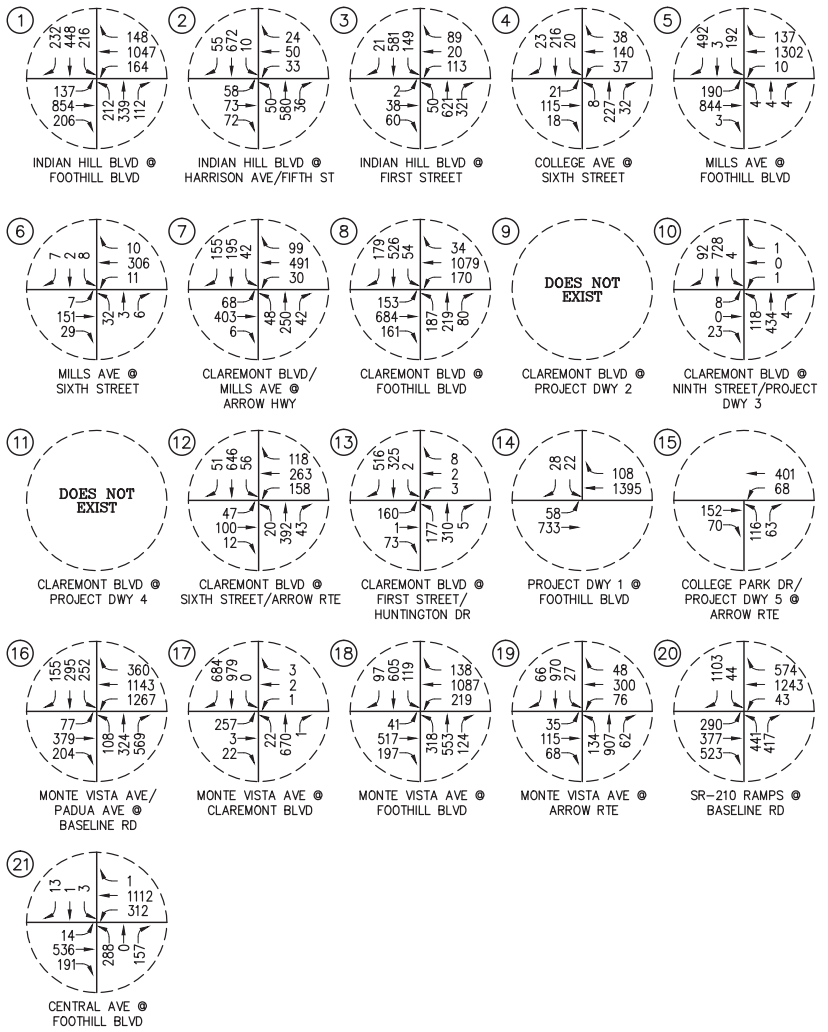
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-11

PM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES (WEEKDAY)

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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N NO SCALE

KEY
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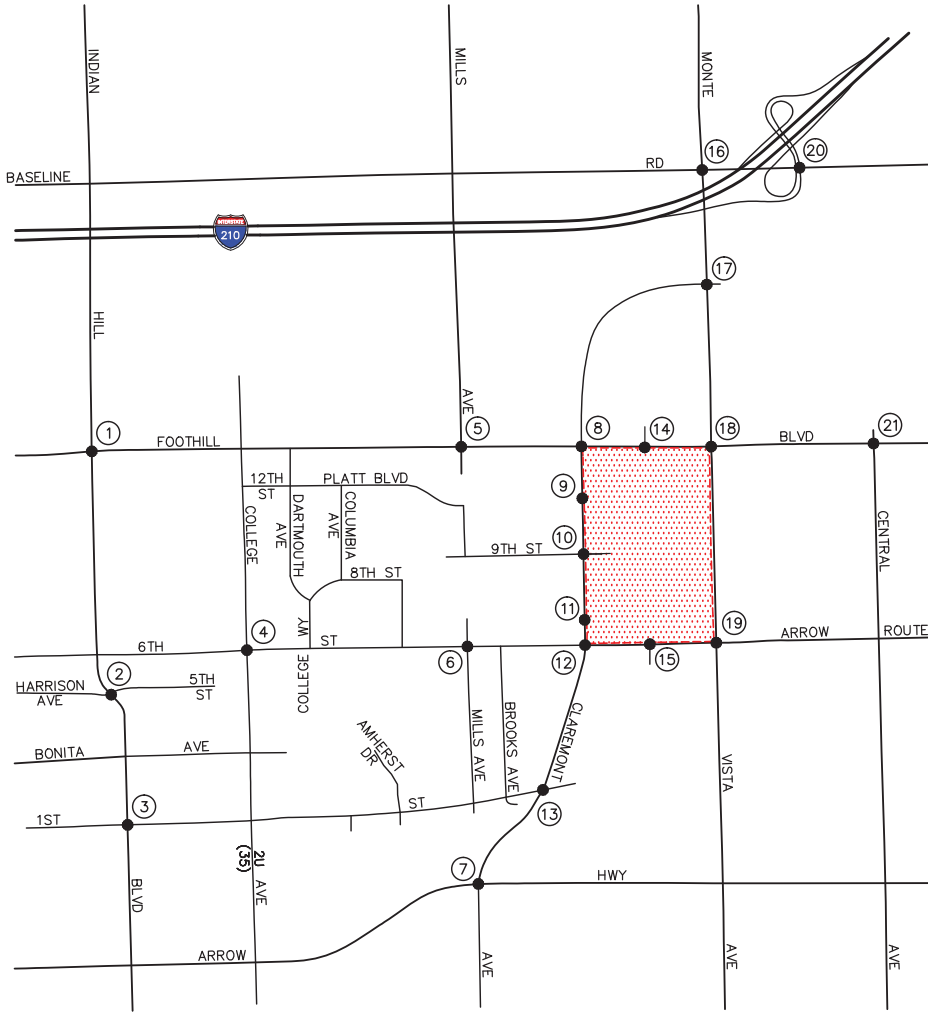
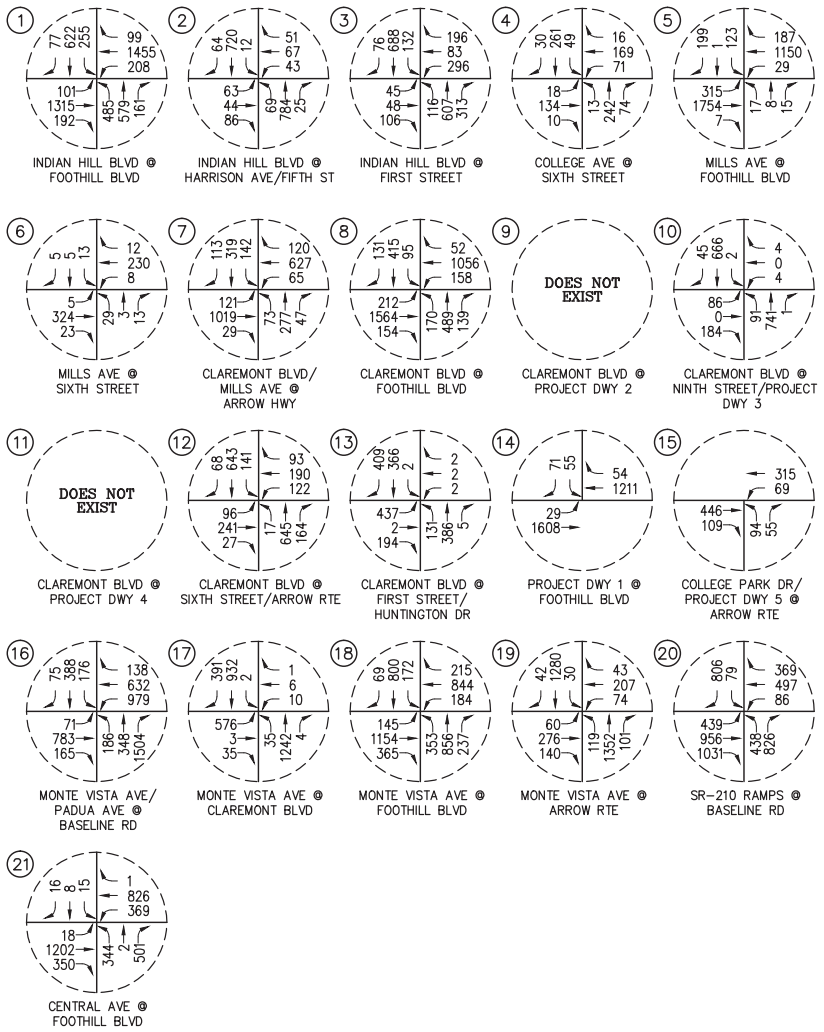
= PROJECT SITE

FIGURE 6-12

YEAR 2020 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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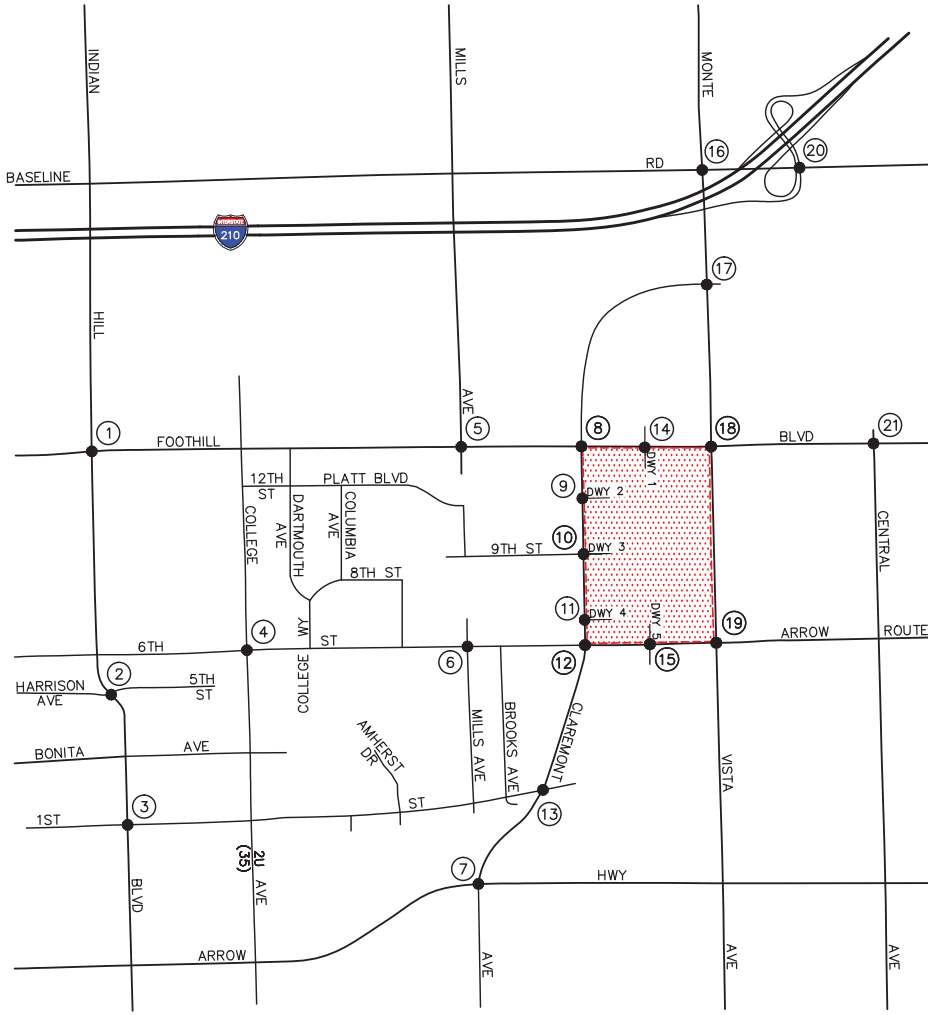
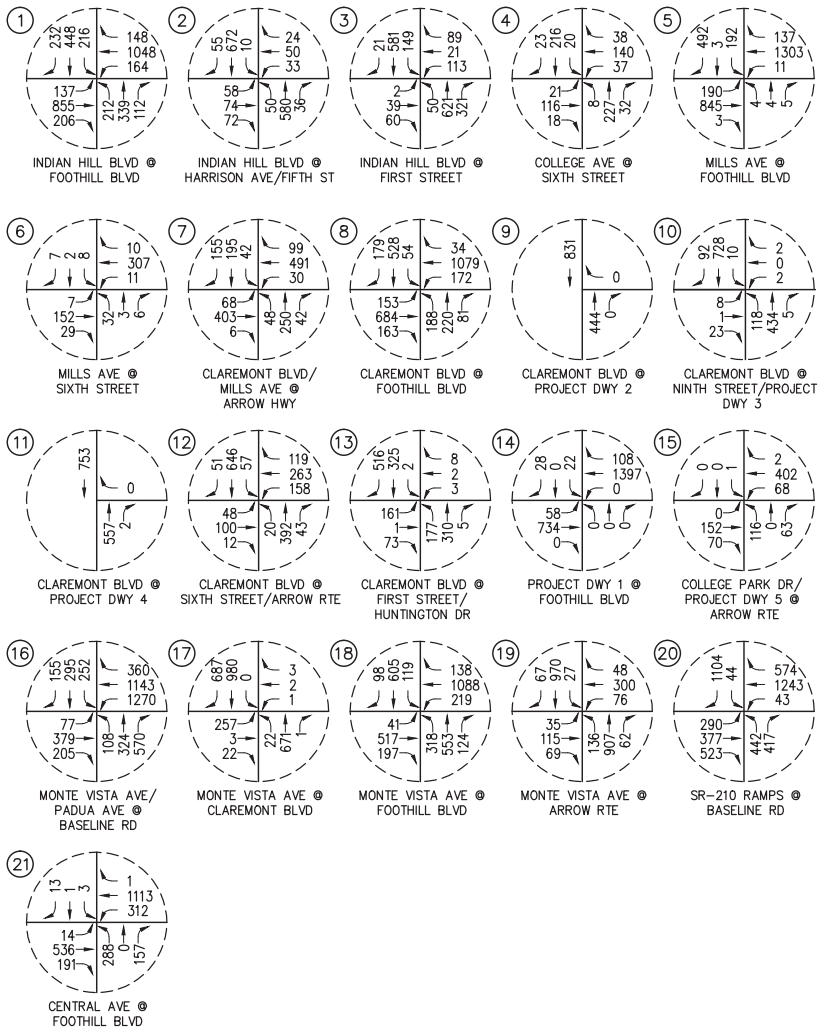
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-13

YEAR 2020 CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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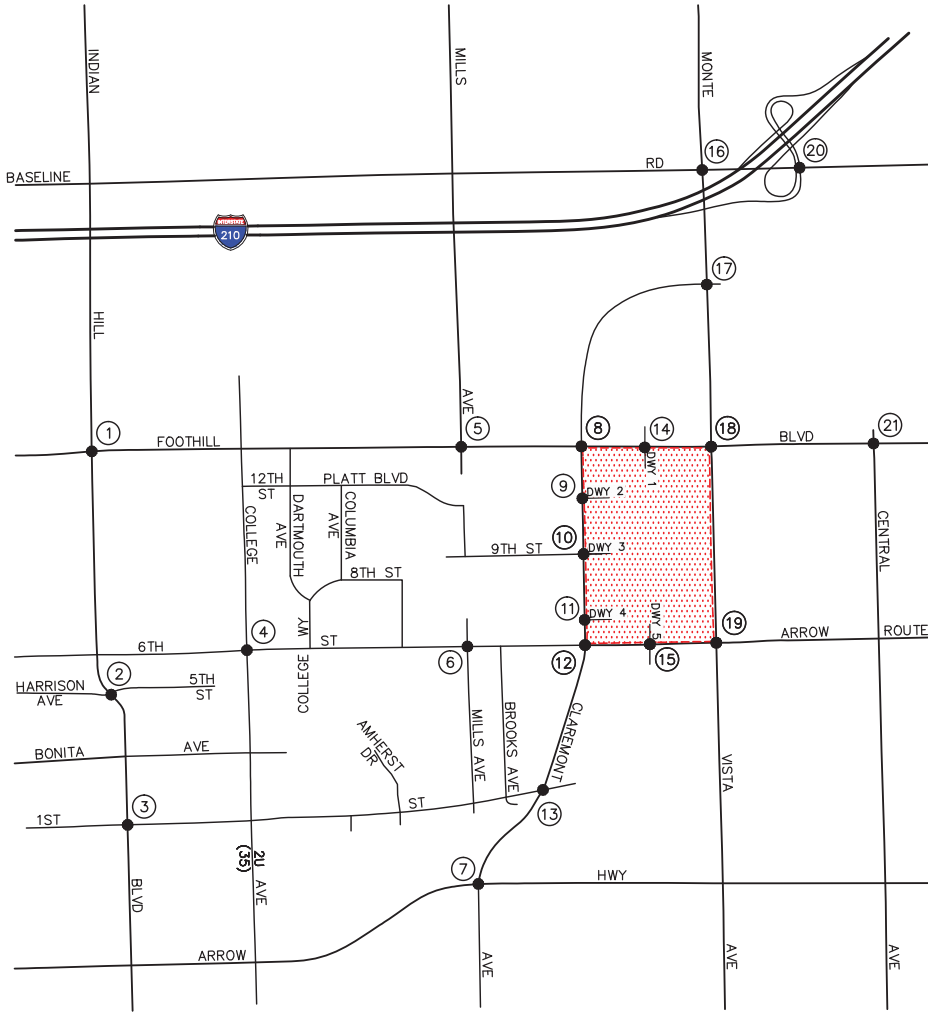
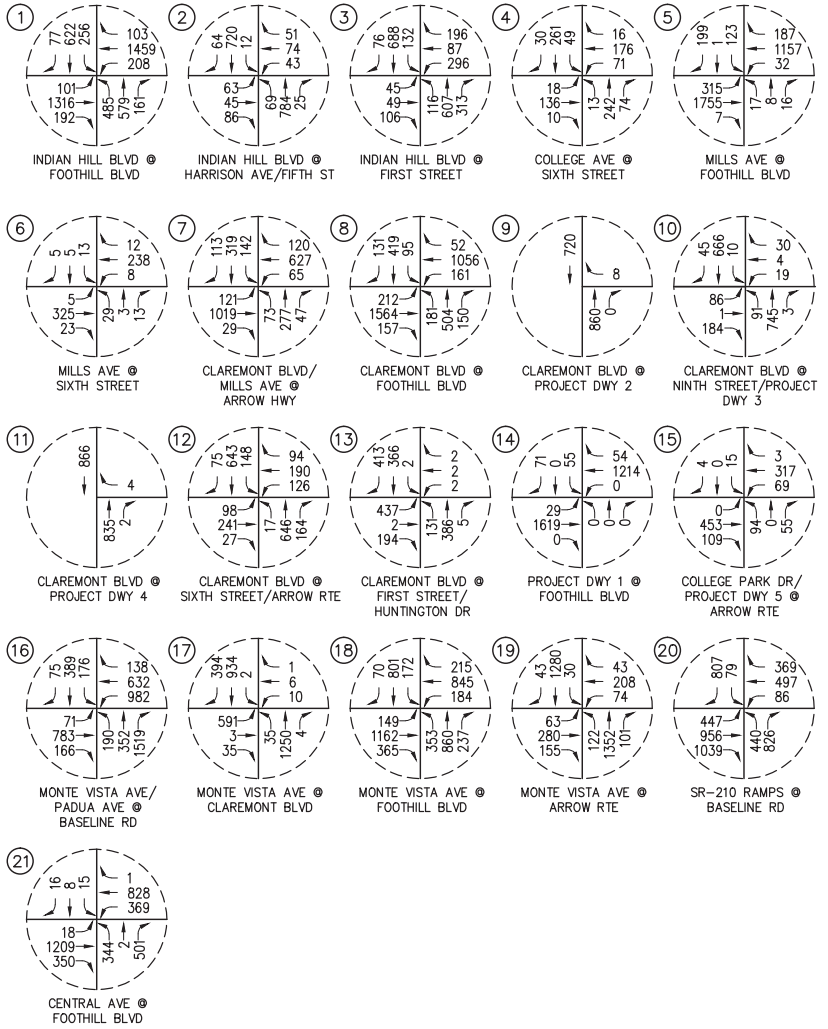
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-14

YEAR 2020 CUMULATIVE PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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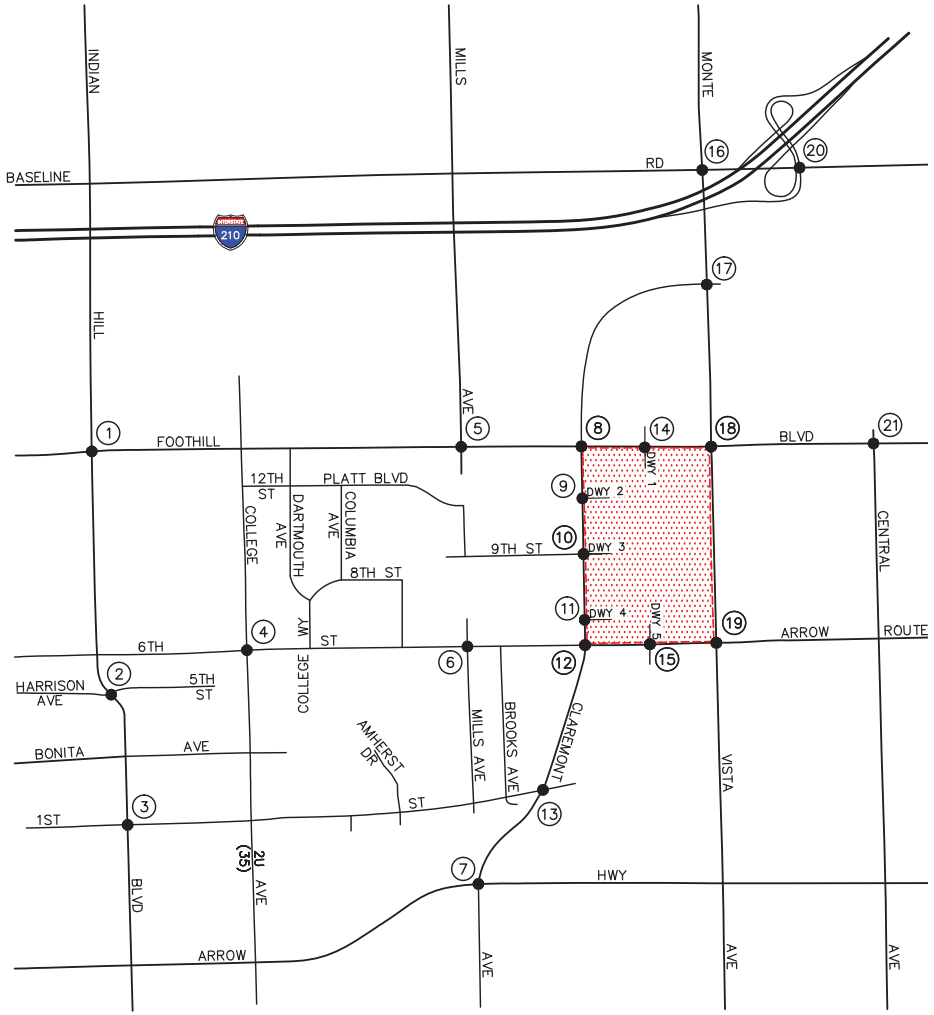
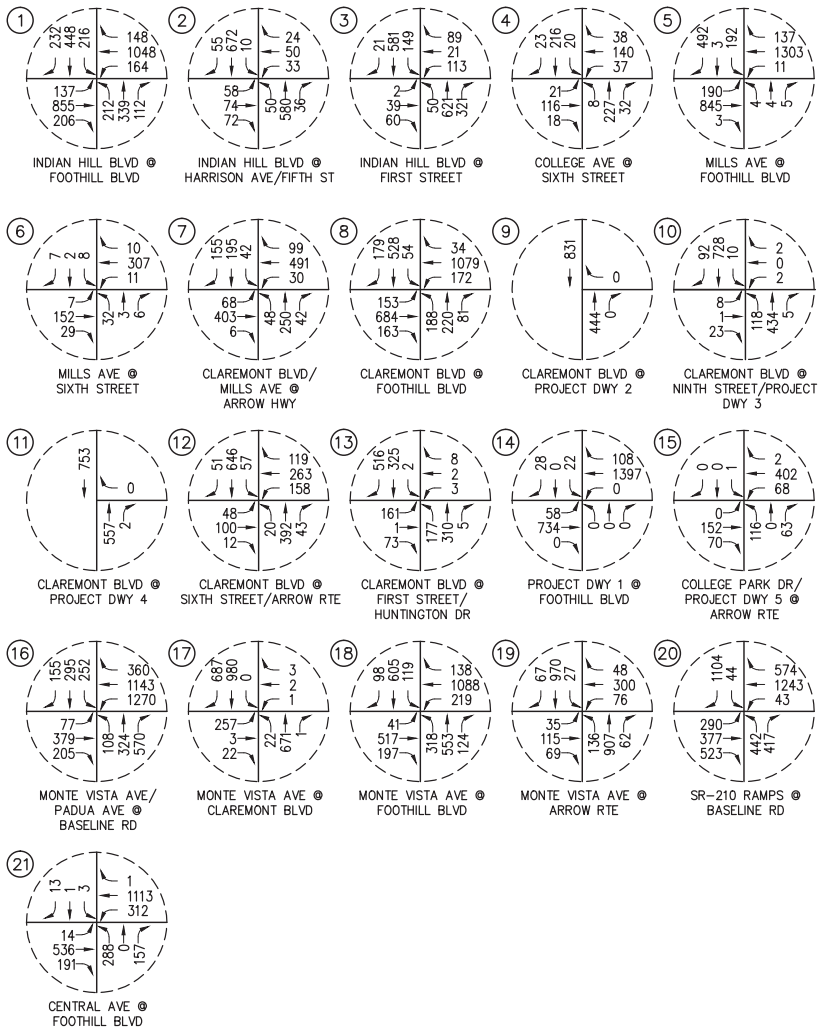
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-15

YEAR 2020 CUMULATIVE PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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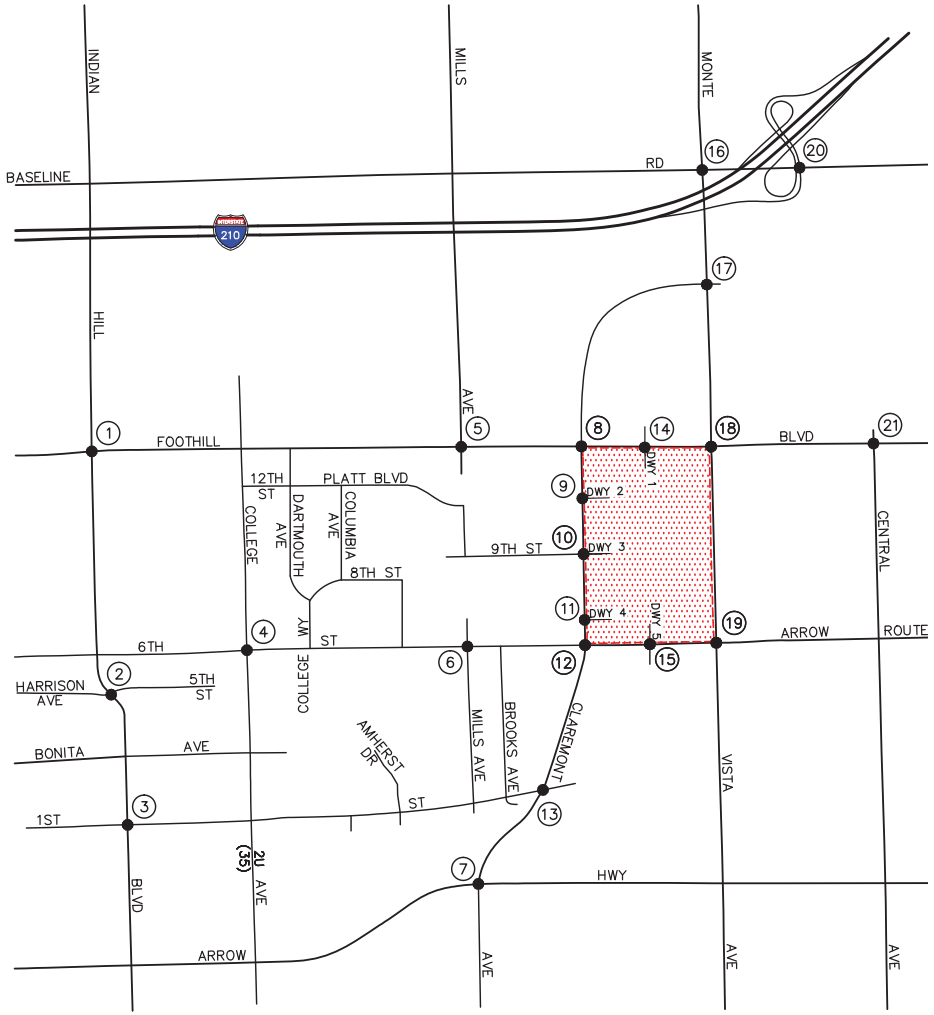
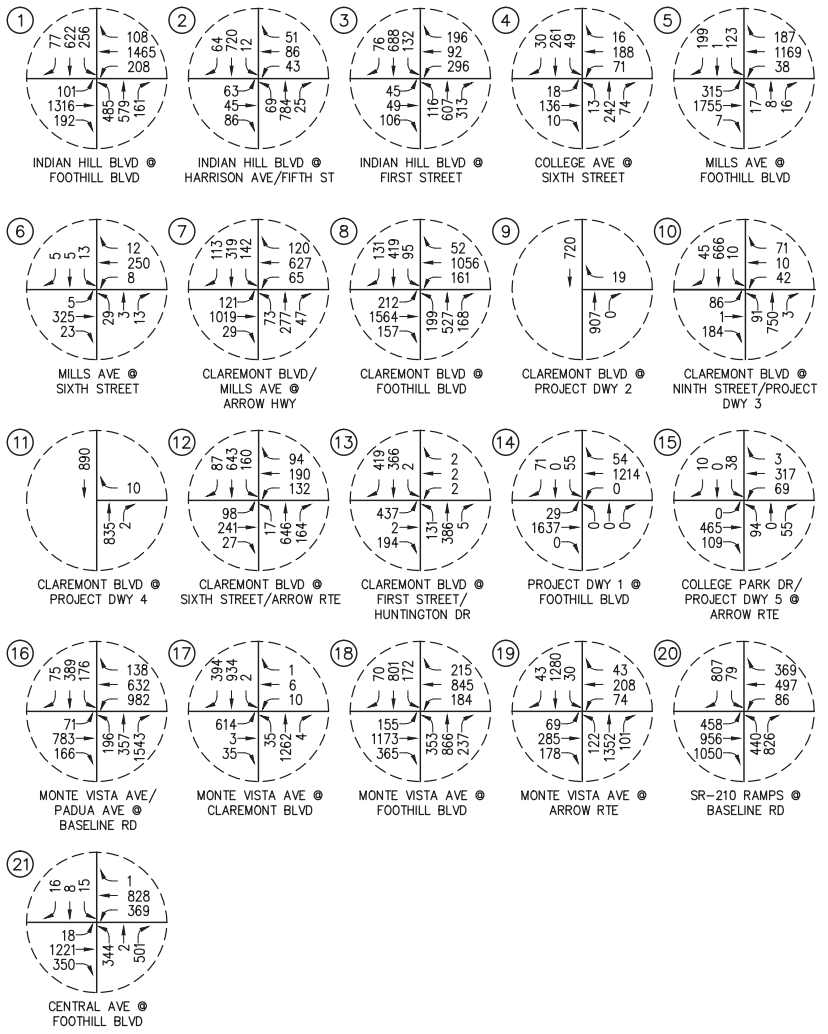
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-16

YEAR 2020 CUMULATIVE PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: GAME DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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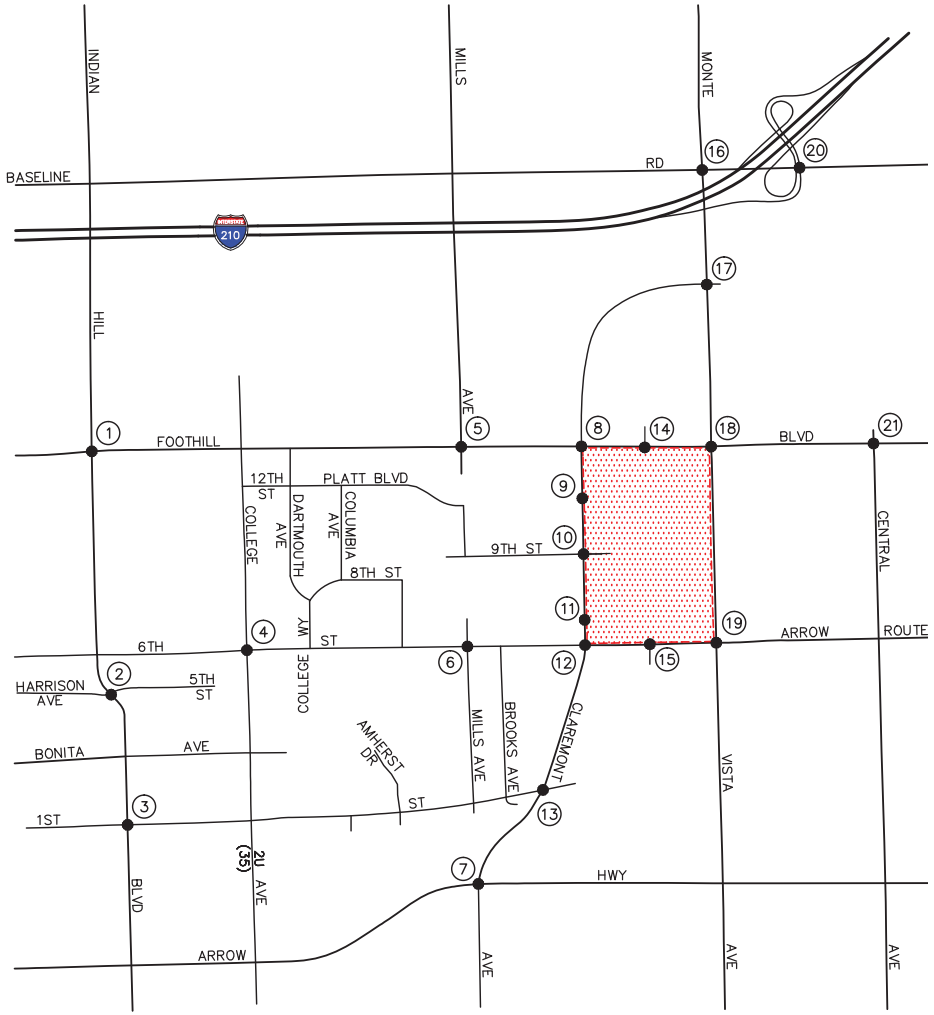
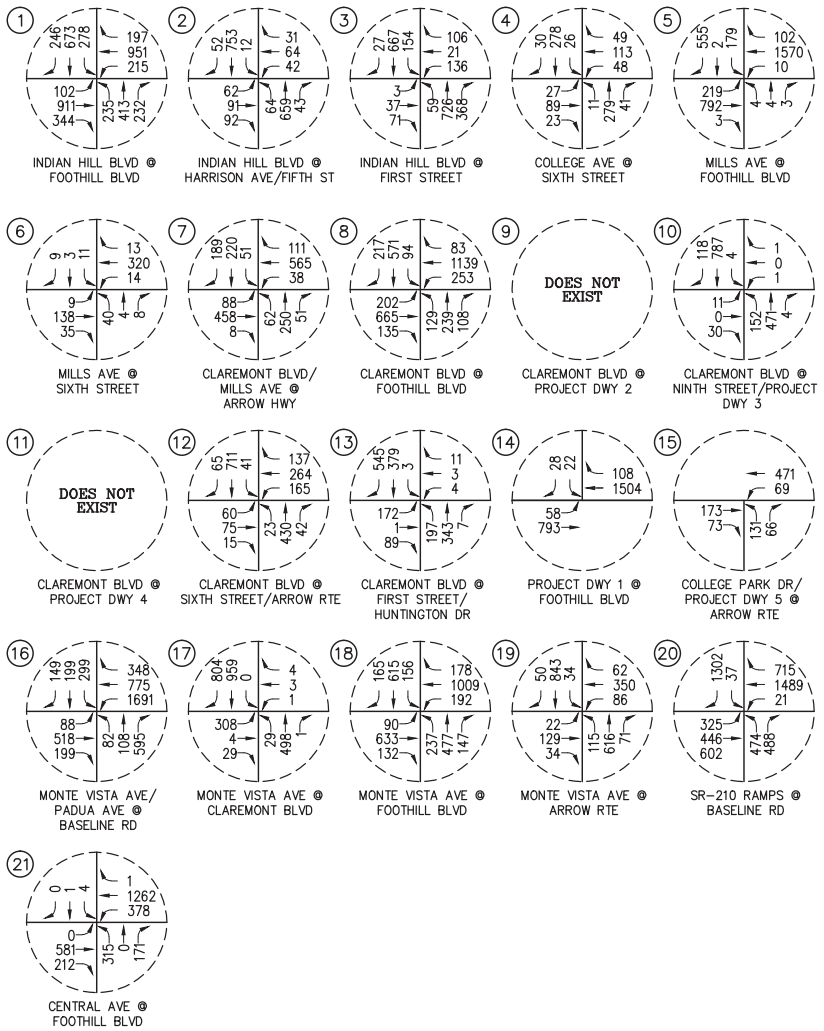
N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-17

YEAR 2020 CUMULATIVE PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: GAME DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

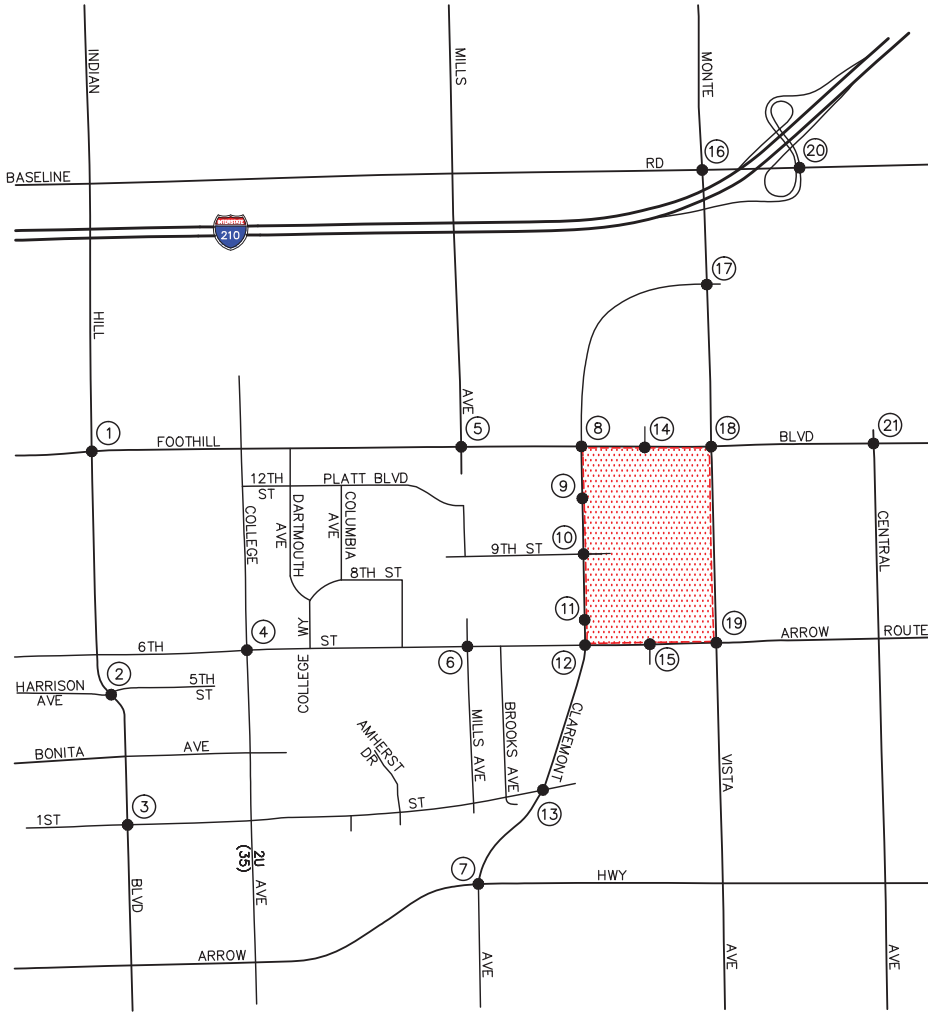
(#) = STUDY INTERSECTION

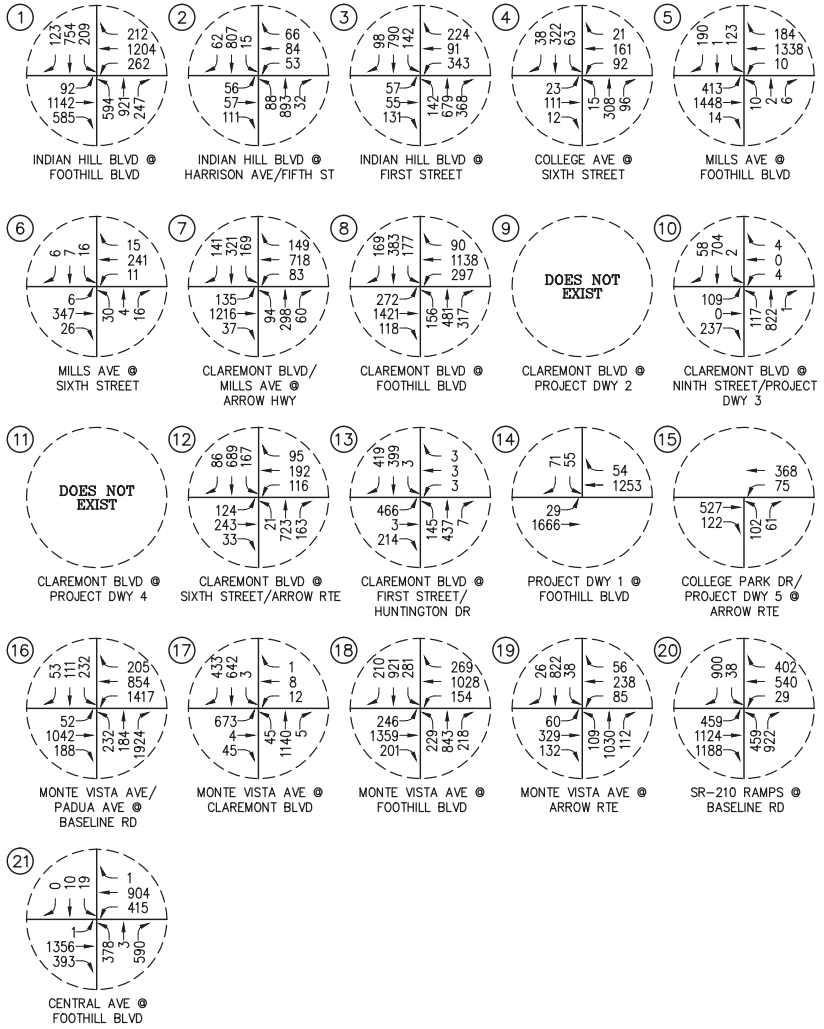
= PROJECT SITE

FIGURE 6-18

YEAR 2030 CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY)

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

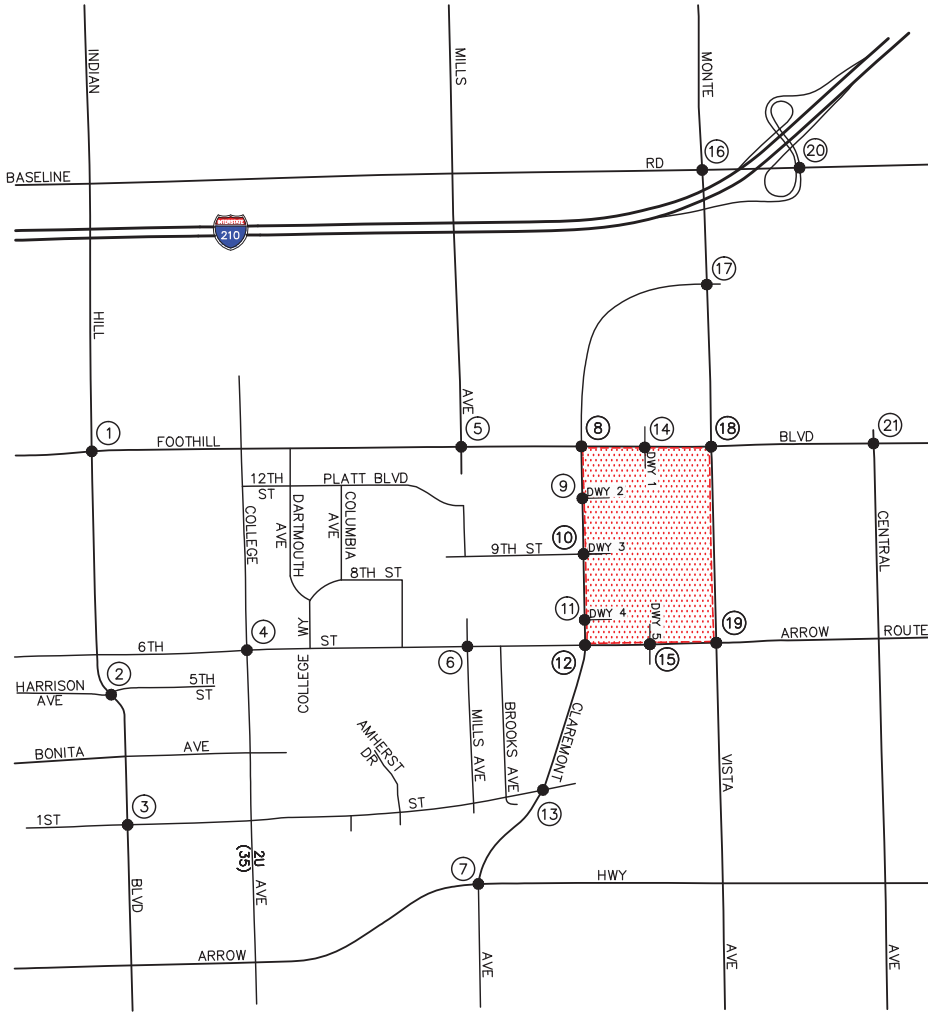
(#) = STUDY INTERSECTION

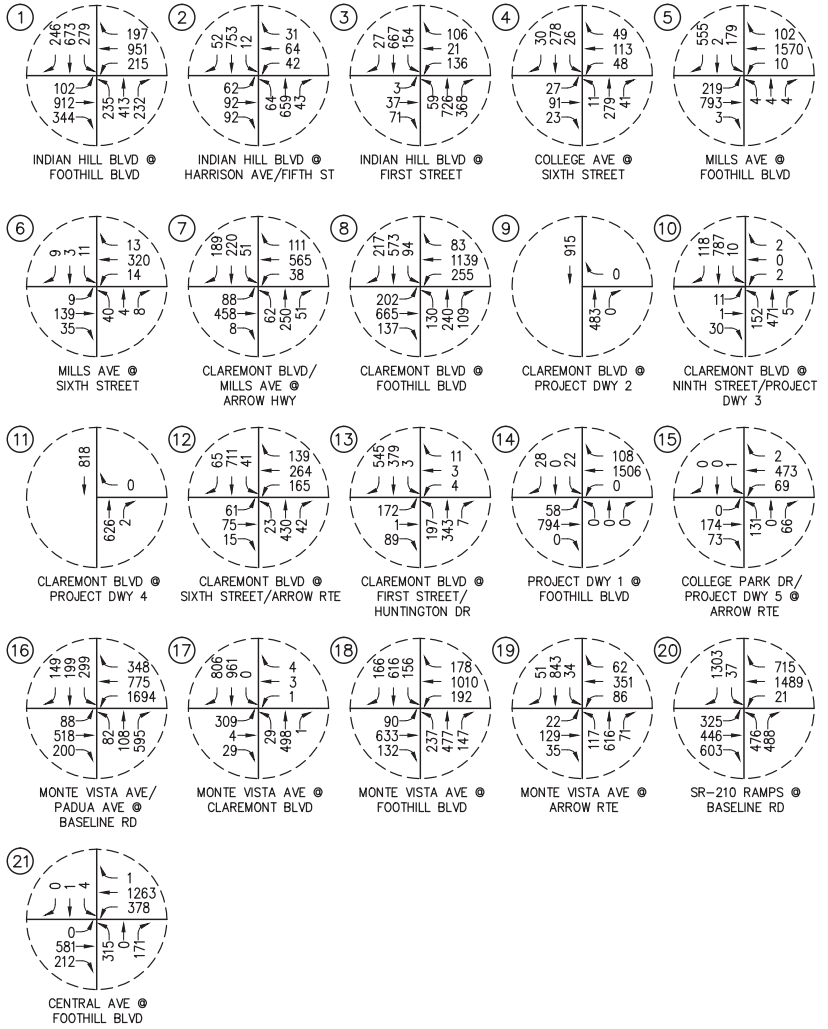
= PROJECT SITE

FIGURE 6-19

YEAR 2030 CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY)

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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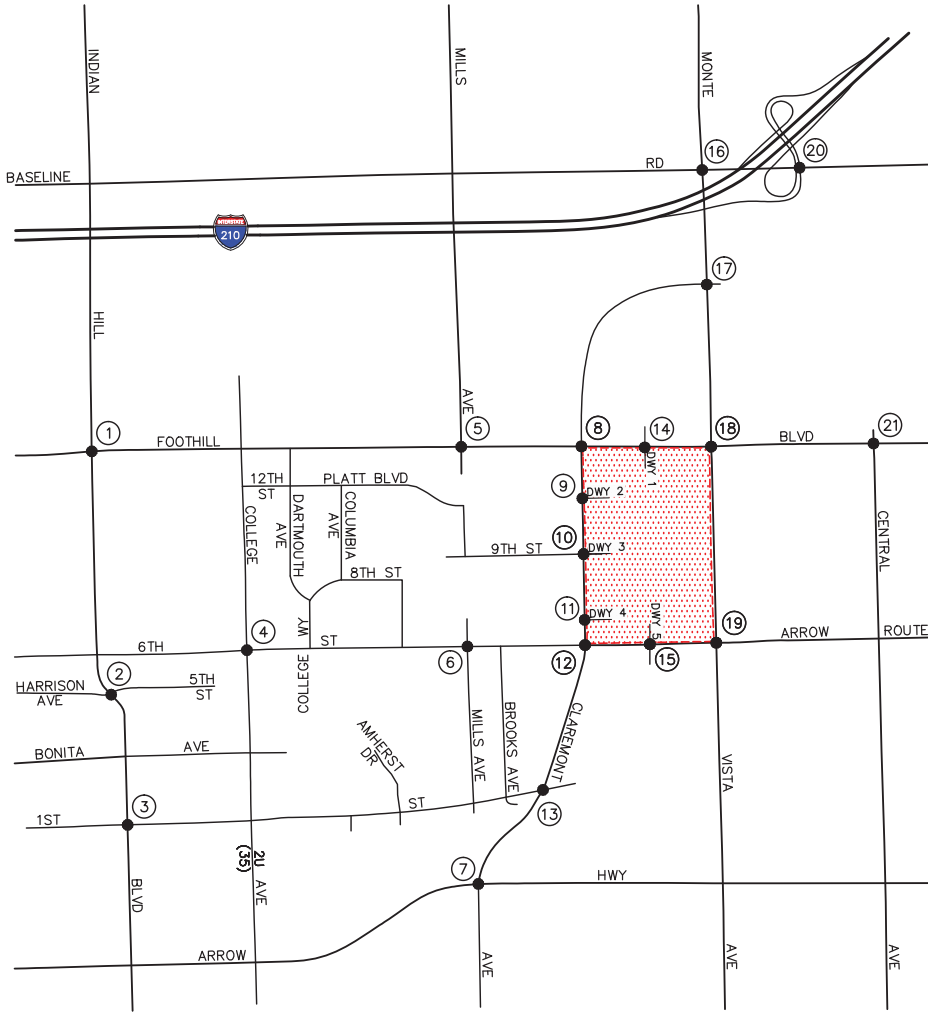
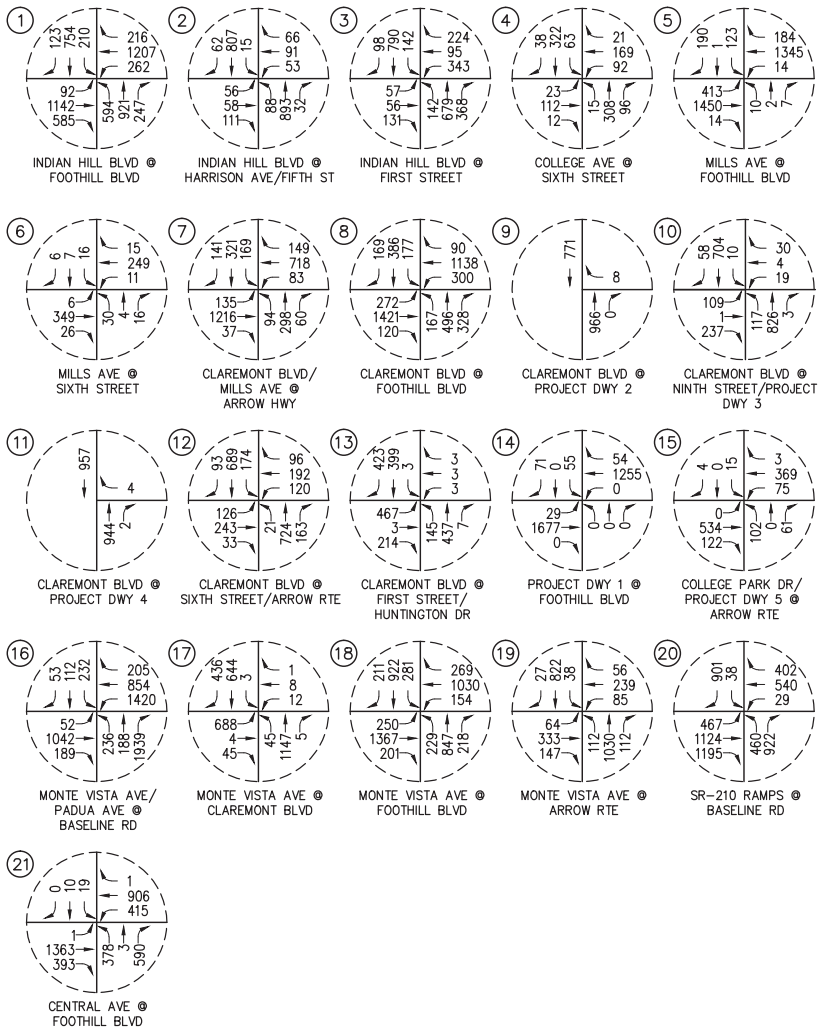
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-20

YEAR 2030 CUMULATIVE PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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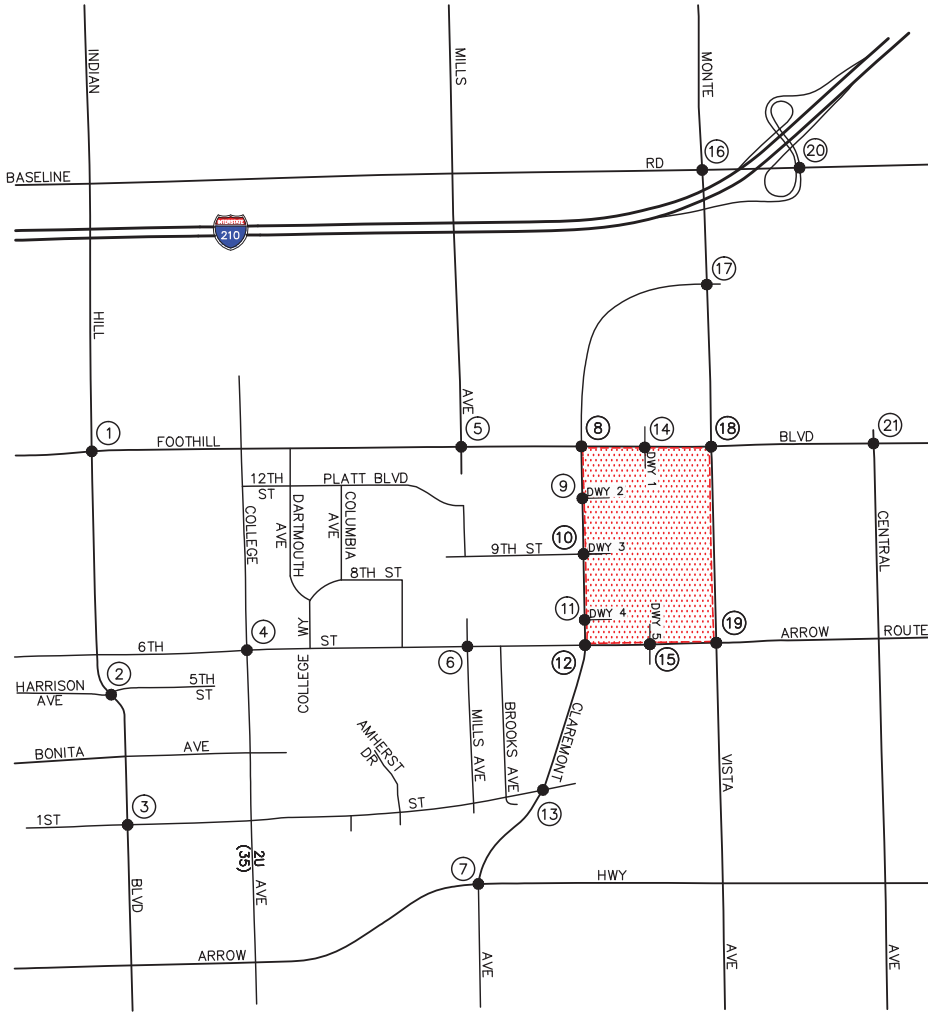
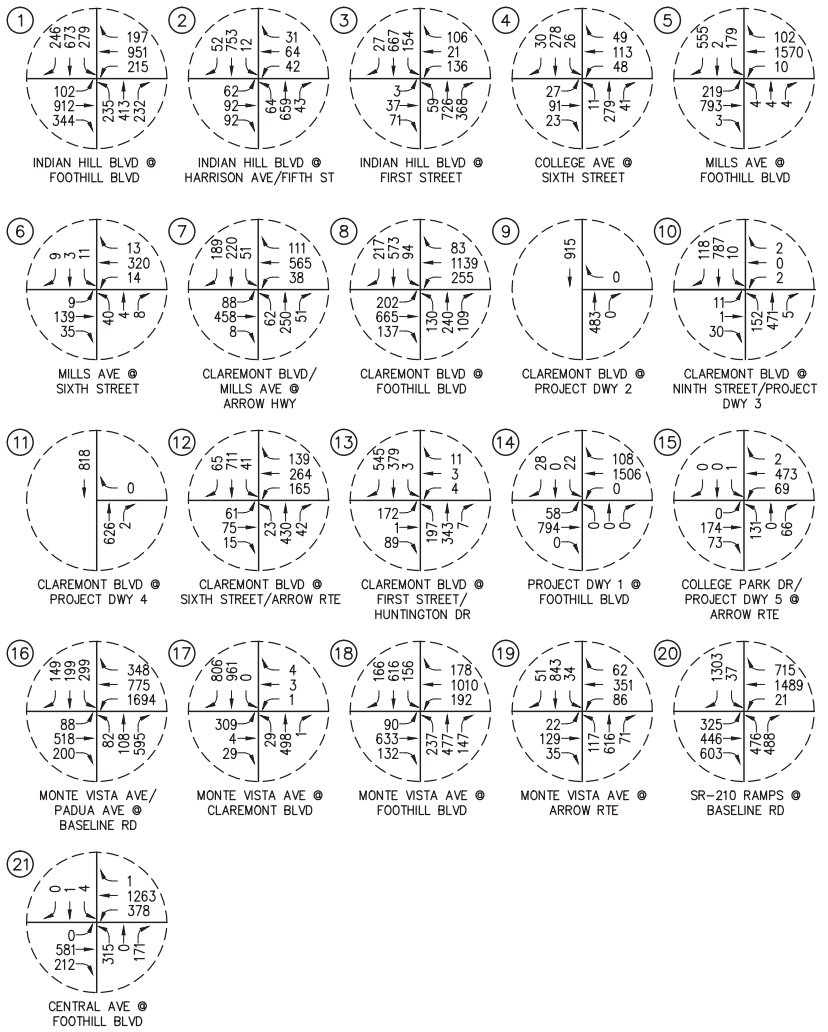
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-21

YEAR 2030 CUMULATIVE PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: PRACTICE DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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NO SCALE

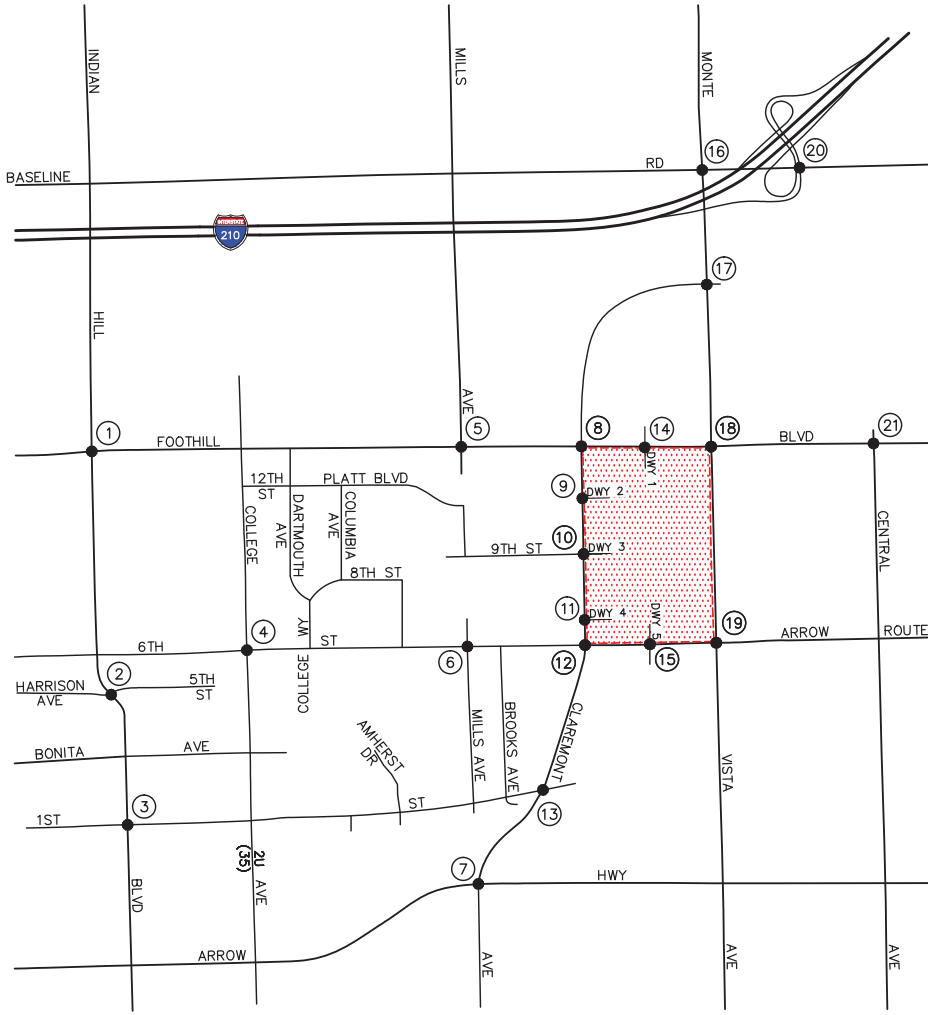
KEY

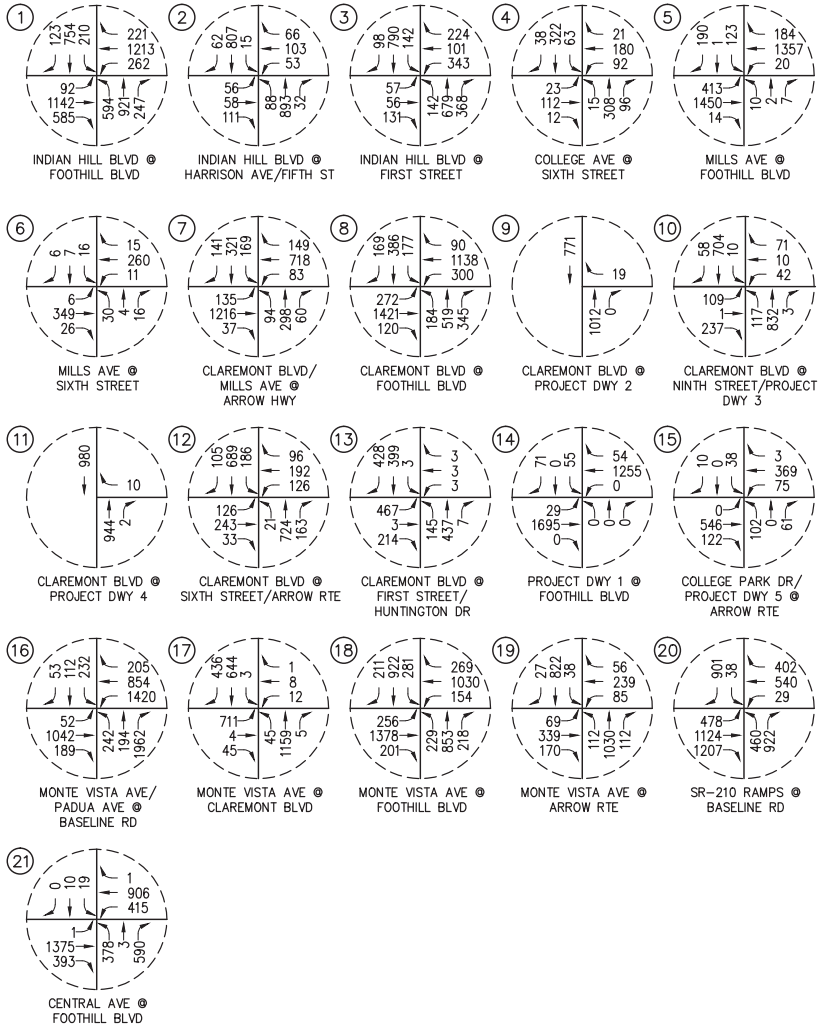
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 6-22

YEAR 2030 CUMULATIVE PLUS PROJECT
AM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: GAME DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

N NO SCALE

FIGURE 6-23

YEAR 2030 CUMULATIVE PLUS PROJECT
PM PEAK HOUR TRAFFIC VOLUMES (WEEKDAY: GAME DAY)
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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7.0 EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

The *direct* impacts of added Project traffic volumes generated by the proposed Project, during the AM and PM peak hours, were first evaluated based on analysis of existing operating conditions at the key study intersections, with and without the proposed Project. The previously-discussed capacity analysis procedures were utilized to investigate the existing delay relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the City traffic impact criteria previously described in this report.

Table 7-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Existing Plus Project (Weekday: Practice Day) traffic conditions. ***Table 7-2*** summarizes the AM and PM peak hour Level of Service results for the Existing Plus Project (Weekday: Game Day) traffic conditions. ***Table 7-3*** summarizes the AM and PM peak hour Level of Service results for the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions. ***Table 7-4*** summarizes the AM and PM peak hour Level of Service results for the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions.

The first column (1) of Delay/LOS values in *Tables 7-1* through *7-4* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Tables 3-2* and *3-3*, for the weekday and weekend traffic conditions, respectively) and the second column (2) presents forecast Existing Plus Project traffic conditions for the four (4) analysis scenarios listed above. The third column (3) identifies the Project increment and the fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on City significant traffic impact criteria described in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements, if any, to achieve an acceptable level of service.

7.1 Existing (Weekday) Traffic Conditions

Review of *Tables 7-1* and *7-2* indicates that based on the HCM method of analysis and the LOS criteria described in this report, two (2) of the key existing study intersections currently operate at unacceptable levels of service during the AM and/or PM peak hours for the Existing (Weekday) traffic conditions. The remaining key existing study intersections currently operate at acceptable level of service LOS during the AM and PM peak hours for the Existing (Weekday) traffic conditions. The locations operating at adverse LOS are as follows:

			AM Peak Hour		PM Peak Hour	
Key Intersection		**Jurisdiction**	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.2	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.5	F	--	--

Appendix B contains the Existing (Weekday) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

7.2 Existing Plus Project (Weekday: Practice Day) Traffic Conditions

Review of column (2) of *Table 7-1* shows that two (2) of the key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic for the Weekday: Practice Day traffic conditions, based on the LOS impact criteria mentioned in this report. The remaining key study intersections are forecast to operate at acceptable level of service during the AM and PM peak hours for the Existing Plus Project (Weekday: Practice Day) traffic conditions. The locations operating at adverse LOS are as follows:

Key Intersection	Jurisdiction	AM Peak Hour		PM Peak Hour	
		Delay (s/v)	LOS	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.4	F
20. SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.9	F	--	--

Review of column (4) indicates that these two (2) intersections would experience a significant Project impact when compared to the LOS criteria identified in this report. The implementation of the recommended mitigation measures outlined in this report would offset the impacts associated with Existing Plus Project (Weekday: Practice Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions as shown in column (5).

To supplement the level of service results as presented in *Table 7-1*, ***Figure 7-1*** graphically illustrates the comparison between Existing (Weekday) and Existing Plus Project (Weekday: Practice Day) traffic level of service results for the AM and PM peak hours.

In addition, ***Figure 7-2*** graphically illustrates the comparison between Existing Plus Project (Weekday: Practice Day) and Existing Plus Project (Weekday: Practice Day) with Mitigation level of service results for the AM and PM peak hours.

Appendix B contains the Existing Plus Project (Weekday: Practice Day) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 7-1

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[39]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekday: Practice Day) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	E	AM	38.3	D	38.4	D	0.1	No	37.4	D
			PM	**82.2**	**F**	**82.4**	**F**	**0.2**	**Yes**	56.8	E
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	AM	16.9	B	16.9	B	0.0	No	--	--
			PM	17.2	B	17.3	B	0.1	No	--	--
3. Indian Hill Boulevard at First Street	Claremont	D	AM	14.0	B	14.0	B	0.0	No	--	--
			PM	19.0	B	19.1	B	0.1	No	--	--
4. College Avenue at Sixth Street	Claremont	D	AM	9.7	A	9.7	A	0.0	No	--	--
			PM	11.4	B	11.5	B	0.1	No	--	--
5. Mills Avenue at Foothill Boulevard	Claremont	E	AM	30.2	C	30.2	C	0.0	No	--	--
			PM	25.1	C	25.2	C	0.1	No	--	--
6. Mills Avenue at Sixth Street	Claremont	D	AM	8.3	A	8.3	A	0.0	No	--	--
			PM	8.7	A	8.8	A	0.1	No	--	--
7. Claremont Blvd/Mills Avenue at Arrow Highway	Claremont	E	AM	24.3	C	24.3	C	0.0	No	--	--
			PM	30.2	C	29.4	C	0.0[40]	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[39] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[40] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.

TABLE 7-1 (CONTINUED)

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[41]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekday: Practice Day) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	29.3	C	29.3	C	0.0	No	--	--
			PM	33.1	C	33.4	C	0.3	No	--	--
9. Claremont Boulevard at Project Driveway 2[42]	Claremont	D	AM	--	--	0.0	A	--	--	--	--
			PM	--	--	10.1	B	--	--	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.6	B	20.3	C	8.7	No	--	--
			PM	16.4	C	24.7	C	8.3	No	--	--
11. Claremont Boulevard at Project Driveway 4[42]	Claremont	D	AM	--	--	0.0	A	--	--	--	--
			PM	--	--	10.0	A	--	--	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	29.5	C	29.5	C	0.0	No	--	--
			PM	30.3	C	30.3	C	0.0	No	--	--
13. Claremont Boulevard at First Street/Huntington Drive	Claremont	D	AM	17.1	B	17.2	B	0.1	No	--	--
			PM	23.1	C	23.1	C	0.0	No	--	--
14. Project Driveway 1 Foothill Boulevard[42]	Claremont	E	AM	--	--	0.0	A	--	--	--	--
			PM	--	--	0.0	A	--	--	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[41] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[42] Intersection does not exist. Analyzed under future conditions only.

TABLE 7-1 (CONTINUED)

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[43]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekday: Practice Day) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
15. College Park Drive/Project Driveway 5 at Arrow Route	Upland	D	AM	13.0	B	14.1	B	1.1	No	--	--
			PM	11.4	B	11.9	B	0.5	No	--	--
16. Monte Vista Avenue/Padua Avenue at Baseline Road	Claremont	E	AM	44.2	D	44.4	D	0.2	No	--	--
			PM	64.2	E	67.5	E	3.3	No	--	--
17. Monte Vista Avenue at Claremont Boulevard	Claremont	E	AM	30.9	C	31.0	C	0.1	No	--	--
			PM	32.5	C	32.9	C	0.4	No	--	--
18. Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	29.2	C	29.0	C	0.0[44]	No	--	--
			PM	29.4	C	29.5	C	0.1	No	--	--
19. Monte Vista Avenue at Arrow Route	Upland	D	AM	25.6	C	25.6	C	0.0	No	--	--
			PM	26.3	C	26.3	C	0.0	No	--	--
20. SR-210 Freeway Ramps at Base line Road	Claremont/ Caltrans	E	AM	**110.5**	**F**	**110.9**	**F**	**0.4**	**Yes**	47.3	D
			PM	73.2	E	73.5	E	0.3	No	44.4	D
21. Central Avenue at Foothill Boulevard	Upland	D	AM	29.7	C	29.5	C	0.0[44]	No	--	--
			PM	47.1	D	47.3	D	0.2	No	--	--

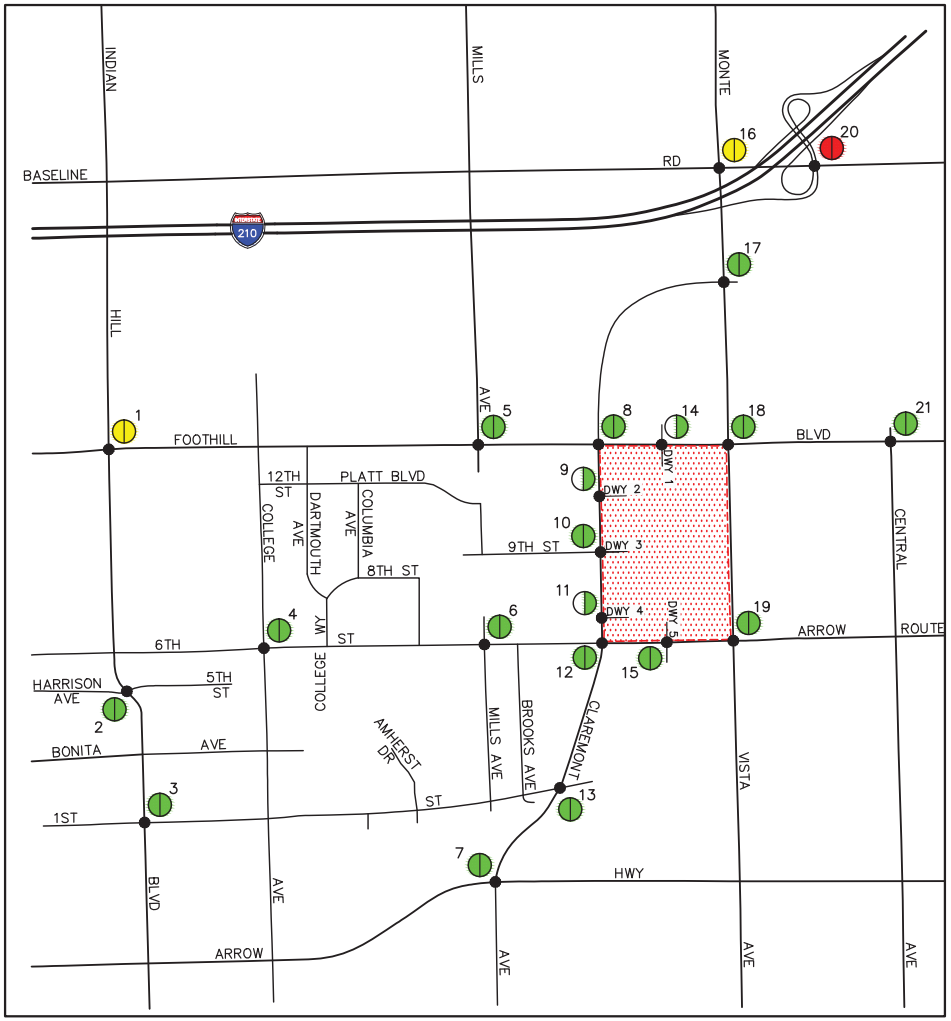
Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

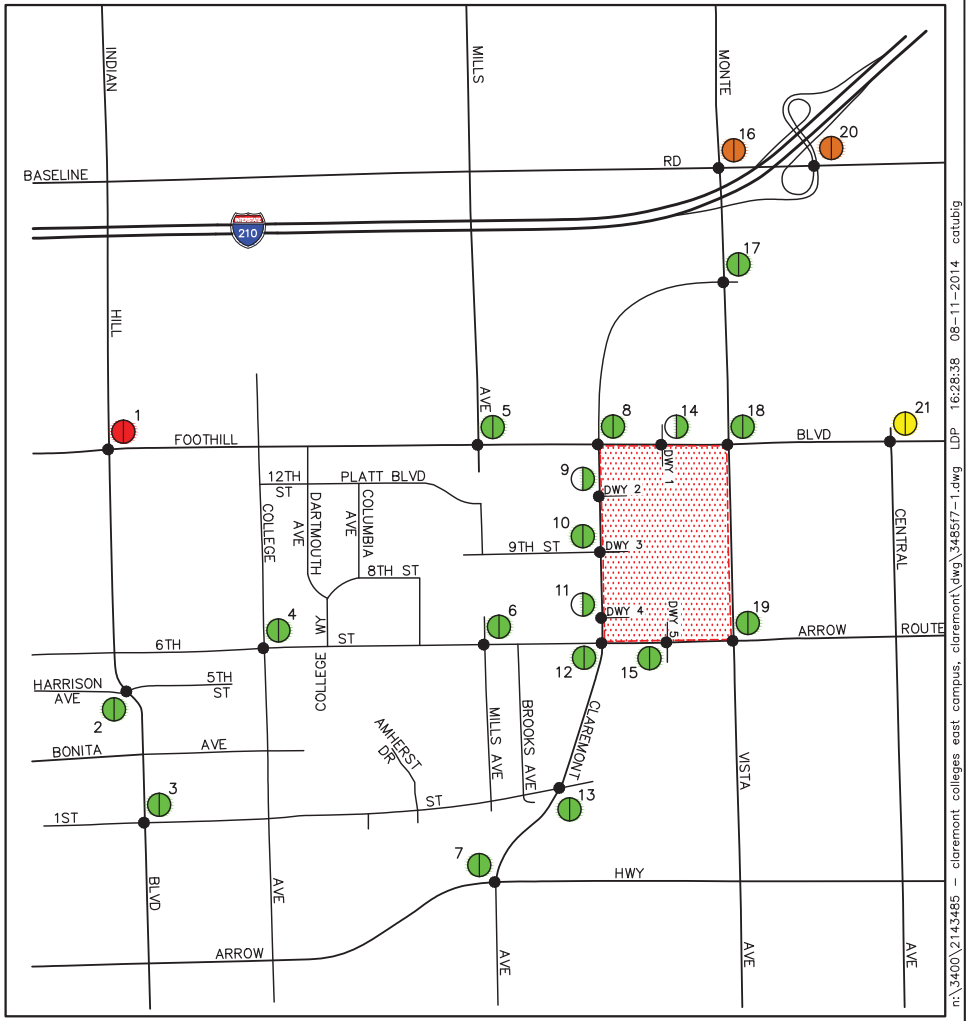
[43] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[44] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.

AM PEAK HOUR



PM PEAK HOUR



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NO SCALE

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) LOS RESULTS

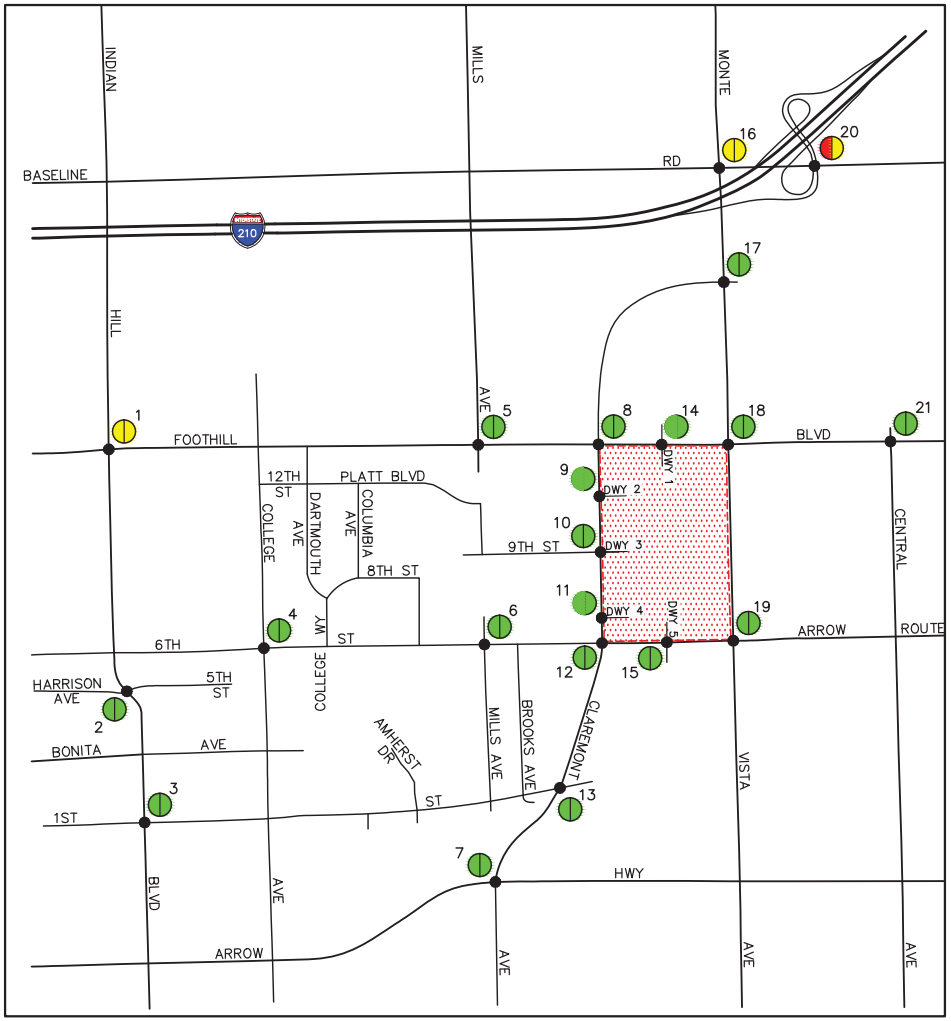
EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION LOS RESULTS

KEY
= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

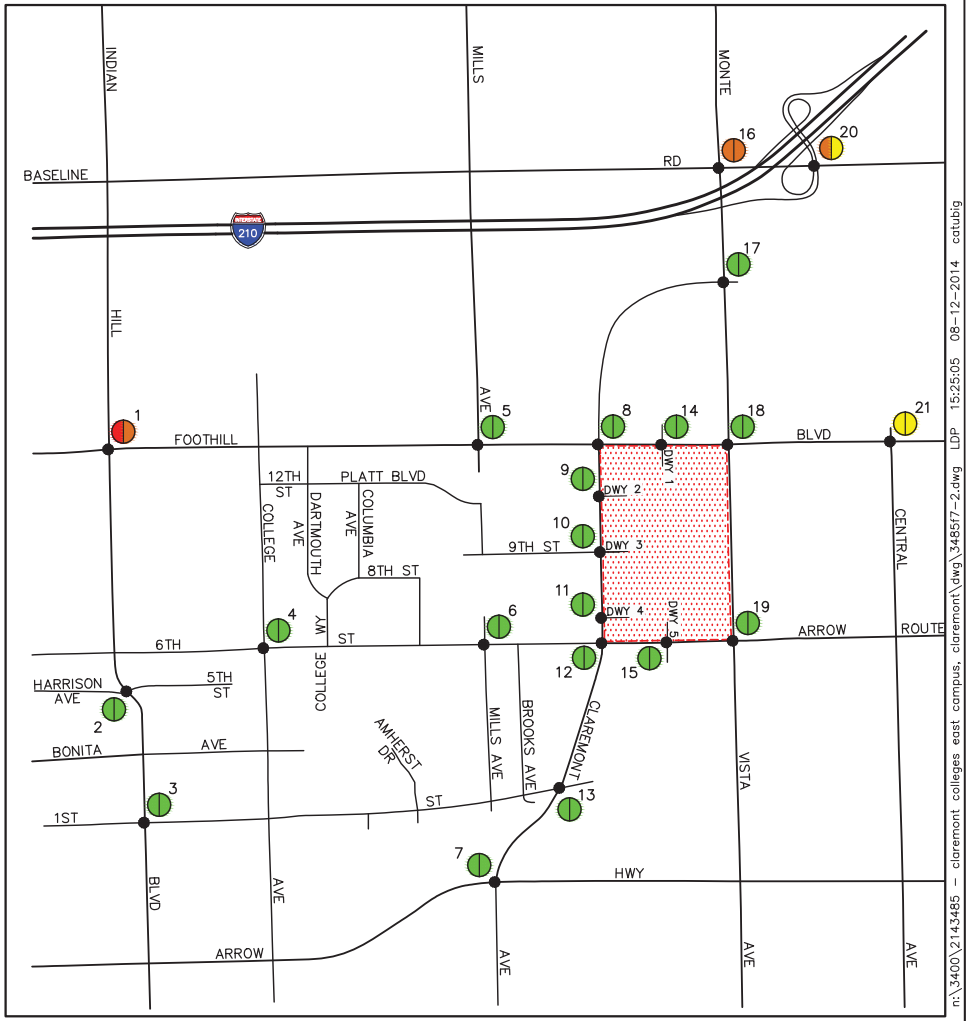
FIGURE 7-1

EXISTING (WEEKDAY) VS. EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY)
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

AM PEAK HOUR



PM PEAK HOUR



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NO SCALE

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) LOS RESULTS

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION LOS RESULTS

KEY

= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 7-2

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) VS.
EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

7.3 Existing Plus Project (Weekday: Game Day) Traffic Conditions

Review of column (2) of *Table 7-2* shows that two (2) of the key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic for the (Weekday: Game Day) traffic conditions, based on the LOS impact criteria mentioned in this report. The remaining key study intersections are forecast to operate at acceptable level of service during the AM and PM peak hours for the Existing Plus Project (Weekday: Game Day) traffic conditions. The locations operating at adverse LOS are as follows:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	82.6	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	110.9	F	--	--

Review of column (4) indicates that these two (2) intersections would experience a significant Project impact when compared to the LOS criteria identified in this report. The implementation of the recommended mitigation measures outlined in this report would offset the impacts associated with Existing Plus Project (Weekday: Game Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions as shown in column (5).

To supplement the level of service results as presented in *Table 7-2*, ***Figure 7-3*** graphically illustrates the comparison between Existing (Weekday) and Existing Plus Project (Weekday: Game Day) traffic level of service results for the AM and PM peak hours.

In addition, ***Figure 7-4*** graphically illustrates the comparison between Existing Plus Project (Weekday: Game Day) and Existing Plus Project (Weekday: Game Day) with Mitigation level of service results for the AM and PM peak hours.

Appendix B contains the Existing Plus Project (Weekday: Game Day) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 7-2

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[45]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekday: Game Day) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	E	AM	38.3	D	38.4	D	0.1	No	37.4	D
			PM	**82.2**	**F**	**82.6**	**F**	**0.4**	**Yes**	56.8	E
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	AM	16.9	B	16.9	B	0.0	No	--	--
			PM	17.2	B	17.5	B	0.3	No	--	--
3. Indian Hill Boulevard at First Street	Claremont	D	AM	14.0	B	14.0	B	0.0	No	--	--
			PM	19.0	B	19.2	B	0.2	No	--	--
4. College Avenue at Sixth Street	Claremont	D	AM	9.7	A	9.7	A	0.0	No	--	--
			PM	11.4	B	11.6	B	0.2	No	--	--
5. Mills Avenue at Foothill Boulevard	Claremont	E	AM	30.2	C	30.2	C	0.0	No	--	--
			PM	25.1	C	25.3	C	0.2	No	--	--
6. Mills Avenue at Sixth Street	Claremont	D	AM	8.3	A	8.3	A	0.0	No	--	--
			PM	8.7	A	8.8	A	0.1	No	--	--
7. Claremont Blvd/Mills Avenue at Arrow Highway	Claremont	E	AM	24.3	C	24.3	C	0.0	No	--	--
			PM	30.2	C	29.4	C	0.0[46]	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[45] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[46] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.

TABLE 7-2 (CONTINUED)
EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[47]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekday: Game Day) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	29.3	C	29.3	C	0.0	No	--	--
			PM	33.1	C	33.9	C	0.8	No	--	--
9. Claremont Boulevard at Project Driveway 2[48]	Claremont	D	AM	--	--	0.0	A	--	--	--	--
			PM	--	--	10.4	B	--	--	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.6	B	20.3	C	8.7	No	--	--
			PM	16.4	C	24.3	C	7.9	No	--	--
11. Claremont Boulevard at Project Driveway 4[48]	Claremont	D	AM	--	--	0.0	A	--	--	--	--
			PM	--	--	10.0	B	--	--	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	29.5	C	29.5	C	0.0	No	--	--
			PM	30.3	C	30.4	C	0.1	No	--	--
13. Claremont Boulevard at First Street/Huntington Drive	Claremont	D	AM	17.1	B	17.2	B	0.1	No	--	--
			PM	23.1	C	23.1	C	0.0	No	--	--
14. Project Driveway 1 Foothill Boulevard[48]	Claremont	E	AM	--	--	0.0	A	--	--	--	--
			PM	--	--	0.0	A	--	--	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[47] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.
[48] Intersection does not exist. Analyzed under future conditions only.

TABLE 7-2 (CONTINUED)

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[49]

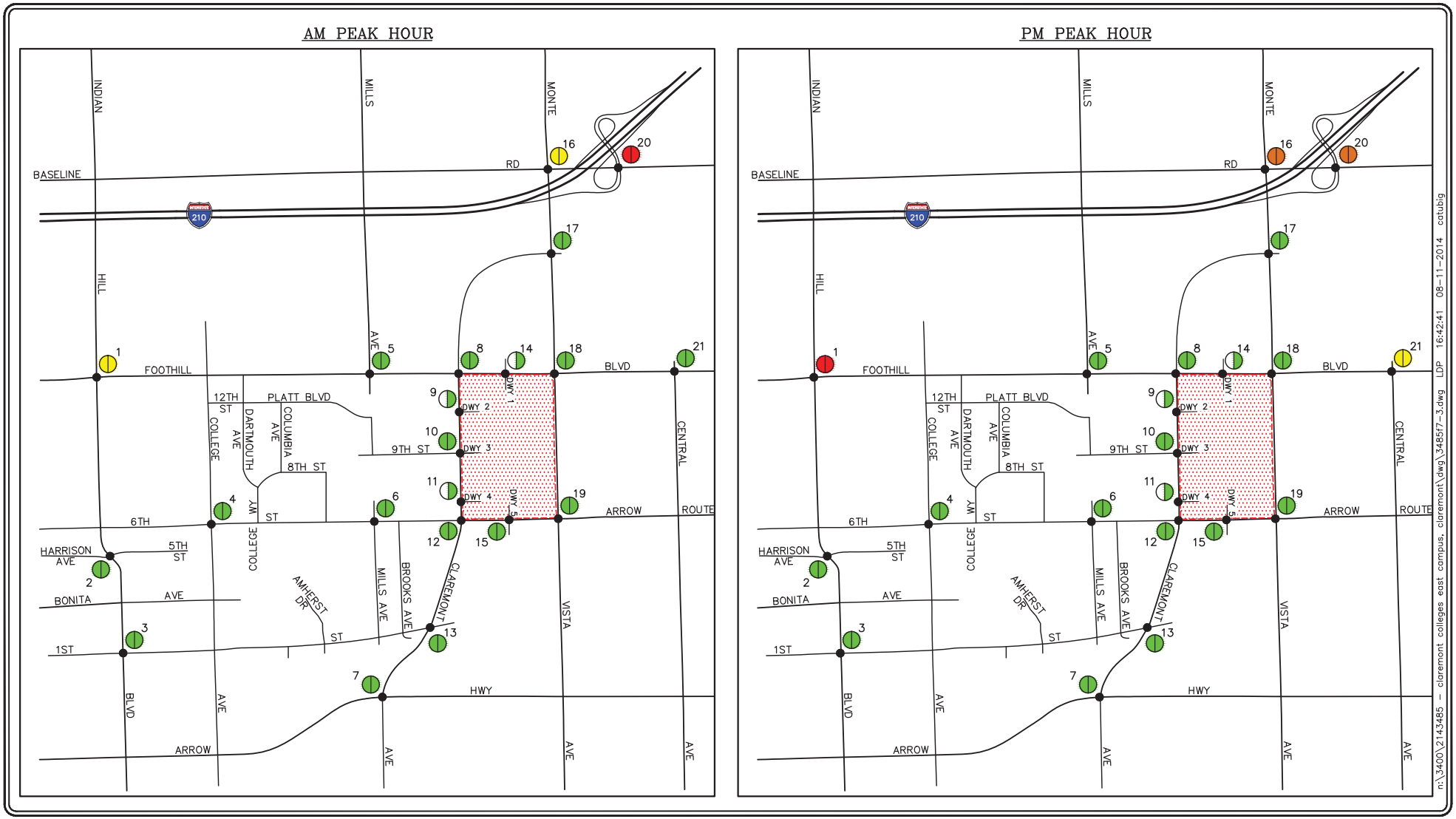
Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekday: Game Day) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
15. College Park Drive/Project Driveway 5 at Arrow Route	Upland	D	AM	13.0	B	14.1	B	1.1	No	--	--
			PM	11.4	B	10.4	B	0.0[50]	No	--	--
16. Monte Vista Avenue/Padua Avenue at Baseline Road	Claremont	E	AM	44.2	D	44.4	D	0.2	No	--	--
			PM	64.2	E	73.4	E	9.2	No	--	--
17. Monte Vista Avenue at Claremont Boulevard	Claremont	E	AM	30.9	C	31.0	C	0.1	No	--	--
			PM	32.5	C	33.6	C	1.1	No	--	--
18. Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	29.2	C	29.0	C	0.0[50]	No	--	--
			PM	29.4	C	29.7	C	0.3	No	--	--
19. Monte Vista Avenue at Arrow Route	Upland	D	AM	25.6	C	25.6	C	0.0	No	--	--
			PM	26.3	C	26.3	C	0.0	No	--	--
20. SR-210 Freeway Ramps at Base line Road	Claremont/ Caltrans	E	AM	**110.5**	**F**	**110.9**	**F**	**0.4**	**Yes**	47.3	D
			PM	73.2	E	73.4	E	0.2	No	45.3	D
21. Central Avenue at Foothill Boulevard	Upland	D	AM	29.7	C	29.5	C	0.0[50]	No	--	--
			PM	47.1	D	47.7	D	0.6	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[49] *Appendix B* contains the Delay/LOS calculation worksheets for all study intersections.

[50] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.



EXISTING (WEEKDAY) LOS RESULTS

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) LOS RESULTS

N NO SCALE

KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 7-3

EXISTING (WEEKDAY) VS. EXISTING PLUS PROJECT (WEEKDAY: GAME DAY)
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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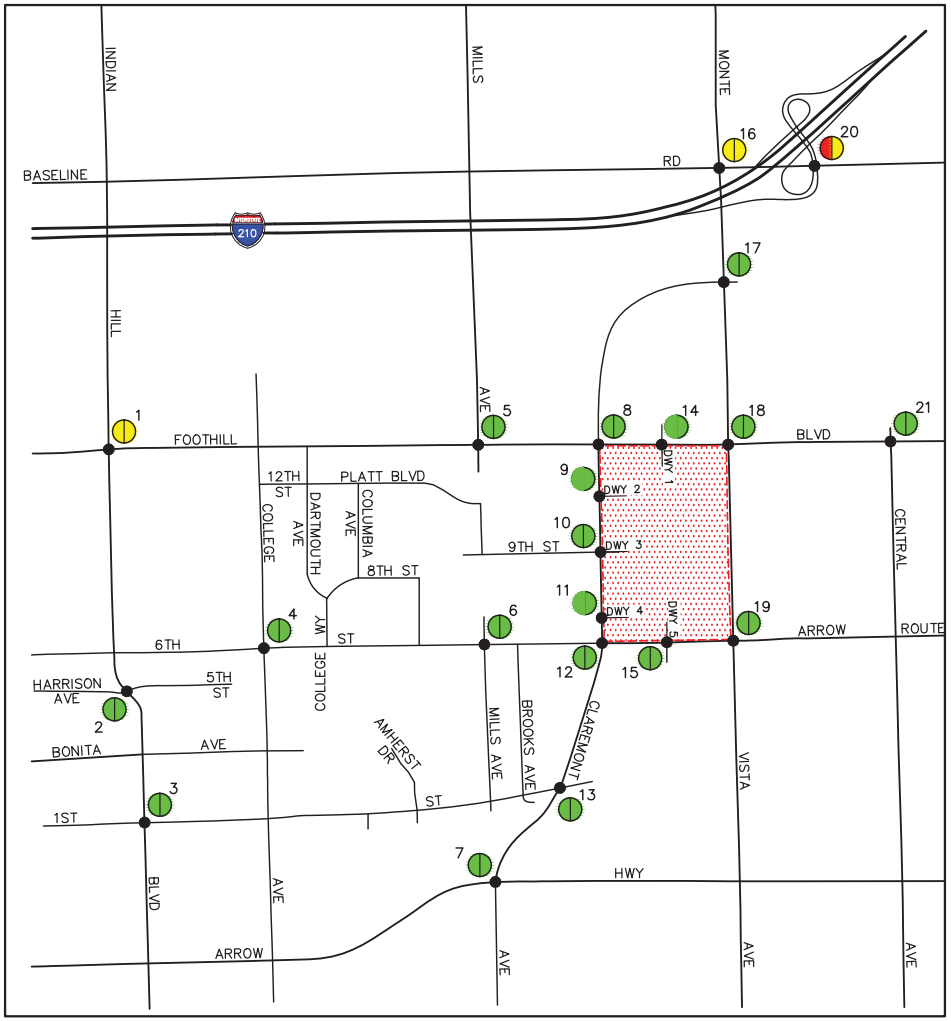
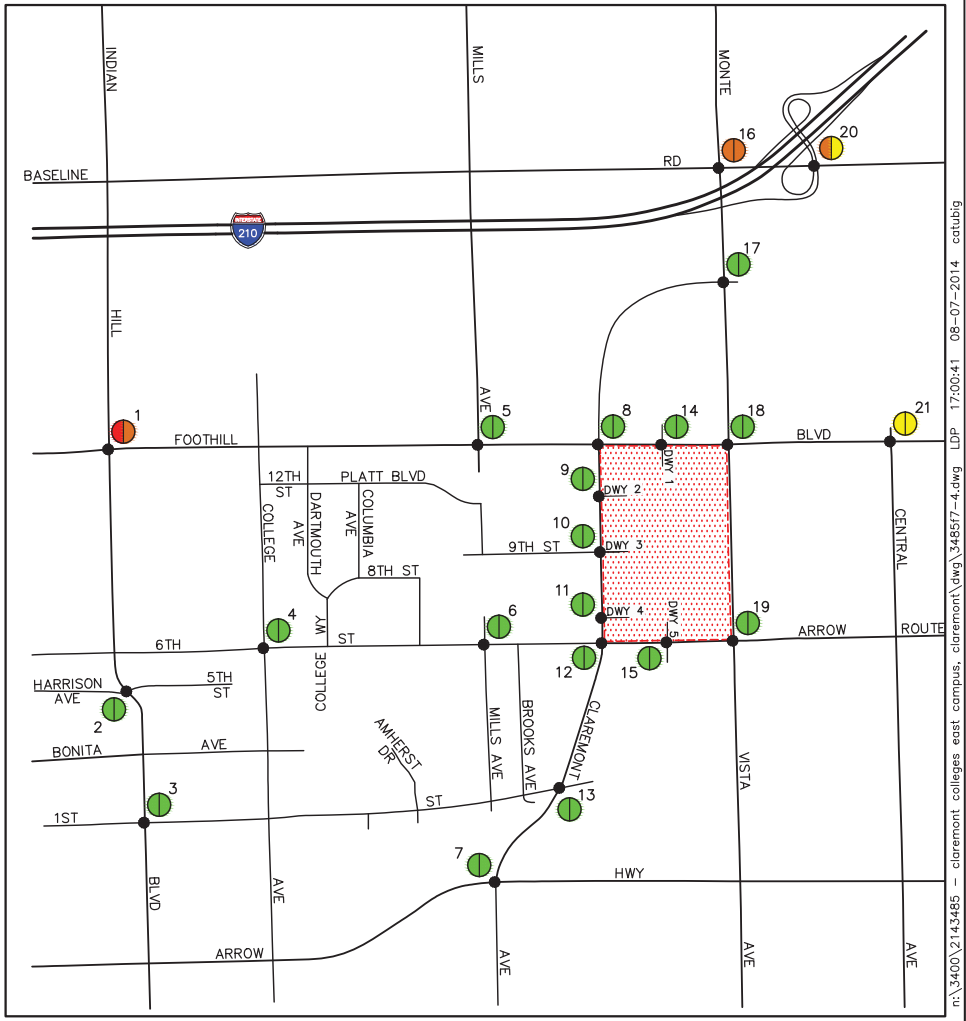
AM PEAK HOUR



PM PEAK HOUR



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N
NO SCALE

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) LOS RESULTS

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION LOS RESULTS

KEY
- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 7-4

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) VS.
EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

7.4 Existing (Weekend) Traffic Conditions

Review of *Tables 7-3* and *7-4* indicates that based on the HCM method of analysis and the LOS criteria described in this report, the six (6) key existing study intersections carried forward to a weekend analysis currently operate at acceptable level of service LOS during the AM and PM peak hours for the Existing (Weekend) traffic conditions.

Appendix C contains the Existing (Weekend) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

7.5 Existing Plus Project (Weekend: Game Day [Fall]) Traffic Conditions

Review of column (2) of *Table 7-3* shows that the weekend-focused six (6) key study intersections analyzed are forecast to operate at acceptable level of service during the AM and PM peak hours under Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions based on the LOS impact criteria mentioned in this report.

To supplement the level of service results as presented in *Table 7-3*, ***Figure 7-5*** graphically illustrates the comparison between Existing (Weekend) and Existing Plus Project (Weekend: Game Day [Fall]) traffic level of service results for the AM and PM peak hours.

Appendix C contains the Existing Plus Project (Weekend: Game Day [Fall]) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 7-3

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL]) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[51]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekend) Traffic Conditions		(2) Existing Plus Project (Weekend: Game Day [Fall]) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekend: Game Day [Fall]) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	28.1	C	31.2	C	3.1	No	--	--
			PM	27.2	C	28.7	C	1.5	No	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.5	B	23.7	C	12.2	No	--	--
			PM	10.8	B	22.4	C	11.6	No	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	28.7	C	28.8	C	0.1	No	--	--
			PM	28.5	C	28.8	C	0.3	No	--	--
15. College Park Drive/Project Driveway 5 at Arrow Route	Upland	D	AM	11.5	B	10.8	B	0.0[52]	No	--	--
			PM	11.9	B	19.1	B	7.2	No	--	--
18. Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	27.9	C	28.1	C	0.2	No	--	--
			PM	26.5	C	27.0	C	0.5	No	--	--
19. Monte Vista Avenue at Arrow Route	Upland	D	AM	25.9	C	27.3	C	1.4	No	--	--
			PM	25.0	C	25.3	C	0.3	No	--	--

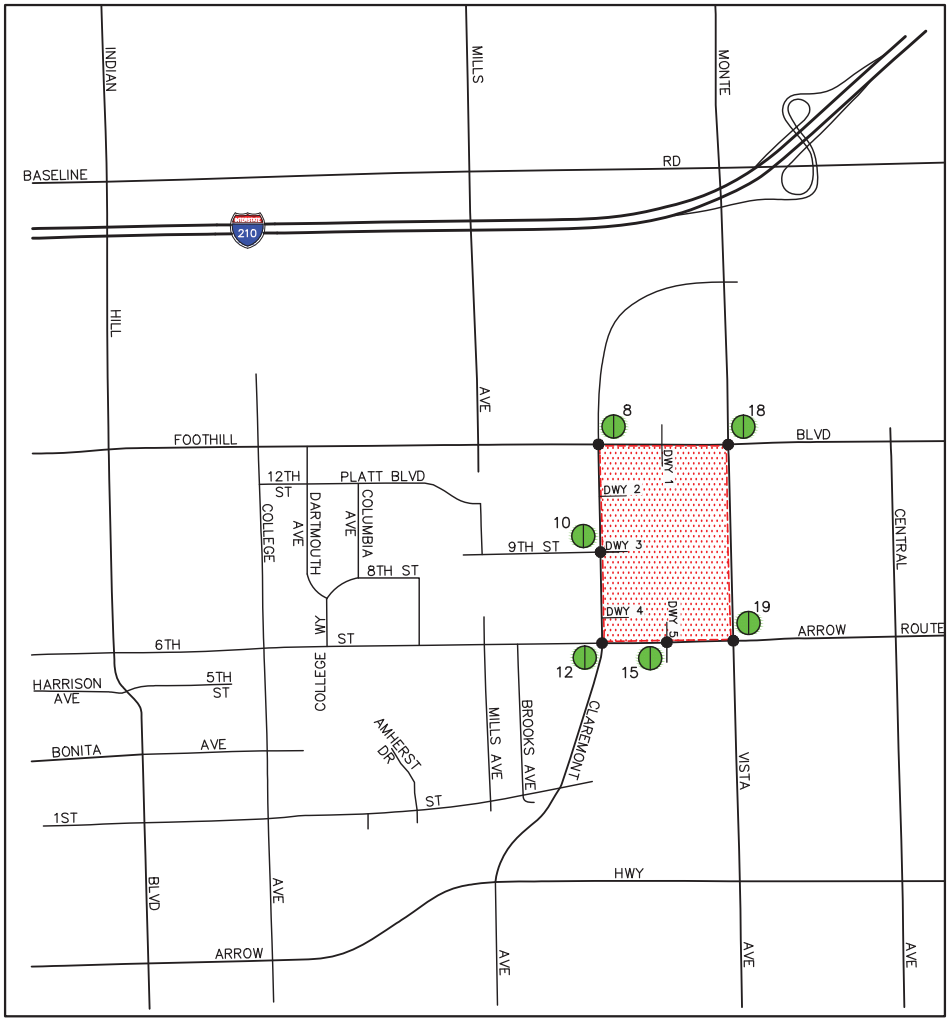
Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

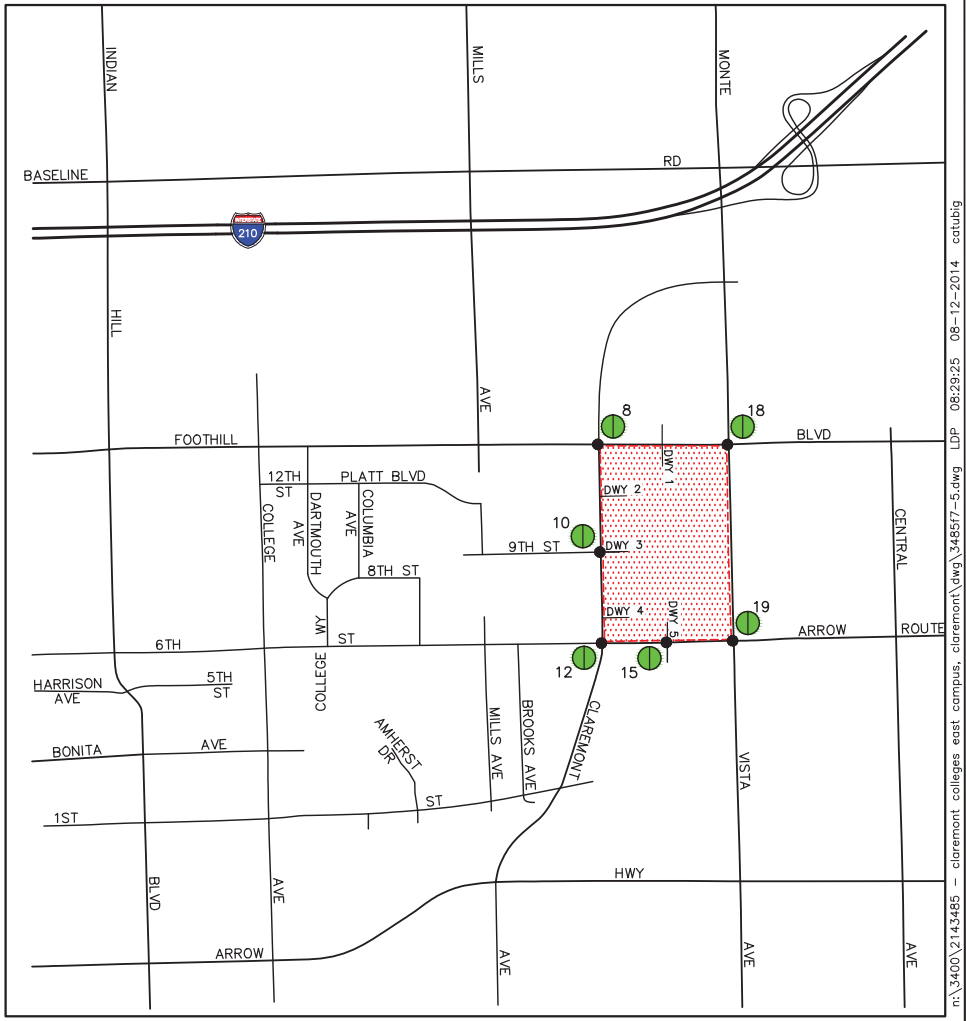
[51] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.

[52] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.

AM PEAK HOUR



PM PEAK HOUR



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N
NO SCALE

EXISTING (WEEKEND) LOS RESULTS

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL]) LOS RESULTS

KEY
= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 7-5

EXISTING (WEEKEND) VS. EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL])
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

7.6 Existing Plus Project (Weekend: Game Day [Spring]) Traffic Conditions

Review of column (2) of *Table 7-4* shows that the weekend-focused six (6) key study intersections analyzed with a weekend focus are forecast to operate at acceptable level of service during the AM and PM peak hours under Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions based on the LOS impact criteria mentioned in this report. These values generally reflect smaller Project increments than their Weekend: Game Day [Fall] counterparts.

To supplement the level of service results as presented in *Table 7-4*, ***Figure 7-6*** graphically illustrates the comparison between Existing (Weekend) and Existing Plus Project (Weekend: Game Day [Spring]) traffic level of service results for the AM and PM peak hours.

Appendix C contains the Existing Plus Project (Weekend: Game Day [Spring]) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 7-4

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING]) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[53]

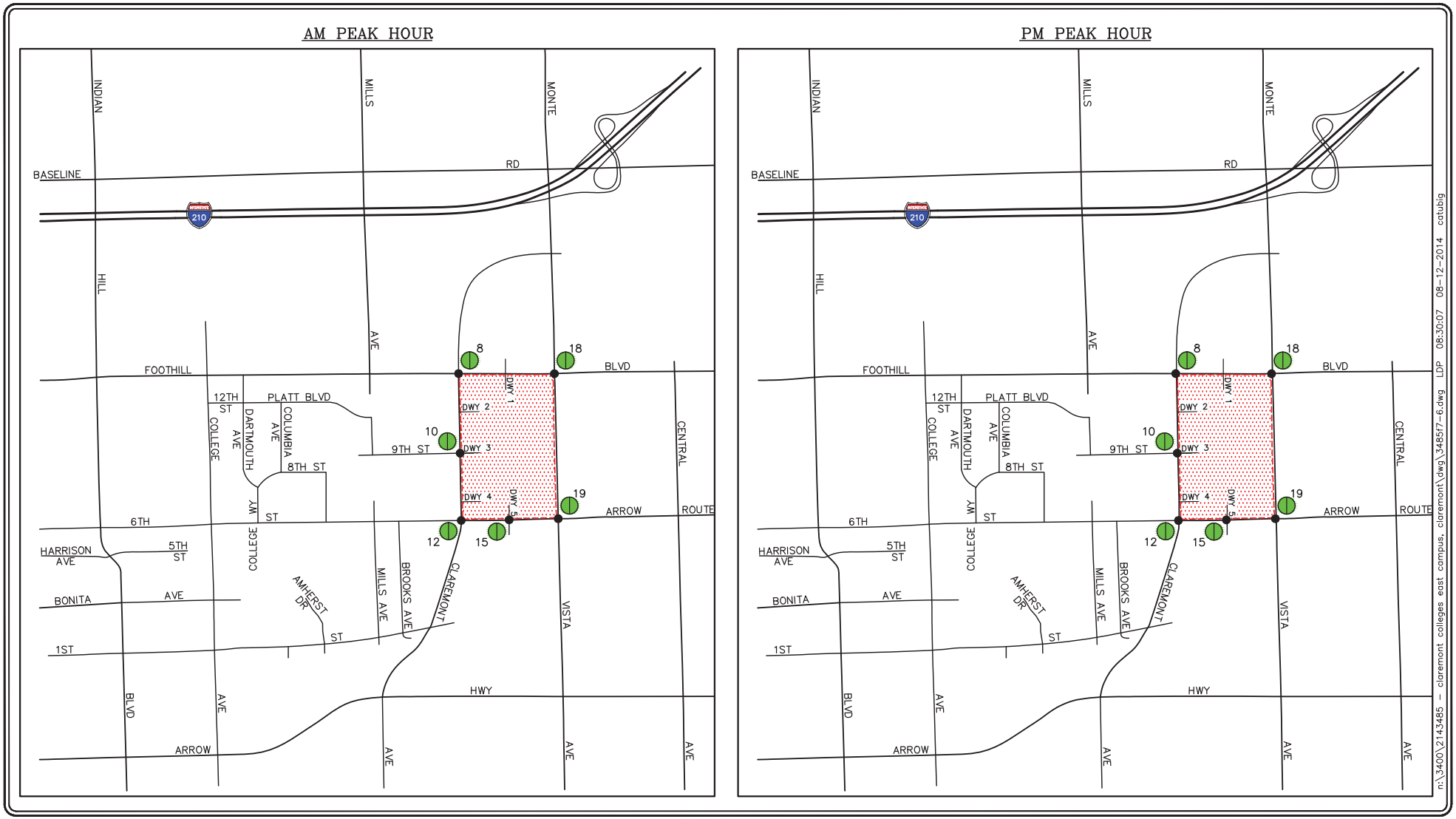
Key Intersection		Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekend) Traffic Conditions		(2) Existing Plus Project (Weekend: Game Day [Spring]) Traffic Conditions		(3) Project Increment (2) – (1)	(4) Significant Impact	(5) Existing Plus Project (Weekend: Game Day [Spring]) With Mitigation	
					Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8.	Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	28.1	C	29.6	C	1.5	No	--	--
				PM	27.2	C	27.7	C	0.5	No	--	--
10	Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.5	B	23.0	C	11.5	No	--	--
				PM	10.8	B	22.5	C	11.7	No	--	--
12	Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	28.7	C	28.7	C	0.0	No	--	--
				PM	28.5	C	28.6	C	0.1	No	--	--
15	College Park Drive/Project Driveway 5 at Arrow Route	Upland	D	AM	11.5	B	11.1	B	0.0[54]	No	--	--
				PM	11.9	B	15.6	B	3.7	No	--	--
18	Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	27.9	C	28.0	C	0.1	No	--	--
				PM	26.5	C	26.6	C	0.1	No	--	--
19	Monte Vista Avenue at Arrow Route	Upland	D	AM	25.9	C	26.6	C	0.7	No	--	--
				PM	25.0	C	25.4	C	0.4	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[53] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.

[54] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.



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NO SCALE

EXISTING (WEEKEND) LOS RESULTS

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING]) LOS RESULTS

KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 7-6

EXISTING (WEEKEND) VS. EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING]) AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

7.7 Existing Weekday "No Project" Versus Weekend "Plus Project" Traffic Conditions

From prior sections of this report, traffic levels on area roadway links and at key area intersections are concluded to be the greatest during the commuter peak hours, with weekend hour-by-hour volumes less to much less. The Project will have its greatest traffic generation potential on weekend game days. ***Table 7-5*** compares the LOS results for both Fall and Spring Existing Plus Project conditions to those now experienced during weekday commuter hours in the complete absence of the Project.

Looking to *Table 7-5*, the first column (1) restates LOS values based on existing traffic volumes as previously presented in *Tables 3-2*, *7-1* and *7-2*. As indicated, LOS B or C prevails at all locations. The second column (2) presents the results for a Fall home football game arrival (AM) and departure (PM) hour for a capacity crowd of 3,500 spectators. LOS B or C also prevails at all locations. At the Project's primary entry (Intersection 10) where the Project will add a signal will result in a change from LOS B to C during the peak football arrival hour.

The third column (3) directly compares columns (1) and (2), and shows varied Project increments (both increases and decreases), but except for Intersection 10, no change in LOS values. Column (4) and column (5) repeat the process for the case of Spring home baseball and softball games, both with a capacity crowd of 500 spectators, and further add team play on the two rugby fields, each presumed to have 100 spectators attending (even though there is no fixed seating). As expected, the Spring increments are less than their Fall game counterparts. Further, LOS B or C describes all locations.

Given that weekend conditions with the proposed Project will be very similar to existing weekday peak hour conditions in the complete absence of the Project, it has been concluded that a weekday-based analysis will provide the most conservative basis for evaluating Project impacts in future horizon years. On that basis, the 2020 and 2030 analyses of this report focuses only to the weekday commuter hours.

TABLE 7-5

EXISTING (WEEKDAY) VS. EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL]) AND EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING])

INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[55]

Key Intersection	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Existing Plus Project (Weekend: Game Day [Fall]) Traffic Conditions		(3) Existing (Weekday) Minus Existing Plus Project (Weekend: Game Day [Fall]) (1) – (2)	(4) Existing Plus Project (Weekend: Game Day [Spring]) Traffic Conditions		(5) Existing (Weekday) Minus Existing Plus Project (Weekend: Game Day [Spring]) (1) – (4)
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Delay (s/v)	LOS	Delay (s/v)
8. Claremont Boulevard at Foothill Boulevard	AM	29.3	C	31.2	C	-1.9	29.6	C	-0.3
	PM	33.1	C	28.7	C	4.4	27.7	C	5.4
10. Claremont Boulevard at Ninth Street/Project Driveway 3	AM	11.6	B	23.7	C	-12.1	23.0	C	-11.4
	PM	16.4	C	22.4	C	-6.0	22.5	C	-6.1
12. Claremont Boulevard at Sixth Street/Arrow Route	AM	29.5	C	28.8	C	0.7	28.7	C	0.8
	PM	30.3	C	28.8	C	1.5	28.6	C	1.7
15. College Park Drive/Project Driveway 5 at Arrow Route	AM	13.0	B	10.8	B	2.2	11.1	B	1.9
	PM	11.4	B	19.1	B	-7.7	15.6	B	-4.2
18. Monte Vista Avenue at Foothill Boulevard	AM	29.2	C	28.1	C	1.1	28.0	C	1.2
	PM	29.4	C	27.0	C	2.4	26.6	C	2.8
19. Monte Vista Avenue at Arrow Route	AM	25.6	C	27.3	C	-1.7	26.6	C	-1.0
	PM	26.3	C	25.3	C	1.0	25.4	C	0.9

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.
- Highlighted values indicate higher Existing (Weekday) LOS results.

[55] *Appendices B* and *C* contain the Delay/LOS calculation worksheets for all study intersections.

8.0 YEAR 2020 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

The relative impacts of the added Project traffic volumes generated by the proposed Project, during the AM and PM peak hours, were evaluated based on analysis of future Year 2020 operating conditions at the key study intersections, with and without the full trip generation of the proposed Project. The previously-discussed capacity analysis procedures were utilized to investigate the future delay relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using City traffic impact criteria previously described in this report.

Table 8-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. ***Table 8-2*** summarizes the AM and PM peak hour Level of Service results for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

The first column (1) of Delay/LOS values in *Tables 8-1* and *8-2* present a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Tables 3-2, 7-1* and *7-2* for the weekday traffic conditions). The second column (2) presents forecast Year 2020 Cumulative (Weekday) traffic conditions based on existing intersection geometry (except where Project driveways alter that geometry) and the third column (3) identifies forecast Year 2020 Cumulative Plus Project traffic conditions for the two (2) analysis scenarios listed above. The fourth column (4) identifies the Project increment and the fifth column (5) indicates whether the traffic associated with the Project will have a significant impact based on the applicable City significant traffic impact criteria. The sixth column (6) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

8.1 Year 2020 Cumulative (Weekday) Traffic Conditions

Review of column (2) of *Tables 8-1* and *8-2* shows that five (5) of the key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours under the Year 2020 Cumulative (Weekday) traffic conditions. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours under the Year 2020 Cumulative (Weekday) traffic conditions. The intersections forecast to have unacceptable levels of service are:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	161.3	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	94.8	F	481.9	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	122.0	F	156.4	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	236.6	F	157.6	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	75.8	E

Appendix E contains the Year 2020 Cumulative (Weekday) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

8.2 Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions

Review of column (3) of *Table 8-1* shows that the same five (5) key study intersections are forecast to operate at unacceptable levels of service with the addition Project traffic based on applicable LOS impact criteria for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	161.6	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	95.5	F	493.0	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	122.5	F	160.4	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	237.1	F	158.1	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	76.3	E

Review of column (5) indicates that four (4) of the five (5) intersections that are forecast to operate at adverse levels of service would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The implementation of recommended mitigation measures outlined in this report would offset the Project impacts associated with Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions as shown in column (6).

To supplement the level of service results as presented in *Table 8-1*, ***Figure 8-1*** graphically illustrates the comparison between Year 2020 Cumulative (Weekday) and Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic level of service results for the AM and PM peak hours.

In addition, ***Figure 8-2*** graphically illustrates the comparison between Year 2020 Cumulative Plus Project (Weekday: Practice Day) and Year 2020 Cumulative Plus Project (Weekday: Practice Day) with Mitigation level of service results for the AM and PM peak hours.

Appendix E contains the Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 8-1

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[56]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2020 Cumulative (Weekday) Traffic Conditions		(3) Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2020 Cumulative Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	E	AM	38.3	D	50.7	D	50.7	D	0.0	No	42.3	D
			PM	**82.2**	**F**	**161.3**	**F**	**161.6**	**F**	**0.3**	**Yes**	72.7	E
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	AM	16.9	B	17.5	B	17.5	B	0.0	No	--	--
			PM	17.2	B	19.0	B	19.1	B	0.1	No	--	--
3. Indian Hill Boulevard at First Street	Claremont	D	AM	14.0	B	16.8	B	16.8	B	0.0	No	--	--
			PM	19.0	B	24.8	C	24.9	C	0.1	No	--	--
4. College Avenue at Sixth Street	Claremont	D	AM	9.7	A	11.6	B	11.6	B	0.0	No	--	--
			PM	11.4	B	15.1	C	15.3	C	0.2	No	--	--
5. Mills Avenue at Foothill Boulevard	Claremont	E	AM	30.2	C	43.6	D	43.6	D	0.0	No	--	--
			PM	25.1	C	29.7	C	29.8	C	0.1	No	--	--
6. Mills Avenue at Sixth Street	Claremont	D	AM	8.3	A	9.4	A	9.5	A	0.1	No	--	--
			PM	8.7	A	10.1	B	10.1	B	0.0	No	--	--
7. Claremont Blvd/Mills Ave at Arrow Highway	Claremont	E	AM	24.3	C	24.6	C	24.6	C	0.0	No	--	--
			PM	30.2	C	31.3	C	31.3	C	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[56] *Appendices B* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 8-1 (CONTINUED)

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[57]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2020 Cumulative (Weekday) Traffic Conditions		(3) Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2020 Cumulative Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	29.3	C	36.2	D	36.4	D	0.2	No	--	--
			PM	33.1	C	56.4	E	57.7	E	1.3	No	--	--
9. Claremont Boulevard at Project Driveway 2[58]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.5	B	--	--	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.6	B	19.8	B	19.8	B	0.0	No	--	--
			PM	16.4	C	21.8	C	21.9	C	0.1	No	--	--
11. Claremont Boulevard at Project Driveway 4[58]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.4	B	--	--	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	29.5	C	34.1	C	34.1	C	0.0	No	--	--
			PM	30.3	C	36.8	D	37.1	D	0.3	No	--	--
13. Claremont Boulevard at First Street/Huntington Drive	Claremont	D	AM	17.1	B	19.9	B	19.9	B	0.0	No	--	--
			PM	23.1	C	30.0	C	30.1	C	0.1	No	--	--
14. Project Driveway 1 Foothill Boulevard[58]	Claremont	E	AM	--	--	**94.8**	**F**	**95.5**	**F**	**0.7**	**Yes**	14.4	B
			PM	--	--	**481.9**	**F**	**493.0**	**F**	**11.1**	**Yes**	14.7	B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[57] *Appendices B* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

[58] Intersection does not exist. Analyzed under future conditions only.

TABLE 8-1 (CONTINUED)

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[59]

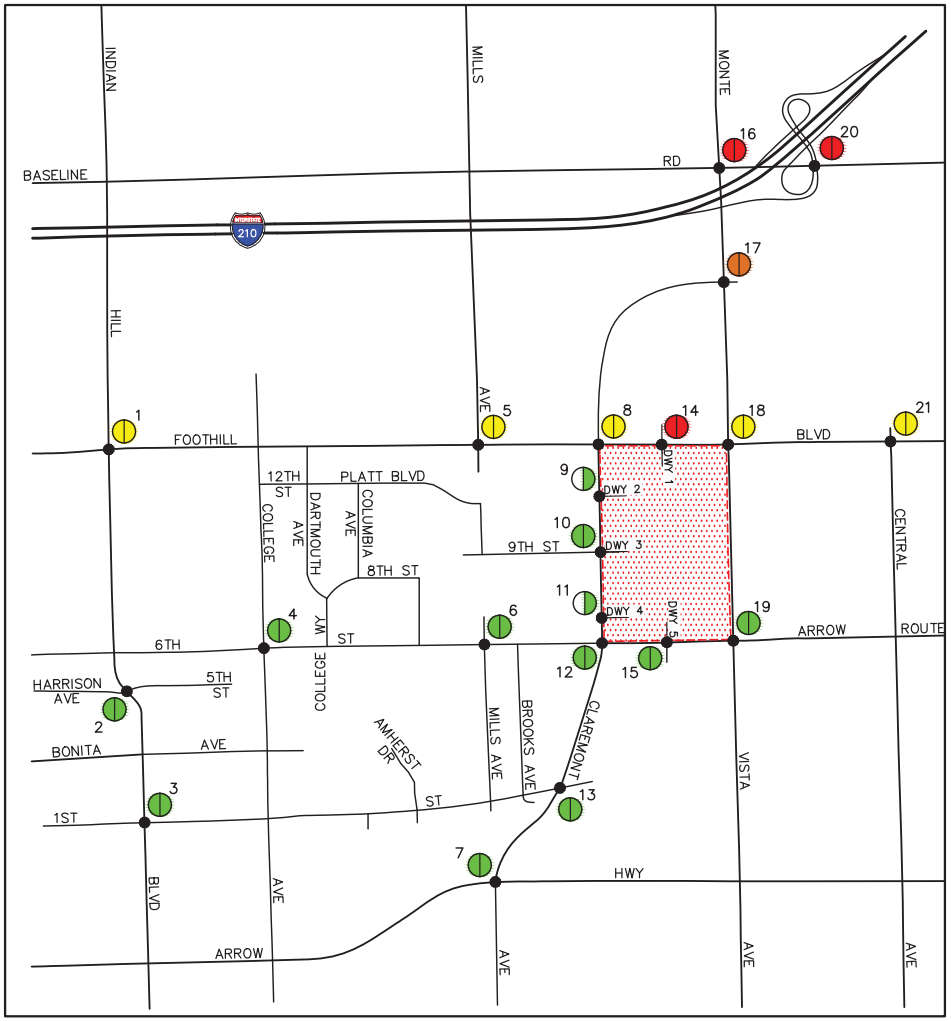
Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2020 Cumulative (Weekday) Traffic Conditions		(3) Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2020 Cumulative Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
15. College Park Drive/Project Dwy 5 at Arrow Route	Upland	D	AM	13.0	B	17.4	B	18.4	B	1.0	No	--	--
			PM	11.4	B	15.9	B	16.1	B	0.2	No	--	--
16. Monte Vista Avenue/Padua Ave at Baseline Road	Claremont	E	AM	44.2	D	**122.0**	**F**	**122.5**	**F**	**0.5**	**Yes**	51.0	D
			PM	64.2	E	**156.4**	**F**	**160.4**	**F**	**4.0**	**Yes**	43.5	D
17. Monte Vista Avenue at Claremont Boulevard	Claremont	E	AM	30.9	C	60.1	E	60.8	E	0.7	No	--	--
			PM	32.5	C	49.1	D	50.4	D	1.3	No	--	--
18. Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	29.2	C	37.6	D	37.6	D	0.0	No	--	--
			PM	29.4	C	44.4	D	44.7	D	0.3	No	--	--
19. Monte Vista Avenue at Arrow Route	Upland	D	AM	25.6	C	28.8	C	28.8	C	0.0	No	--	--
			PM	26.3	C	30.3	C	30.5	C	0.2	No	--	--
20. SR-210 Freeway Ramps at Base line Road	Claremont /Caltrans	E	AM	**110.5**	**F**	**236.6**	**F**	**237.1**	**F**	**0.5**	**Yes**	78.6	E
			PM	73.2	E	**157.6**	**F**	**158.1**	**F**	**0.5**	**Yes**	29.4	C
21. Central Avenue at Foothill Boulevard	Upland	D	AM	29.7	C	35.3	D	35.3	D	0.0	No	--	--
			PM	47.1	D	**75.8**	**E**	**76.3**	**E**	0.5	No	--	--

Notes:

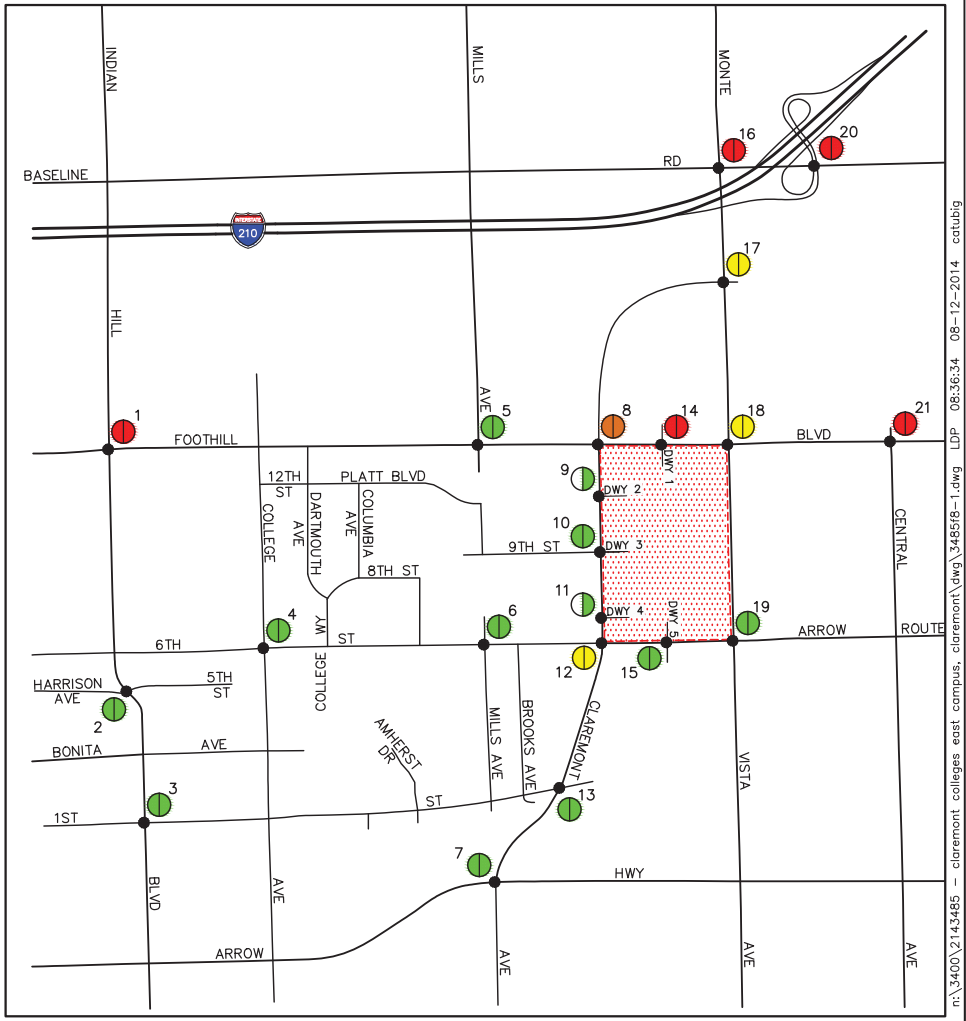
- s/v = seconds per vehicle (delay)
- OS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- Bold LOS values indicate unacceptable service levels based on LOS Criteria identified in this report.

[59] *Appendices B* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

AM PEAK HOUR



PM PEAK HOUR



N
NO SCALE

YEAR 2020 CUMULATIVE (WEEKDAY) LOS RESULTS

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) LOS RESULTS

KEY
- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 8-1

YEAR 2020 CUMULATIVE (WEEKDAY) VS.
YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY)
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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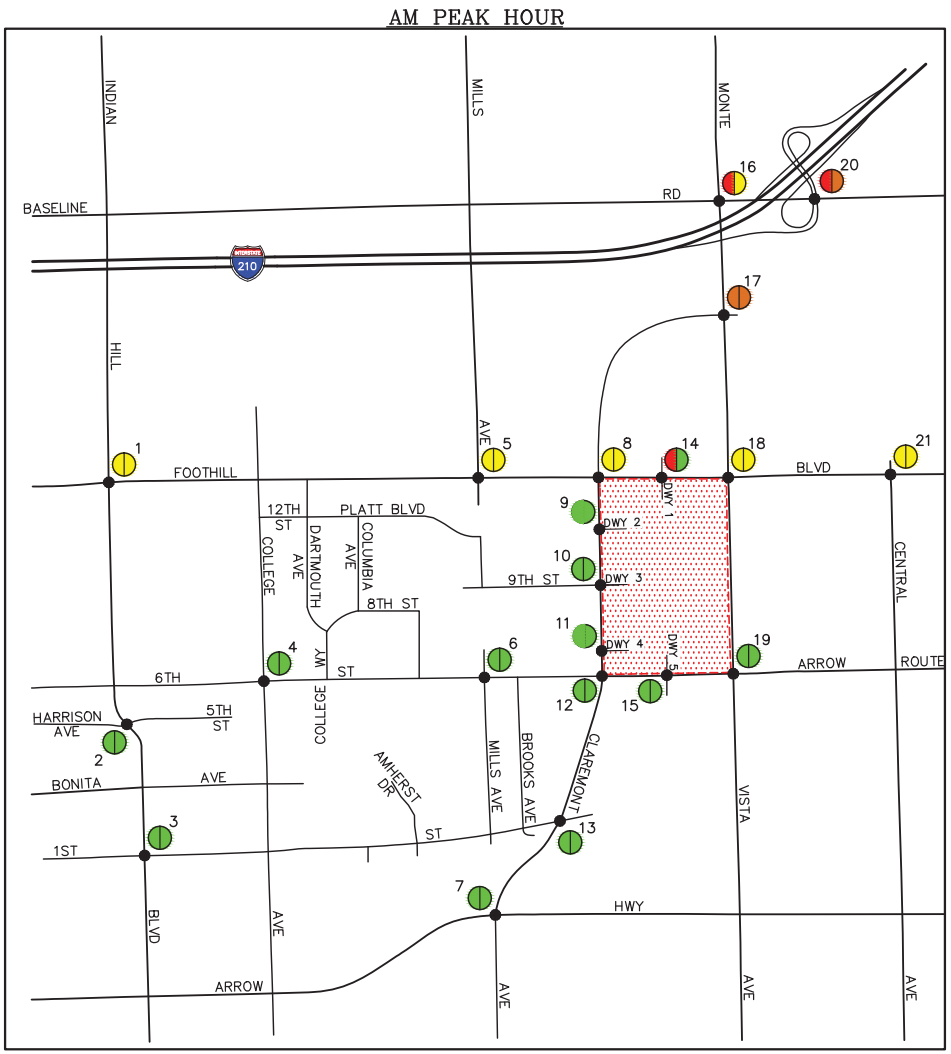

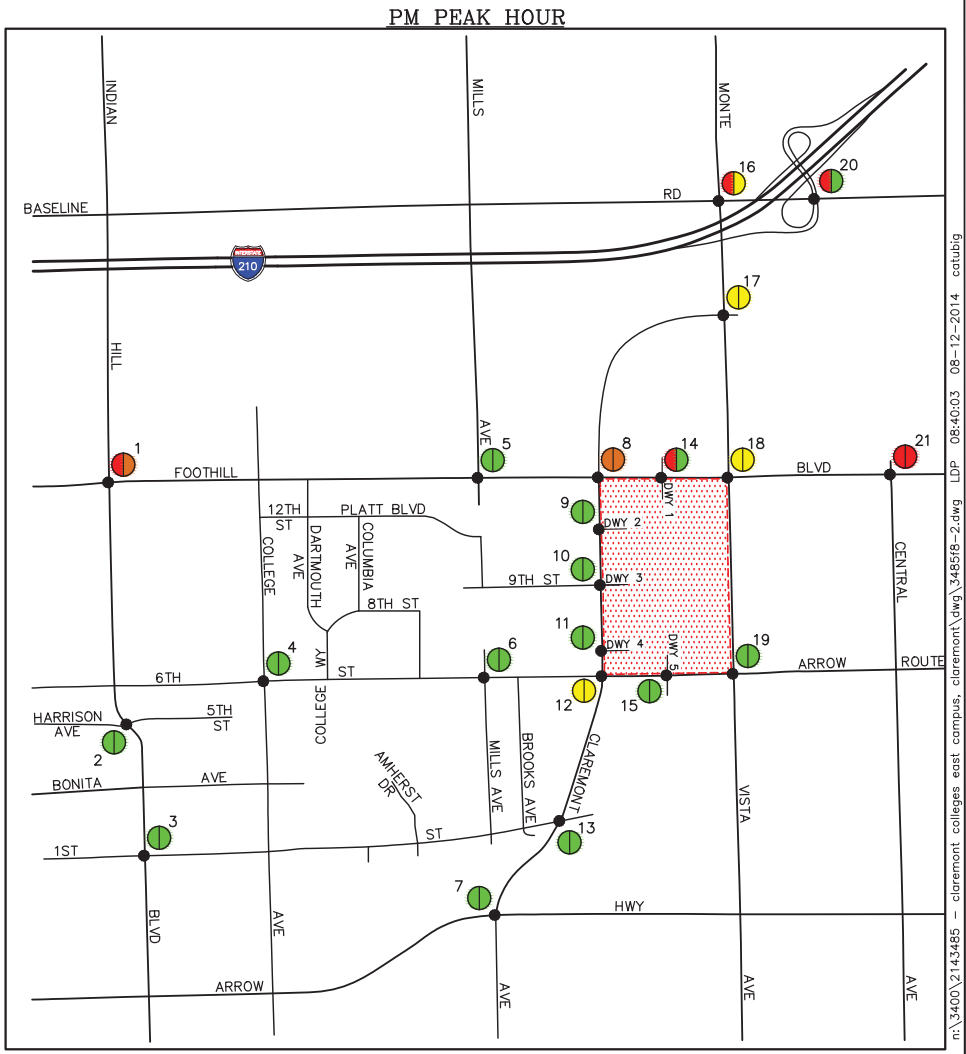

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) LOS RESULTS

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION LOS RESULTS

N

NO SCALE

KEY

= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 8-2

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) VS. YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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8.3 Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions

Review of column (3) of *Table 8-2* shows that the same five (5) key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic based on the applicable LOS impact criteria for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	161.9	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	95.5	F	504.6	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	122.5	F	167.4	F
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	237.1	F	158.1	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	77.4	E

Review of column (5) indicates that these five (5) intersections would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions as shown in column (6).

To supplement the level of service results as presented in *Table 8-2*, ***Figure 8-3*** graphically illustrates the comparison between Year 2020 Cumulative (Weekday) and Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic level of service results for the AM and PM peak hours.

In addition, ***Figure 8-4*** graphically illustrates the comparison between Year 2020 Cumulative Plus Project (Weekday: Game Day) and Year 2020 Cumulative Plus Project (Weekday: Game Day) with Mitigation level of service results for the AM and PM peak hours.

Appendix E contains the Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 8-2

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[60]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2020 Cumulative (Weekday) Traffic Conditions		(3) Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2020 Cumulative Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	E	AM	38.3	D	50.7	D	50.7	D	0.0	No	42.3	D
			PM	**82.2**	**F**	**161.3**	**F**	**161.9**	**F**	**0.6**	**Yes**	72.9	E
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	AM	16.9	B	17.5	B	17.5	B	0.0	No	--	--
			PM	17.2	B	19.0	B	19.2	B	0.2	No	--	--
3. Indian Hill Boulevard at First Street	Claremont	D	AM	14.0	B	16.8	B	16.8	B	0.0	No	--	--
			PM	19.0	B	24.8	C	24.9	C	0.1	No	--	--
4. College Avenue at Sixth Street	Claremont	D	AM	9.7	A	11.6	B	11.6	B	0.0	No	--	--
			PM	11.4	B	15.1	C	15.6	C	0.5	No	--	--
5. Mills Avenue at Foothill Boulevard	Claremont	E	AM	30.2	C	43.6	D	43.6	D	0.0	No	--	--
			PM	25.1	C	29.7	C	30.0	C	0.3	No	--	--
6. Mills Avenue at Sixth Street	Claremont	D	AM	8.3	A	9.4	A	9.5	A	0.1	No	--	--
			PM	8.7	A	10.1	B	10.2	B	0.1	No	--	--
7. Claremont Blvd/Mills Ave at Arrow Highway	Claremont	E	AM	24.3	C	24.6	C	24.6	C	0.0	No	--	--
			PM	30.2	C	31.3	C	31.3	C	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[60] *Appendices B* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 8-2 (CONTINUED)

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[61]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2020 Cumulative (Weekday) Traffic Conditions		(3) Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2020 Cumulative Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	29.3	C	36.2	D	36.4	D	0.2	No	--	--
			PM	33.1	C	56.4	E	58.8	E	2.4	No	--	--
9. Claremont Boulevard at Project Driveway 2[62]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.9	B	--	--	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.6	B	19.8	B	19.8	B	0.0	No	--	--
			PM	16.4	C	21.8	C	22.0	C	0.2	No	--	--
11. Claremont Boulevard at East Campus Driveway 4[62]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.4	B	--	--	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	29.5	C	34.1	C	34.1	C	0.0	No	--	--
			PM	30.3	C	36.8	D	37.5	D	0.7	No	--	--
13. Claremont Boulevard at First Street/Huntington Drive	Claremont	D	AM	17.1	B	19.9	B	19.9	B	0.0	No	--	--
			PM	23.1	C	30.0	C	30.3	C	0.3	No	--	--
14. Project Driveway 1 Foothill Boulevard[62]	Claremont	E	AM	--	--	**94.8**	**F**	**95.5**	**F**	**0.7**	**Yes**	14.4	B
			PM	--	--	**481.9**	**F**	**504.6**	**F**	**22.7**	**Yes**	14.8	B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[61] *Appendices B* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

[62] Intersection does not exist. Analyzed under future conditions only.

TABLE 8-2 (CONTINUED)

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[63]

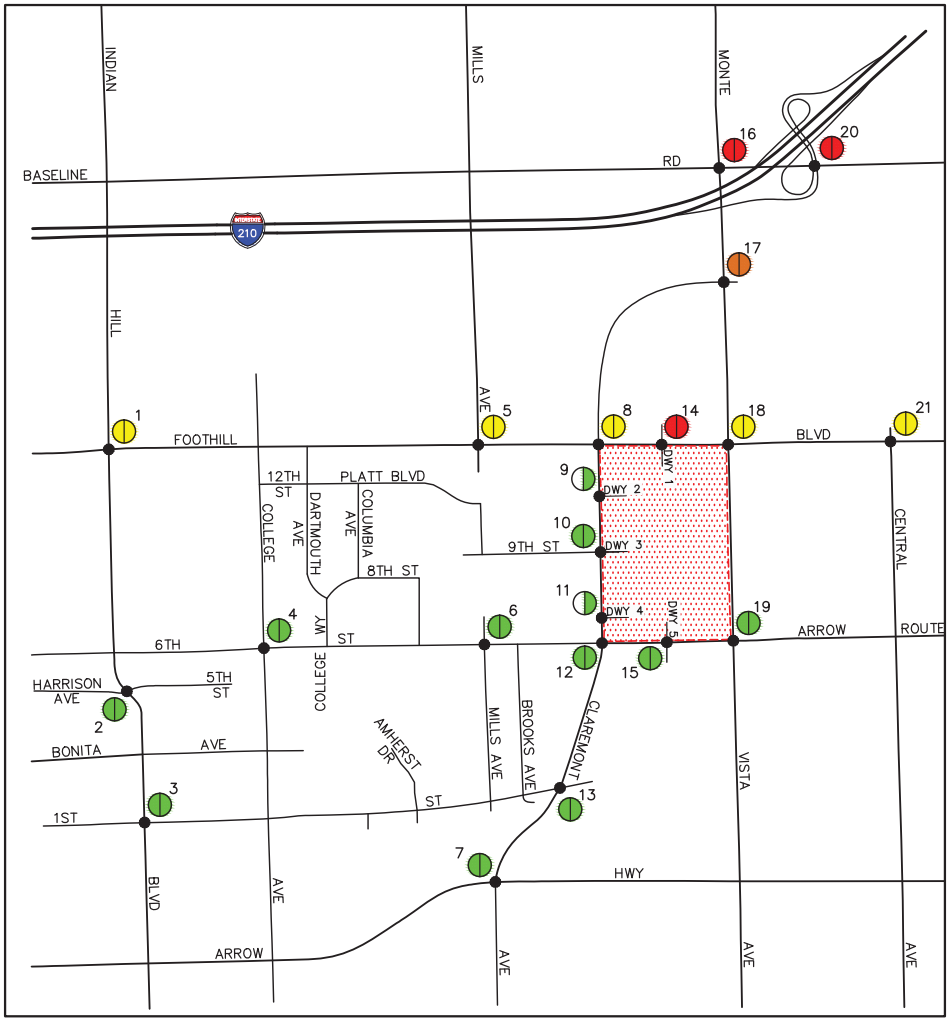
Key Intersection		Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2020 Cumulative (Weekday) Traffic Conditions		(3) Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2020 Cumulative Plus Project (Weekday: Game Day) With Mitigation	
					Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
15.	College Park Drive/Project Dwy 5 at Arrow Route	Upland	D	AM	13.0	B	17.4	B	18.4	B	1.0	No	--	--
				PM	11.4	B	15.9	B	16.3	B	0.4	No	--	--
16.	Monte Vista Avenue/Padua Ave at Baseline Road	Claremont	E	AM	44.2	D	**122.0**	**F**	**122.5**	**F**	**0.5**	**Yes**	51.0	D
				PM	64.2	E	**156.4**	**F**	**167.4**	**F**	**11.0**	**Yes**	45.2	D
17.	Monte Vista Avenue at Claremont Boulevard	Claremont	E	AM	30.9	C	60.1	E	60.8	E	0.7	No	--	--
				PM	32.5	C	49.1	D	52.4	D	3.3	No	--	--
18.	Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	29.2	C	37.6	D	37.6	D	0.0	No	--	--
				PM	29.4	C	44.4	D	45.2	D	0.8	No	--	--
19.	Monte Vista Avenue at Arrow Route	Upland	D	AM	25.6	C	28.8	C	28.8	C	0.0	No	--	--
				PM	26.3	C	30.3	C	30.7	C	0.4	No	--	--
20.	SR-210 Freeway Ramps at Base line Road	Claremont /Caltrans	E	AM	**110.5**	**F**	**236.6**	**F**	**237.1**	**F**	**0.5**	**Yes**	78.6	E
				PM	73.2	E	**157.6**	**F**	**158.1**	**F**	**0.5**	**Yes**	29.6	C
21.	Central Avenue at Foothill Boulevard	Upland	D	AM	29.7	C	35.3	D	35.3	D	0.0	No	27.0	C
				PM	47.1	D	**75.8**	**E**	**77.4**	**E**	**1.6**	**Yes**	36.0	D

Notes:

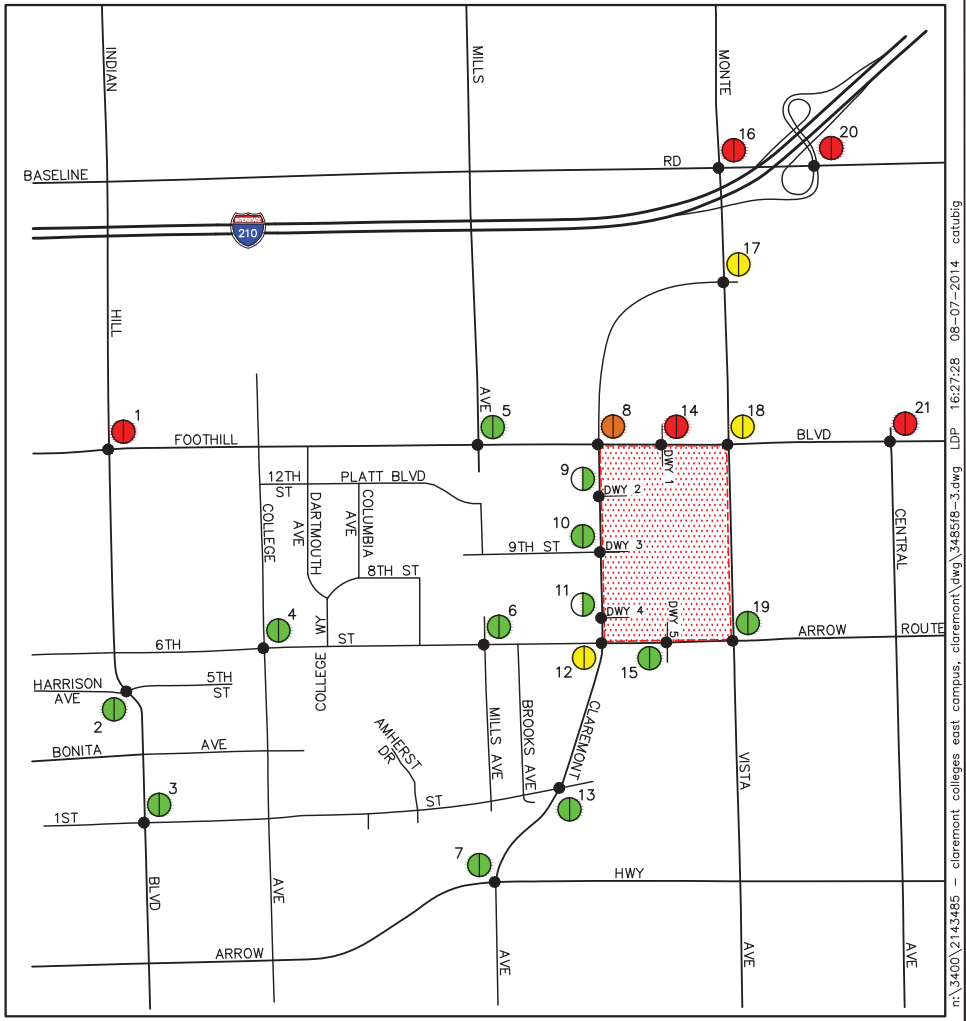
- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[63] *Appendices B* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

AM PEAK HOUR



PM PEAK HOUR



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YEAR 2020 CUMULATIVE (WEEKDAY) LOS RESULTS

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) LOS RESULTS

KEY

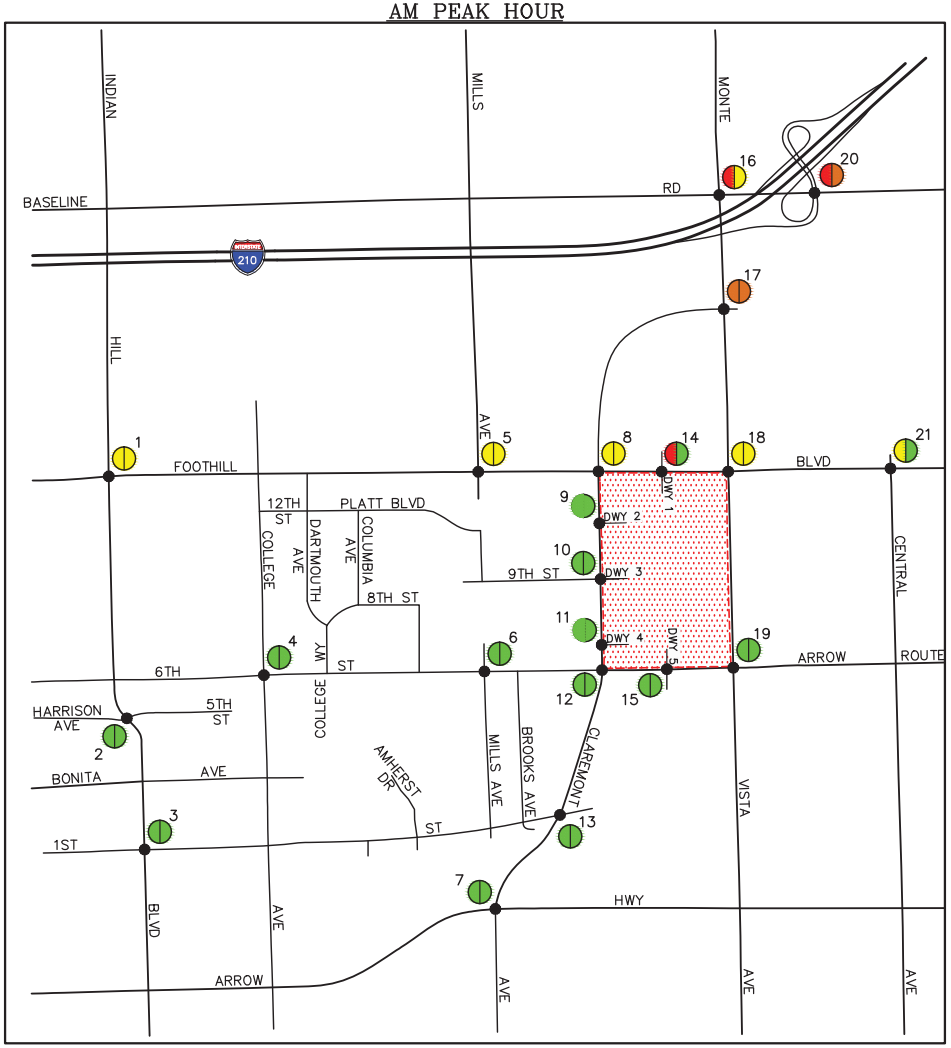
= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 8-3

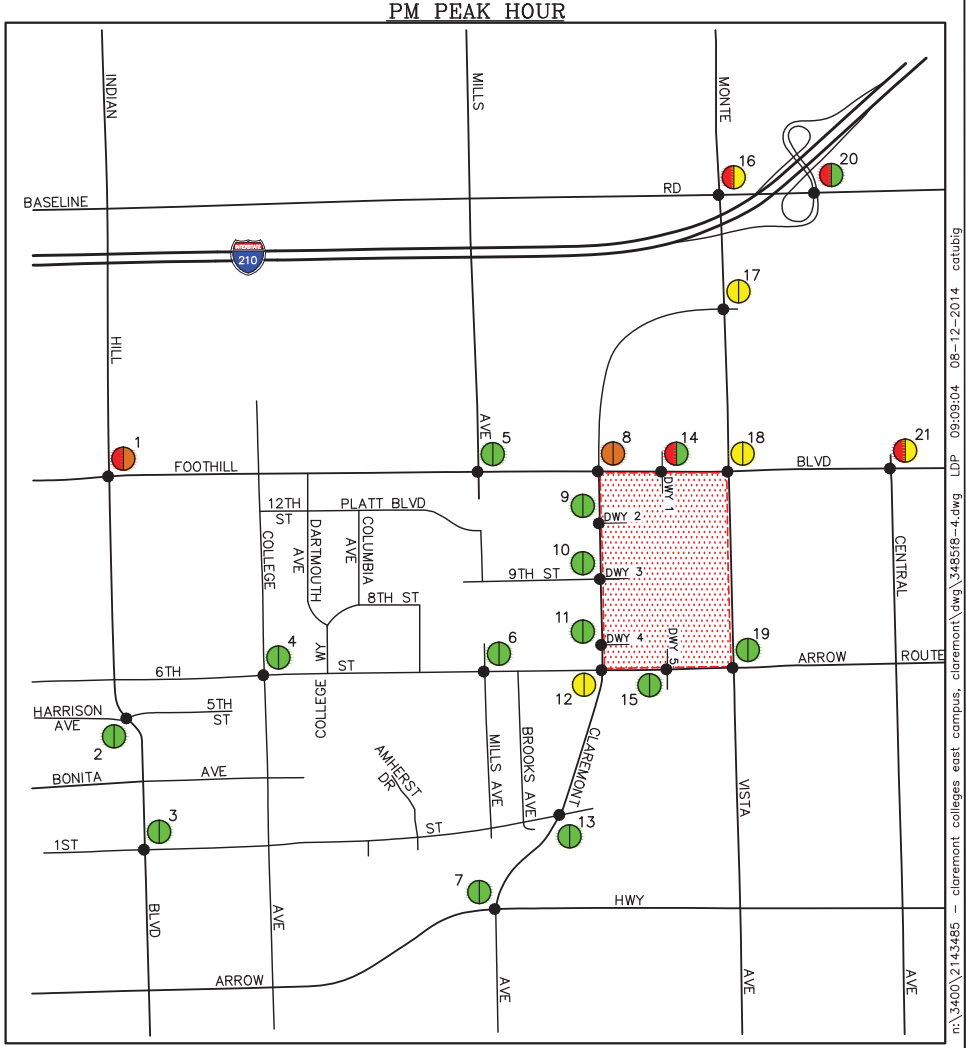
YEAR 2020 CUMULATIVE (WEEKDAY) VS.
YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY)
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

AM PEAK HOUR



PM PEAK HOUR



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N
NO SCALE

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) LOS RESULTS

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION LOS RESULTS

KEY
= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 8-4

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) VS. YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

9.0 YEAR 2030 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

The relative impacts of the added Project traffic volumes generated by the proposed Project, during the AM and PM peak hours, were evaluated based on analysis of future Year 2030 operating conditions at the key study intersections, with and without the proposed Project. The previously-discussed capacity analysis procedures were utilized to investigate the future delay relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using applicable City traffic impact criteria previously described in this report.

Table 9-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. ***Table 9-2*** summarizes the AM and PM peak hour Level of Service results for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

The first column (1) of Delay/LOS values in *Tables 9-1* and *9-2* present a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Tables 3-2, 7-1, 7-2, 8-1* and *8-2* for the weekday traffic conditions). The second column (2) presents forecast Year 2030 Cumulative (Weekday) traffic conditions based on existing intersection geometry (except where Project driveways alter that geometry) and the third column (3) identifies forecast Year 2030 Cumulative Plus Project traffic conditions for the two (2) analysis scenarios listed above. The fourth column (4) identifies the Project increment and the fifth column (5) indicates whether the traffic associated with the Project will have a significant impact based on City significant traffic impact criteria. The sixth column (6) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

9.1 Year 2030 Cumulative (Weekday) Traffic Conditions

Review of column (2) of *Tables 9-1* and *9-2* shows that six (6) of the key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours under the Year 2030 Cumulative (Weekday) traffic conditions. The remaining key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours under the Year 2030 Cumulative (Weekday) traffic conditions. The intersections forecast to have unacceptable levels of service are:

			AM Peak Hour		PM Peak Hour	
Key Intersection		**Jurisdiction**	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	194.8	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	99.0	F	399.3	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	238.9	F	243.4	F
17.	Monte Vista Avenue at Claremont Blvd	Claremont	82.4	F	--	--
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	298.0	F	186.5	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	93.0	F

Appendix F contains the Year 2030 Cumulative (Weekday) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

9.2 Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions

Review of column (3) of *Table 9-1* shows that the same six (6) key study intersections are forecast to operate at unacceptable levels of service with the addition Project traffic based on applicable LOS impact criteria for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	194.7	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	99.7	F	407.4	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	239.7	F	247.6	F
17.	Monte Vista Avenue at Claremont Blvd	Claremont	82.9	F	--	--
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	298.7	F	186.7	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	93.6	F

Review of column (5) indicates that four (4) of these six (6) intersections that are forecast to operate at adverse levels of service would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted, mitigation measures have been recommended for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions.* The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions as shown in column (6).

To supplement the level of service results as presented in *Table 9-1*, ***Figure 9-1*** graphically illustrates the comparison between Year 2030 Cumulative (Weekday) and Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic level of service results for the AM and PM peak hours.

In addition, ***Figure 9-2*** graphically illustrates the comparison between Year 2030 Cumulative Plus Project (Weekday: Practice Day) and Year 2030 Cumulative Plus Project (Weekday: Practice Day) with Mitigation level of service results for the AM and PM peak hours.

Appendix F contains the Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 9-1

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[64]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2030 Cumulative (Weekday) Traffic Conditions		(3) Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2030 Cumulative Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	E	AM	38.3	D	79.7	E	79.8	E	0.1	No	44.3	D
			PM	**82.2**	**F**	**194.8**	**F**	**194.7**	**F**	0.0[65]	No[66]	74.9	E
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	AM	16.9	B	18.6	B	18.6	B	0.0	No	--	--
			PM	17.2	B	20.6	C	20.7	C	0.1	No	--	--
3. Indian Hill Boulevard at First Street	Claremont	D	AM	14.0	B	17.4	B	17.4	B	0.0	No	--	--
			PM	19.0	B	30.1	C	30.2	C	0.1	No	--	--
4. College Avenue at Sixth Street	Claremont	D	AM	9.7	A	12.7	B	12.7	B	0.0	No	--	--
			PM	11.4	B	19.4	C	19.8	C	0.4	No	--	--
5. Mills Avenue at Foothill Boulevard	Claremont	E	AM	30.2	C	60.9	E	60.9	E	0.0	No	--	--
			PM	25.1	C	36.6	D	36.9	D	0.3	No	--	--
6. Mills Avenue at Sixth Street	Claremont	D	AM	8.3	A	9.5	A	9.5	A	0.0	No	--	--
			PM	8.7	A	10.2	B	10.3	B	0.1	No	--	--
7. Claremont Blvd/Mills Ave at Arrow Highway	Claremont	E	AM	24.3	C	25.4	C	25.4	C	0.0	No	--	--
			PM	30.2	C	34.6	C	34.6	C	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay), LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[64] *Appendices B* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[65] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.

[66] This intersection is not significantly impacted but mitigation measures have been recommended as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) conditions.

TABLE 9-1 (CONTINUED)

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[67]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2030 Cumulative (Weekday) Traffic Conditions		(3) Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2030 Cumulative Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	29.3	C	39.4	D	39.5	D	0.1	No	--	--
			PM	33.1	C	73.8	E	76.0	E	2.2	No	--	--
9. Claremont Boulevard at Project Driveway 2[68]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.8	B	--	--	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.6	B	21.0	C	21.0	C	0.0	No	--	--
			PM	16.4	C	23.8	C	23.8	C	0.0	No	--	--
11. Claremont Boulevard at Project Driveway 4[68]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.7	B	--	--	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	29.5	C	33.2	C	33.2	C	0.0	No	--	--
			PM	30.3	C	37.5	D	37.8	D	0.3	No	--	--
13. Claremont Boulevard at First Street/Huntington Drive	Claremont	D	AM	17.1	B	20.1	C	20.1	C	0.0	No	--	--
			PM	23.1	C	30.0	C	30.1	C	0.1	No	--	--
14. Project Driveway 1 Foothill Boulevard[68]	Claremont	E	AM	--	--	**99.0**	**F**	**99.7**	**F**	**0.7**	**Yes**	14.4	B
			PM	--	--	**399.3**	**F**	**407.4**	**F**	**8.1**	**Yes**	14.5	B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[67] *Appendices B* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[68] Intersection does not exist. Analyzed under future conditions only.

TABLE 9-1 (CONTINUED)

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[69]

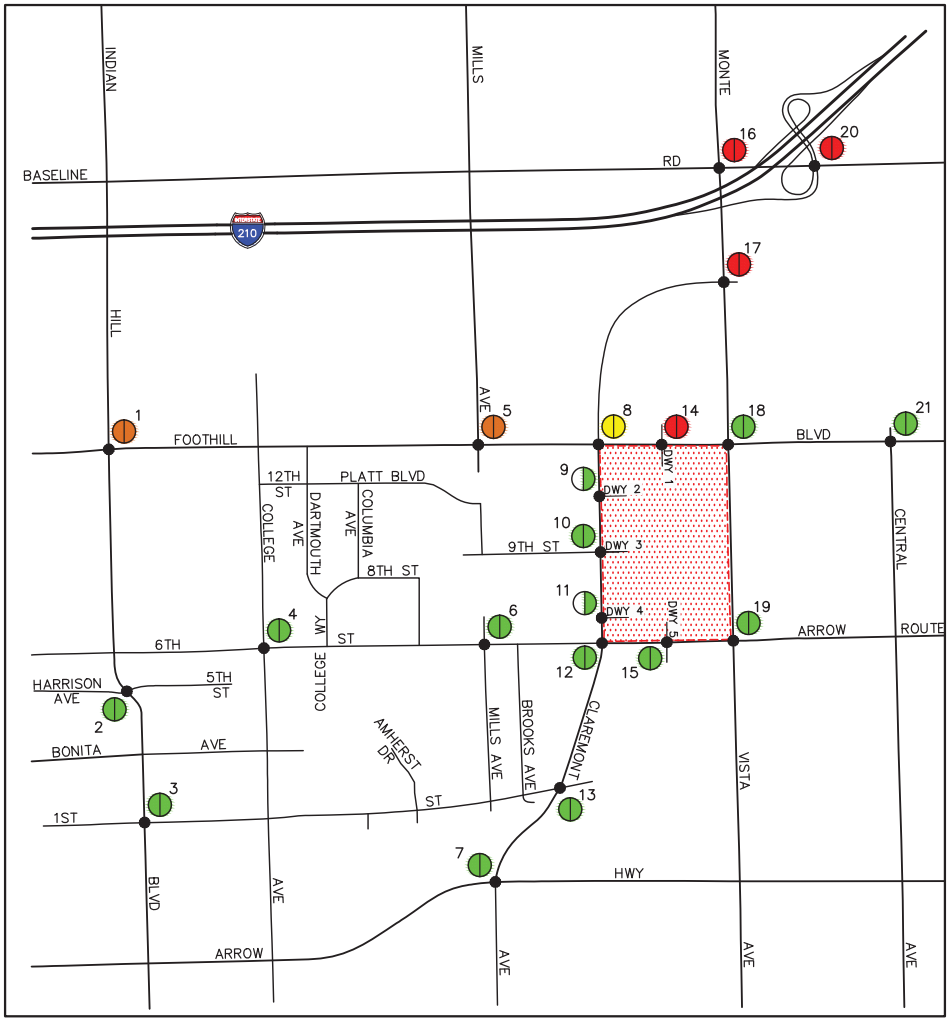
Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2030 Cumulative (Weekday) Traffic Conditions		(3) Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2030 Cumulative Plus Project (Weekday: Practice Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
15. College Park Drive/Project Dwy 5 at Arrow Route	Upland	D	AM	13.0	B	17.4	B	18.6	B	1.2	No	--	--
			PM	11.4	B	15.8	B	15.9	B	0.1	No	--	--
16. Monte Vista Avenue/Padua Ave at Baseline Road	Claremont	E	AM	44.2	D	**238.9**	**F**	**239.7**	**F**	**0.8**	**Yes**	71.7	E
			PM	64.2	E	**243.4**	**F**	**247.6**	**F**	**4.2**	**Yes**	75.9	E
17. Monte Vista Avenue at Claremont Boulevard	Claremont	E	AM	30.9	C	**82.4**	**F**	**82.9**	**F**	**0.5**	**Yes**	31.4	C
			PM	32.5	C	54.9	D	55.9	E	1.0	No	40.1	D
18. Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	29.2	C	34.4	C	34.4	C	0.0	No	--	--
			PM	29.4	C	52.0	D	52.7	D	0.7	No	--	--
19. Monte Vista Avenue at Arrow Route	Upland	D	AM	25.6	C	27.3	C	27.3	C	0.0	No	--	--
			PM	26.3	C	28.2	C	28.3	C	0.1	No	--	--
20. SR-210 Freeway Ramps at Base line Road	Claremont /Caltrans	E	AM	**110.5**	**F**	**298.0**	**F**	**298.7**	**F**	**0.7**	**Yes**	74.2	E
			PM	73.2	E	**186.5**	**F**	**186.7**	**F**	**0.2**	**Yes**	55.2	E
21. Central Avenue at Foothill Boulevard	Upland	D	AM	29.7	C	34.0	C	34.0	C	0.0	No	--	--
			PM	47.1	D	**93.0**	**F**	**93.6**	**F**	0.6	No	--	--

Notes:

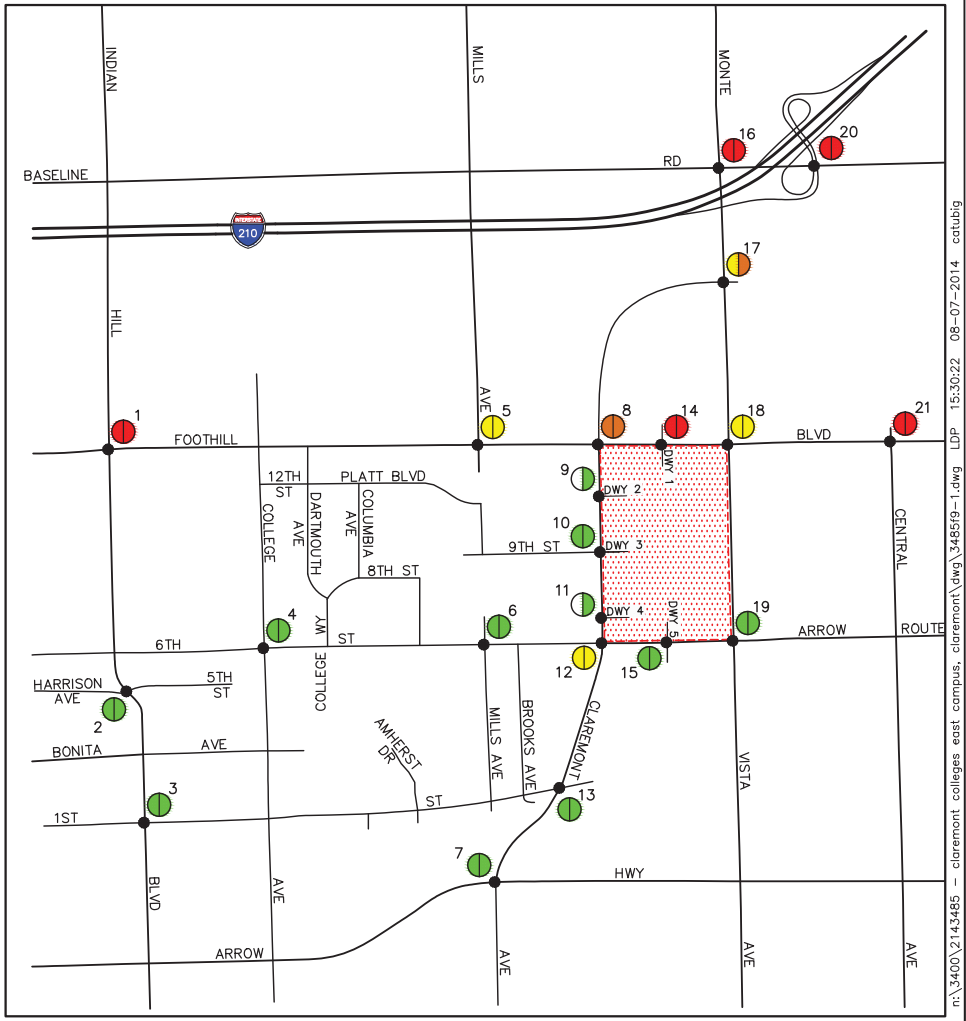
- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- Bold LOS values indicate unacceptable service levels based on LOS Criteria identified in this report.

[69] *Appendices B* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

AM PEAK HOUR



PM PEAK HOUR



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NO SCALE

YEAR 2030 CUMULATIVE (WEEKDAY) LOS RESULTS

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) LOS RESULTS

KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 9-1

YEAR 2030 CUMULATIVE (WEEKDAY) VS.
YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY)
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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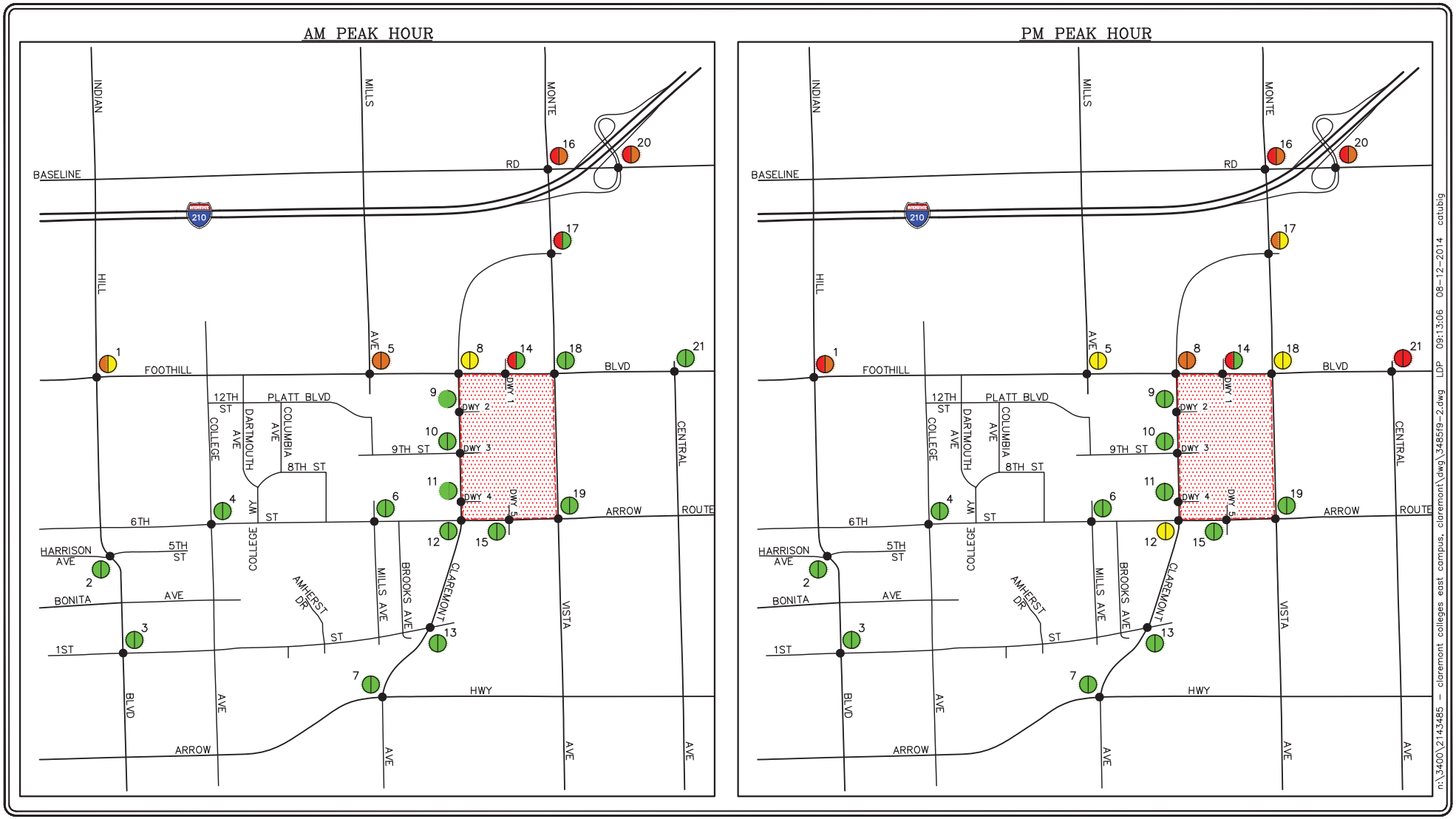

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NO SCALE

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) LOS RESULTS

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION LOS RESULTS

KEY
- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 9-2

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) VS. YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

9.3 Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions

Review of column (3) of *Table 9-2* shows that six (6) key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic based on applicable LOS impact criteria for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The remaining key study intersections are forecast to operate at an acceptable level of service during the AM and PM peak hours for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The intersections forecast to operate at an unacceptable LOS are listed below:

Key Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay (s/v)	LOS	Delay (s/v)	LOS
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	--	--	194.6	F
14.	Project Driveway 1 at Foothill Boulevard	Claremont	99.7	F	417.0	F
16.	Monte Vista Ave/Padua Ave at Baseline Rd	Claremont	239.7	F	254.0	F
17.	Monte Vista Avenue at Claremont Blvd	Claremont	82.9	F	--	--
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/Caltrans	298.7	F	186.9	F
21.	Central Avenue at Foothill Boulevard	Upland	--	--	94.7	F

Review of column (5) indicates that five (5) of these six (6) intersections that are forecast to operate at adverse levels of service would experience a significant Project impact when compared to the LOS criteria identified in this report for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted, mitigation measures have been recommended for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions*. The implementation of recommended mitigation measures outlined in this report would offset the impacts associated with Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions, and restore the significantly impacted intersections to acceptable conditions as shown in column (6).

To supplement the level of service results as presented in *Table 9-2*, ***Figure 9-3*** graphically illustrates the comparison between Year 2030 Cumulative (Weekday) and Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic level of service results for the AM and PM peak hours.

In addition, ***Figure 9-4*** graphically illustrates the comparison between Year 2030 Cumulative Plus Project (Weekday: Game Day) and Year 2030 Cumulative Plus Project (Weekday: Game Day) with Mitigation level of service results for the AM and PM peak hours.

Appendix F contains the Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

9.3.1 *Comparison of Cumulative Plus Project (Weekday: Game Day) Traffic Conditions: Year 2020 Versus Year 2030*

With the Year 2030 condition being more distant into the future, it is reasonable to expect that the growth of area traffic volumes would result in greater average delay values (in absence of mitigation) in Year 2030 than in Year 2020. A comparison of results for the Weekday: Game Day "Plus Project" scenario in those two horizons (*Tables 8-2* versus *9-2*) confirms this to be generally true, the exceptions during the AM peak hour being for the Claremont Boulevard at Sixth Street/Arrow Route, Monte Vista Avenue at Foothill Boulevard, and Central Avenue at Foothill Boulevard intersections. PM peak hour exceptions would be Claremont Boulevard at First Street/Huntington Drive, Project Driveway 1 at Foothill Boulevard, and College Park Drive/Project Driveway 5 at Arrow Route. An exception for both AM and PM peak hours would be the intersection of Monte Vista Avenue at Arrow Route. The differences are typically not large, are accurate given the basis and internal calculation specifics of the delay calculation procedures, and reflect not just the total volume at an intersection, but the weighted average of delay across all turning and through movements at that intersection.

By example, the AM "Plus Project" delay for Central Avenue at Foothill Boulevard (Intersection Number 21) is reported as 35.3 seconds per vehicle (s/v) in Year 2020, versus 34.0 s/v in Year 2030. Referring to the Appendix worksheets of this study for each of these two conditions (*Appendix pages E-113* and *F-116*), it is clear that the difference in signal cycle length is only 5 seconds in between both horizons, and that through traffic on westbound Foothill Boulevard is the dominant movement. That volume is forecast to grow by roughly thirty-seven percent (37%) between the two horizons, but when considered with all other volumes at the intersection and with the further optimization of green times for each movement so as to minimize overall intersection delay (much like the signal controller at the intersection would do), the average delay per westbound vehicle is reduced slightly between Year 2020 and Year 2030. When combined with the weighted delays for all other movements, in this case, the overall intersection delay is reduced by 1.3 s/v per vehicle as evidenced by a comparison of *Tables 8-2* and *9-2* values. A similar characteristic is inherent to the results for the other named locations identified above. In short, total volumes on individual intersection movements do not typically grow proportionally over time, and to the extent that movements with the lowest relative delay experience the greatest traffic increase, the weighted overall delay sometimes experiences the type of decrease described above.

9.3.2 *Mitigation Context*

The LOS tables of *Sections 8.0* and *9.0* of this report isolate those intersections and scenarios that will result in delay values that exceed city criteria, have a significant Project impact, and require Project mitigation. Identification of specific mitigations, by intersection, is frequently an iterative procedure that most often involves testing as to the potential benefits of physical improvement measures, and doing so by further optimizing signal cycle lengths and green times for each movement at a key intersection. The latter essentially reflects what a signal controller does at the intersection, and further recognizes that cycle lengths would not necessarily remain constant between successive horizons ten years apart.

Continuing with Central Avenue at Foothill Boulevard as an example, the AM peak hour results do not require mitigation, but the cumulative setting of the PM peak hour does so in both the Year 2020 and Year 2030 horizons. Focusing to the Year 2030 value with the Weekday: Game Day value of 94.7 s/v of average delay (*Appendix page F-137*), the average delay is improved to an acceptable value of 42.2 s/v (LOS D) by an operational improvement that facilitates pedestrian crossing of Foothill Boulevard in parallel to the dominant northbound movement (the intersection is now split phased in the north-south direction, meaning that the green indication for all northbound movements occurs simultaneously, and does so independently from the southbound green), those pedestrian crossings now occur in parallel to the much smaller volumes on the southbound movement.

In timing signals, the crossing times of pedestrians are considered and may exceed the green time needs of vehicular traffic making the parallel movement. Such is the case for Central Avenue at Foothill Boulevard; the southbound pedestrian times (28 seconds) are well in excess of the southbound traffic movement needs that now occur simultaneously. A pairing of these pedestrian crossings with the northbound green indication (which requires crosswalk relocation as described in a subsequent section of this report) is the basis of the mitigation measure at this intersection.

While the mitigation measures for other key intersections may vary, the overall process described above was generally followed for each. Inherent to that approach is an evaluation of cycle lengths in combination with identified changes/improvements in lane geometry. Additionally, the delay calculations of this study take a very conservative approach and presume that every signal cycle will experience a "ped call" on each crossing leg via the pedestrian push button, thus extending the green times to match the potentially greater needs of pedestrian crossing times versus those of vehicular traffic.

TABLE 9-2

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[70]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2030 Cumulative (Weekday) Traffic Conditions		(3) Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2030 Cumulative Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	E	AM	38.3	D	79.7	E	79.8	E	0.1	No	44.3	D
			PM	**82.2**	**F**	**194.8**	**F**	**194.6**	**F**	0.0[71]	No[72]	74.8	E
2. Indian Hill Boulevard at Harrison Avenue/Fifth Street	Claremont	D	AM	16.9	B	18.6	B	18.6	B	0.0	No	--	--
			PM	17.2	B	20.6	C	20.8	C	0.2	No	--	--
3. Indian Hill Boulevard at First Street	Claremont	D	AM	14.0	B	17.4	B	17.4	B	0.0	No	--	--
			PM	19.0	B	30.1	C	30.2	C	0.1	No	--	--
4. College Avenue at Sixth Street	Claremont	D	AM	9.7	A	12.7	B	12.7	B	0.0	No	--	--
			PM	11.4	B	19.4	C	20.3	C	0.9	No	--	--
5. Mills Avenue at Foothill Boulevard	Claremont	E	AM	30.2	C	60.9	E	60.9	E	0.0	No	--	--
			PM	25.1	C	36.6	D	37.4	D	0.8	No	--	--
6. Mills Avenue at Sixth Street	Claremont	D	AM	8.3	A	9.5	A	9.5	A	0.0	No	--	--
			PM	8.7	A	10.2	B	10.4	B	0.2	No	--	--
7. Claremont Blvd/Mills Ave at Arrow Highway	Claremont	E	AM	24.3	C	25.4	C	25.4	C	0.0	No	--	--
			PM	30.2	C	34.6	C	34.6	C	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay), LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[70] *Appendices B* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[71] Theoretical negative Project "increases" (that can result with the HCM methodology) reported as 0.0.

[72] This intersection is not significantly impacted but mitigation measures have been recommended as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) conditions.

TABLE 9-2 (CONTINUED)

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[73]

Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2030 Cumulative (Weekday) Traffic Conditions		(3) Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2030 Cumulative Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
8. Claremont Boulevard at Foothill Boulevard	Claremont	E	AM	29.3	C	39.4	D	39.5	D	0.1	No	--	--
			PM	33.1	C	73.8	E	79.1	E	5.3	No	--	--
9. Claremont Boulevard at Project Driveway 2[74]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	12.2	B	--	--	--	--
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	D	AM	11.6	B	21.0	C	21.0	C	0.0	No	--	--
			PM	16.4	C	23.8	C	23.9	C	0.1	No	--	--
11. Claremont Boulevard at Project Driveway 4[74]	Claremont	D	AM	--	--	--	--	0.0	A	--	--	--	--
			PM	--	--	--	--	11.8	B	--	--	--	--
12. Claremont Boulevard at Sixth Street/Arrow Route	Claremont	D	AM	29.5	C	33.2	C	33.2	C	0.0	No	--	--
			PM	30.3	C	37.5	D	38.2	D	0.7	No	--	--
13. Claremont Boulevard at First Street/Huntington Drive	Claremont	D	AM	17.1	B	20.1	C	20.1	C	0.0	No	--	--
			PM	23.1	C	30.0	C	30.2	C	0.2	No	--	--
14. Project Driveway 1 Foothill Boulevard[74]	Claremont	E	AM	--	--	**99.0**	**F**	**99.7**	**F**	**0.7**	**Yes**	14.4	B
			PM	--	--	**399.3**	**F**	**417.0**	**F**	**17.7**	**Yes**	14.5	B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[73] *Appendices B* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[74] Intersection does not exist. Analyzed under future conditions only.

TABLE 9-2 (CONTINUED)

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[75]

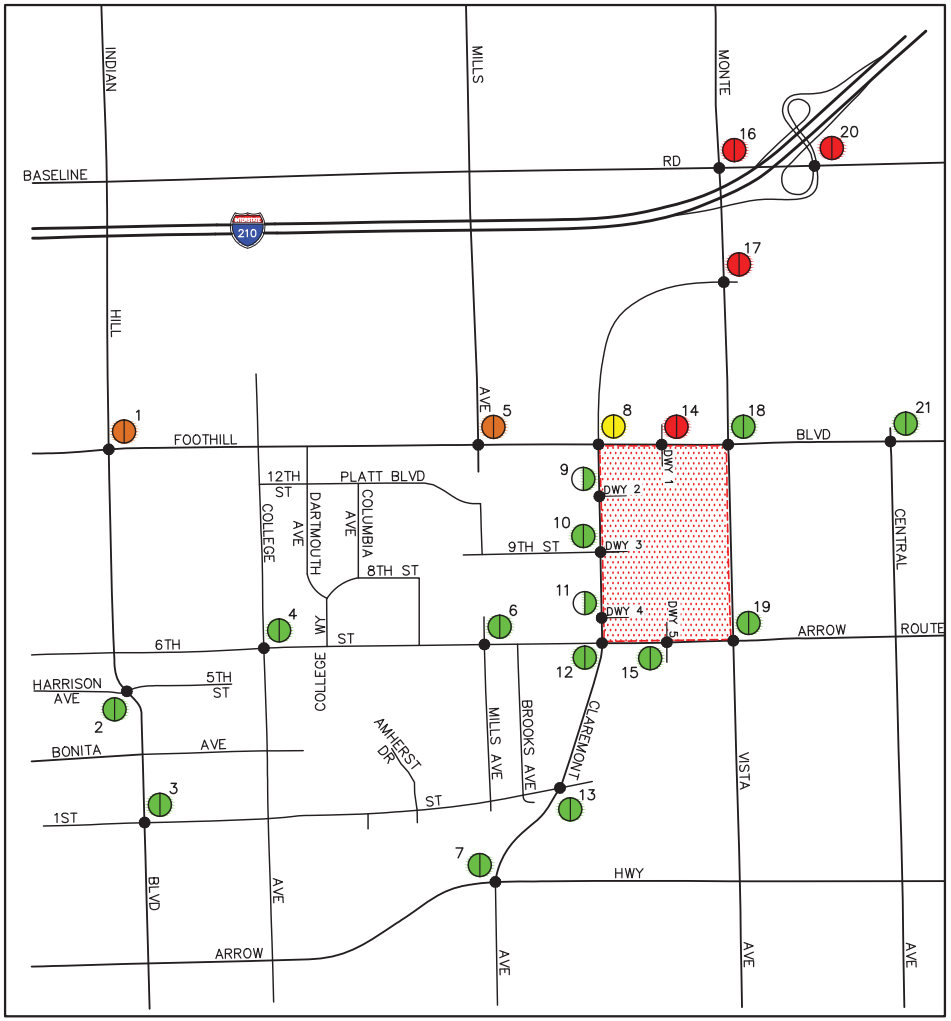
Key Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	(1) Existing (Weekday) Traffic Conditions		(2) Year 2030 Cumulative (Weekday) Traffic Conditions		(3) Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions		(4) Project Increment (3) – (2)	(5) Significant Impact	(6) Year 2030 Cumulative Plus Project (Weekday: Game Day) With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	Yes/No	Delay (s/v)	LOS
15. College Park Drive/Project Dwy 5 at Arrow Route	Upland	D	AM	13.0	B	17.4	B	18.6	B	1.2	No	--	--
			PM	11.4	B	15.8	B	16.1	B	0.3	No	--	--
16. Monte Vista Avenue/Padua Ave at Baseline Road	Claremont	E	AM	44.2	D	**238.9**	**F**	**239.7**	**F**	**0.8**	**Yes**	71.7	E
			PM	64.2	E	**243.4**	**F**	**254.0**	**F**	**10.6**	**Yes**	77.9	E
17. Monte Vista Avenue at Claremont Boulevard	Claremont	E	AM	30.9	C	**82.4**	**F**	**82.9**	**F**	**0.5**	**Yes**	31.4	C
			PM	32.5	C	54.9	D	56.8	E	1.9	No	41.2	D
18. Monte Vista Avenue at Foothill Boulevard	Upland	D	AM	29.2	C	34.4	C	34.4	C	0.0	No	--	--
			PM	29.4	C	52.0	D	53.6	D	1.6	No	--	--
19. Monte Vista Avenue at Arrow Route	Upland	D	AM	25.6	C	27.3	C	27.3	C	0.0	No	--	--
			PM	26.3	C	28.2	C	28.4	C	0.2	No	--	--
20. SR-210 Freeway Ramps at Base line Road	Claremont /Caltrans	E	AM	**110.5**	**F**	**298.0**	**F**	**298.7**	**F**	**0.7**	**Yes**	74.2	E
			PM	73.2	E	**186.5**	**F**	**186.9**	**F**	**0.4**	**Yes**	55.3	E
21. Central Avenue at Foothill Boulevard	Upland	D	AM	29.7	C	34.0	C	34.0	C	0.0	No	25.5	C
			PM	47.1	D	**93.0**	**F**	**94.7**	**F**	**1.7**	**Yes**	42.2	D

Notes:

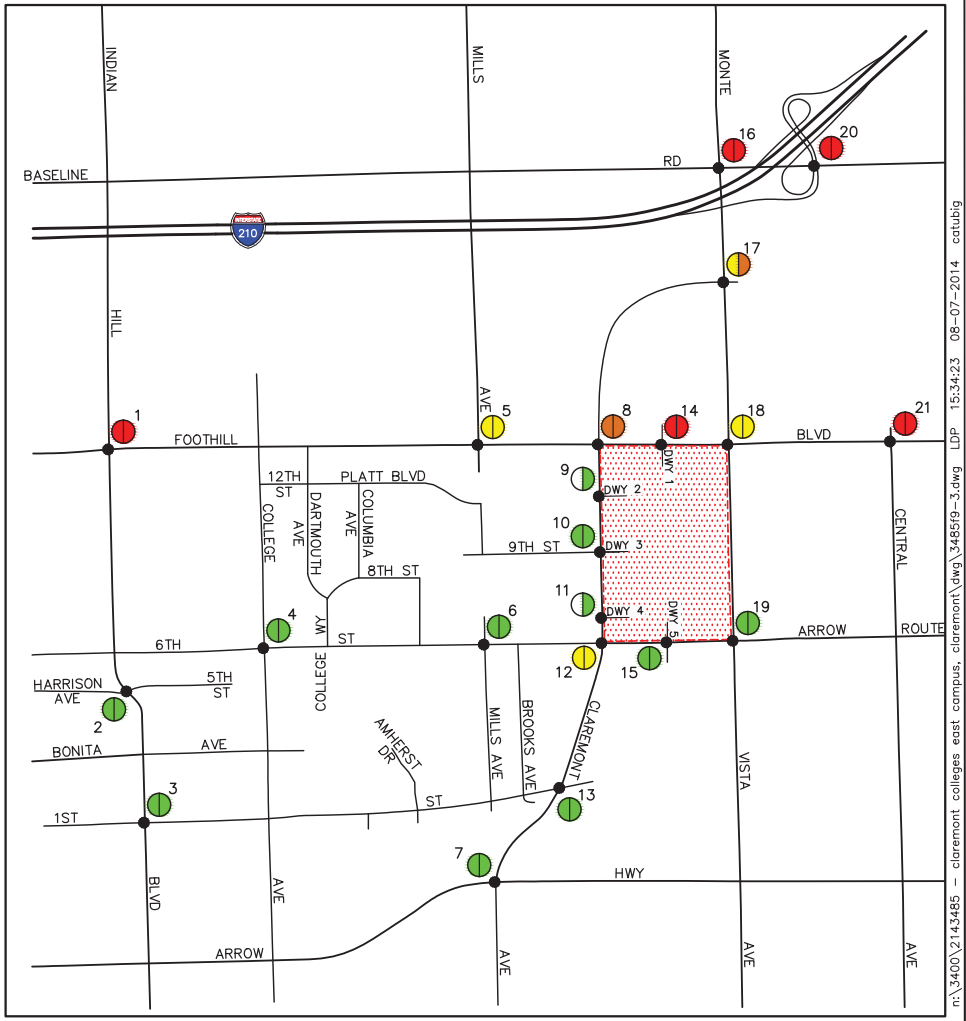
- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate unacceptable service levels based on LOS Criteria identified in this report.

[75] *Appendices B* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

AM PEAK HOUR



PM PEAK HOUR



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NO SCALE

YEAR 2030 CUMULATIVE (WEEKDAY) LOS RESULTS

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) LOS RESULTS

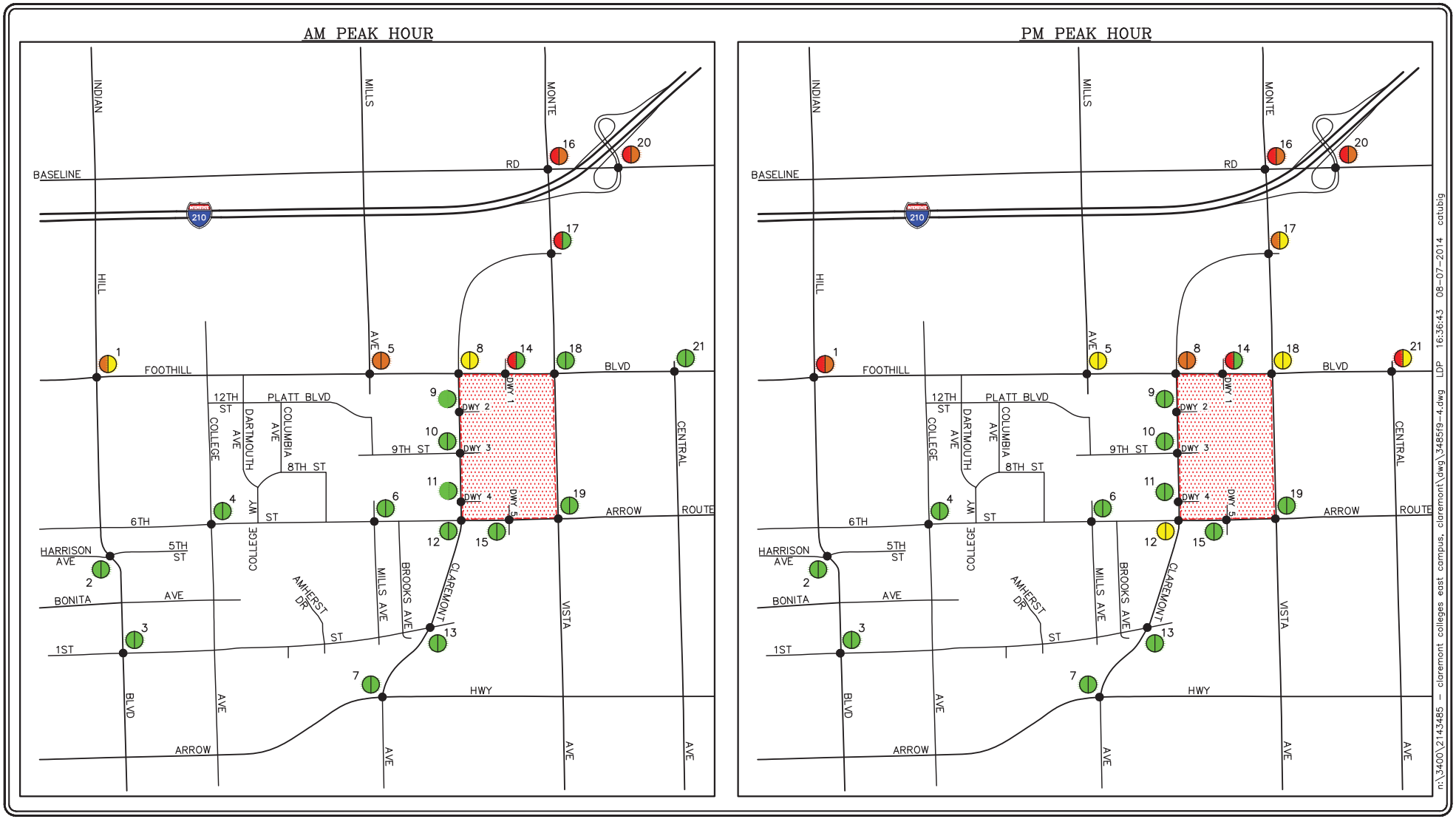
KEY

= LOS E/F (UNACCEPTABLE)
= LOS E (ACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PROJECT SITE

FIGURE 9-3

YEAR 2030 CUMULATIVE (WEEKDAY) VS.
YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY)
AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND



KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS E (ACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PROJECT SITE

N NO SCALE

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) LOS RESULTS

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION LOS RESULTS

FIGURE 9-4

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) VS. YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

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10.0 AREA-WIDE TRAFFIC IMPROVEMENTS

For those intersections where forecast traffic volumes are expected to result in unacceptable operating conditions, this report recommends traffic improvements that change the intersection operations or geometry to increase capacity. These capacity improvements involve signal installation or modification, roadway widening, and/or re-striping to add lanes to specific approaches of an impacted key intersection. The identified improvements are concluded to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative projects) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-Project conditions.

10.1 Planned Improvements

The following planned improvements are included in all the "with" Project scenarios. These planned improvements will be constructed in conjunction with the Project development and have been included in the background traffic conditions:

- 9. Claremont Boulevard at Project Driveway 2 (Claremont): Construct the east leg of intersection, providing one inbound lane and one outbound lane. Design for stop-controlled approach on Project Driveway 2 and provide one right-turn-only lane. Modify northbound approach on Claremont Boulevard to provide one through lane and one shared through-right turn lane. Maintain the existing southbound approach on Claremont Boulevard to provide two through lanes.
- 10. Claremont Boulevard at Ninth Street/Project Driveway 3 (Claremont): Modify the northbound approach on Claremont Boulevard to provide a shared through-right turn lane while maintaining the existing one through lane and one left-turn lane. Modify the southbound approach (median) on Claremont Boulevard and provide a left-turn lane while maintaining the existing one through lane, plus one shared through-right turn lane. Also, construct the east leg of the intersection, providing one inbound lane and at least one shared left-through-right lane. Re-stripe the west leg to include an eastbound through movement. Install traffic signal and the appropriate crosswalks and pedestrian signals and push buttons. Additionally, install fencing and landscaping along the Project frontage to encourage students to cross Claremont Boulevard at signalized intersection crosswalks, and discourage midblock ("jay walking") crossings.
- 11. Claremont Boulevard at Project Driveway 4 (Claremont): Construct the east leg of intersection, providing one inbound lane and one outbound lane. Design for stop-controlled approach on Project Driveway 4 and provide one right-turn-only lane. Modify northbound approach on Claremont Boulevard to provide one through lane and one shared through-right turn lane. Maintain the existing southbound approach on Claremont Boulevard to provide two through lanes.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): If and when needed in conjunction with Project implementation, construct the south leg of the intersection, providing one inbound lane and at least one outbound lane. Align the future Project

driveway with that of the Claremont Commons driveway. Design for stop-controlled approaches on both the Project Driveway 1 and Commons driveway. Provide one shared left-through-right lane for both the Project Driveway 1 and Commons driveway approaches. Modify eastbound approach on Foothill Boulevard to provide one left-turn lane, one through lane and one shared through-right turn lane. Modify westbound approach on Foothill Boulevard to provide one left-turn lane, one through lane, and one shared through-right turn lane.

- 15. College Park Drive/Project Driveway 5 at Arrow Route (Upland): Construct the north leg of the intersection, providing one inbound lane and at least one outbound lane and align future driveway with College Park Drive at its existing traffic signal. Modify existing traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Arrow Route. Modify the eastbound approach on Arrow Route and provide a left-turn lane while maintaining the existing one through lane, plus one shared through-right turn lane. Modify the westbound approach on Arrow Route to provide a shared through-right turn lane while maintaining the existing one through lane and one left-turn lane. Re-stripe south leg to include northbound through movement.

10.2 Recommended Weekday Operational/Traffic Management Strategy

The Weekday "Game Day" forecasting and analysis evaluated in the preceding "plus Project" scenarios were predicated on a single baseball or softball game with capacity crowd of 500 spectators. It was further assumed that the game would end in the commuter peak hour, and all site traffic would exit in that same hour. The discussion of the scenario derivation also addressed the incidental condition with an occasional simultaneous game on a second field, and noted that traffic associated with a visiting team on that second field was also integrated to the forecast, and further concluded a consistency with the analysis and mitigation for the Weekday "Game Day" as long as the simultaneous spectator attendance among multiple fields does not exceed a total of 500 persons. In keeping with that approach, the following traffic management strategy actions are recommended:

- establish a threshold equivalent to a single full-house baseball or softball game (500 spectators) as the maximum Weekday "Game Day" event to be exited to the adjoining street system in a single hour during the PM commuter peak period,
- establish game schedules among various sports on East Campus fields to respect this threshold, and
- the exiting of concurrent games (baseball and softball, for example) would conform with this recommended practice as long as their combined spectator totals (to be exited from the site in a single hour) do not exceed 500 spectators on a weekday afternoon.

10.3 Recommended Improvements

10.3.1 *Existing Plus Project (Weekday: Practice Day) Recommended Improvements*

The results of the Existing Plus Project (Weekday: Practice Day) traffic conditions level of service analyses indicate that two (2) of the key study intersections will by significantly impacted by the addition of the proposed Project traffic. The remaining intersections are forecast to operate at

acceptable levels of service for the Existing Plus Project (Weekday: Practice Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Existing Plus Project (Weekday: Practice Day) traffic:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane. Modify existing traffic signal.
- 20. SR-210 Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramp to provide a 2nd southbound right-turn lane. Modify existing traffic signal.

Figure 10-1 presents the planned and recommended improvements and intersection controls for the key study intersections for the Existing Plus Project (Weekday: Practice Day) traffic conditions.

10.3.2 *Existing Plus Project (Weekday: Game Day) Recommended Improvements*

The results of the Existing Plus Project (Weekday: Game Day) traffic conditions level of service analyses indicates that two (2) of the key study intersections will by significantly impacted by the addition of the proposed Project traffic. The remaining intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekday: Game Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Existing Plus Project (Weekday: Game Day) traffic:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane. Modify existing traffic signal.
- 20. SR-210 Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramp to provide a 2nd southbound right-turn lane. Modify existing traffic signal.

Figure 10-2 presents the planned and recommended improvements and intersection controls for the key study intersections for the Existing Plus Project (Weekday: Game Day) traffic conditions.

10.3.3 *Existing Plus Project (Weekend: Game Day [Fall]) Recommended Improvements*

The results of the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions level of service analyses indicate that none of the key study intersections will by significantly impacted by the addition of the proposed Project traffic, thus no mitigation measures have been recommended. All intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions.

10.3.4 *Existing Plus Project (Weekend: Game Day [Spring]) Recommended Improvements*

The results of the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions level of service analyses indicate that none of the key study intersections will by significantly impacted by the addition of the proposed Project traffic, thus no mitigation measures have been recommended. All intersections are forecast to operate at acceptable levels of service for the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions.

10.3.5 *Year 2020 Cumulative Plus Project (Weekday: Practice Day) Recommended Improvements*

The results of the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact four (4) of the of the key study intersections. A fifth intersection (#21: Central Avenue at Foothill Boulevard) will be unacceptable in the cumulative ("no Project") condition, but will not be significantly impacted by the Project. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic. It should be noted that the Year 2020 Cumulative Plus Project (Weekday: Practice Day) improvements include the Existing Plus Project (Weekday: Practice Day) improvements:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. ***Appendix G*** contains the traffic signal warrant analysis worksheets. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Padua Avenue/Monte Vista Avenue to provide a 2nd northbound right-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Modify existing traffic signal and install an eastbound right-turn overlap phase on Baseline Road.

Figure 10-3 presents the planned and recommended improvements and intersection controls for the key study intersections for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions.

10.3.6 *Year 2020 Cumulative Plus Project (Weekday: Game Day) Recommended Improvements*

The results of the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact five (5) of the of the key study intersections. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic. It

should be noted that the Year 2020 Cumulative Plus Project (Weekday: Game Day) improvements include the Existing Plus Project (Weekday: Game Day) improvements:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. *Appendix G* contains the traffic signal warrant analysis worksheets. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Padua Avenue/Monte Vista Avenue to provide a 2nd northbound right-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Modify existing traffic signal and install an eastbound right-turn overlap phase on Baseline Road.
- 21. Central Avenue at Foothill Boulevard (Upland): Relocate the pedestrian crosswalk from the west leg to the east leg. Modify existing traffic signal.

Figure 10-4 presents the planned and recommended improvements and intersection controls for the key study intersections for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

10.3.7 *Year 2030 Cumulative Plus Project (Weekday: Practice Day) Recommended Improvements*

The results of the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact four (4) of the key study intersections. A fifth location (#1: Indian Hill Boulevard at Foothill Boulevard) is forecast for an unacceptable LOS in the background condition, but it is not significantly impacted by the Project in this scenario. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted under the Year 2030 Cumulative Plus Project (Weekday: Game Day), mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.* Similarly, a sixth intersection (#21: Central Avenue at Foothill Boulevard) will be unacceptable in the cumulative ("no Project") condition, but will not be significantly impacted by the Project. The remaining intersections are forecast to operate at acceptable levels of service for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by the

Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic and one (1) adversely operating intersection. It should be noted that the Year 2030 Plus Project (Weekday: Practice Day) improvements include the Year 2020 Plus Project (Weekday: Practice Day) improvements:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. *Appendix G* contains the traffic signal warrant analysis worksheets. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Monte Vista Avenue/Padua Avenue to provide a 2nd northbound right-turn lane and a 2nd southbound left-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 17. Monte Vista Avenue at Claremont Boulevard (Claremont): Modify existing traffic signal and install a southbound right-turn overlap phase on Monte Vista Avenue.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Widen and/or re-stripe Baseline Road to provide a 3rd westbound through lane. Modify existing traffic signal and install an eastbound and westbound right-turn overlap phase on Baseline Road.

Figure 10-5 presents the planned and recommended improvements and intersection controls at the key study intersections for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions.

10.3.8 *Year 2030 Cumulative Plus Project (Weekday: Game Day) Recommended Improvements*

The results of the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic level of service analyses indicate that the proposed Project traffic would significantly impact five (5) of the key study intersections. A sixth location (#1: Indian Hill Boulevard at Foothill Boulevard) is forecast for an unacceptable LOS in the background condition, but it is not significantly impacted by the Project in this scenario. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted under the Year 2030 Cumulative Plus Project (Weekday: Game Day), mitigation measures have been recommended for this intersection because it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.* The remaining intersections are forecast to operate at acceptable levels of service for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The improvements listed below have been identified to address the traffic impacts at the five (5) intersections significantly impacted

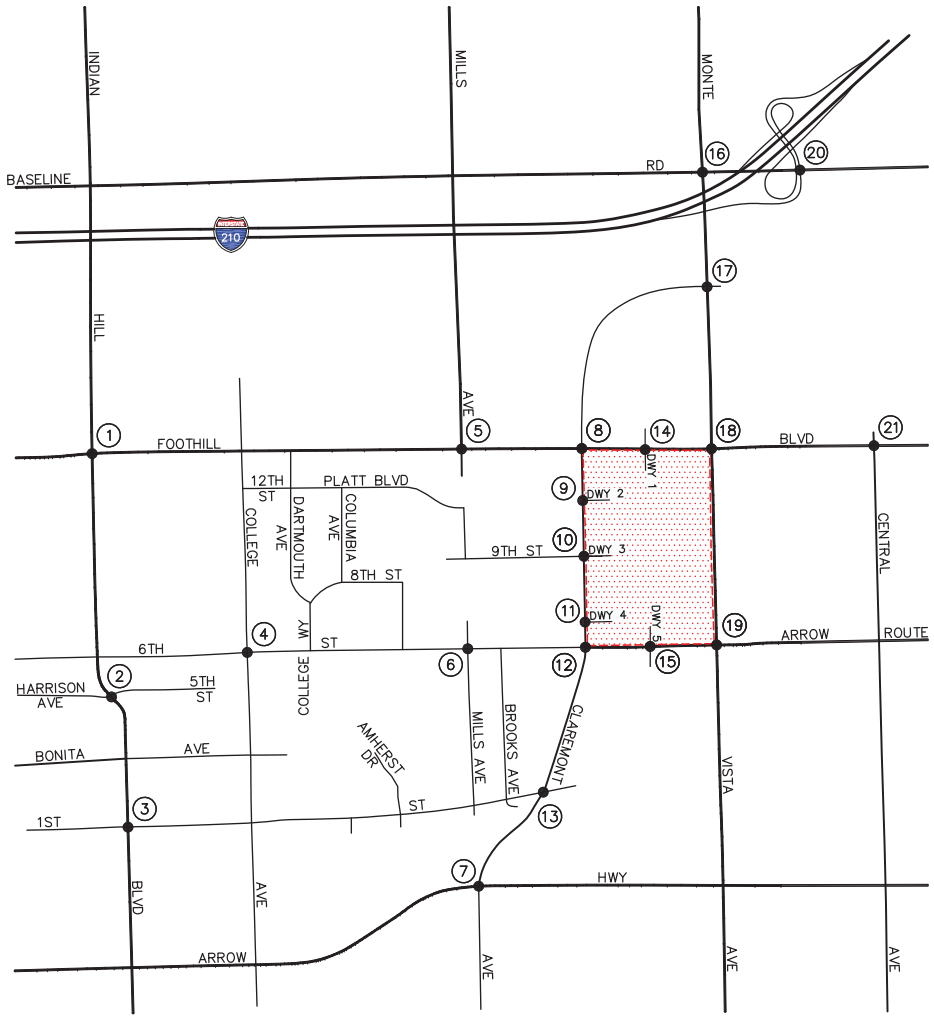
by the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic and one (1) adversely operating intersection. It should be noted that the Year 2030 Cumulative Plus Project (Weekday: Game Day) improvements include the Year 2020 Cumulative Plus Project (Weekday: Game Day) improvements:

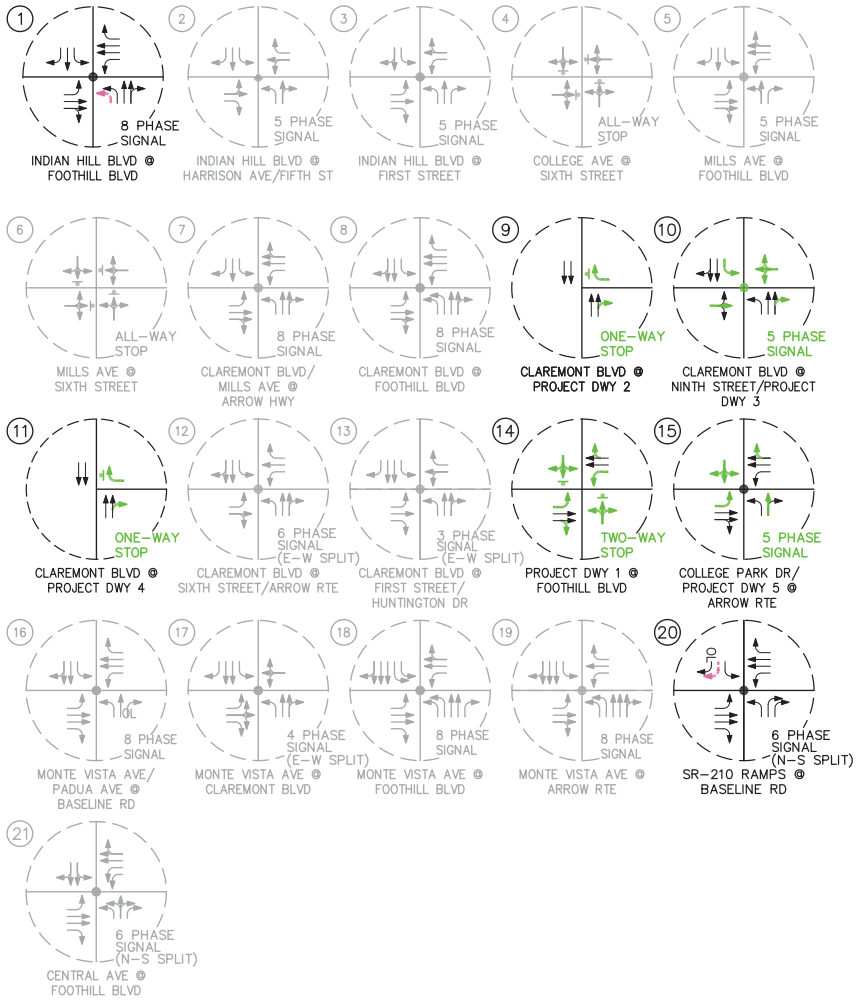
- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont): Widen and/or re-stripe Indian Hill Boulevard to provide a 2nd northbound left-turn lane and a 2nd southbound through lane. Widen and/or re-stripe Foothill Boulevard to provide an exclusive eastbound right turn-lane. Modify existing traffic signal.
- 14. Project Driveway 1 at Foothill Boulevard (Claremont): Install a traffic signal and design for 5-phase operation with protected eastbound and westbound left-turn phasing on Foothill Boulevard. With installation of a traffic signal, install the appropriate crosswalks and pedestrian push buttons. *Appendix G* contains the traffic signal warrant analysis worksheets. It should be noted that Driveway 1 will be constructed only if and when needed in conjunction with Project implementation.
- 16. Monte Vista Avenue/Padua Avenue at Baseline Road (Claremont): Widen and/or restripe Monte Vista Avenue/Padua Avenue to provide a 2nd northbound right-turn lane and a 2nd southbound left-turn lane. Widen and/or restripe Baseline Road to provide a 2nd westbound left-turn lane. Modify existing traffic signal.
- 17. Monte Vista Avenue at Claremont Boulevard (Claremont): Modify existing traffic signal and install a southbound right-turn overlap phase on Monte Vista Avenue.
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans): Widen and/or restripe I-210 Ramps to provide a 2nd northbound left-turn lane and a 2nd southbound right-turn lane. Widen and/or re-stripe Baseline Road to provide a 3rd westbound through lane. Modify existing traffic signal and install an eastbound and westbound right-turn overlap phase on Baseline Road.
- 21. Central Avenue at Foothill Boulevard (Upland): Relocate the pedestrian crosswalk from the west leg to the east leg. Modify existing traffic signal.

Figure 10-6 presents the planned and recommended improvements and intersection controls at the key study intersections for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

It should be noted that the City of Claremont is currently in the process of developing a Master Plan for the entire Foothill Boulevard corridor within City of Claremont. All future improvements to Foothill Boulevard will be required to be consistent with this Master Plan.

Further, it should be noted that in the future the City of Claremont may remove the on-street parking that is currently located within the bike lanes along Claremont Boulevard since the street lacks sufficient right of way for separate parking and bike lanes, particularly north of Ninth Street.





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N NO SCALE

KEY

= EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) PLANNED IMPROVEMENTS

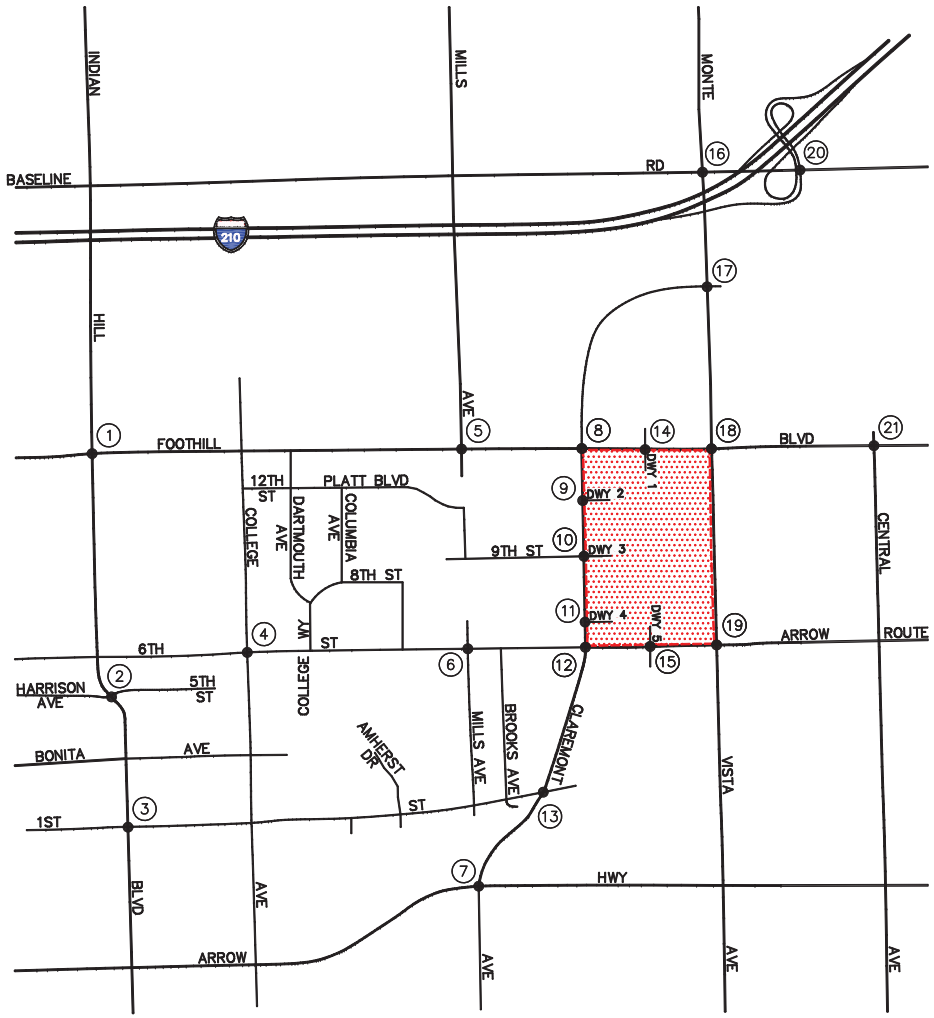
= ADDITIONAL EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) RECOMMENDED IMPROVEMENTS

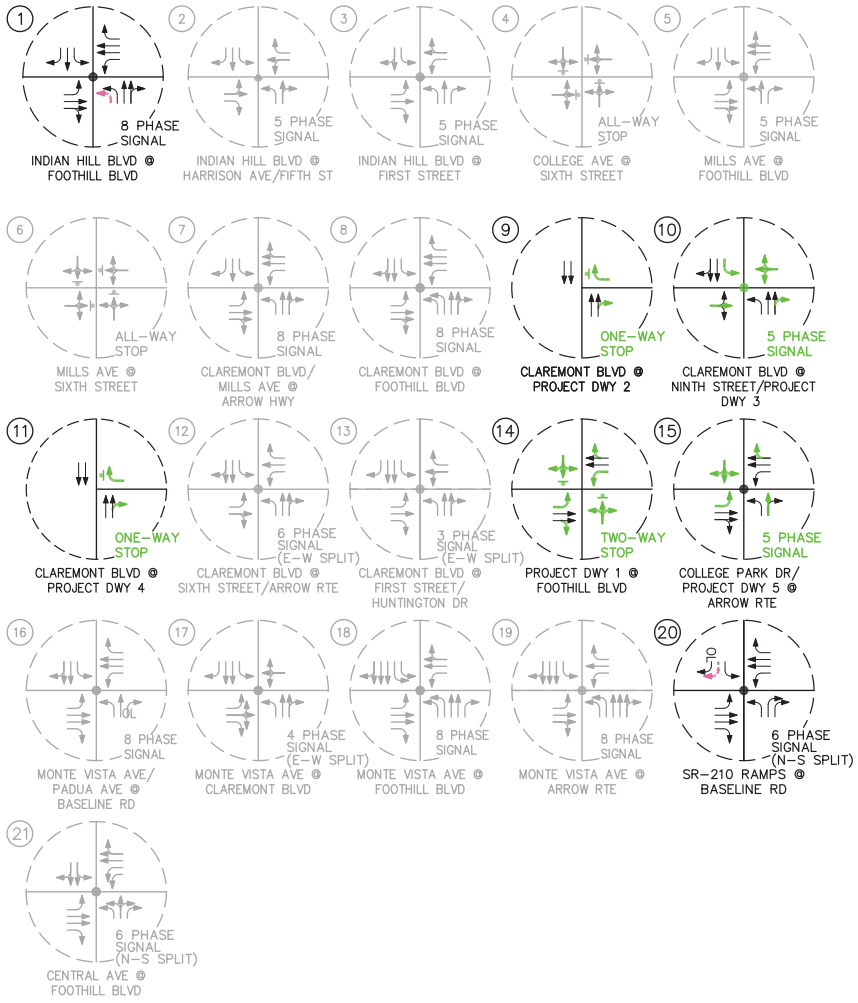
= PROJECT SITE

FIGURE 10-1

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) CONDITIONS PLANNED AND RECOMMENDED IMPROVEMENTS

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

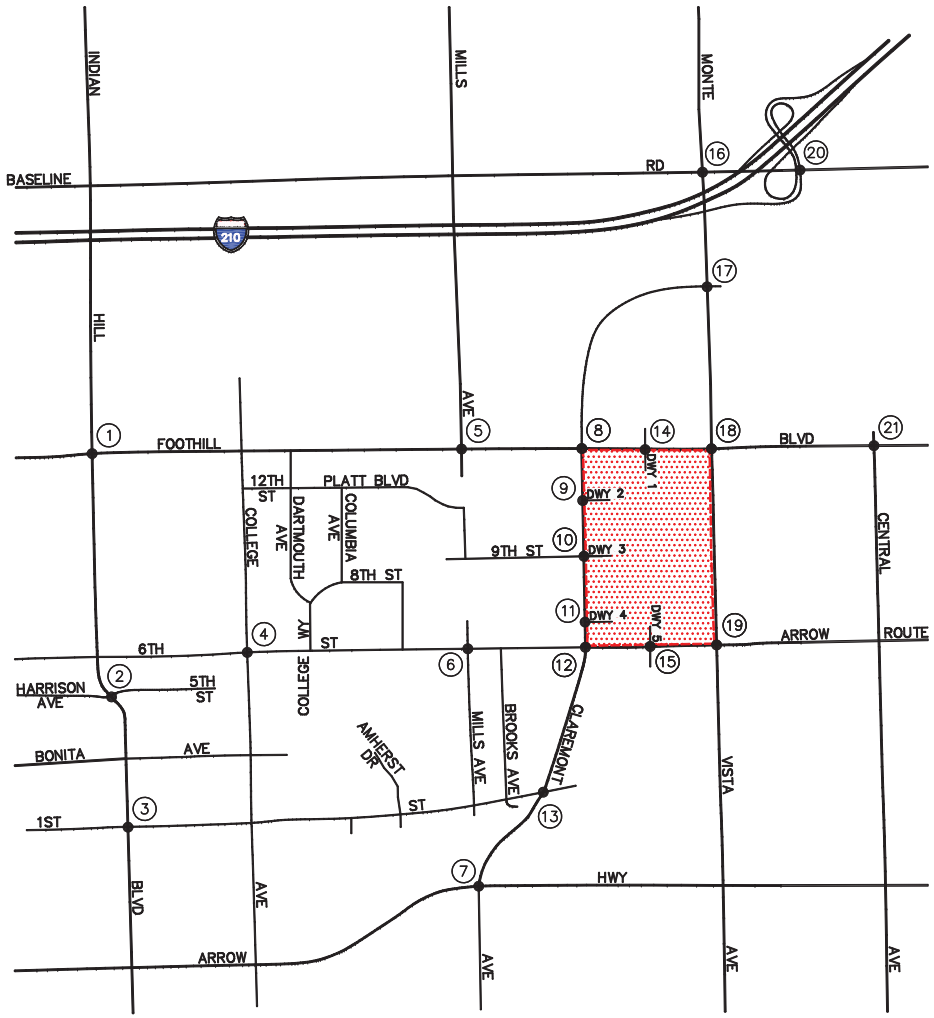
= EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) PLANNED IMPROVEMENTS

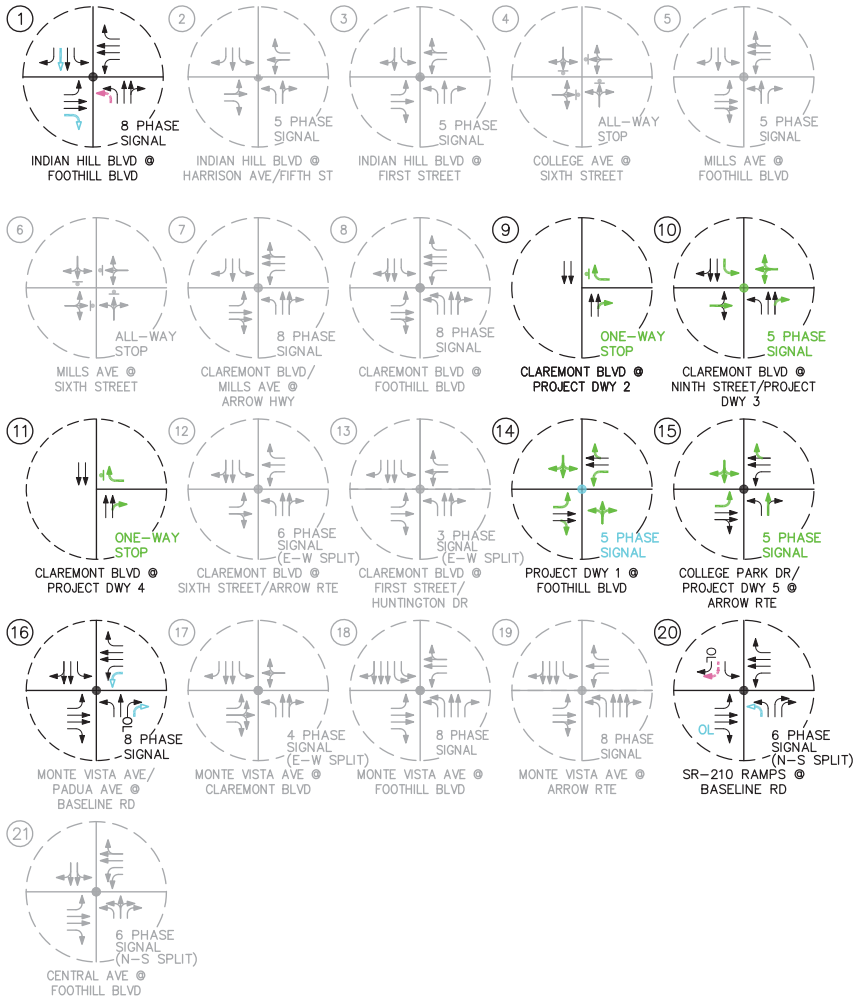
= ADDITIONAL EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) RECOMMENED IMPROVEMENTS

= PROJECT SITE

FIGURE 10-2

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY)
CONDITIONS PLANNED AND RECOMMENDED IMPROVEMENTS
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

= EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) PLANNED IMPROVEMENTS

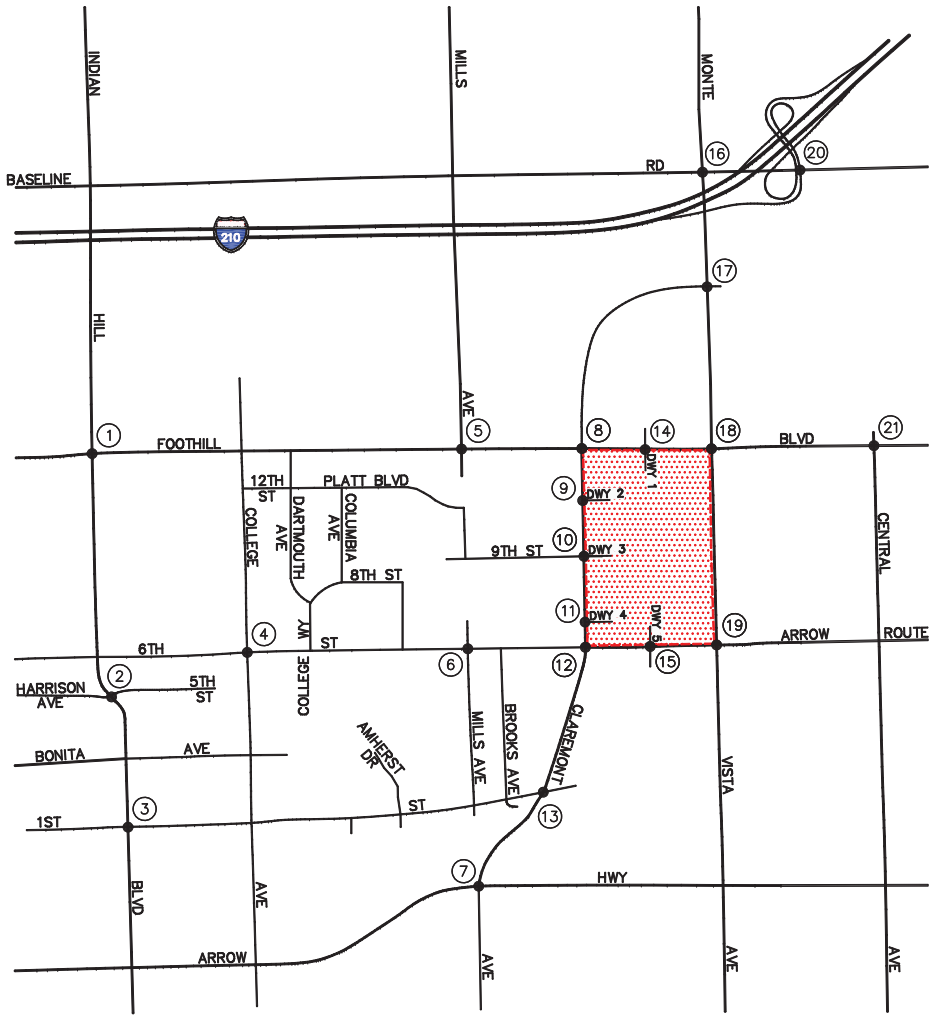
= ADDITIONAL EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) RECOMMENDED IMPROVEMENTS

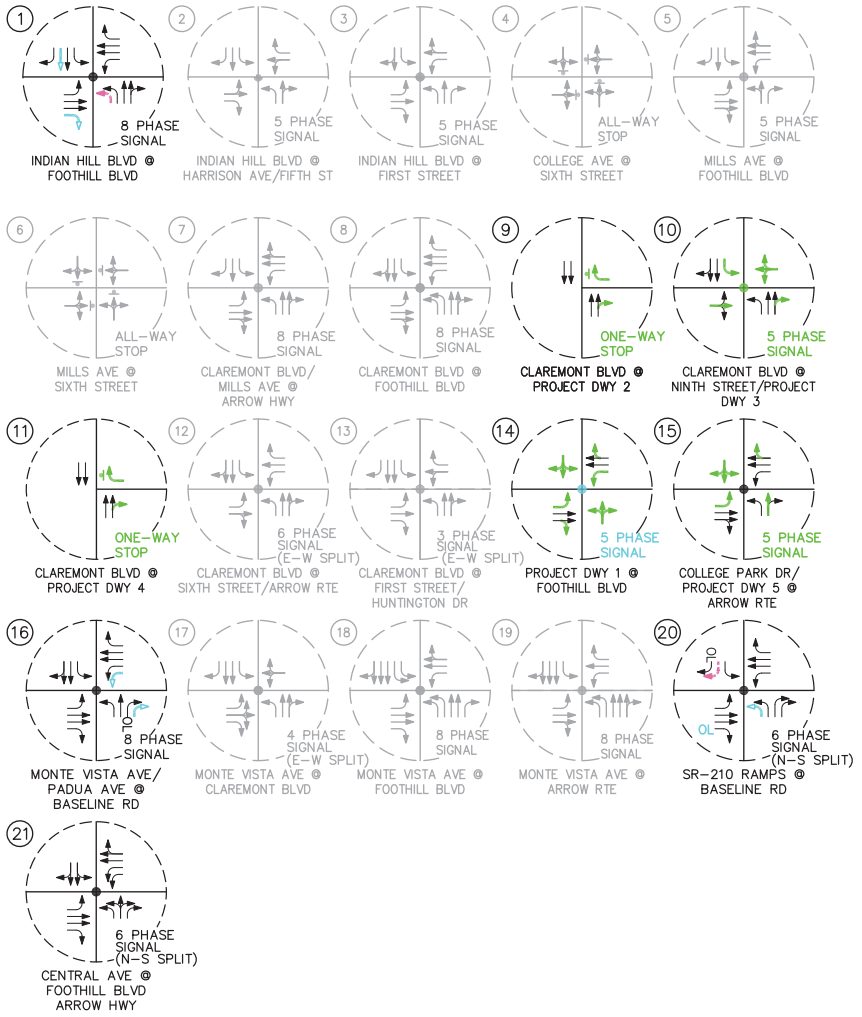
= ADDITIONAL YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) RECOMMENDED IMPROVEMENTS

= PROJECT SITE

FIGURE 10-3

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY)
CONDITIONS PLANNED AND RECOMMENDED IMPROVEMENTS
CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

= EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) PLANNED IMPROVEMENTS

= ADDITIONAL EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) RECOMMENDED IMPROVEMENTS

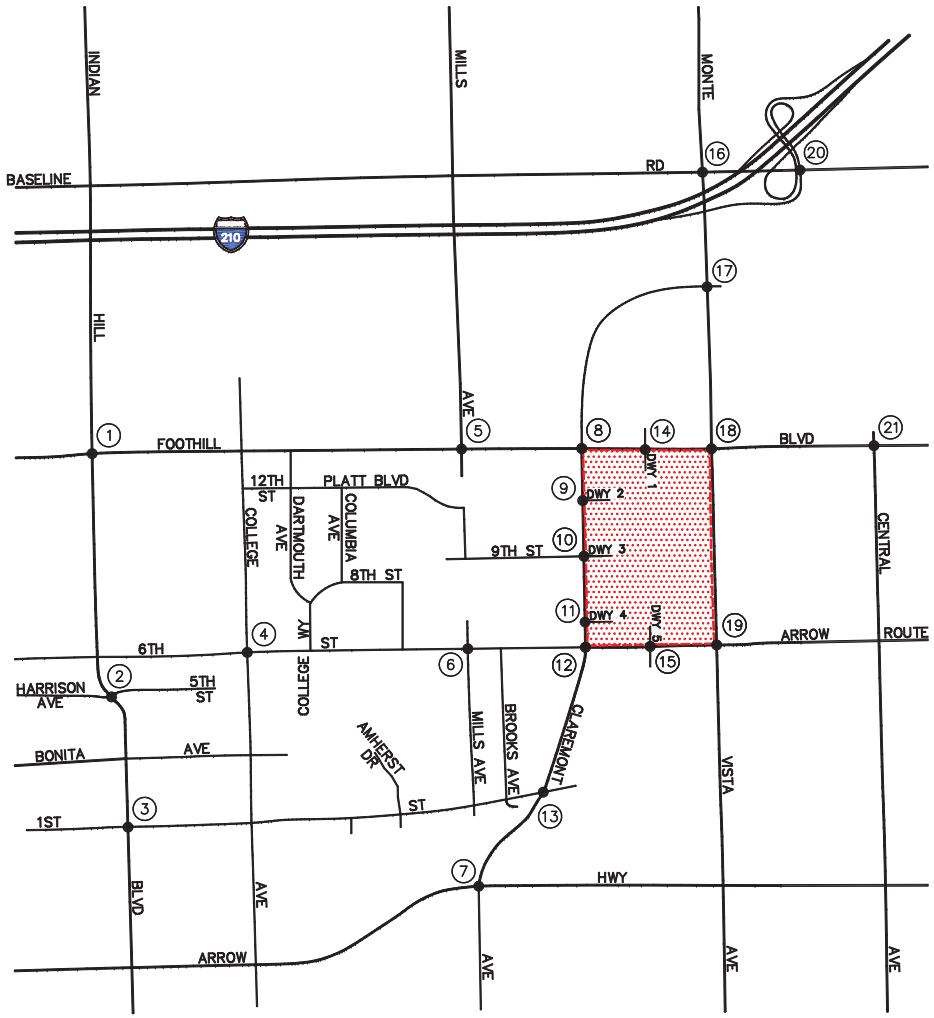
= ADDITIONAL YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) RECOMMENDED IMPROVEMENTS

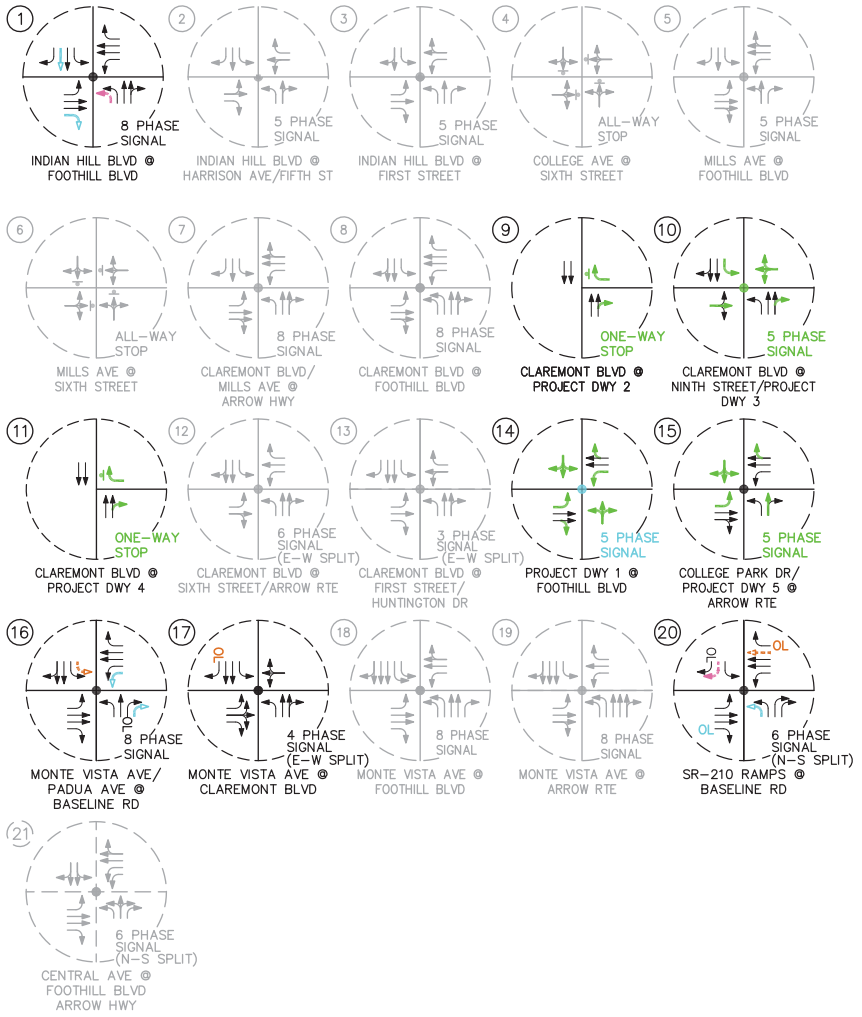
= PROJECT SITE

FIGURE 10-4

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) CONDITIONS PLANNED AND RECOMMENDED IMPROVEMENTS

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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LINSCOTT LAW & GREENSPAN engineers

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KEY

= EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) PLANNED IMPROVEMENTS

= ADDITIONAL EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) RECOMMENDED IMPROVEMENTS

= ADDITIONAL YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) RECOMMENDED IMPROVEMENTS

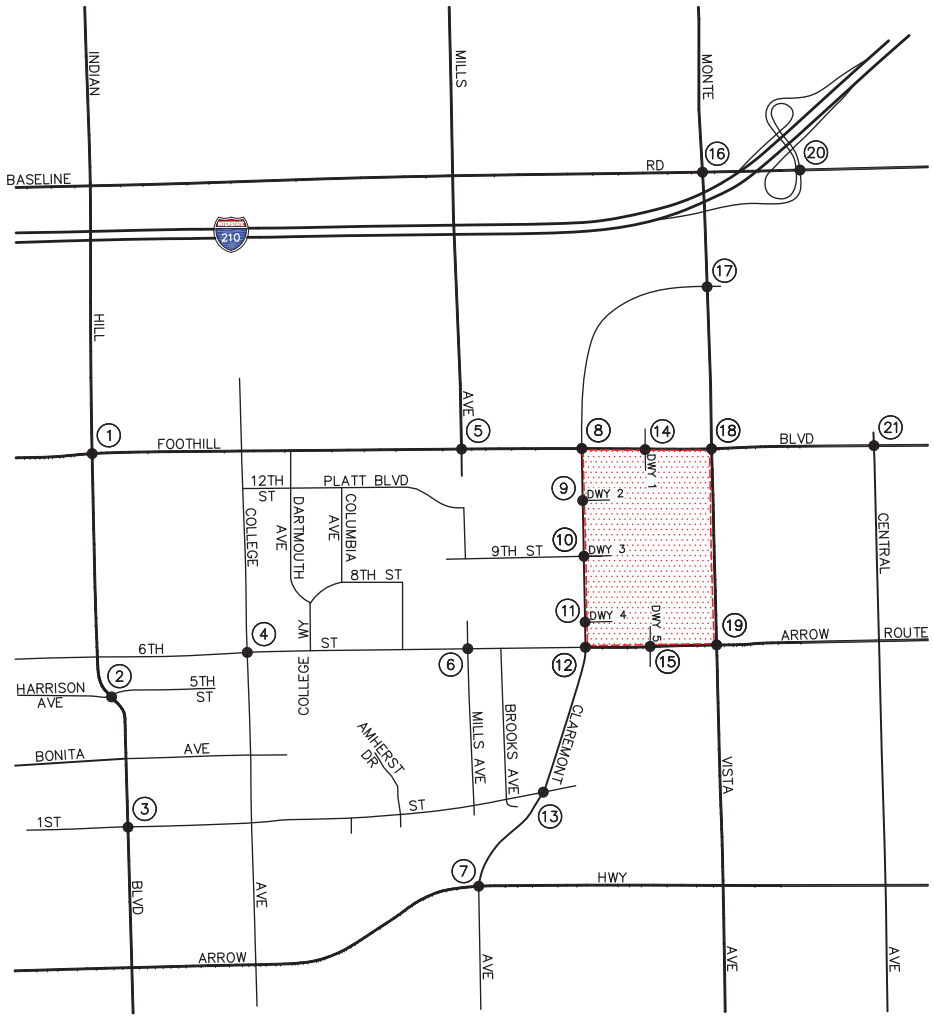
= ADDITIONAL YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) RECOMMENDED IMPROVEMENTS

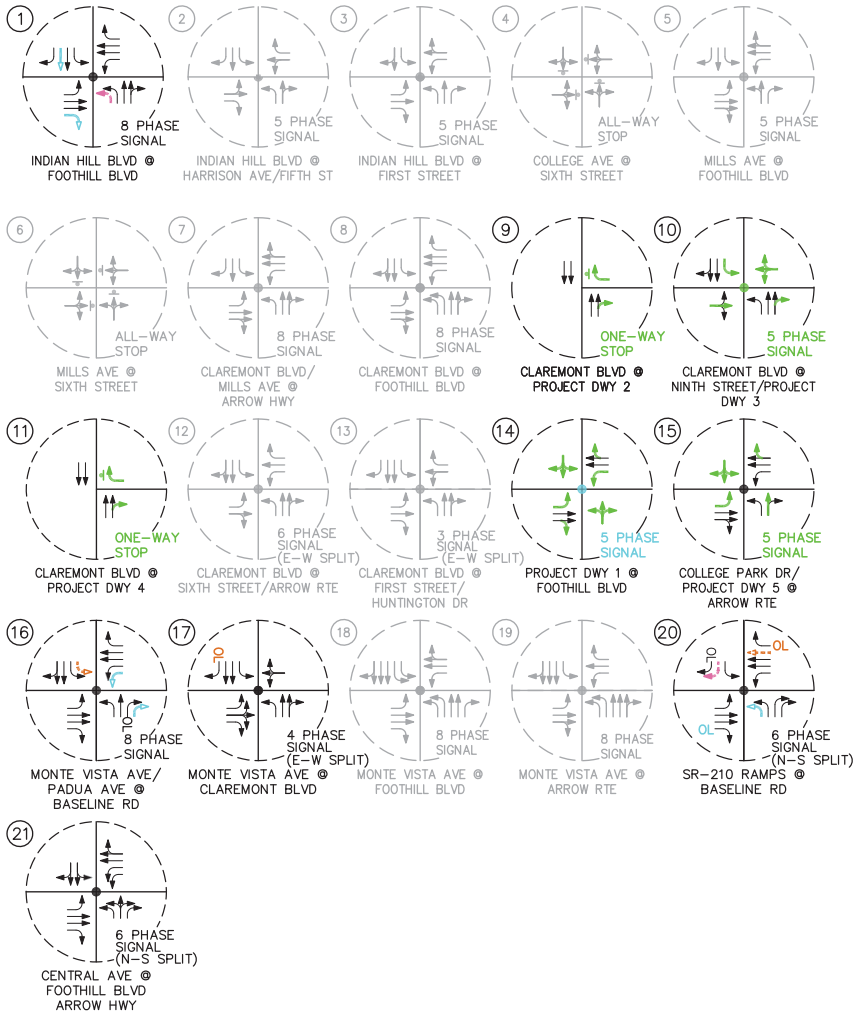
= PROJECT SITE

FIGURE 10-5

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) CONDITIONS PLANNED AND RECOMMENDED IMPROVEMENTS

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND





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KEY

= EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) PLANNED IMPROVEMENTS

= ADDITIONAL EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) RECOMMENDED IMPROVEMENTS

= ADDITIONAL YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) RECOMMENDED IMPROVEMENTS

= ADDITIONAL YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) RECOMMENDED IMPROVEMENTS

= PROJECT SITE

FIGURE 10-6

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) CONDITIONS PLANNED AND RECOMMENDED IMPROVEMENTS

CLAREMONT COLLEGES EAST CAMPUS, CITIES OF CLAREMONT AND UPLAND

11.0 AREA-WIDE TRAFFIC IMPROVEMENT COSTS

This section of the report summarizes the improvements and associated costs required to meet Cities of Claremont and Upland level of service requirements for the preceding analyses. The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*. While originating in the *San Bernardino County CMP*, this cost menu is frequently employed in other settings. The Project's fair-share contribution for the improvements at each location is identified in ***Section 12.0*** of this report.

It should be noted that the improvement costs and the corresponding fair-share costs presented in the following sections are preliminary and are subject to being updated to account for current costs at the time the improvement measure is constructed. Improvement measures, specifics, and cost estimateswould require final approval from the City Engineer.

11.1 Existing Plus Project (Weekday: Practice Day) Improvement Costs

Table 11-1 presents the improvements and their respective costs to mitigate the Existing Plus Project (Weekday: Practice Day) traffic impacts at the two (2) impacted key study intersections. Review of *Table 11-1* shows that the improvements recommended at the two (2) impacted intersections in the City of Claremont would cost approximately **$600,000** before any consideration of fair-share allocations. This improvement estimate includes bridge modification costs on the southbound approach of SR-210 Ramps at Baseline Road.

11.2 Existing Plus Project (Weekday: Game Day) Improvement Costs

Table 11-2 presents the improvements and their respective costs to mitigate the Existing Plus Project (Weekday: Game Day) traffic impacts at the two (2) impacted key study intersections. Review of *Table 11-2* shows that the improvements recommended at the two (2) impacted intersections in the City of Claremont would cost approximately **$600,000** before any consideration of fair-share allocations. This improvement estimate includes bridge modification costs on the southbound approach of SR-210 Ramps at Baseline Road.

11.3 Existing Plus Project (Weekend: Game Day [Fall]) Improvement Costs

None of the intersections are forecast to be impacted under the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions. Thus, no improvements are necessary.

11.4 Existing Plus Project (Weekend: Game Day [Spring]) Improvement Costs

None of the intersections are forecast to be impacted under the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions. Thus, no improvements are necessary.

11.5 Year 2020 Cumulative Plus Project (Weekday: Practice Day) Improvement Costs

Table 11-3 presents the improvements and their respective costs to mitigate the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic impacts at the four (4) impacted key study intersections. Review of *Table 11-3* shows that the improvements recommended at the four (4) impacted intersections in the City of Claremont would cost approximately **$1,605,000** before any

consideration of fair-share allocations. This improvement estimate includes bridge modification costs on the southbound approach of SR-210 Ramps at Baseline Road and the northbound approach of Monte Vista Avenue/Padua Avenue at Baseline Road.

11.6 Year 2020 Cumulative Plus Project (Weekday: Game Day) Improvement Costs

Table 11-4 presents the improvements and their respective costs to mitigate the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic impacts at the five (5) impacted key study intersections. Review of *Table 11-4* shows that the improvements recommended at the four (4) impacted intersections in the City of Claremont would cost approximately **$1,605,000** before any consideration of fair-share allocations. Additionally, review of *Table 11-4* shows that the improvements recommended at the one (1) impacted intersection in the City of Upland would cost approximately **$25,000** before any consideration of fair-share allocations. This improvement estimate includes bridge modification costs on the southbound approach of SR-210 Ramps at Baseline Road and the northbound approach of Monte Vista Avenue/Padua Avenue at Baseline Road.

11.7 Year 2030 Cumulative Plus Project (Weekday: Practice Day) Improvement Costs

Table 11-5 presents the improvements and their respective costs to mitigate the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic impacts at the four (4) impacted key study intersections. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted, improvements and costs have been identified for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions*. Review of *Table 11-5* shows that the improvements recommended at the four (4) impacted intersections and one (1) adversely operating intersection in the City of Claremont would cost approximately **$1,860,000** before any consideration of fair-share allocations. This improvement estimate includes bridge modification costs on the southbound approach of SR-210 Ramps at Baseline Road and the northbound approach of Monte Vista Avenue/Padua Avenue at Baseline Road.

11.8 Year 2030 Cumulative Plus Project (Weekday: Game Day) Improvement Costs

Table 11-6 presents the improvements and their respective costs to mitigate the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic impacts at the five (5) impacted key study intersections. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted, improvements and costs have been identified for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions*. Review of *Table 11-6* shows that the improvements recommended at the four (4) impacted intersections and one (1) adversely operating intersection in the City of Claremont would cost approximately **$1,860,000** before any consideration of fair-share allocations. Additionally, review of *Table 11-6* shows that the improvements recommended at the one (1) impacted intersection in the City of Upland would cost approximately **$25,000** before any consideration of fair-share allocations. This improvement estimate includes bridge modification

costs on the southbound approach of SR-210 Ramps at Baseline Road and the northbound approach of Monte Vista Avenue/Padua Avenue at Baseline Road.

TABLE 11-1

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) IMPROVEMENTS AND COSTS[76]

Key Intersection		Jurisdiction	Improvement Description	Improvement Cost
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	- Construct 2nd NB left-turn lane. - Modify existing traffic signal.	$50,000 $75,000
			Total	*$125,000*
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	- Bridge Modification. - Construct 2nd SB right-turn lane. - Modify existing traffic signal.	$350,000 $50,000 $75,000
			Total	*$475,000*
CITY OF CLAREMONT TOTAL COSTS OF EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) IMPROVEMENTS				**$600,000**

[76] The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*.

TABLE 11-2

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS AND COSTS[77]

Key Intersection		Jurisdiction	Improvement Description	Improvement Cost
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	- Construct 2nd NB left-turn lane. - Modify existing traffic signal.	$50,000 $75,000
			Total	*$125,000*
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	- Bridge Modification. - Construct 2nd SB right-turn lane. - Modify existing traffic signal.	$350,000 $50,000 $75,000
			Total	*$475,000*
CITY OF CLAREMONT TOTAL COSTS OF EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS				**$600,000**

[77] The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*.

TABLE 11-3

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) IMPROVEMENTS AND COSTS[78]

Key Intersection		Jurisdiction	Improvement Description	Improvement Cost
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	- Construct 2nd NB left-turn lane. - Construct 2nd SB through lane. - Construct exclusive EB right-turn lane. - Modify existing traffic signal.	$50,000 $130,000 $50,000 $75,000
			Total	*$305,000*
14.	Project Driveway 1 at Foothill Boulevard	Claremont	- Install a 5-phase traffic signal with protected EB and WB left-turn phasing.	$250,000
			Total	*$250,000*
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	- Bridge Modification - Construct 2nd NB right-turn lane. - Construct 2nd WB left-turn lane. - Modify existing traffic signal.	$350,000 $50,000 $50,000 $75,000
			Total	*$525,000*
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	- Bridge Modification. - Construct 2nd NB left-turn lane. - Construct 2nd SB right-turn lane. - Install EB right-turn overlap phase. Modify existing traffic signal.	$350,000 $50,000 $50,000 $75,000
			Total	*$525,000*
CITY OF CLAREMONT TOTAL COSTS OF YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) IMPROVEMENTS				**$1,605,000.00**

[78] The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*.

TABLE 11-4

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS AND COSTS[79]

Key Intersection		Jurisdiction	Improvement Description	Improvement Cost
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	- Construct 2nd NB left-turn lane. - Construct 2nd SB through lane. - Construct exclusive EB right-turn lane. - Modify existing traffic signal.	$50,000 $130,000 $50,000 $75,000
			Total	*$305,000*
14.	Project Driveway 1 at Foothill Boulevard	Claremont	- Install a 5-phase traffic signal with protected EB and WB left-turn phasing.	$250,000
			Total	*$250,000*
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	- Bridge Modification - Construct 2nd NB right-turn lane. - Construct 2nd WB left-turn lane. - Modify existing traffic signal.	$350,000 $50,000 $50,000 $75,000
			Total	*$525,000*
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	- Bridge Modification. - Construct 2nd NB left-turn lane. - Construct 2nd SB right-turn lane. - Install EB right-turn overlap phase. Modify existing traffic signal.	$350,000 $50,000 $50,000 $75,000
			Total	*$525,000*
CITY OF CLAREMONT TOTAL COSTS OF YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS				**$1,605,000.00**
21.	Central Avenue at Foothill Boulevard	Upland	- Relocate pedestrian crosswalk from west leg to east leg	$25,000
			Total	*$25,000*
CITY OF UPLAND TOTAL COSTS OF YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS				**$25,000.00**

[79] The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*.

TABLE 11-5

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) IMPROVEMENTS AND COSTS[80]

Key Intersection		Jurisdiction	Improvement Description	Improvement Cost
1.	Indian Hill Boulevard at Foothill Boulevard[81]	Claremont	- Construct 2nd NB left-turn lane. - Construct 2nd SB through lane. - Construct exclusive EB right-turn lane. - Modify existing traffic signal.	$50,000 $130,000 $50,000 $75,000
			Total	*$305,000*
14.	Project Driveway 1 at Foothill Boulevard	Claremont	- Install a 5-phase traffic signal with protected EB and WB left-turn phasing.	$250,000
			Total	*$250,000*
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	- Bridge Modification. - Construct 2nd NB right-turn lane. - Construct 2nd SB left-turn lane. - Construct 2nd WB left-turn lane. - Modify existing traffic signal.	$350,000 $50,000 $50,000 $50,000 $75,000
			Total	*$575,000*
17.	Monte Vista Avenue at Claremont Boulevard	Claremont	- Install SB right-turn overlap phase. Modify existing traffic signal	$75,000
			Total	*$75,000*
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	- Bridge Modification. - Construct 2nd NB left-turn lane. - Construct 2nd SB right-turn lane. - Construct 3rd WB through lane. - Install EB and WB right-turn overlap phases. Modify existing traffic signal.	$350,000 $50,000 $50,000 $130,000 $75,000
			Total	*$655,000*
CITY OF CLAREMONT TOTAL COSTS OF YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) IMPROVEMENTS				**$1,860,000**

[80] The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*.

[81] This intersection is not significantly impacted but improvements and costs have been identified as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

TABLE 11-6

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS AND COSTS[82]

Key Intersection		Jurisdiction	Improvement Description	Improvement Cost
1.	Indian Hill Boulevard at Foothill Boulevard[83]	Claremont	- Construct 2nd NB left-turn lane. - Construct 2nd SB through lane. - Construct exclusive EB right-turn lane. - Modify existing traffic signal.	$50,000 $130,000 $50,000 $75,000
			Total	*$305,000*
14.	Project Driveway 1 at Foothill Boulevard	Claremont	- Install a 5-phase traffic signal with protected EB and WB left-turn phasing.	$250,000
			Total	*$250,000*
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	- Bridge Modification. - Construct 2nd NB right-turn lane. - Construct 2nd SB left-turn lane. - Construct 2nd WB left-turn lane. - Modify existing traffic signal.	$350,000 $50,000 $50,000 $50,000 $75,000
			Total	*$575,000*
17.	Monte Vista Avenue at Claremont Boulevard	Claremont	- Install SB right-turn overlap phase. Modify existing traffic signal	$75,000
			Total	*$75,000*
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	- Bridge Modification. - Construct 2nd NB left-turn lane. - Construct 2nd SB right-turn lane. - Construct 3rd WB through lane. - Install EB and WB right-turn overlap phases. Modify existing traffic signal.	$350,000 $50,000 $50,000 $130,000 $75,000
			Total	*$655,000*
CITY OF CLAREMONT TOTAL COSTS OF YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS				**$1,860,000**
21.	Central Avenue at Foothill Boulevard	Upland	- Relocate pedestrian crosswalk from west leg to east leg	$25,000
			Total	*$25,000*
CITY OF UPLAND TOTAL COSTS OF YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) IMPROVEMENTS				**$25,000**

[82] The improvement costs have been estimated using cost guidelines contained in *Appendix G of the San Bernardino County CMP, 2005 Update*.

[83] This intersection is not significantly impacted but improvements and costs have been identified as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

12.0 PROJECT-RELATED FAIR-SHARE ANALYSIS

The transportation impacts associated with the development of the Project were determined based on the existing and future "with Project" analyses. Based on the results of these analyses, the Project may be expected to construct improvements and/or pay a proportional "fair-share" of the improvement costs of the impacted intersections to mitigate the Project's traffic impacts. These fair-share calculations are consistent with typical traffic engineering practice as well as the recommended methodology contained in the San Bernardino County CMP as carried over to this setting.

12.1 Existing Plus Project (Weekday: Practice Day) Fair-Share Contribution

As summarized in *Table 7-1*, the development of the Project is anticipated to create two (2) significant impacts under the Existing Plus Project (Weekday: Practice Day) traffic conditions. The remaining intersections are forecast to operate at acceptable LOS under the Existing Plus Project (Weekday: Practice Day) traffic conditions.

As presented in ***Table 12-1***, the first column (1) identifies the total of all intersection peak hour movements for existing weekday conditions. The second column (2) presents a similar summation for Existing Plus Project (Weekday: Practice Day) traffic conditions. The third column (3) identifies what percentage of the total intersection peak hour traffic is Project-related traffic. Columns (4) and (5) present the cost of the recommended mitigation measures and the Project's fair-share contribution. The Project's fair-share is based on the following percentage formula:

- Project Fair-Share (3) = $\frac{\text{Column (2)} - \text{Column (1)}}{\text{Column (1)}} \times 100$

The Project fair-share percentages (based on greatest peak hour impact) at the two (2) impacted intersections for the Existing Plus Project (Weekday: Practice Day) traffic conditions are shown below:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.23%
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 0.05%

Review of *Table 12-1* shows that the Project's fair-share contribution to offset all Existing Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals $525.00.

12.2 Existing Plus Project (Weekday: Game Day) Fair-Share Contribution

As summarized in *Table 7-2*, the development of the Project is anticipated to create two (2) significant impacts under the Existing Plus Project (Weekday: Game Day) traffic conditions. The remaining intersections are forecast to operate at acceptable LOS under the Existing Plus Project (Weekday: Game Day) traffic conditions.

As presented in ***Table 12-2***, the first column (1) identifies the total of all intersection peak hour movements for existing weekday conditions. The second column (2) presents a similar summation for Existing Plus Project (Weekday: Game Day) traffic conditions. The third column (3) identifies what percentage of the total intersection peak hour traffic is Project-related traffic. Columns (4) and

(5) present the cost of the recommended mitigation measures and the Project's fair-share contribution. The Project's fair-share is based on the following percentage formula:

- Project Fair-Share (3) = $\frac{\text{Column (2)} - \text{Column (1)}}{\text{Column (1)}} \times 100$

The Project fair-share percentages (based on greatest peak hour impact) at the two (2) impacted intersections for the Existing Plus Project (Weekday: Game Day) traffic conditions are shown below:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.50%
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 0.05%

Review of *Table 12-2* shows that the Project's fair-share contribution to offset all Existing Plus Project (Weekday: Game Day) traffic in the City of Claremont totals $862.50.

12.3 Existing Plus Project (Weekend: Game Day [Fall]) Improvement Costs

As summarized in *Table 7-3*, the development of the Project is not anticipated to create any significant impacts under the Existing Plus Project (Weekend: Game Day [Fall]) traffic conditions. Thus, no improvement costs have been calculated.

12.4 Existing Plus Project (Weekend: Game Day [Spring]) Improvement Costs

As summarized in *Table 7-4*, the development of the Project is not anticipated to create any significant impacts under the Existing Plus Project (Weekend: Game Day [Spring]) traffic conditions. Thus, no improvement costs have been calculated.

12.5 Year 2020 Cumulative Plus Project (Weekday: Practice Day) Fair-Share Contribution

As summarized in *Table 8-1*, the development of the Project is anticipated to create four (4) significant impacts under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The remaining intersections are forecast to operate at acceptable LOS under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions.

As presented in ***Table 12-3***, the first column (1) identifies the total of all intersection peak hour movements for existing weekday conditions. The second column (2) presents a similar summation for Year 2020 Cumulative (Weekday) traffic conditions. The third column (3) presents Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions summation. The fourth column (4) identifies what percentage of the total intersection peak hour traffic is Project-related traffic. Columns (5) and (6) present the cost of the recommended mitigation measures and the Project's fair-share contribution. The Project's fair-share is based on the following percentage formula:

- Project Fair-Share (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$

The Project fair-share percentages (based on greatest peak hour impact) at the four (4) impacted intersections for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are shown below:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.84%
- 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
- 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 1.70%
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 1.31%

In this and all other fair-share calculations presented in this section, the calculated fair-share at Driveway 1 has been set aside and replaced with a 50% obligation, with that obligation triggered only if and when Project implementation needs result in the construction of Driveway 1. This adjusted proportion reflects the potential joint access characteristic with the Claremont Commons property to the north at Intersection #14.

Review of *Table 12-3* shows that the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $18,346.50 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $143,364.50.

12.6 Year 2020 Cumulative Plus Project (Weekday: Game Day) Fair-Share Contribution

As summarized in *Table 8-2*, the development of the Project is anticipated to create five (5) significant impacts under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The remaining intersections are forecast to operate at acceptable LOS under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

As presented in ***Table 12-4***, the first column (1) identifies the total of all intersection peak hour movements for existing weekday conditions. The second column (2) presents a similar summation for Year 2020 Cumulative (Weekday) traffic conditions. The third column (3) presents Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions summation. The fourth column (4) identifies what percentage of the total intersection peak hour traffic is Project-related traffic. Columns (5) and (6) present the cost of the recommended mitigation measures and the Project's fair-share contribution. The Project's fair-share is based on the following percentage formula:

- Project Fair-Share (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$

The Project fair-share percentage (based on greatest peak hour impact) at the five (5) impacted intersections for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions are shown below:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 1.76%

- 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
- 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 3.74%
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 2.79%
- 21. Central Avenue at Foothill Boulevard (Upland) 2.65%

Review of *Table 12-4* shows that the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $39,650.50 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $164,650.50.

Additionally, review of *Table 12-4* shows that the Project's fair-share contribution to offset all Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Upland totals as much as $662.50.

12.7 Year 2030 Cumulative Plus Project (Weekday: Practice Day) Fair-Share Contribution

As summarized in *Table 9-1*, the development of the Project is anticipated to create four (4) significant impacts under the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. The remaining intersections are forecast to operate at acceptable LOS under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted under the Year 2030 Cumulative Plus Project (Weekday: Practice Day) condition, mitigation measures have been recommended for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.*

As presented in ***Table 12-5***, the first column (1) identifies the total of all intersection peak hour movements for existing weekday conditions. The second column (2) presents a similar summation for Year 2030 Cumulative (Weekday) traffic conditions. The third column (3) presents Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions summation. The fourth column (4) identifies what percentage of the total intersection peak hour traffic is Project-related traffic. Columns (5) and (6) present the cost of the recommended mitigation measures and the Project's fair-share contribution. The Project's fair-share is based on the following percentage formula:

- Project Fair-Share (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$

The Project fair-share percentage (based on greatest peak hour impact) at the four (4) impacted intersections and one (1) adversely operating intersection for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are shown below:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.40%
- 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
- 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 1.04%

- 17. Monte Vista Avenue at Claremont Boulevard (Claremont) 0.51%
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 0.86%

Review of *Table 12-5* shows that the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $13,215.50 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic in the City of Claremont totals as much as $138,215.50.

12.8 Year 2030 Cumulative Plus Project (Weekday: Game Day) Fair-Share Contribution

As summarized in *Table 9-2*, the development of the Project is anticipated to create five (5) significant impacts under the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. The remaining intersections are forecast to operate at acceptable LOS under the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions. *It should be noted that even though the intersection of Indian Hill Boulevard at Foothill Boulevard is not significantly impacted under the Year 2030 Cumulative Plus Project (Weekday: Game Day) condition, mitigation measures have been recommended for this intersection as it is impacted under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.*

As presented in ***Table 12-6***, the first column (1) identifies the total of all intersection peak hour movements for existing weekday conditions. The second column (2) presents a similar summation for Year 2030 Cumulative (Weekday) traffic conditions. The third column (3) presents Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions summation. The fourth column (4) identifies what percentage of the total intersection peak hour traffic is Project-related traffic. Columns (5) and (6) present the cost of the recommended mitigation measures and the Project's fair-share contribution. The Project's fair-share is based on the following percentage formula:

- Project Fair-Share (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$

The Project fair-share percentage (based on greatest peak hour impact) at the five (5) impacted intersections and one (1) adversely operating intersection for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions are shown below:

- 1. Indian Hill Boulevard at Foothill Boulevard (Claremont) 0.95%
- 14. Project Driveway 1 at Foothill Boulevard (Claremont) 50.00%
- 16. Monte Vista Ave/Padua Ave at Baseline Road (Claremont) 2.30%
- 17. Monte Vista Avenue at Claremont Boulevard (Claremont) 0.51%
- 20. SR-210 Freeway Ramps at Baseline Road (Claremont/Caltrans) 2.00%
- 21. Central Avenue at Foothill Boulevard (Upland) 1.73%

Review of *Table 12-6* shows that the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $29,605.00 without the construction of Driveway 1. Further, if and when Project implementation needs result in the construction of Driveway 1, the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Claremont totals as much as $154,605.00.

Additionally, review of *Table 12-6* shows that the Project's fair-share contribution to offset all Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic in the City of Upland totals as much as $432.50.

12.9 Summary of Total Maximum Fair-Share Amount Due By Jurisdiction

Since multiple scenarios have been analyzed for the Existing, Year 2020 and Year 2030 traffic conditions, for clarity, listed below are total maximum fair-share amounts due by jurisdiction. It should be noted that the Weekday: Game Day is the worst case scenario and presents the higher fair-share amounts as listed below:

- Existing Plus Project (Weekday: Game Day)
  - City of Claremont – $862.50
- Year 2020 Cumulative Plus Project (Weekday: Game Day)
  - City of Claremont (Without Project Driveway 1) – $39,650.50
  - City of Claremont (With Project Driveway 1) – $164,650.50[84]
  - City of Upland – $662.50
- Year 2030 Cumulative Plus Project (Weekday: Game Day)
  - City of Claremont (Without Project Driveway 1) – $29,605.00
  - City of Claremont (With Project Driveway 1) – $154,605.00[84]
  - City of Upland – $432.50

[84] Project obligation is triggered only if and when Driveway 1 is constructed in conjunction with Project implementation.

TABLE 12-1

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

Key Intersection		Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Existing Plus Project (Weekday: Practice Day) Traffic	(3) Net Project Percent Increase	(4) Total Improvement Cost	(5) Project Fair-Share Contribution[85]
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	AM PM	-- 4,374	-- 4,384	-- **0.23%**	$125,000	$287.50
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	AM PM	4,047 --	4,049 --	**0.05%** --	$475,000	$237.50
City of Claremont Existing Plus Project (Weekday: Practice Day) Total Project Fair-Share Contribution								**$525.00**

Notes:

- Net Project Percent Increase (3) = $\frac{\text{Column (2)} - \text{Column (1)}}{\text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[85] Project fair-share contribution calculated on "worst-case" net Project percent increase.

TABLE 12-2

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

Key Intersection	Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Existing Plus Project (Weekday: Game Day) Traffic	(3) Net Project Percent Increase	(4) Total Improvement Cost	(5) Project Fair-Share Contribution[86]
1. Indian Hill Boulevard at Foothill Boulevard	Claremont	AM	--	--	--	$125,000	$625.00
		PM	4,374	4,396	**0.50%**		
20. SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	AM	4,047	4,049	**0.05%**	$475,000	$237.50
		PM	--	--	--		
City of Claremont Existing Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution							**$862.50**

Notes:

- Net Project Percent Increase (3) = $\frac{\text{Column (2)} - \text{Column (1)}}{\text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[86] Project fair-share contribution calculated on "worst-case" net Project percent increase.

TABLE 12-3

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

Key Intersection		Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Year 2020 Cumulative (Weekday) Traffic	(3) Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair-Share Contribution[87]
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	AM	--	--	--	--	$305,000	$2,562.00
			PM	4,374	5,548	5,558	**0.84%**		
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	AM	3,910	5,133	5,138	0.41%	$525,000	$8,925.00
			PM	3,822	5,445	5,473	**1.70%**		
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	AM	4,047	5,055	5,057	0.20%	$525,000	$6,877.50
			PM	4,099	5,528	5,547	**1.31%**		
City of Claremont Year 2020 Cumulative Plus Project (Weekday: Practice Day) Total Project Fair-Share Contribution (Without Project Driveway 1)									**$18,364.50**
14.	Project Driveway 1 at Foothill Boulevard[88]	Claremont	AM	1,560	2,344	2,347	0.38%	$250,000	$125,000.00
			PM	1,991	3,027	3,041	**1.33%/50.00%**[89]		
City of Claremont Year 2020 Cumulative Plus Project (Weekday: Practice Day) Total Project Fair-Share Contribution (With Project Driveway 1)									**$143,364.50**

Notes:

- Net Project Percent Increase (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[87] Project fair-share contribution calculated on "worst-case" net Project percent increase.

[88] Project obligation is triggered only if and when Driveway 1 is constructed in conjunction with Project implementation.

[89] Value to the right of the slash governs for Project obligation based on a 50-50 shared cost with the property on the north leg of this intersection.

TABLE 12-4

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

Key Intersection		Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Year 2020 Cumulative (Weekday) Traffic	(3) Year 2020 Cum. + Project (Weekday: Game Day) Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair-Share Contribution[90]
1.	Indian Hill Boulevard at Foothill Boulevard	Claremont	AM	--	--	--	--	$305,000	$5,368.00
			PM	4,374	5,548	5,569	**1.76%**		
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	AM	3,910	5,133	5,138	0.41%	$525,000	$19,635.00
			PM	3,822	5,445	5,508	**3.74%**		
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	AM	4,047	5,055	5,057	0.20%	$525,000	$14,647.50
			PM	4,099	5,528	5,569	**2.79%**		
City of Claremont Year 2020 Cumulative Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution (Without Project Driveway 1)									**$39,650.50**
14.	Project Driveway 1 at Foothill Boulevard[91]	Claremont	AM	1,560	2,344	2,347	0.38%	$250,000	$125,000.00
			PM	1,991	3,027	3,059	**3.00%/50.00%[92]**		
City of Claremont Year 2020 Cumulative Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution (With Project Driveway 1)									**$164,650.50**

Notes:

- Net Project Percent Increase (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[90] Project fair-share contribution calculated on "worst-case" net Project percent increase.

[91] Project obligation is triggered only if and when Driveway 1 is constructed in conjunction with Project implementation.

[92] Value to the right of the slash governs for Project obligation based on a 50-50 shared cost with the property on the north leg of this intersection.

TABLE 12-4 (CONTINUED)

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

Key Intersection	Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Year 2020 Cumulative (Weekday) Traffic	(3) Year 2020 Cum. + Project (Weekday: Game Day) Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair-Share Contribution[93]
21. Central Avenue at Foothill Boulevard	Upland	AM	--	--	--	--	$25,000	$662.50
		PM	2,880	3,652	3,673	**2.65%**		
City of Upland Year 2020 Cumulative Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution								**$662.50**

Notes:

- Net Project Percent Increase (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[93] Project fair-share contribution calculated on "worst-case" net Project percent increase.

TABLE 12-5

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

	Key Intersection	Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Year 2030 Cumulative (Weekday) Traffic	(3) Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair-Share Contribution[94]
1.	Indian Hill Boulevard at Foothill Boulevard[95]	Claremont	AM	--	--	--	--	$305,000	$1,220.00
			PM	4,374	6,345	6,353	**0.40%**		
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	AM	3,910	5,051	5,055	0.35%	$575,000	$5,980.00
			PM	3,822	6,494	6,522	**1.04%**		
17.	Monte Vista Avenue at Claremont Boulevard	Claremont	AM	1,655	2,640	2,645	**0.51%**	$75,000	$382.5
			PM	--	--	--	**--**		
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	AM	4,047	5,899	5,903	0.22%	$655,000	$5,633.00
			PM	4,099	6,061	6,078	**0.86%**		
City of Claremont Year 2030 Cumulative Plus Project (Weekday: Practice Day) Total Project Fair-Share Contribution (Without Project Driveway 1)									**$13,215.50**
14.	Project Driveway 1 at Foothill Boulevard[96]	Claremont	AM	1,560	2,513	2,516	0.31%	$250,000	$125,000.00
			PM	1,991	3,128	3,141	**1.13%/50.00%[97]**		
City of Claremont Year 2030 Cumulative Plus Project (Weekday: Practice Day) Total Project Fair-Share Contribution (With Project Driveway 1)									**$138,215.50**

Notes:

- Net Project Percent Increase (4) = Column (3) – Column (2) x 100 / Column (3) – Column (1)
- **Bold Net Project Percent Increa**

[94] Project fair-share contribution calculated on "worst-case" net Project percent increase.

[95] This intersection is not significantly impacted but Project fair-share contribution has been identified as it is impacted for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions.

[96] Project obligation is triggered only if and when Driveway 1 is constructed in conjunction with Project implementation.

[97] Value to the right of the slash governs for Project obligation based on a 50-50 shared cost with the property on the north leg of this intersection.

TABLE 12-6

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

	Key Intersection	Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Year 2030 Cumulative (Weekday) Traffic	(3) Year 2030 Cum. + Project (Weekday: Game Day) Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair-Share Contribution[98]
1.	Indian Hill Boulevard at Foothill Boulevard[99]	Claremont	AM	--	--	--	--	$305,000	$2,897.50
			PM	4,374	6,345	6,364	**0.95%**		
16.	Monte Vista Ave/Padua Ave at Baseline Road	Claremont	AM	3,910	5,051	5,055	0.35%	$575,000	$13,225.00
			PM	3,822	6,494	6,557	**2.30%**		
17.	Monte Vista Avenue at Claremont Boulevard	Claremont	AM	1,655	2,640	2,645	0.51%	$75,000	$382.50
			PM	--	--	--	--		
20.	SR-210 Freeway Ramps at Baseline Road	Claremont/ Caltrans	AM	4,047	5,899	5,903	0.22%	$655,000	$13,100.00
			PM	4,099	6,061	6,101	**2.00%**		
City of Claremont Year 2030 Cumulative Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution (Without Project Driveway 1)									**$29,605.00**
14.	Project Driveway 1 at Foothill Boulevard[100]	Claremont	AM	1,560	2,513	2,516	0.31%	$250,000	$125,000.00
			PM	1,991	3,128	3,159	**2.65%/50.00%[101]**		
City of Claremont Year 2030 Cumulative Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution (With Project Driveway 1)									**$154,605.00**

Notes:

- Net Project Percent Increase (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[98] Project fair-share contribution calculated on "worst-case" net Project percent increase.

[99] This intersection is not significantly impacted but Project fair-share contribution has been identified as it is impacted for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions.

[100] Project obligation is triggered only if and when Driveway 1 is constructed in conjunction with Project implementation.

[101] Value to the right of the slash governs for Project obligation based on a 50-50 shared cost with the property on the north leg of this intersection.

TABLE 12-6 (CONTINUED)

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) INTERSECTION PROJECT FAIR-SHARE CONTRIBUTION

Key Intersection	Jurisdiction	Impacted Time Period	(1) Existing (Weekday) Traffic	(2) Year 2030 Cumulative (Weekday) Traffic	(3) Year 2030 Cum. + Project (Weekday: Game Day) Traffic	(4) Net Project Percent Increase	(5) Total Improvement Cost	(6) Project Fair-Share Contribution[102]
21. Central Avenue at Foothill Boulevard	Upland	AM	1,560	2,513	2,516	0.31%	$250,000	$125,000.00
		PM	1,991	3,128	3,159	**2.65%/50.00%[103]**		
City of Upland Year 2030 Cumulative Plus Project (Weekday: Game Day) Total Project Fair-Share Contribution								**$432.50**

Notes:

- Net Project Percent Increase (4) = $\frac{\text{Column (3)} - \text{Column (2)}}{\text{Column (3)} - \text{Column (1)}} \times 100$
- **Bold Net Project Percent Increase** is based on worst case.

[102] Project fair-share contribution calculated on "worst-case" net Project percent increase.

[103] Value to the right of the slash governs for Project obligation based on a 50-50 shared cost with the property on the north leg of this intersection.

13.0 TRAFFIC SIGNAL WARRANT ANALYSIS

This section of the report discusses signal warrants and their application to the future full service (and now unsignalized "T" intersection) Project access of Claremont Boulevard at Ninth Street/Project Driveway 3 (Intersection #10) intersection and the future Project Driveway 1 at Foothill Boulevard (Intersection #14) location. It should be noted that both of these intersections are located in the City of Claremont.

With respect to the Claremont Boulevard at Ninth Street/Project Driveway 3 intersection, the City of Claremont's approval of the CMC Master Plan considered this intersection in the context of added CMC Master Plan facilities west of Claremont Boulevard in combination with anticipated added CMC Sports Complex facilities east of Claremont Boulevard. Those CMC Sports Complex Facilities are now a part of the total East Campus plan being evaluated as part of this study. Those prior City of Claremont approvals required the installation of a traffic signal, intersection channelization modifications, appropriate crosswalks, pedestrian signals and pedestrian push buttons at this location in conjunction with the first phase of CMC facilities construction on the East Campus.

For the Project Driveway 1 at Foothill Boulevard, the East Campus plan (*Figure 2-1*) provides for its eventual construction, but this impact analysis has not assigned Project traffic volumes to the access because it is not expected to be in place with the facilities construction depicted in *Figure 2-1*.

On that basis, the warrant analyses of this section consider Year 2020 and Year 2030 conditions as follows:

- for the Claremont Boulevard Driveway 3 evaluation, total Project traffic volumes are reflected in the traffic warrant application, including on the Project access leg itself.
- for the Foothill Driveway 1 evaluation, Foothill Boulevard volumes reflect total cumulative and Project traffic along Foothill Boulevard. Because the Project may not actually construct this access in either timeframe, "side street" volumes at this future intersection reflect only the north intersection leg (the construction of this leg and all volumes on this leg are related to the Claremont Commons project identified as cumulative project #1 in *Table 6-2*) without any East Campus volume on the future south intersection leg.

13.1 Signal Warrant Criteria

Signal warrant assessments are made based on the warrants set forth in the most current *California Manual on Uniform Traffic Control Devices (MUTCD)*. This manual lists eight (8) "warrants", which help to determine the necessity of a traffic signal at an intersection. Each warrant analyzes a different traffic or other key aspect and any one satisfied warrant may be used as a basis for installing a traffic signal.

The eight (8) traffic signal warrants published in the California MUTCD are listed below:

- Warrant No. 1: Eight-Hour Vehicular Volume

- Warrant No. 2: Four-Hour Vehicular Volume
- Warrant No. 3: Peak Hour
- Warrant No. 4: Pedestrian Volume
- Warrant No. 5: School Crossing
- Warrant No. 6: Coordinated Signal System
- Warrant No. 7: Crash Experience
- Warrant No. 8: Roadway Network

Focusing to the two key Project site access locations named above, their need for signalization has been assessed on the basis of the peak-hour traffic signal warrant, Warrant #3 described in the *California Manual on Uniform Traffic Control Devices (MUTCD).* Warrant #3 has two parts: 1) Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay and 2) Part B evaluates peak-hour traffic volumes on the major and minor streets. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. As identified above, other traffic signal warrants have been established, however, they cannot be evaluated under future conditions (Cumulative/Build-out without and with Project) because they rely on actual field data for which forecasts are not possible (such as accidents, pedestrian volume and four- or eight-hour vehicle volumes).

The decision to install a traffic signal is not based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are satisfied. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

13.2 Year 2020 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are summarized in ***Table 13-1***. The results indicate that the following two (2) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hours:

- 10. Claremont Boulevard at Ninth St/Project Driveway
- 14. Project Driveway 1 at Foothill Boulevard (Project south leg construction may be deferred, but north leg "side street" volume will contribute to warrant satisfaction)

The analysis and the recommended mitigation measures show these two (2) intersections under the Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are recommended to be signalized. With signalization of these two (2) intersections, which are warranted based on future traffic volumes derived and referred to in this study as Year 2020, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. It should be noted that

Intersection #10 (Claremont Boulevard at Ninth St/East Campus Driveway 3) is required by prior City of Claremont approvals to be signalized upon opening of the East Campus development.

The Year 2020 Cumulative Plus Project (Weekday: Practice Day) traffic conditions Traffic Signal Warrant Analysis worksheets are contained in ***Appendix G***. These worksheets integrate volume forecasts developed as part of this study and/or compiled from other studies for select future intersection movements. The latter include north leg driveway volume forecasts at Intersection #14 (the future Foothill Boulevard intersection serving the Claremont Commons/East Campus access point) extracted from the published traffic study for Claremont Commons (see *Table 6-2).*

13.3 Year 2020 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions are summarized in ***Table 13-2***. The results indicate that the following two (2) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hours:

- 10. Claremont Boulevard at Ninth St/Project Driveway
- 14. Project Driveway 1 at Foothill Boulevard (Project south leg construction may be deferred, but north leg "side street" volume will contribute to warrant satisfaction)

The analysis and the recommended mitigation measures show these two (2) intersections under the Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions are recommended to be signalized. With signalization of these two (2) intersections, which are warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. It should be noted that Intersection #10 (Claremont Boulevard at Ninth St/East Campus Driveway 3) is required by prior City of Claremont approvals to be signalized upon opening of the East Campus development.

The Year 2020 Cumulative Plus Project (Weekday: Game Day) traffic conditions Traffic Signal Warrant Analysis worksheets are contained in *Appendix G*.

13.4 Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are summarized in ***Table 13-3***. The results indicate that the following two (2) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hours:

- 10. Claremont Boulevard at Ninth St/Project Driveway
- 14. Project Driveway 1 at Foothill Boulevard (Project south leg construction may be deferred, but north leg "side street" volume will contribute to warrant satisfaction)

The analysis and the recommended mitigation measures show these two (2) intersections under the Year 2030 Cumulative Plus Project (Weekday: Practice Day) traffic conditions are recommended to

be signalized. With signalization of these two (2) intersections, which are warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. It should be noted that Intersection #10 (Claremont Boulevard at Ninth St/East Campus Driveway 3) is required by prior City of Claremont approvals to be signalized upon the opening of East Campus development.

Appendix G contains the Traffic Signal Warrant Analysis worksheets for the Year 2030 Cumulative Plus Project (Weekday: Practice Day) Traffic Conditions.

13.5 Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions are summarized in ***Table 13-4***. The results indicate that the following two (2) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hours:

- 10. Claremont Boulevard at Ninth St/Project Driveway
- 14. Project Driveway 1 at Foothill Boulevard (Project south leg construction may be deferred, but north leg "side street" volume will contribute to warrant satisfaction)

The analysis and the recommended mitigation measures show these two (2) intersections under the Year 2030 Cumulative Plus Project (Weekday: Game Day) traffic conditions are recommended to be signalized. With signalization of these two (2) intersections, which are warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. It should be noted that Intersection #10 (Claremont Boulevard at Ninth St/East Campus Driveway 3) is required by prior City of Claremont approvals to be signalized upon opening of the East Campus development.

Appendix G contains the Traffic Signal Warrant Analysis worksheets for the Year 2030 Cumulative Plus Project (Weekday: Game Day) Traffic Conditions.

TABLE 13-1

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY)

INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[104]

Key Intersection		Jurisdiction	Time Period	(1) Year 2020 Cumulative Plus Project (Weekday: Practice Day)	
				Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
10.	Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	AM	No	No (33)
			PM	**Yes**	**Yes (271)**
14.	Project Driveway 1 at Foothill Boulevard	Claremont	AM	No	No
			PM	**Yes**	**Yes**

Notes:

- Signal warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD*.
- (xxx) = Ninth Street/Project Driveway 3 traffic volumes.
-

[104] *Appendix G* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized study intersections.

TABLE 13-2

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY)

INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[105]

Key Intersection	Jurisdiction	Time Period	(1) Year 2020 Cumulative Plus Project (Weekday: Game Day)	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	AM	No	No
		PM	**Yes**	**Yes**
14. Project Driveway 1 at Foothill Boulevard	Claremont	AM	No	No
		PM	**Yes**	**Yes**

Notes:

- Signal warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD*.

[105] *Appendix G* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized study intersections.

TABLE 13-3

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY)

INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[106]

Key Intersection	Jurisdiction	Time Period	(1) Year 2030 Cumulative Plus Project (Weekday: Practice Day)	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	AM	No	No
		PM	**Yes**	**Yes**
14. Project Driveway 1 at Foothill Boulevard	Claremont	AM	No	No
		PM	**Yes**	**Yes**

Notes:

- Signal warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD*.

[106] *Appendix G* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized study intersections.

TABLE 13-4

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY)

INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[107]

Key Intersection	Jurisdiction	Time Period	(1) Year 2030 Cumulative Plus Project (Weekday: Game Day)	
			Part A of Warrant 3 Satisfied?	**Part B of Warrant 3 Satisfied?**
10. Claremont Boulevard at Ninth Street/Project Driveway 3	Claremont	AM	No	No
		PM	**Yes**	**Yes**
14. Project Driveway 1 at Foothill Boulevard	Claremont	AM	No	No
		PM	**Yes**	**Yes**

Notes:

- Signal warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD*.

[107] *Appendix G* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized study intersections.

14.0 CONGESTION MANAGEMENT PROGRAM (CMP) ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

The Project site and its key intersections are located in two jurisdictions, Los Angeles and San Bernardino counties, as shown in *Figure 1-1*. Los Angeles County and San Bernardino County each have their own CMP and respective guidelines. Those guidelines are discussed in further detail, below.

14.1 Los Angeles County

As required by the *Congestion Management Program (CMP) for Los Angeles County*, a traffic impact assessment has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority.

14.1.1 *Intersections*

The following CMP intersection monitoring locations in the Project vicinity have been identified:

CMP Station	Intersection
Int. No. 8	Indian Hill Boulevard at Arrow Highway (Claremont)
Int. No. 9	Indian Hill Boulevard at Baseline Road (Claremont)
Int. No. 11	Indian Hill Boulevard at Foothill Boulevard (Claremont)

The CMP traffic impact assessment guidelines require that intersection-monitoring locations must be examined for potential CMP traffic impacts if the proposed Project will add 50 or more trips to a CMP monitoring location during either the AM or PM weekday peak hours. Based on volumes in *Figures 5-3* through *5-6*, the proposed Project is not forecast to add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections. Therefore, when considering Los Angeles County CMP criteria, no further review of the potential impacts at the CMP intersection monitoring locations is required for either Project trip threshold.

14.1.2 *Freeways*

Two CMP freeway-monitoring locations in the Project vicinity have been identified as follows:

CMP Station	Segment
Seg. No. 1021	I-10 Freeway, west of Indian Hill Boulevard
Seg. No. 1064	SR-210 Freeway, east of Indian Hill Boulevard

The CMP guidelines require that freeway-monitoring locations must be examined for CMP traffic impacts if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. Based on volumes in *Figures 5-3* through *5-6,* the proposed Project will

not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations. Therefore, when considering Los Angeles County CMP criteria, no further review of potential CMP traffic impacts to freeway monitoring locations is required.

14.1.3 *Transit Impact Review*

The Project trip generation, as shown in *Table 5-1*, was adjusted by values set forth in the LA County CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate Project-related transit trip generation. Pursuant to the CMP guidelines, the proposed Project (Weekday: Game Day) is forecast to generate 2 transit trips (1 inbound and 1 outbound) during the AM peak hour and 11 transit trips (1 inbound and 10 outbound) during the PM peak hour. Over a 24-hour period the proposed Project is forecasted to generate 25 daily weekday transit trips.

It is anticipated that the existing transit service in the Project area would be able to accommodate the Project generated transit trips. Foothill Transit Lines 187, 197, 292, 480, 492,690 and 855 currently serve the surrounding vicinity. Therefore, given the number of transit trips generated by the Project and the existing transit routes in the Project vicinity, it is concluded that the existing public transit system would not be significantly impacted by the proposed Project.

14.2 San Bernardino County

The CMP for San Bernardino County also requires a traffic impact assessment to determine potential impacts at designated monitoring locations on the CMP system. The analysis has been performed according to the *Update for the Congestion Management Program for San Bernardino County*, San Bernardino Associated Governments, December, 2007.

14.2.1 *Intersections*

The following CMP intersection monitoring locations in the Project vicinity have been identified:

- Central Avenue and Foothill Boulevard (Upland)
- Monte Vista Avenue and Foothill Boulevard (Upland)

The CMP traffic impact assessment guidelines require that intersection-monitoring locations must be examined for potential CMP traffic impacts if the proposed Project will add 50 or more trips to a CMP monitoring location during either the AM or PM weekday peak hours. Based on the trip generation in *Table 5-1* and the volumes in *Figures 5-3* through *5-6*, the proposed Project is not forecast to add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections. Therefore, when considering San Bernardino County CMP criteria, no further review of the potential impacts at the CMP intersection monitoring locations is required for either Project trip threshold.

14.2.2 *Freeways*

Two CMP freeway-monitoring locations in the Project vicinity have been identified:

- I-10 Freeway, east of the Los Angeles County Line
- I-210 Freeway, east of the Los Angeles County Line

The CMP guidelines require that freeway-monitoring locations must be examined for CMP traffic impacts if the proposed Project will add 250 or more trips during either the AM or PM weekday peak hours. Based on volumes in *Figures 5-3* through *5-6,* the proposed Project will not add 250 or more trips during either the AM or PM weekday peak hours to the CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment. Therefore, when considering San Bernardino County CMP criteria, no further analysis of potential CMP traffic impacts to freeway monitoring locations is required.

15.0 PROJECT CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

This section of the report summarizes the potential traffic impacts due to construction activities at the Project site. It should be noted that there will be no import or export of soil and all earthwork is planned to be balanced on-site.

15.1 Project Construction Traffic Generation

In order to forecast the potential construction related trips, the following assumptions have been made:

- A five-day work week (Monday through Friday from 7:00 AM to 6:00 PM),
- A total of 20 construction-related employees will typically be on the Project site Monday through Friday from 7:00 AM to 6:00 PM.
    - 10 employees (50%) will arrive before the AM peak commuter period (7:00 AM to 9:00 AM),
    - 10 employees (50%) will arrive during the AM peak commuter period (7:00 AM to 9:00 AM),
    - 10 employees (50%) will depart during the PM peak commuter period (4:00 PM to 6:00 PM),
    - 10 employees (50%) will depart before or after the PM peak commuter period (4:00 PM to 6:00 PM)
- The City of Claremont states in its Municipal Code that construction activities are restricted within Claremont to the hours of 7:00 AM to 8:00 PM weekdays and Saturdays, excluding national holidays.
- The City of Upland states in its Municipal Code that construction activities within Upland are limited to between the hours of 7:00 AM to 6:00 PM of any working day, except Sundays and federal holidays.

As mentioned previously, it is assumed that a total of 20 employees will typically be on site during the construction period. ***Table 15-1*** provides a summary of the forecast construction peak hour and daily traffic volumes on a typical weekday of construction. It was assumed that each employee would make 2 trips per day (one during the AM peak hour and one during the PM peak hour) resulting in 40 daily employee trips with 10 AM peak hour employee trips (10 inbound and 0 outbound) and 10 PM peak hour employee trips (0 inbound and 10 outbound). The remaining 10 AM employee trips (10 inbound and 0 outbound) and 10 PM employee trips (0 inbound and 10 outbound) will occur outside the 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM commuter periods.

A comparison between *Tables 5-1* and *15-1* shows that the Project construction-related traffic would be less than that for the completed Project due to Project (Weekday: Game Day) traffic, hence there is no need to conduct a Project construction-related traffic analysis since the more conservative completed Project analysis has already been conducted, i.e. the Existing With Project (Weekday: Game Day) scenario. Other support traffic that could occur as a result of construction-related activity

(e.g., equipment deployment and service, materials delivery, etc.) would be random, typically occur outside the traditional commuter peak hours, and vary based on the construction sequence.

TABLE 15-1

EMPLOYEE-RELATED PROJECT CONSTRUCTION TRAFFIC GENERATION FORECAST

Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Construction Trip Generation Forecast:							
20 Employees *(10 Employees Arrive/Depart during the Peak Hours)*	40	10	0	10	0	10	10

15.2 Project Construction Management Plan Criteria

It is anticipated that a majority of the construction-related traffic will utilize Claremont Boulevard, Monte Vista Avenue, Foothill Boulevard, Arrow Route, the SR-210 Freeway and the I-10 Freeway to gain access to the Project site. Project construction-related trips associated with materials and equipment traveling to and from the Project site may result in minor "off-peak" traffic additions and temporary/short-term impacts due to construction vehicles using the street system in the immediate Project area. This activity is typically expected to occur in non-commuter hours, and thus will have a negligible impact on key intersections of this study.

Traffic impacts to the adjacent roadway network associated with Project construction activities are concluded to be non-significant, minimal and **not** long-term. Therefore, aside from the temporary condition that will occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.), nominal impacts resulting from construction traffic are anticipated.

Nevertheless, to reduce the impact of construction-related traffic, the implementation of a Construction Management Plan is recommended to minimize traffic impacts upon the local circulation system in the area.

To ensure impacts to the surrounding street system are minimized, it is recommended that a Construction Management Plan for the proposed Project be developed in coordination with the Cities of Claremont and Upland. At a minimum, the plan should address the following:

- Ingress/Egress for the construction traffic would be via Driveway 3 located along Claremont Boulevard and/or Driveway 5 on Arrow Route.
- Prohibit construction traffic on local and residential streets.
- Provide traffic control for any lane closure, detour or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials.
- Require the Applicant to keep all material handling routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer having jurisdiction over those roadways, of any material which may have been spilled, tracked or blown onto adjacent streets or areas. Material handling shall be in compliance with all National Pollutant Discharge Elimination System (NPDES) permit regulations.
- Hauling or transport of oversize loads will be allowed between the hours of 9:00 AM and 11:30 AM only, Monday through Friday, unless approved otherwise by the City Engineer. Hauling or transport may be permitted/required during nighttime hours, weekends or Federal holidays, at the discretion of the City Engineer. An approved Haul Route Permit will be required from the Cities.
- Hauling or transport trucks entering or exiting public streets shall at all times yield to public traffic.

- If hauling operations cause any damage to existing pavement, street, curb and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer having jurisdiction.
- All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site.
- This Plan shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* as well as Cities of Claremont and Upland requirements.

APPENDIX A

EXISTING TRAFFIC COUNT DATA AND INTERSECTION LANE GEOMETRIES AND CONTROLS

APPENDIX A-I

INTERSECTION LANE GEOMETRIES AND CONTROLS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

Google earth feet 200 meters 80

1. Indian Hill Boulevard at Foothill Boulevard

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

2. Indian Hill Bouelvard at Harrison Avenue/Fifth Street

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

3. Indian Hill Boulevard at First Street

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

4. College Avenue at Sixth Street

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth feet 200 meters 70

5. Mills Avenue at Foothill Boulevard

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

6. Mills Avenue at Sixth Street

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

7. Claremont Boulevard/Mills Avenue at Arrow Highway

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

8. Claremont Boulevard at Foothill Boulevard

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

9. Claremont Boulevard at Project Driveway 2 [Future]

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

10. Claremont Boulevard at Ninth Street/Project Driveway 3

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth feet 400 meters 100

11. Claremont Boulevard at Project Driveway 4 [Future]

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

12. Claremont Boulevard at Sixth Street/Arrow Route

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

13. Claremont Boulevard at First Street/Huntington Drive

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

14. Project Driveway 1 at Foothill Boulevard [Future]

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

15. College Park Drive/Project Driveway 5 at Arrow Route

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

16. Monte Vista Avenue/Padua Avenue at Baseline Road

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

17. Monte Vista Avenue at Claremont Boulevard

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

18. Monte Vista Avenue at Foothill Boulevard

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

19. Monte Vista Avenue at Arrow Route

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth feet 300 meters 100

20. SR-210 Freeway Ramps at Baseline Road

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

21. Central Avenue at Foothill Boulevard

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

APPENDIX A-II

ROADWAY SEGMENT COUNTS

Prepared by NDS/ATD

Volumes for: Friday, March 05, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		7			12:00			56		63		
00:15			6		3			12:15			46		41		
00:30			13		4			12:30			38		57		
00:45			2	28	4	18	46	12:45			52	192	69	230	422
01:00			6		3			13:00			45		58		
01:15			6		2			13:15			39		55		
01:30			4		3			13:30			55		63		
01:45			1	17	4	12	29	13:45			40	179	49	225	404
02:00			4		1			14:00			41		41		
02:15			1		1			14:15			42		61		
02:30			3		3			14:30			43		43		
02:45			0	8	0	5	13	14:45			55	181	60	205	386
03:00			0		1			15:00			65		53		
03:15			0		0			15:15			69		57		
03:30			1		0			15:30			50		65		
03:45			0	1	0	1	2	15:45			59	243	64	239	482
04:00			2		1			16:00			46		61		
04:15			0		1			16:15			48		46		
04:30			2		1			16:30			51		49		
04:45			1	5	4	7	12	16:45			40	185	40	196	381
05:00			2		5			17:00			99		59		
05:15			0		0			17:15			53		64		
05:30			4		10			17:30			53		44		
05:45			1	7	12	27	34	17:45			59	264	48	215	479
06:00			6		8			18:00			35		47		
06:15			8		12			18:15			41		38		
06:30			11		20			18:30			32		43		
06:45			12	37	34	74	111	18:45			30	138	51	179	317
07:00			8		32			19:00			21		38		
07:15			23		28			19:15			21		24		
07:30			9		37			19:30			34		33		
07:45			28	68	52	149	217	19:45			17	93	16	111	204
08:00			20		53			20:00			26		36		
08:15			17		29			20:15			23		34		
08:30			23		50			20:30			24		33		
08:45			20	80	42	174	254	20:45			17	90	27	130	220
09:00			17		39			21:00			32		23		
09:15			28		38			21:15			20		18		
09:30			21		25			21:30			20		12		
09:45			27	93	48	150	243	21:45			13	85	17	70	155
10:00			29		47			22:00			13		12		
10:15			39		45			22:15			10		15		
10:30			32		41			22:30			6		8		
10:45			29	129	44	177	306	22:45			6	35	10	45	80
11:00			33		35			23:00			9		12		
11:15			30		49			23:15			15		14		
11:30			45		53			23:30			11		12		
11:45			52	160	41	178	338	23:45			14	49	12	50	99
Total Vol.			633		972	**1605**					1734		1895		**3629**

Daily Totals

	NB	SB	Combined	EB	WB
			5234	2367	2867

	AM			PM		
Split %	39.4%	60.6%	**30.7%**	47.8%	52.2%	**69.3%**
Peak Hour	11:30	11:15	**11:30**	17:00	15:15	**15:00**
Volume	199	206	**397**	264	247	**482**
P.H.F.	0.89	0.82	**0.83**	0.67	0.95	**0.96**

Prepared by NDS/ATD

Volumes for: Saturday, March 06, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			24		9			12:00			42		38		
00:15			21		9			12:15			30		43		
00:30			19		13			12:30			30		38		
00:45			11	75	4	35	110	12:45			30	132	35	154	286
01:00			13		4			13:00			37		45		
01:15			5		5			13:15			28		43		
01:30			2		4			13:30			39		36		
01:45			4	24	5	18	42	13:45			28	132	47	171	303
02:00			6		2			14:00			37		44		
02:15			3		5			14:15			36		48		
02:30			6		5			14:30			26		30		
02:45			0	15	1	13	28	14:45			26	125	51	173	298
03:00			2		3			15:00			33		50		
03:15			0		4			15:15			25		52		
03:30			1		1			15:30			26		36		
03:45			1	4	2	10	14	15:45			34	118	49	187	305
04:00			0		0			16:00			26		32		
04:15			0		2			16:15			29		26		
04:30			2		1			16:30			29		34		
04:45			0	2	0	3	5	16:45			29	113	51	143	256
05:00			0		1			17:00			36		36		
05:15			0		0			17:15			25		32		
05:30			1		1			17:30			29		28		
05:45			1	2	13	15	17	17:45			23	113	33	129	242
06:00			1		4			18:00			25		28		
06:15			0		5			18:15			20		23		
06:30			1		5			18:30			29		38		
06:45			2	4	5	19	23	18:45			25	99	31	120	219
07:00			7		7			19:00			14		29		
07:15			6		12			19:15			25		24		
07:30			12		13			19:30			18		28		
07:45			11	36	20	52	88	19:45			20	77	22	103	180
08:00			3		16			20:00			15		28		
08:15			8		20			20:15			20		17		
08:30			7		23			20:30			16		24		
08:45			9	27	34	93	120	20:45			14	65	14	83	148
09:00			21		31			21:00			14		17		
09:15			10		28			21:15			13		12		
09:30			29		23			21:30			12		12		
09:45			17	77	24	106	183	21:45			14	53	22	63	116
10:00			33		31			22:00			13		5		
10:15			17		35			22:15			7		11		
10:30			24		40			22:30			16		17		
10:45			23	97	30	136	233	22:45			11	47	8	41	88
11:00			24		29			23:00			16		13		
11:15			25		27			23:15			4		5		
11:30			26		35			23:30			5		8		
11:45			31	106	41	132	238	23:45			5	30	3	29	59
Total Vol.				469		632	**1101**					1104		1396	**2500**

Daily Totals

	NB	SB	Combined	EB	WB
			3601	1573	2028

	AM			PM		
Split %	42.6%	57.4%	**30.6%**	44.2%	55.8%	**69.4%**
Peak Hour	11:45	11:45	**11:45**	13:30	14:45	**13:30**
Volume	133	160	**293**	140	189	**315**
P.H.F.	0.79	0.93	**0.92**	0.90	0.91	**0.94**

Prepared by NDS/ATD

Volumes for: Sunday, March 07, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			17		8			12:00			17		33		
00:15			3		5			12:15			19		30		
00:30			6		6			12:30			19		36		
00:45			4	30	4	23	53	12:45			26	81	54	153	234
01:00			4		11			13:00			30		33		
01:15			10		6			13:15			25		33		
01:30			4		6			13:30			28		38		
01:45			4	22	6	29	51	13:45			20	103	41	145	248
02:00			4		3			14:00			29		38		
02:15			1		5			14:15			22		39		
02:30			4		5			14:30			35		41		
02:45			5	14	4	17	31	14:45			24	110	45	163	273
03:00			1		0			15:00			29		36		
03:15			0		0			15:15			30		36		
03:30			1		1			15:30			29		38		
03:45			0	2	2	3	5	15:45			28	116	37	147	263
04:00			0		0			16:00			25		28		
04:15			2		0			16:15			22		28		
04:30			0		1			16:30			11		31		
04:45			0	2	1	2	4	16:45			34	92	38	125	217
05:00			1		2			17:00			34		22		
05:15			1		2			17:15			25		29		
05:30			0		2			17:30			24		38		
05:45			2	4	7	13	17	17:45			17	100	41	130	230
06:00			0		1			18:00			21		19		
06:15			1		3			18:15			22		19		
06:30			1		5			18:30			16		21		
06:45			0	2	9	18	20	18:45			23	82	26	85	167
07:00			5		3			19:00			11		20		
07:15			1		9			19:15			16		11		
07:30			3		1			19:30			15		14		
07:45			2	11	15	28	39	19:45			15	57	11	56	113
08:00			6		14			20:00			13		15		
08:15			8		3			20:15			12		12		
08:30			4		6			20:30			12		13		
08:45			8	26	23	46	72	20:45			10	47	10	50	97
09:00			8		12			21:00			25		17		
09:15			7		11			21:15			11		12		
09:30			17		19			21:30			13		13		
09:45			14	46	18	60	106	21:45			7	56	7	49	105
10:00			11		19			22:00			14		9		
10:15			12		14			22:15			5		7		
10:30			19		27			22:30			11		15		
10:45			16	58	27	87	145	22:45			8	38	9	40	78
11:00			10		29			23:00			8		7		
11:15			22		26			23:15			8		4		
11:30			30		29			23:30			8		4		
11:45			15	77	28	112	189	23:45			2	26	5	20	46
Total Vol.				294		438	**732**					908		1163	**2071**

Daily Totals

NB	SB	Combined	EB	WB
		2803	1202	1601

	AM			PM		
Split %	40.2%	59.8%	**26.1%**	43.8%	56.2%	**73.9%**
Peak Hour	11:15	11:45	**11:30**	14:30	14:00	**14:30**
Volume	84	127	**201**	118	163	**276**
P.H.F.	0.70	0.88	**0.85**	0.84	0.91	**0.91**

Prepared by NDS/ATD

Volumes for: Monday, March 08, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		4			12:00			56		41		
00:15			7		2			12:15			40		43		
00:30			10		8			12:30			28		50		
00:45			6	28	0	14	42	12:45			42	166	61	195	361
01:00			2		2			13:00			24		58		
01:15			0		1			13:15			27		53		
01:30			1		1			13:30			32		38		
01:45			0	3	1	5	8	13:45			31	114	36	185	299
02:00			0		4			14:00			26		47		
02:15			0		0			14:15			42		46		
02:30			3		0			14:30			43		53		
02:45			0	3	1	5	8	14:45			26	137	50	196	333
03:00			3		1			15:00			52		41		
03:15			0		1			15:15			45		44		
03:30			0		0			15:30			38		39		
03:45			0	3	0	2	5	15:45			44	179	53	177	356
04:00			2		2			16:00			43		56		
04:15			2		1			16:15			47		37		
04:30			1		0			16:30			38		49		
04:45			1	6	4	7	13	16:45			46	174	52	194	368
05:00			3		5			17:00			74		52		
05:15			2		2			17:15			50		46		
05:30			1		13			17:30			52		32		
05:45			4	10	19	39	49	17:45			42	218	42	172	390
06:00			9		9			18:00			40		32		
06:15			11		13			18:15			36		35		
06:30			11		16			18:30			37		35		
06:45			11	42	43	81	123	18:45			25	138	51	153	291
07:00			17		26			19:00			19		31		
07:15			13		30			19:15			14		29		
07:30			15		34			19:30			29		19		
07:45			23	68	57	147	215	19:45			18	80	15	94	174
08:00			18		59			20:00			24		13		
08:15			17		28			20:15			12		17		
08:30			28		39			20:30			18		11		
08:45			23	86	40	166	252	20:45			14	68	21	62	130
09:00			30		53			21:00			23		19		
09:15			28		35			21:15			18		14		
09:30			30		21			21:30			12		18		
09:45			22	110	46	155	265	21:45			18	71	18	69	140
10:00			27		29			22:00			27		21		
10:15			24		28			22:15			6		9		
10:30			21		27			22:30			14		8		
10:45			19	91	37	121	212	22:45			11	58	5	43	101
11:00			17		35			23:00			12		7		
11:15			26		41			23:15			10		7		
11:30			51		41			23:30			12		7		
11:45			44	138	45	162	300	23:45			4	38	3	24	62
Total Vol.				588		904	**1492**					1441		1564	**3005**

Daily Totals

	NB	SB	Combined	EB	WB
			4497	2029	2468

	AM			PM		
Split %	39.4%	60.6%	**33.2%**	48.0%	52.0%	**66.8%**
Peak Hour	11:30	07:45	**11:30**	16:45	12:30	**16:30**
Volume	191	183	**361**	222	222	**407**
P.H.F.	0.85	0.78	**0.93**	0.75	0.91	**0.81**

Prepared by NDS/ATD

Volumes for: Tuesday, March 09, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		0			12:00			61		40		
00:15			3		2			12:15			24		54		
00:30			8		4			12:30			29		37		
00:45			2	17	1	7	24	12:45			24	138	66	197	335
01:00			5		2			13:00			38		72		
01:15			2		1			13:15			34		67		
01:30			5		4			13:30			26		40		
01:45			4	16	0	7	23	13:45			33	131	35	214	345
02:00			0		2			14:00			32		42		
02:15			1		3			14:15			35		37		
02:30			1		1			14:30			41		48		
02:45			2	4	0	6	10	14:45			41	149	54	181	330
03:00			0		1			15:00			37		45		
03:15			0		0			15:15			49		44		
03:30			1		1			15:30			59		46		
03:45			1	2	0	2	4	15:45			52	197	50	185	382
04:00			0		0			16:00			56		54		
04:15			0		1			16:15			53		51		
04:30			0		0			16:30			43		43		
04:45			0	0	2	3	3	16:45			42	194	51	199	393
05:00			2		10			17:00			78		42		
05:15			0		0			17:15			67		42		
05:30			2		7			17:30			40		39		
05:45			5	9	16	33	42	17:45			37	222	41	164	386
06:00			7		13			18:00			43		48		
06:15			11		13			18:15			44		37		
06:30			7		16			18:30			28		37		
06:45			13	38	38	80	118	18:45			32	147	50	172	319
07:00			16		26			19:00			37		33		
07:15			9		27			19:15			29		35		
07:30			20		33			19:30			28		25		
07:45			17	62	76	162	224	19:45			23	117	21	114	231
08:00			29		69			20:00			23		22		
08:15			25		17			20:15			21		17		
08:30			21		52			20:30			24		12		
08:45			17	92	50	188	280	20:45			22	90	23	74	164
09:00			28		54			21:00			25		16		
09:15			26		53			21:15			21		12		
09:30			24		53			21:30			21		20		
09:45			27	105	42	202	307	21:45			11	78	17	65	143
10:00			16		31			22:00			10		21		
10:15			28		24			22:15			13		14		
10:30			27		39			22:30			8		10		
10:45			32	103	46	140	243	22:45			10	41	5	50	91
11:00			37		39			23:00			11		6		
11:15			26		28			23:15			6		12		
11:30			27		32			23:30			8		4		
11:45			46	136	40	139	275	23:45			2	27	4	26	53
Total Vol.				584		969	**1553**					1531		1641	**3172**

Daily Totals

	NB	SB	Combined	EB	WB
			4725	2115	2610

	AM			PM		
Split %	37.6%	62.4%	**32.9%**	48.3%	51.7%	**67.1%**
Peak Hour	11:15	07:45	**11:45**	16:30	12:45	**15:30**
Volume	160	214	**331**	230	245	**421**
P.H.F.	0.66	0.70	**0.82**	0.74	0.85	**0.96**

Prepared by NDS/ATD

Volumes for: Wednesday, March 10, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		3			12:00			55		48		
00:15			14		7			12:15			24		56		
00:30			7		2			12:30			39		42		
00:45			17	45	3	15	60	12:45			40	158	72	218	376
01:00			5		2			13:00			45		79		
01:15			0		0			13:15			37		43		
01:30			7		5			13:30			42		47		
01:45			1	13	1	8	21	13:45			31	155	55	224	379
02:00			1		0			14:00			41		38		
02:15			0		1			14:15			24		45		
02:30			1		1			14:30			37		51		
02:45			1	3	2	4	7	14:45			44	146	48	182	328
03:00			0		0			15:00			49		60		
03:15			0		0			15:15			49		59		
03:30			1		4			15:30			76		44		
03:45			1	2	2	6	8	15:45			58	232	59	222	454
04:00			0		0			16:00			59		61		
04:15			2		1			16:15			45		34		
04:30			0		2			16:30			45		40		
04:45			3	5	2	5	10	16:45			58	207	54	189	396
05:00			3		3			17:00			88		44		
05:15			2		4			17:15			61		41		
05:30			0		9			17:30			49		34		
05:45			3	8	17	33	41	17:45			37	235	35	154	389
06:00			10		9			18:00			44		48		
06:15			14		19			18:15			33		36		
06:30			8		22			18:30			37		35		
06:45			12	44	33	83	127	18:45			44	158	47	166	324
07:00			17		27			19:00			30		25		
07:15			17		28			19:15			25		21		
07:30			15		45			19:30			22		26		
07:45			18	67	64	164	231	19:45			21	98	27	99	197
08:00			33		49			20:00			20		35		
08:15			16		45			20:15			20		25		
08:30			15		35			20:30			26		19		
08:45			22	86	40	169	255	20:45			20	86	16	95	181
09:00			29		43			21:00			21		18		
09:15			26		43			21:15			16		9		
09:30			19		30			21:30			16		23		
09:45			26	100	47	163	263	21:45			21	74	22	72	146
10:00			27		34			22:00			23		18		
10:15			21		39			22:15			14		16		
10:30			23		27			22:30			10		8		
10:45			23	94	42	142	236	22:45			14	61	10	52	113
11:00			38		44			23:00			9		12		
11:15			26		37			23:15			5		6		
11:30			36		45			23:30			6		5		
11:45			56	156	40	166	322	23:45			7	27	4	27	54
Total Vol.			623		958		**1581**				1637		1700		**3337**

Daily Totals

	NB	SB	Combined	EB	WB
			4918	2260	2658

	AM			PM		
Split %	39.4%	60.6%	**32.1%**	49.1%	50.9%	**67.9%**
Peak Hour	11:45	07:30	**11:30**	16:45	12:15	**15:15**
Volume	174	203	**360**	256	249	**465**
P.H.F.	0.78	0.79	**0.87**	0.73	0.79	**0.97**

Prepared by NDS/ATD

Volumes for: Thursday, March 11, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		5			12:00			46		35		
00:15			14		8			12:15			29		39		
00:30			10		10			12:30			35		46		
00:45			9	47	3	26	73	12:45			29	139	43	163	302
01:00			8		4			13:00			37		57		
01:15			4		6			13:15			48		54		
01:30			5		3			13:30			36		44		
01:45			4	21	0	13	34	13:45			43	164	66	221	385
02:00			3		3			14:00			32		43		
02:15			1		2			14:15			36		53		
02:30			2		1			14:30			43		65		
02:45			2	8	2	8	16	14:45			31	142	72	233	375
03:00			0		0			15:00			56		39		
03:15			0		1			15:15			39		47		
03:30			0		3			15:30			65		48		
03:45			2	2	1	5	7	15:45			53	213	50	184	397
04:00			0		0			16:00			51		51		
04:15			0		1			16:15			48		59		
04:30			2		0			16:30			54		42		
04:45			2	4	4	5	9	16:45			53	206	43	195	401
05:00			4		1			17:00			83		49		
05:15			1		6			17:15			48		49		
05:30			0		9			17:30			48		39		
05:45			5	10	12	28	38	17:45			52	231	49	186	417
06:00			10		12			18:00			41		53		
06:15			13		10			18:15			39		49		
06:30			12		33			18:30			31		36		
06:45			13	48	44	99	147	18:45			38	149	53	191	340
07:00			14		30			19:00			29		37		
07:15			15		33			19:15			18		16		
07:30			15		45			19:30			25		17		
07:45			26	70	80	188	258	19:45			14	86	30	100	186
08:00			36		67			20:00			25		23		
08:15			24		49			20:15			24		36		
08:30			35		59			20:30			20		21		
08:45			24	119	57	232	351	20:45			22	91	26	106	197
09:00			24		44			21:00			18		20		
09:15			27		53			21:15			22		18		
09:30			28		40			21:30			20		11		
09:45			28	107	44	181	288	21:45			23	83	19	68	151
10:00			41		46			22:00			28		11		
10:15			27		49			22:15			15		17		
10:30			36		33			22:30			11		6		
10:45			39	143	49	177	320	22:45			16	70	16	50	120
11:00			46		32			23:00			14		14		
11:15			32		32			23:15			7		8		
11:30			35		58			23:30			18		13		
11:45			41	154	45	167	321	23:45			11	50	7	42	92
Total Vol.			733		1129	**1862**					1624		1739	**3363**	

Daily Totals

	NB	SB	EB	WB
Combined			2357	2868
5225				

	AM			PM		
Split %	39.4%	60.6%	**35.6%**	48.3%	51.7%	**64.4%**
Peak Hour	11:00	07:45	**07:45**	16:15	14:00	**16:15**
Volume	154	255	**376**	238	233	**431**
P.H.F.	0.84	0.80	**0.89**	0.72	0.81	**0.82**

Prepared by NDS/ATD

Volumes for: Friday, March 12, 2010 **City:** Claremont **Project #:** 10-6011-001

Location: 6th St W/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		2			12:00			50		65		
00:15			5		2			12:15			54		56		
00:30			7		4			12:30			54		63		
00:45			7	31	4	12	43	12:45			47	205	79	263	468
01:00			3		4			13:00			38		61		
01:15			5		2			13:15			67		55		
01:30			2		2			13:30			58		38		
01:45			0	10	5	13	23	13:45			52	215	49	203	418
02:00			2		2			14:00			38		56		
02:15			0		2			14:15			57		57		
02:30			1		1			14:30			47		50		
02:45			2	5	1	6	11	14:45			42	184	52	215	399
03:00			1		0			15:00			53		54		
03:15			1		2			15:15			60		43		
03:30			2		1			15:30			60		45		
03:45			0	4	0	3	7	15:45			42	215	49	191	406
04:00			1		2			16:00			51		55		
04:15			1		3			16:15			46		45		
04:30			1		0			16:30			25		43		
04:45			1	4	7	12	16	16:45			38	160	67	210	370
05:00			5		6			17:00			84		51		
05:15			2		6			17:15			49		48		
05:30			3		8			17:30			48		38		
05:45			2	12	12	32	44	17:45			37	218	48	185	403
06:00			13		6			18:00			37		29		
06:15			10		13			18:15			35		49		
06:30			9		28			18:30			29		39		
06:45			13	45	33	80	125	18:45			23	124	31	148	272
07:00			21		27			19:00			27		27		
07:15			20		35			19:15			13		25		
07:30			19		45			19:30			24		21		
07:45			23	83	57	164	247	19:45			20	84	16	89	173
08:00			34		38			20:00			23		17		
08:15			25		39			20:15			16		23		
08:30			25		38			20:30			20		24		
08:45			25	109	54	169	278	20:45			12	71	15	79	150
09:00			34		46			21:00			27		22		
09:15			28		43			21:15			18		13		
09:30			26		36			21:30			12		11		
09:45			32	120	48	173	293	21:45			13	70	11	57	127
10:00			34		45			22:00			11		11		
10:15			26		39			22:15			13		5		
10:30			25		49			22:30			14		9		
10:45			37	122	45	178	300	22:45			5	43	7	32	75
11:00			34		47			23:00			8		8		
11:15			38		38			23:15			4		10		
11:30			35		43			23:30			8		6		
11:45			40	147	36	164	311	23:45			11	31	11	35	66
Total Vol.			692		1006	**1698**					1620		1707		**3327**

Daily Totals

	NB	SB	Combined	EB	WB
			5025	2312	2713

	AM			PM		
Split %	40.8%	59.2%	**33.8%**	48.7%	51.3%	**66.2%**
Peak Hour	11:45	11:45	**11:45**	16:45	12:00	**12:00**
Volume	198	220	**418**	219	263	**468**
P.H.F.	0.92	0.85	**0.89**	0.65	0.83	**0.93**

Prepared by NDS/ATD

Volumes for: Friday, March 05, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		9			12:00			69		59		
00:15			10		3			12:15			48		48		
00:30			10		4			12:30			43		45		
00:45			6	31	6	22	53	12:45			51	211	74	226	437
01:00			5		5			13:00			42		55		
01:15			6		2			13:15			31		65		
01:30			4		3			13:30			51		58		
01:45			5	20	11	21	41	13:45			46	170	53	231	401
02:00			4		4			14:00			46		38		
02:15			1		2			14:15			46		56		
02:30			2		4			14:30			51		43		
02:45			0	7	0	10	17	14:45			50	193	58	195	388
03:00			0		3			15:00			75		52		
03:15			0		1			15:15			73		56		
03:30			0		0			15:30			43		55		
03:45			1	1	0	4	5	15:45			67	258	62	225	483
04:00			4		1			16:00			42		62		
04:15			0		1			16:15			50		54		
04:30			2		3			16:30			52		55		
04:45			1	7	2	7	14	16:45			42	186	52	223	409
05:00			2		4			17:00			119		67		
05:15			3		3			17:15			53		61		
05:30			2		12			17:30			58		48		
05:45			2	9	10	29	38	17:45			55	285	58	234	519
06:00			3		11			18:00			39		44		
06:15			8		28			18:15			36		40		
06:30			9		36			18:30			35		41		
06:45			9	29	28	103	132	18:45			27	137	57	182	319
07:00			9		27			19:00			22		42		
07:15			20		34			19:15			18		36		
07:30			15		37			19:30			28		35		
07:45			27	71	53	151	222	19:45			26	94	29	142	236
08:00			18		45			20:00			28		43		
08:15			19		34			20:15			22		37		
08:30			20		38			20:30			27		36		
08:45			20	77	37	154	231	20:45			23	100	29	145	245
09:00			27		42			21:00			29		22		
09:15			32		36			21:15			14		23		
09:30			21		23			21:30			18		17		
09:45			34	114	47	148	262	21:45			13	74	18	80	154
10:00			30		39			22:00			15		14		
10:15			36		39			22:15			12		14		
10:30			35		42			22:30			6		14		
10:45			26	127	38	158	285	22:45			16	49	10	52	101
11:00			42		41			23:00			6		15		
11:15			29		45			23:15			23		15		
11:30			45		46			23:30			13		12		
11:45			41	157	52	184	341	23:45			14	56	13	55	111
Total Vol.			650		991	**1641**					1813		1990		**3803**

Daily Totals

	NB	SB		EB	WB
			Combined	2463	2981
			5444		

	AM			PM		
Split %	39.6%	60.4%	**30.1%**	47.7%	52.3%	**69.9%**
Peak Hour	11:30	11:30	**11:30**	17:00	12:45	**17:00**
Volume	203	205	**408**	285	252	**519**
P.H.F.	0.74	0.87	**0.80**	0.60	0.85	**0.70**

Prepared by NDS/ATD

Volumes for: Saturday, March 06, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			22		14			12:00			43		55		
00:15			21		6			12:15			31		39		
00:30			22		19			12:30			36		50		
00:45			14	79	9	48	127	12:45			22	132	36	180	312
01:00			20		8			13:00			33		52		
01:15			7		13			13:15			26		44		
01:30			9		9			13:30			33		44		
01:45			8	44	9	39	83	13:45			36	128	46	186	314
02:00			8		1			14:00			28		46		
02:15			1		3			14:15			41		45		
02:30			4		4			14:30			36		36		
02:45			2	15	1	9	24	14:45			34	139	55	182	321
03:00			3		2			15:00			32		54		
03:15			1		4			15:15			28		54		
03:30			1		3			15:30			37		38		
03:45			0	5	0	9	14	15:45			40	137	46	192	329
04:00			1		1			16:00			38		43		
04:15			0		0			16:15			31		23		
04:30			1		2			16:30			34		38		
04:45			0	2	2	5	7	16:45			49	152	49	153	305
05:00			1		0			17:00			51		34		
05:15			0		0			17:15			36		35		
05:30			1		2			17:30			23		30		
05:45			1	3	11	13	16	17:45			25	135	36	135	270
06:00			2		5			18:00			26		32		
06:15			0		5			18:15			25		21		
06:30			3		8			18:30			26		26		
06:45			2	7	6	24	31	18:45			23	100	34	113	213
07:00			9		12			19:00			16		28		
07:15			5		9			19:15			18		26		
07:30			11		17			19:30			16		26		
07:45			18	43	17	55	98	19:45			25	75	29	109	184
08:00			4		20			20:00			18		39		
08:15			10		19			20:15			16		26		
08:30			9		26			20:30			22		27		
08:45			11	34	30	95	129	20:45			18	74	22	114	188
09:00			22		32			21:00			16		24		
09:15			13		26			21:15			14		17		
09:30			28		26			21:30			16		26		
09:45			19	82	27	111	193	21:45			12	58	25	92	150
10:00			32		32			22:00			12		11		
10:15			28		37			22:15			10		21		
10:30			39		49			22:30			12		15		
10:45			22	121	28	146	267	22:45			12	46	13	60	106
11:00			23		42			23:00			13		15		
11:15			30		30			23:15			6		4		
11:30			34		37			23:30			6		10		
11:45			31	118	44	153	271	23:45			6	31	1	30	61
Total Vol.			553		707		**1260**				1207		1546		**2753**

Daily Totals

NB	SB	Combined	EB	WB
		4013	1760	2253

	AM			PM		
Split %	43.9%	56.1%	**31.4%**	43.8%	56.2%	**68.6%**
Peak Hour	11:45	11:45	**11:45**	16:30	14:45	**14:15**
Volume	141	188	**329**	170	201	**333**
P.H.F.	0.82	0.85	**0.84**	0.83	0.91	**0.94**

Prepared by NDS/ATD

Volumes for: Sunday, March 07, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			20		17			12:00			17		29		
00:15			9		11			12:15			25		31		
00:30			5		3			12:30			24		48		
00:45			4	38	6	37	75	12:45			25	91	46	154	245
01:00			5		9			13:00			32		28		
01:15			9		9			13:15			22		31		
01:30			5		8			13:30			29		42		
01:45			4	23	4	30	53	13:45			29	112	36	137	249
02:00			5		5			14:00			28		39		
02:15			1		6			14:15			23		40		
02:30			5		8			14:30			35		44		
02:45			4	15	3	22	37	14:45			29	115	41	164	279
03:00			2		0			15:00			29		41		
03:15			0		0			15:15			25		45		
03:30			1		1			15:30			36		37		
03:45			0	3	1	2	5	15:45			37	127	45	168	295
04:00			0		2			16:00			28		32		
04:15			1		0			16:15			22		30		
04:30			0		1			16:30			14		34		
04:45			0	1	1	4	5	16:45			32	96	38	134	230
05:00			3		3			17:00			32		30		
05:15			0		0			17:15			24		24		
05:30			2		2			17:30			23		47		
05:45			1	6	3	8	14	17:45			24	103	38	139	242
06:00			0		3			18:00			22		23		
06:15			2		1			18:15			26		29		
06:30			2		4			18:30			17		32		
06:45			1	5	8	16	21	18:45			19	84	34	118	202
07:00			3		4			19:00			15		25		
07:15			2		9			19:15			20		17		
07:30			2		5			19:30			17		21		
07:45			2	9	7	25	34	19:45			19	71	17	80	151
08:00			5		13			20:00			11		17		
08:15			8		3			20:15			15		19		
08:30			3		11			20:30			13		13		
08:45			12	28	15	42	70	20:45			14	53	18	67	120
09:00			10		10			21:00			24		27		
09:15			10		13			21:15			11		12		
09:30			14		14			21:30			10		14		
09:45			12	46	21	58	104	21:45			7	52	10	63	115
10:00			10		17			22:00			15		14		
10:15			14		21			22:15			6		6		
10:30			17		25			22:30			12		11		
10:45			26	67	26	89	156	22:45			8	41	11	42	83
11:00			13		36			23:00			9		8		
11:15			22		27			23:15			6		7		
11:30			33		21			23:30			8		5		
11:45			17	85	32	116	201	23:45			4	27	11	31	58
Total Vol.			326		449		**775**				972		1297		**2269**

Daily Totals

	NB	SB		EB	WB
			Combined	1298	1746
			3044		

	AM			PM		
Split %	42.1%	57.9%	**25.5%**	42.8%	57.2%	**74.5%**
Peak Hour	10:45	11:45	**11:45**	15:00	14:30	**15:00**
Volume	94	140	**223**	127	171	**295**
P.H.F.	0.71	0.73	**0.77**	0.86	0.95	**0.90**

Prepared by NDS/ATD

Volumes for: Monday, March 08, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		10			12:00			62		41		
00:15			6		8			12:15			48		41		
00:30			9		8			12:30			27		54		
00:45			5	25	2	28	53	12:45			39	176	63	199	375
01:00			3		5			13:00			34		49		
01:15			0		3			13:15			24		47		
01:30			0		2			13:30			31		36		
01:45			1	4	3	13	17	13:45			26	115	42	174	289
02:00			1		5			14:00			27		45		
02:15			1		0			14:15			44		42		
02:30			2		0			14:30			45		55		
02:45			0	4	0	5	9	14:45			27	143	43	185	328
03:00			3		2			15:00			48		47		
03:15			1		1			15:15			41		43		
03:30			0		0			15:30			69		51		
03:45			0	4	3	6	10	15:45			46	204	53	194	398
04:00			3		0			16:00			42		43		
04:15			1		1			16:15			48		40		
04:30			1		1			16:30			36		47		
04:45			3	8	5	7	15	16:45			49	175	55	185	360
05:00			1		3			17:00			73		51		
05:15			6		5			17:15			59		39		
05:30			2		16			17:30			48		45		
05:45			6	15	16	40	55	17:45			48	228	40	175	403
06:00			5		12			18:00			46		34		
06:15			9		30			18:15			37		48		
06:30			9		44			18:30			29		45		
06:45			10	33	32	118	151	18:45			28	140	55	182	322
07:00			14		26			19:00			26		36		
07:15			17		25			19:15			21		32		
07:30			14		39			19:30			32		18		
07:45			18	63	64	154	217	19:45			20	99	24	110	209
08:00			22		45			20:00			29		26		
08:15			17		34			20:15			15		17		
08:30			22		32			20:30			13		17		
08:45			20	81	40	151	232	20:45			21	78	24	84	162
09:00			34		48			21:00			25		17		
09:15			32		29			21:15			31		15		
09:30			31		21			21:30			15		19		
09:45			24	121	47	145	266	21:45			15	86	19	70	156
10:00			28		24			22:00			25		18		
10:15			25		30			22:15			8		12		
10:30			28		28			22:30			17		9		
10:45			20	101	43	125	226	22:45			14	64	10	49	113
11:00			18		33			23:00			17		14		
11:15			25		46			23:15			9		10		
11:30			49		34			23:30			7		9		
11:45			33	125	51	164	289	23:45			6	39	5	38	77
Total Vol.				584		956	**1540**					1547		1645	**3192**

Daily Totals

	NB	SB	EB	WB
Combined			2131	2601
4732				

	AM			PM		
Split %	37.9%	62.1%	**32.5%**	48.5%	51.5%	**67.5%**
Peak Hour	11:30	11:45	**11:30**	16:45	12:30	**16:45**
Volume	192	187	**359**	229	213	**419**
P.H.F.	0.77	0.87	**0.87**	0.78	0.85	**0.84**

Prepared by NDS/ATD

Volumes for: Tuesday, March 09, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		2			12:00			65		46		
00:15			2		7			12:15			35		51		
00:30			5		5			12:30			30		34		
00:45			3	13	2	16	29	12:45			24	154	68	199	353
01:00			1		3			13:00			35		60		
01:15			3		2			13:15			32		50		
01:30			2		2			13:30			34		43		
01:45			4	10	1	8	18	13:45			27	128	41	194	322
02:00			0		5			14:00			35		39		
02:15			2		3			14:15			45		45		
02:30			0		1			14:30			39		40		
02:45			3	5	2	11	16	14:45			43	162	53	177	339
03:00			0		1			15:00			35		43		
03:15			0		1			15:15			36		40		
03:30			0		0			15:30			78		46		
03:45			0	0	0	2	2	15:45			54	203	48	177	380
04:00			0		0			16:00			51		49		
04:15			0		0			16:15			49		59		
04:30			1		2			16:30			53		53		
04:45			1	2	5	7	9	16:45			44	197	62	223	420
05:00			1		4			17:00			84		52		
05:15			1		4			17:15			78		45		
05:30			2		13			17:30			44		46		
05:45			4	8	13	34	42	17:45			50	256	44	187	443
06:00			6		16			18:00			50		55		
06:15			5		25			18:15			41		52		
06:30			6		35			18:30			35		39		
06:45			13	30	29	105	135	18:45			31	157	52	198	355
07:00			13		31			19:00			36		35		
07:15			17		29			19:15			39		32		
07:30			20		44			19:30			26		30		
07:45			18	68	69	173	241	19:45			24	125	26	123	248
08:00			30		54			20:00			26		15		
08:15			26		33			20:15			22		29		
08:30			13		52			20:30			23		25		
08:45			21	90	59	198	288	20:45			22	93	31	100	193
09:00			31		44			21:00			20		22		
09:15			33		54			21:15			20		16		
09:30			25		33			21:30			22		18		
09:45			26	115	35	166	281	21:45			8	70	17	73	143
10:00			18		26			22:00			12		22		
10:15			23		27			22:15			21		14		
10:30			24		44			22:30			8		10		
10:45			30	95	48	145	240	22:45			10	51	5	51	102
11:00			37		38			23:00			11		7		
11:15			23		40			23:15			5		9		
11:30			25		24			23:30			9		10		
11:45			33	118	42	144	262	23:45			5	30	6	32	62
Total Vol.			554		1009		**1563**				1626		1734		**3360**

Daily Totals

	NB	SB	EB	WB
Combined			2180	2743
4923				

	AM			PM		
Split %	35.4%	64.6%	**31.7%**	48.4%	51.6%	**68.3%**
Peak Hour	11:45	08:30	**11:45**	16:30	16:15	**16:30**
Volume	163	209	**336**	259	226	**471**
P.H.F.	0.63	0.89	**0.76**	0.77	0.91	**0.87**

Prepared by NDS/ATD

Volumes for: Wednesday, March 10, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		7			12:00			54		57		
00:15			15		10			12:15			33		47		
00:30			7		5			12:30			36		44		
00:45			15	40	6	28	68	12:45			43	166	72	220	386
01:00			4		8			13:00			41		53		
01:15			0		3			13:15			38		63		
01:30			6		6			13:30			39		56		
01:45			3	13	1	18	31	13:45			29	147	51	223	370
02:00			0		0			14:00			40		37		
02:15			2		1			14:15			41		54		
02:30			1		3			14:30			30		42		
02:45			1	4	0	4	8	14:45			34	145	56	189	334
03:00			0		0			15:00			49		50		
03:15			0		0			15:15			48		54		
03:30			2		3			15:30			93		53		
03:45			0	2	1	4	6	15:45			66	256	60	217	473
04:00			1		1			16:00			48		60		
04:15			0		0			16:15			48		52		
04:30			0		2			16:30			47		53		
04:45			1	2	3	6	8	16:45			50	193	50	215	408
05:00			4		0			17:00			85		65		
05:15			2		4			17:15			69		59		
05:30			0		9			17:30			57		47		
05:45			4	10	11	24	34	17:45			52	263	56	227	490
06:00			5		10			18:00			51		43		
06:15			10		36			18:15			33		39		
06:30			4		31			18:30			42		40		
06:45			9	28	33	110	138	18:45			52	178	55	177	355
07:00			15		34			19:00			32		41		
07:15			22		33			19:15			23		35		
07:30			19		48			19:30			23		34		
07:45			17	73	64	179	252	19:45			24	102	28	138	240
08:00			31		44			20:00			25		42		
08:15			19		40			20:15			23		36		
08:30			18		37			20:30			22		35		
08:45			25	93	36	157	250	20:45			26	96	28	141	237
09:00			27		41			21:00			22		21		
09:15			32		35			21:15			19		22		
09:30			31		22			21:30			22		16		
09:45			31	121	46	144	265	21:45			22	85	17	76	161
10:00			28		38			22:00			26		14		
10:15			24		38			22:15			15		14		
10:30			20		41			22:30			12		14		
10:45			23	95	37	154	249	22:45			12	65	10	52	117
11:00			31		40			23:00			13		15		
11:15			26		44			23:15			3		15		
11:30			37		45			23:30			6		12		
11:45			43	137	50	179	316	23:45			9	31	13	55	86
Total Vol.			618		1007		**1625**				1727		1930		**3657**

Daily Totals

	NB	SB	Combined	EB	WB
			5282	2345	2937

	AM			PM		
Split %	38.0%	62.0%	**30.8%**	47.2%	52.8%	**69.2%**
Peak Hour	11:30	11:30	**11:30**	17:00	12:45	**17:00**
Volume	167	199	**366**	263	244	**490**
P.H.F.	0.77	0.87	**0.82**	0.77	0.85	**0.82**

Prepared by NDS/ATD

Volumes for: Thursday, March 11, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		9			12:00			53		40		
00:15			12		6			12:15			50		46		
00:30			8		7			12:30			42		53		
00:45			9	41	3	25	66	12:45			36	181	48	187	368
01:00			6		3			13:00			32		44		
01:15			5		4			13:15			60		53		
01:30			4		1			13:30			30		46		
01:45			5	20	2	10	30	13:45			54	176	61	204	380
02:00			2		2			14:00			34		57		
02:15			3		1			14:15			34		59		
02:30			1		0			14:30			46		63		
02:45			1	7	1	4	11	14:45			39	153	66	245	398
03:00			0		0			15:00			47		49		
03:15			0		1			15:15			53		41		
03:30			0		0			15:30			73		61		
03:45			2	2	2	3	5	15:45			71	244	56	207	451
04:00			1		2			16:00			48		56		
04:15			2		1			16:15			54		66		
04:30			1		1			16:30			56		51		
04:45			1	5	7	11	16	16:45			54	212	45	218	430
05:00			3		4			17:00			100		65		
05:15			2		8			17:15			51		51		
05:30			1		15			17:30			45		52		
05:45			6	12	22	49	61	17:45			50	246	47	215	461
06:00			5		17			18:00			50		61		
06:15			7		33			18:15			43		60		
06:30			11		46			18:30			39		44		
06:45			7	30	37	133	163	18:45			41	173	55	220	393
07:00			17		29			19:00			32		57		
07:15			14		30			19:15			31		32		
07:30			24		43			19:30			31		26		
07:45			20	75	66	168	243	19:45			23	117	30	145	262
08:00			38		51			20:00			28		39		
08:15			32		39			20:15			26		40		
08:30			25		34			20:30			24		29		
08:45			23	118	42	166	284	20:45			22	100	37	145	245
09:00			34		45			21:00			17		25		
09:15			33		33			21:15			28		27		
09:30			31		26			21:30			24		23		
09:45			24	122	45	149	271	21:45			36	105	30	105	210
10:00			33		27			22:00			32		16		
10:15			24		29			22:15			12		24		
10:30			32		31			22:30			14		13		
10:45			44	133	42	129	262	22:45			12	70	22	75	145
11:00			48		33			23:00			15		22		
11:15			34		48			23:15			10		11		
11:30			28		38			23:30			14		18		
11:45			47	157	51	170	327	23:45			10	49	16	67	116
Total Vol.			722		1017		**1739**				1826		2033		**3859**

Daily Totals

	NB	SB	Combined	EB	WB
			5598	2548	3050

	AM			PM		
Split %	41.5%	58.5%	**31.1%**	47.3%	52.7%	**68.9%**
Peak Hour	11:45	07:30	**11:45**	16:15	14:00	**16:15**
Volume	192	199	**382**	264	245	**491**
P.H.F.	0.91	0.75	**0.97**	0.66	0.93	**0.74**

Prepared by NDS/ATD

Volumes for: Friday, March 12, 2010 **City:** Claremont **Project #:** 10-6011-002

Location: 6th St between Claremont Blvd & Apartment Dwy

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			18		2			12:00			59		64		
00:15			6		12			12:15			54		53		
00:30			7		11			12:30			56		61		
00:45			6	37	4	29	66	12:45			61	230	76	254	484
01:00			3		6			13:00			40		60		
01:15			6		1			13:15			61		68		
01:30			4		6			13:30			55		45		
01:45			0	13	4	17	30	13:45			53	209	54	227	436
02:00			1		3			14:00			51		57		
02:15			0		1			14:15			51		53		
02:30			0		3			14:30			42		43		
02:45			3	4	0	7	11	14:45			50	194	53	206	400
03:00			3		0			15:00			73		52		
03:15			0		2			15:15			69		52		
03:30			1		2			15:30			79		61		
03:45			0	4	0	4	8	15:45			47	268	48	213	481
04:00			2		2			16:00			51		66		
04:15			1		5			16:15			46		48		
04:30			3		2			16:30			33		52		
04:45			1	7	7	16	23	16:45			47	177	70	236	413
05:00			7		5			17:00			91		65		
05:15			5		11			17:15			61		58		
05:30			2		11			17:30			52		50		
05:45			2	16	8	35	51	17:45			43	247	52	225	472
06:00			13		15			18:00			43		50		
06:15			5		26			18:15			41		51		
06:30			8		55			18:30			37		47		
06:45			5	31	33	129	160	18:45			28	149	44	192	341
07:00			17		27			19:00			25		35		
07:15			22		41			19:15			21		38		
07:30			18		51			19:30			29		32		
07:45			21	78	55	174	252	19:45			21	96	18	123	219
08:00			34		39			20:00			22		31		
08:15			22		43			20:15			21		16		
08:30			26		42			20:30			23		33		
08:45			19	101	49	173	274	20:45			16	82	16	96	178
09:00			44		49			21:00			38		18		
09:15			28		41			21:15			24		14		
09:30			26		31			21:30			16		28		
09:45			26	124	58	179	303	21:45			12	90	7	67	157
10:00			37		45			22:00			9		16		
10:15			32		30			22:15			9		13		
10:30			28		49			22:30			13		12		
10:45			33	130	41	165	295	22:45			8	39	15	56	95
11:00			37		46			23:00			7		9		
11:15			32		43			23:15			6		19		
11:30			34		40			23:30			8		8		
11:45			50	153	53	182	335	23:45			7	28	9	45	73
Total Vol.			698		1110	**1808**					1809		1940	**3749**	

Daily Totals

	NB	SB	Combined	EB	WB
			5557	2507	3050

	AM			PM		
Split %	38.6%	61.4%	**32.5%**	48.3%	51.7%	**67.5%**
Peak Hour	11:45	11:45	**11:45**	14:45	12:30	**16:45**
Volume	219	231	**450**	271	265	**494**
P.H.F.	0.93	0.90	**0.91**	0.86	0.87	**0.79**

Prepared by NDS/ATD

Volumes for: Friday, March 05, 2010 **City:** Claremont **Project #:** 10-6011-003
Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			13		4			12:00			49		28		
00:15			3		1			12:15			27		13		
00:30			8		5			12:30			28		15		
00:45			2	26	0	10	36	12:45			28	132	29	85	217
01:00			4		3			13:00			22		24		
01:15			4		1			13:15			23		20		
01:30			5		4			13:30			14		19		
01:45			7	20	2	10	30	13:45			17	76	18	81	157
02:00			3		2			14:00			22		20		
02:15			4		4			14:15			27		31		
02:30			2		1			14:30			27		15		
02:45			2	11	1	8	19	14:45			23	99	19	85	184
03:00			2		2			15:00			32		21		
03:15			1		2			15:15			18		18		
03:30			2		1			15:30			26		12		
03:45			1	6	0	5	11	15:45			27	103	25	76	179
04:00			0		0			16:00			27		18		
04:15			1		1			16:15			23		20		
04:30			0		2			16:30			24		16		
04:45			0	1	2	5	6	16:45			36	110	21	75	185
05:00			1		2			17:00			62		17		
05:15			2		2			17:15			28		28		
05:30			1		4			17:30			21		17		
05:45			2	6	13	21	27	17:45			25	136	18	80	216
06:00			1		7			18:00			26		14		
06:15			1		11			18:15			15		16		
06:30			6		22			18:30			13		14		
06:45			5	13	15	55	68	18:45			16	70	15	59	129
07:00			7		9			19:00			19		12		
07:15			3		6			19:15			11		9		
07:30			2		15			19:30			18		11		
07:45			8	20	34	64	84	19:45			12	60	13	45	105
08:00			15		31			20:00			9		10		
08:15			5		22			20:15			10		13		
08:30			17		18			20:30			18		6		
08:45			12	49	20	91	140	20:45			8	45	10	39	84
09:00			13		12			21:00			6		6		
09:15			14		10			21:15			10		6		
09:30			19		14			21:30			10		1		
09:45			19	65	30	66	131	21:45			5	31	6	19	50
10:00			20		14			22:00			8		10		
10:15			12		11			22:15			6		5		
10:30			18		23			22:30			4		6		
10:45			14	64	17	65	129	22:45			4	22	5	26	48
11:00			16		14			23:00			9		3		
11:15			18		23			23:15			6		7		
11:30			21		19			23:30			8		7		
11:45			28	83	32	88	171	23:45			2	25	6	23	48
Total Vol.				364		488	**852**					909		693	**1602**

Daily Totals

	NB	SB	Combined	EB	WB
			2454	1273	1181

	AM			PM		
Split %	42.7%	57.3%	**34.7%**	56.7%	43.3%	**65.3%**
Peak Hour	11:45	07:45	**11:45**	16:30	12:45	**16:30**
Volume	132	105	**220**	150	92	**232**
P.H.F.	0.67	0.77	**0.71**	0.60	0.79	**0.73**

Prepared by NDS/ATD

Volumes for: Saturday, March 06, 2010 **City:** Claremont **Project #:** 10-6011-003
Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		3			12:00			6		17		
00:15			16		7			12:15			17		15		
00:30			9		7			12:30			22		8		
00:45			5	39	8	25	64	12:45			24	69	20	60	129
01:00			9		5			13:00			19		17		
01:15			3		5			13:15			12		17		
01:30			6		4			13:30			27		24		
01:45			2	20	5	19	39	13:45			17	75	20	78	153
02:00			4		4			14:00			26		24		
02:15			2		3			14:15			15		31		
02:30			1		4			14:30			12		17		
02:45			3	10	2	13	23	14:45			19	72	11	83	155
03:00			4		1			15:00			23		12		
03:15			0		2			15:15			17		13		
03:30			3		1			15:30			23		16		
03:45			1	8	0	4	12	15:45			35	98	21	62	160
04:00			3		0			16:00			27		22		
04:15			0		1			16:15			22		13		
04:30			0		1			16:30			9		8		
04:45			1	4	0	2	6	16:45			12	70	9	52	122
05:00			1		1			17:00			20		12		
05:15			0		0			17:15			16		19		
05:30			0		1			17:30			18		11		
05:45			0	1	1	3	4	17:45			18	72	12	54	126
06:00			2		1			18:00			31		20		
06:15			1		0			18:15			11		17		
06:30			3		1			18:30			16		9		
06:45			2	8	5	7	15	18:45			10	68	11	57	125
07:00			2		2			19:00			16		18		
07:15			5		5			19:15			11		9		
07:30			4		7			19:30			15		12		
07:45			4	15	5	19	34	19:45			12	54	9	48	102
08:00			4		5			20:00			14		10		
08:15			0		10			20:15			20		17		
08:30			4		9			20:30			11		15		
08:45			3	11	15	39	50	20:45			17	62	17	59	121
09:00			10		12			21:00			13		14		
09:15			7		11			21:15			15		9		
09:30			11		10			21:30			10		11		
09:45			6	34	12	45	79	21:45			13	51	11	45	96
10:00			13		14			22:00			11		9		
10:15			10		10			22:15			5		13		
10:30			6		11			22:30			10		6		
10:45			9	38	15	50	88	22:45			8	34	11	39	73
11:00			23		17			23:00			7		8		
11:15			9		15			23:15			4		4		
11:30			11		14			23:30			9		4		
11:45			18	61	14	60	121	23:45			5	25	7	23	48
Total Vol.				249		286	**535**					750		660	**1410**

Daily Totals

	NB	SB	Combined	EB	WB
			1945	999	946

	AM			PM		
Split %	46.5%	53.5%	**27.5%**	53.2%	46.8%	**72.5%**
Peak Hour	11:45	10:45	**11:00**	15:30	13:30	**13:30**
Volume	63	61	**121**	107	99	**184**
P.H.F.	0.72	0.90	**0.76**	0.76	0.80	**0.90**

Prepared by NDS/ATD

Volumes for: Sunday, March 07, 2010 **City:** Claremont **Project #:** 10-6011-003

Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		7			12:00			23		15		
00:15			9		13			12:15			7		8		
00:30			8		6			12:30			10		12		
00:45			7	38	3	29	67	12:45			19	59	16	51	110
01:00			14		5			13:00			10		8		
01:15			10		5			13:15			15		14		
01:30			7		0			13:30			12		11		
01:45			2	33	0	10	43	13:45			10	47	14	47	94
02:00			3		0			14:00			10		13		
02:15			2		3			14:15			13		15		
02:30			8		2			14:30			10		13		
02:45			1	14	2	7	21	14:45			8	41	16	57	98
03:00			4		3			15:00			13		17		
03:15			1		2			15:15			9		8		
03:30			3		0			15:30			15		8		
03:45			0	8	0	5	13	15:45			15	52	15	48	100
04:00			2		1			16:00			28		16		
04:15			0		0			16:15			7		5		
04:30			0		0			16:30			7		9		
04:45			1	3	0	1	4	16:45			15	57	4	34	91
05:00			0		1			17:00			13		16		
05:15			1		0			17:15			23		10		
05:30			0		1			17:30			22		12		
05:45			1	2	2	4	6	17:45			16	74	16	54	128
06:00			0		0			18:00			12		11		
06:15			0		1			18:15			17		5		
06:30			1		3			18:30			18		11		
06:45			4	5	2	6	11	18:45			15	62	16	43	105
07:00			0		1			19:00			10		12		
07:15			0		5			19:15			9		6		
07:30			2		1			19:30			11		7		
07:45			4	6	2	9	15	19:45			10	40	16	41	81
08:00			3		3			20:00			9		7		
08:15			2		3			20:15			7		7		
08:30			6		4			20:30			11		9		
08:45			6	17	11	21	38	20:45			10	37	7	30	67
09:00			4		4			21:00			13		7		
09:15			3		3			21:15			10		9		
09:30			3		2			21:30			8		5		
09:45			4	14	8	17	31	21:45			4	35	6	27	62
10:00			2		4			22:00			10		8		
10:15			5		6			22:15			8		8		
10:30			2		6			22:30			7		4		
10:45			7	16	10	26	42	22:45			6	31	7	27	58
11:00			11		5			23:00			4		5		
11:15			12		12			23:15			7		5		
11:30			16		12			23:30			7		7		
11:45			12	51	12	41	92	23:45			9	27	4	21	48
Total Vol.			207		176		**383**				562		480		**1042**

Daily Totals

	NB	SB	Combined	EB	WB
			1425	769	656

	AM			PM		
Split %	54.0%	46.0%	**26.9%**	53.9%	46.1%	**73.1%**
Peak Hour	11:15	11:15	**11:15**	17:00	14:15	**17:00**
Volume	63	51	**114**	74	61	**128**
P.H.F.	0.68	0.85	**0.75**	0.80	0.90	**0.94**

Prepared by NDS/ATD

Volumes for: Monday, March 08, 2010 **City:** Claremont **Project #:** 10-6011-003

Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		2			12:00			32		20		
00:15			8		5			12:15			23		18		
00:30			5		2			12:30			19		19		
00:45			6	26	4	13	39	12:45			15	89	23	80	169
01:00			7		2			13:00			36		42		
01:15			1		2			13:15			26		19		
01:30			2		0			13:30			18		25		
01:45			1	11	1	5	16	13:45			18	98	7	93	191
02:00			1		0			14:00			19		15		
02:15			0		0			14:15			12		15		
02:30			0		0			14:30			30		24		
02:45			1	2	1	1	3	14:45			22	83	24	78	161
03:00			2		1			15:00			25		14		
03:15			0		0			15:15			26		11		
03:30			1		0			15:30			33		19		
03:45			0	3	0	1	4	15:45			20	104	11	55	159
04:00			3		1			16:00			26		15		
04:15			1		1			16:15			20		19		
04:30			0		1			16:30			37		11		
04:45			0	4	1	4	8	16:45			16	99	13	58	157
05:00			1		1			17:00			44		13		
05:15			0		0			17:15			31		19		
05:30			2		2			17:30			28		12		
05:45			2	5	15	18	23	17:45			14	117	14	58	175
06:00			2		3			18:00			23		11		
06:15			4		6			18:15			13		15		
06:30			2		12			18:30			21		10		
06:45			3	11	11	32	43	18:45			13	70	16	52	122
07:00			3		6			19:00			19		11		
07:15			2		9			19:15			10		14		
07:30			4		12			19:30			15		8		
07:45			10	19	30	57	76	19:45			11	55	6	39	94
08:00			12		37			20:00			20		10		
08:15			11		22			20:15			8		7		
08:30			8		17			20:30			12		8		
08:45			4	35	23	99	134	20:45			8	48	3	28	76
09:00			10		18			21:00			16		4		
09:15			13		12			21:15			24		12		
09:30			12		24			21:30			8		6		
09:45			16	51	21	75	126	21:45			10	58	5	27	85
10:00			16		12			22:00			10		6		
10:15			13		13			22:15			15		6		
10:30			11		13			22:30			4		6		
10:45			29	69	20	58	127	22:45			9	38	8	26	64
11:00			22		12			23:00			14		4		
11:15			19		12			23:15			11		7		
11:30			13		15			23:30			11		5		
11:45			26	80	33	72	152	23:45			4	40	5	21	61
Total Vol.				316		435	**751**					899		615	**1514**

Daily Totals

	NB	SB	EB	WB	Combined
			1215	1050	2265

	AM			PM		
Split %	42.1%	57.9%	**33.2%**	59.4%	40.6%	**66.8%**
Peak Hour	11:45	07:45	**11:45**	16:30	12:45	**12:45**
Volume	100	106	**190**	128	109	**204**
P.H.F.	0.78	0.72	**0.81**	0.73	0.65	**0.65**

Prepared by NDS/ATD

Volumes for: Tuesday, March 09, 2010 **City:** Claremont **Project #:** 10-6011-003

Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		0			12:00			27		12		
00:15			8		2			12:15			22		21		
00:30			4		1			12:30			18		15		
00:45			3	20	2	5	25	12:45			24	91	20	68	159
01:00			4		3			13:00			26		38		
01:15			3		2			13:15			25		26		
01:30			2		0			13:30			19		12		
01:45			0	9	1	6	15	13:45			16	86	13	89	175
02:00			2		1			14:00			15		16		
02:15			2		0			14:15			20		18		
02:30			1		0			14:30			41		25		
02:45			3	8	0	1	9	14:45			34	110	20	79	189
03:00			1		2			15:00			20		13		
03:15			1		0			15:15			18		18		
03:30			0		0			15:30			35		14		
03:45			0	2	0	2	4	15:45			22	95	14	59	154
04:00			1		0			16:00			32		18		
04:15			0		0			16:15			24		15		
04:30			1		2			16:30			28		20		
04:45			2	4	1	3	7	16:45			10	94	24	77	171
05:00			2		1			17:00			49		14		
05:15			0		0			17:15			28		12		
05:30			1		5			17:30			32		16		
05:45			2	5	16	22	27	17:45			22	131	26	68	199
06:00			1		4			18:00			28		19		
06:15			5		6			18:15			19		11		
06:30			2		7			18:30			25		13		
06:45			6	14	12	29	43	18:45			35	107	19	62	169
07:00			2		12			19:00			21		24		
07:15			4		3			19:15			22		15		
07:30			0		17			19:30			10		12		
07:45			7	13	38	70	83	19:45			16	69	6	57	126
08:00			14		48			20:00			24		8		
08:15			13		26			20:15			20		10		
08:30			9		18			20:30			24		8		
08:45			9	45	17	109	154	20:45			11	79	14	40	119
09:00			18		25			21:00			23		8		
09:15			10		27			21:15			18		12		
09:30			21		32			21:30			13		6		
09:45			16	65	15	99	164	21:45			21	75	14	40	115
10:00			14		16			22:00			9		7		
10:15			8		6			22:15			11		4		
10:30			13		16			22:30			10		8		
10:45			27	62	18	56	118	22:45			4	34	5	24	58
11:00			20		14			23:00			11		6		
11:15			26		13			23:15			6		5		
11:30			24		18			23:30			9		4		
11:45			34	104	24	69	173	23:45			2	28	3	18	46
Total Vol.			351		471		**822**				999		681		**1680**

Daily Totals

	NB	SB	Combined	EB	WB
			2502	1350	1152

	AM			PM		
Split %	42.7%	57.3%	**32.9%**	59.5%	40.5%	**67.1%**
Peak Hour	11:15	07:45	**11:30**	17:00	12:30	**17:00**
Volume	111	130	**182**	131	99	**199**
P.H.F.	0.82	0.68	**0.78**	0.67	0.65	**0.79**

Prepared by NDS/ATD

Volumes for: Wednesday, March 10, 2010 **City:** Claremont **Project #:** 10-6011-003

Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		3			12:00			32		20		
00:15			12		6			12:15			25		14		
00:30			5		2			12:30			15		17		
00:45			6	29	5	16	45	12:45			18	90	27	78	168
01:00			6		5			13:00			33		37		
01:15			6		2			13:15			33		15		
01:30			5		2			13:30			14		18		
01:45			0	17	0	9	26	13:45			17	97	15	85	182
02:00			0		1			14:00			20		11		
02:15			3		2			14:15			19		16		
02:30			0		0			14:30			27		13		
02:45			0	3	0	3	6	14:45			32	98	21	61	159
03:00			2		0			15:00			28		12		
03:15			0		1			15:15			25		10		
03:30			1		1			15:30			32		8		
03:45			0	3	0	2	5	15:45			16	101	12	42	143
04:00			0		0			16:00			20		18		
04:15			0		0			16:15			25		11		
04:30			1		1			16:30			28		16		
04:45			4	5	3	4	9	16:45			20	93	15	60	153
05:00			1		1			17:00			53		12		
05:15			1		0			17:15			35		20		
05:30			2		1			17:30			27		13		
05:45			2	6	17	19	25	17:45			29	144	22	67	211
06:00			2		3			18:00			21		11		
06:15			2		2			18:15			27		21		
06:30			3		11			18:30			25		16		
06:45			4	11	17	33	44	18:45			18	91	34	82	173
07:00			4		9			19:00			27		10		
07:15			7		10			19:15			17		13		
07:30			8		20			19:30			13		6		
07:45			8	27	28	67	94	19:45			15	72	16	45	117
08:00			15		43			20:00			22		11		
08:15			8		30			20:15			8		13		
08:30			10		12			20:30			12		6		
08:45			13	46	36	121	167	20:45			23	65	9	39	104
09:00			9		10			21:00			11		10		
09:15			13		17			21:15			15		13		
09:30			14		14			21:30			32		7		
09:45			16	52	25	66	118	21:45			14	72	11	41	113
10:00			12		10			22:00			16		13		
10:15			16		12			22:15			15		8		
10:30			11		11			22:30			13		8		
10:45			32	71	23	56	127	22:45			6	50	6	35	85
11:00			22		18			23:00			14		4		
11:15			12		14			23:15			9		6		
11:30			13		11			23:30			3		4		
11:45			27	74	30	73	147	23:45			3	29	2	16	45
Total Vol.			344		469		**813**				1002		651		**1653**

Daily Totals

	NB	SB	Combined	EB	WB
			2466	1346	1120

	AM			PM		
Split %	42.3%	57.7%	**33.0%**	60.6%	39.4%	**67.0%**
Peak Hour	11:45	07:30	**11:45**	17:00	12:45	**17:00**
Volume	99	121	**180**	144	97	**211**
P.H.F.	0.77	0.70	**0.79**	0.68	0.66	**0.81**

Prepared by NDS/ATD

Volumes for: Thursday, March 11, 2010 **City:** Claremont **Project #:** 10-6011-003

Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		5			12:00			31		20		
00:15			4		4			12:15			17		21		
00:30			10		3			12:30			17		11		
00:45			4	25	3	15	40	12:45			20	85	17	69	154
01:00			4		4			13:00			29		23		
01:15			6		3			13:15			27		22		
01:30			2		3			13:30			17		16		
01:45			4	16	1	11	27	13:45			11	84	15	76	160
02:00			2		1			14:00			36		21		
02:15			1		0			14:15			26		12		
02:30			1		1			14:30			41		27		
02:45			2	6	1	3	9	14:45			35	138	19	79	217
03:00			0		0			15:00			26		11		
03:15			1		0			15:15			24		18		
03:30			4		1			15:30			39		9		
03:45			0	5	0	1	6	15:45			20	109	18	56	165
04:00			1		0			16:00			36		18		
04:15			2		2			16:15			17		13		
04:30			3		2			16:30			24		11		
04:45			0	6	0	4	10	16:45			30	107	15	57	164
05:00			0		1			17:00			64		18		
05:15			2		1			17:15			32		19		
05:30			1		5			17:30			33		18		
05:45			3	6	15	22	28	17:45			25	154	22	77	231
06:00			3		3			18:00			25		21		
06:15			2		6			18:15			19		15		
06:30			0		9			18:30			28		19		
06:45			4	9	14	32	41	18:45			17	89	14	69	158
07:00			1		3			19:00			21		10		
07:15			3		5			19:15			13		11		
07:30			6		19			19:30			13		10		
07:45			3	13	33	60	73	19:45			22	69	9	40	109
08:00			10		38			20:00			23		11		
08:15			8		25			20:15			17		7		
08:30			5		22			20:30			20		15		
08:45			15	38	19	104	142	20:45			22	82	13	46	128
09:00			8		11			21:00			11		8		
09:15			12		21			21:15			15		13		
09:30			16		16			21:30			19		11		
09:45			18	54	18	66	120	21:45			9	54	7	39	93
10:00			17		17			22:00			9		13		
10:15			13		8			22:15			7		6		
10:30			7		8			22:30			14		5		
10:45			28	65	24	57	122	22:45			8	38	10	34	72
11:00			25		21			23:00			10		8		
11:15			17		13			23:15			0		4		
11:30			17		17			23:30			6		2		
11:45			38	97	35	86	183	23:45			5	21	2	16	37
Total Vol.			340		461		**801**				1030		658		**1688**

Daily Totals

	NB	SB	Combined	EB	WB
			2489	1370	1119

	AM			PM		
Split %	42.4%	57.6%	**32.2%**	61.0%	39.0%	**67.8%**
Peak Hour	11:15	07:45	**11:30**	16:45	17:15	**17:00**
Volume	103	118	**196**	159	80	**231**
P.H.F.	0.68	0.78	**0.67**	0.62	0.91	**0.70**

Prepared by NDS/ATD

Volumes for: Friday, March 12, 2010 **City:** Claremont **Project #:** 10-6011-003

Location: 9th St E/o Mills Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		6			12:00			40		18		
00:15			3		5			12:15			35		18		
00:30			4		5			12:30			26		21		
00:45			4	17	4	20	37	12:45			32	133	19	76	209
01:00			2		7			13:00			32		19		
01:15			5		0			13:15			35		27		
01:30			5		4			13:30			20		21		
01:45			3	15	1	12	27	13:45			20	107	22	89	196
02:00			2		3			14:00			27		19		
02:15			5		2			14:15			19		14		
02:30			3		0			14:30			26		17		
02:45			2	12	0	5	17	14:45			19	91	14	64	155
03:00			0		2			15:00			16		14		
03:15			2		1			15:15			27		14		
03:30			1		0			15:30			30		16		
03:45			0	3	1	4	7	15:45			16	89	14	58	147
04:00			2		1			16:00			23		11		
04:15			1		0			16:15			20		11		
04:30			0		0			16:30			28		17		
04:45			1	4	2	3	7	16:45			18	89	19	58	147
05:00			2		5			17:00			51		10		
05:15			3		2			17:15			26		11		
05:30			1		5			17:30			15		16		
05:45			0	6	8	20	26	17:45			25	117	7	44	161
06:00			6		8			18:00			11		8		
06:15			3		6			18:15			12		11		
06:30			4		12			18:30			21		8		
06:45			5	18	19	45	63	18:45			12	56	11	38	94
07:00			6		9			19:00			15		4		
07:15			6		8			19:15			14		9		
07:30			7		15			19:30			19		14		
07:45			8	27	30	62	89	19:45			9	57	6	33	90
08:00			11		28			20:00			13		6		
08:15			5		27			20:15			6		5		
08:30			12		20			20:30			9		12		
08:45			16	44	17	92	136	20:45			3	31	8	31	62
09:00			17		10			21:00			9		8		
09:15			13		18			21:15			8		12		
09:30			14		11			21:30			12		3		
09:45			19	63	28	67	130	21:45			12	41	12	35	76
10:00			27		14			22:00			2		5		
10:15			25		19			22:15			9		8		
10:30			17		7			22:30			6		4		
10:45			18	87	21	61	148	22:45			9	26	6	23	49
11:00			23		16			23:00			7		3		
11:15			17		16			23:15			11		6		
11:30			22		20			23:30			0		3		
11:45			26	88	18	70	158	23:45			3	21	3	15	36
Total Vol.			384		461		**845**				858		564		**1422**

Daily Totals

	NB	SB	Combined	EB	WB
			2267	1242	1025

	AM			PM		
Split %	45.4%	54.6%	**37.3%**	60.3%	39.7%	**62.7%**
Peak Hour	11:45	07:45	**11:45**	12:00	13:00	**12:30**
Volume	127	105	**202**	133	89	**211**
P.H.F.	0.79	0.88	**0.87**	0.83	0.82	**0.85**

Prepared by NDS/ATD

Volumes for: Friday, March 05, 2010 **City:** Claremont **Project #:** 10-6011-004

Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			13		5			12:00			65		31		
00:15			16		3			12:15			38		23		
00:30			9		7			12:30			45		21		
00:45			6	44	4	19	63	12:45			42	190	45	120	310
01:00			6		6			13:00			45		41		
01:15			6		5			13:15			46		43		
01:30			5		1			13:30			37		40		
01:45			6	23	4	16	39	13:45			36	164	28	152	316
02:00			7		0			14:00			38		23		
02:15			4		11			14:15			31		47		
02:30			3		1			14:30			37		30		
02:45			1	15	0	12	27	14:45			41	147	32	132	279
03:00			2		2			15:00			48		28		
03:15			2		2			15:15			37		27		
03:30			2		1			15:30			46		17		
03:45			2	8	0	5	13	15:45			52	183	47	119	302
04:00			0		1			16:00			41		23		
04:15			1		1			16:15			41		29		
04:30			1		1			16:30			33		22		
04:45			2	4	2	5	9	16:45			53	168	32	106	274
05:00			1		2			17:00			112		34		
05:15			2		6			17:15			61		37		
05:30			1		10			17:30			36		26		
05:45			5	9	25	43	52	17:45			44	253	32	129	382
06:00			8		13			18:00			42		23		
06:15			2		12			18:15			37		29		
06:30			5		20			18:30			32		21		
06:45			5	20	22	67	87	18:45			30	141	19	92	233
07:00			5		12			19:00			24		18		
07:15			4		11			19:15			24		19		
07:30			3		32			19:30			17		28		
07:45			9	21	63	118	139	19:45			24	89	25	90	179
08:00			12		49			20:00			11		20		
08:15			11		29			20:15			16		19		
08:30			9		25			20:30			23		11		
08:45			12	44	36	139	183	20:45			9	59	13	63	122
09:00			16		23			21:00			13		13		
09:15			17		21			21:15			14		11		
09:30			20		21			21:30			17		8		
09:45			20	73	48	113	186	21:45			13	57	12	44	101
10:00			19		26			22:00			14		16		
10:15			19		24			22:15			8		7		
10:30			28		31			22:30			3		12		
10:45			16	82	30	111	193	22:45			9	34	14	49	83
11:00			22		28			23:00			15		6		
11:15			26		34			23:15			14		13		
11:30			29		29			23:30			16		13		
11:45			52	129	42	133	262	23:45			4	49	11	43	92
Total Vol.			472		781	**1253**					1534		1139	**2673**	

Daily Totals

	NB	SB	Combined	EB	WB
			3926	2006	1920

	AM			PM		
Split %	37.7%	62.3%	**31.9%**	57.4%	42.6%	**68.1%**
Peak Hour	11:45	07:30	**11:45**	16:45	12:45	**16:45**
Volume	200	173	**317**	262	169	**391**
P.H.F.	0.77	0.69	**0.83**	0.58	0.94	**0.67**

Prepared by NDS/ATD

Volumes for: Saturday, March 06, 2010			City: Claremont				Project #: 10-6011-004					
Location: 9th St W/o Claremont Blvd												
AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		12			12:00			29		29		
00:15			18		12			12:15			21		23		
00:30			23		18			12:30			31		23		
00:45			7	62	10	52	114	12:45			32	113	24	99	212
01:00			8		6			13:00			31		25		
01:15			4		9			13:15			32		24		
01:30			8		8			13:30			42		30		
01:45			4	24	4	27	51	13:45			25	130	43	122	252
02:00			5		8			14:00			49		38		
02:15			3		3			14:15			27		41		
02:30			4		7			14:30			24		21		
02:45			2	14	2	20	34	14:45			29	129	24	124	253
03:00			1		1			15:00			32		20		
03:15			3		5			15:15			17		22		
03:30			4		2			15:30			27		18		
03:45			1	9	0	8	17	15:45			45	121	28	88	209
04:00			1		0			16:00			31		24		
04:15			0		1			16:15			28		21		
04:30			1		2			16:30			15		12		
04:45			0	2	0	3	5	16:45			26	100	20	77	177
05:00			1		2			17:00			37		16		
05:15			0		1			17:15			41		23		
05:30			3		6			17:30			34		19		
05:45			1	5	10	19	24	17:45			25	137	20	78	215
06:00			1		3			18:00			34		29		
06:15			2		1			18:15			22		26		
06:30			4		2			18:30			25		16		
06:45			6	13	7	13	26	18:45			20	101	16	87	188
07:00			1		1			19:00			32		20		
07:15			8		7			19:15			16		29		
07:30			4		9			19:30			28		23		
07:45			3	16	13	30	46	19:45			21	97	29	101	198
08:00			5		10			20:00			38		22		
08:15			1		13			20:15			20		27		
08:30			12		17			20:30			24		24		
08:45			12	30	26	66	96	20:45			18	100	21	94	194
09:00			13		10			21:00			13		22		
09:15			14		22			21:15			13		12		
09:30			31		17			21:30			9		17		
09:45			12	70	22	71	141	21:45			15	50	14	65	115
10:00			19		20			22:00			13		14		
10:15			12		15			22:15			8		21		
10:30			11		27			22:30			11		17		
10:45			18	60	36	98	158	22:45			12	44	22	74	118
11:00			26		25			23:00			16		10		
11:15			23		26			23:15			7		4		
11:30			29		24			23:30			10		8		
11:45			31	109	31	106	215	23:45			3	36	11	33	69
Total Vol.				414		513	**927**					1158		1042	**2200**

Daily Totals

	NB	SB	EB	WB
Combined			1572	1555
3127				

	AM			PM		
Split %	44.7%	55.3%	**29.6%**	52.6%	47.4%	**70.4%**
Peak Hour	11:15	10:30	**11:15**	13:15	13:30	**13:30**
Volume	112	114	**222**	148	152	**295**
P.H.F.	0.90	0.79	**0.90**	0.76	0.88	**0.85**

Prepared by NDS/ATD

Volumes for: Sunday, March 07, 2010 **City:** Claremont **Project #:** 10-6011-004

Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			13		12			12:00			35		22		
00:15			17		12			12:15			20		20		
00:30			11		7			12:30			14		11		
00:45			7	48	13	44	92	12:45			24	93	22	75	168
01:00			10		4			13:00			28		16		
01:15			15		7			13:15			27		16		
01:30			10		0			13:30			22		22		
01:45			3	38	4	15	53	13:45			21	98	21	75	173
02:00			3		3			14:00			17		21		
02:15			8		5			14:15			20		22		
02:30			7		3			14:30			17		19		
02:45			1	19	3	14	33	14:45			13	67	29	91	158
03:00			3		2			15:00			15		23		
03:15			2		0			15:15			20		16		
03:30			2		0			15:30			22		12		
03:45			1	8	0	2	10	15:45			29	86	24	75	161
04:00			1		1			16:00			29		27		
04:15			1		1			16:15			17		16		
04:30			0		0			16:30			18		20		
04:45			0	2	0	2	4	16:45			27	91	12	75	166
05:00			6		2			17:00			17		28		
05:15			0		0			17:15			19		17		
05:30			2		2			17:30			34		17		
05:45			3	11	5	9	20	17:45			24	94	23	85	179
06:00			0		1			18:00			19		18		
06:15			0		1			18:15			21		10		
06:30			2		4			18:30			23		18		
06:45			4	6	2	8	14	18:45			17	80	23	69	149
07:00			2		1			19:00			18		23		
07:15			0		6			19:15			19		16		
07:30			2		2			19:30			22		13		
07:45			3	7	4	13	20	19:45			17	76	26	78	154
08:00			6		5			20:00			16		10		
08:15			4		5			20:15			17		16		
08:30			9		7			20:30			16		18		
08:45			7	26	17	34	60	20:45			16	65	21	65	130
09:00			7		6			21:00			20		13		
09:15			5		9			21:15			18		16		
09:30			8		6			21:30			15		14		
09:45			6	26	8	29	55	21:45			8	61	9	52	113
10:00			6		6			22:00			13		14		
10:15			10		10			22:15			13		18		
10:30			9		12			22:30			15		6		
10:45			16	41	20	48	89	22:45			10	51	8	46	97
11:00			18		8			23:00			11		8		
11:15			12		16			23:15			9		10		
11:30			24		16			23:30			8		11		
11:45			18	72	17	57	129	23:45			13	41	9	38	79
Total Vol.				304		275	**579**					903		824	**1727**

Daily Totals

	NB	SB		EB	WB
			Combined	1207	1099
			2306		

	AM			PM		
Split %	52.5%	47.5%	**25.1%**	52.3%	47.7%	**74.9%**
Peak Hour	11:30	11:30	**11:30**	12:45	14:15	**15:45**
Volume	97	75	**172**	101	93	**180**
P.H.F.	0.69	0.85	**0.75**	0.90	0.80	**0.80**

Prepared by NDS/ATD

Volumes for: Monday, March 08, 2010 **City:** Claremont **Project #:** 10-6011-004
Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			11		7			12:00			52		31		
00:15			7		5			12:15			39		32		
00:30			8		3			12:30			31		37		
00:45			2	28	4	19	47	12:45			24	146	46	146	292
01:00			5		2			13:00			27		51		
01:15			1		2			13:15			41		33		
01:30			4		0			13:30			20		23		
01:45			0	10	1	5	15	13:45			14	102	16	123	225
02:00			1		0			14:00			27		19		
02:15			0		0			14:15			25		24		
02:30			0		1			14:30			57		30		
02:45			0	1	1	2	3	14:45			28	137	21	94	231
03:00			1		1			15:00			34		21		
03:15			0		0			15:15			38		15		
03:30			0		1			15:30			46		31		
03:45			2	3	0	2	5	15:45			32	150	25	92	242
04:00			2		1			16:00			55		22		
04:15			1		1			16:15			46		21		
04:30			1		1			16:30			49		18		
04:45			1	5	2	5	10	16:45			28	178	19	80	258
05:00			2		1			17:00			107		20		
05:15			0		0			17:15			59		37		
05:30			3		6			17:30			51		19		
05:45			2	7	22	29	36	17:45			28	245	29	105	350
06:00			4		8			18:00			44		28		
06:15			1		9			18:15			30		19		
06:30			3		19			18:30			30		17		
06:45			6	14	17	53	67	18:45			30	134	23	87	221
07:00			2		12			19:00			30		24		
07:15			3		17			19:15			14		14		
07:30			3		22			19:30			13		19		
07:45			7	15	54	105	120	19:45			29	86	19	76	162
08:00			7		62			20:00			28		11		
08:15			18		34			20:15			13		14		
08:30			7		31			20:30			18		15		
08:45			11	43	40	167	210	20:45			24	83	11	51	134
09:00			9		34			21:00			23		17		
09:15			11		23			21:15			34		11		
09:30			16		40			21:30			10		8		
09:45			15	51	35	132	183	21:45			13	80	11	47	127
10:00			16		19			22:00			22		7		
10:15			14		22			22:15			11		7		
10:30			11		26			22:30			8		12		
10:45			30	71	34	101	172	22:45			10	51	10	36	87
11:00			34		19			23:00			28		14		
11:15			31		21			23:15			12		9		
11:30			18		23			23:30			12		7		
11:45			26	109	45	108	217	23:45			5	57	4	34	91
Total Vol.				357		728	**1085**					1449		971	**2420**

Daily Totals

	NB	SB	Combined	EB	WB
			3505	1806	1699

	AM			PM		
Split %	32.9%	67.1%	**31.0%**	59.9%	40.1%	**69.0%**
Peak Hour	11:45	07:45	**11:45**	16:45	12:30	**17:00**
Volume	148	181	**293**	245	167	**350**
P.H.F.	0.71	0.73	**0.88**	0.57	0.82	**0.69**

Prepared by NDS/ATD

Volumes for: Tuesday, March 09, 2010 **City:** Claremont **Project #:** 10-6011-004
Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		3			12:00			39		30		
00:15			6		3			12:15			23		32		
00:30			3		2			12:30			24		32		
00:45			7	22	4	12	34	12:45			33	119	36	130	249
01:00			4		4			13:00			34		53		
01:15			2		0			13:15			33		34		
01:30			2		1			13:30			37		21		
01:45			3	11	2	7	18	13:45			29	133	26	134	267
02:00			3		4			14:00			28		22		
02:15			3		1			14:15			29		26		
02:30			1		0			14:30			52		42		
02:45			4	11	0	5	16	14:45			49	158	29	119	277
03:00			1		1			15:00			35		12		
03:15			0		0			15:15			22		25		
03:30			0		2			15:30			52		22		
03:45			0	1	0	3	4	15:45			33	142	20	79	221
04:00			0		0			16:00			63		25		
04:15			0		0			16:15			43		23		
04:30			1		2			16:30			47		28		
04:45			3	4	2	4	8	16:45			30	183	27	103	286
05:00			0		2			17:00			96		18		
05:15			1		0			17:15			54		21		
05:30			1		12			17:30			66		22		
05:45			2	4	24	38	42	17:45			41	257	36	97	354
06:00			3		7			18:00			54		29		
06:15			2		13			18:15			26		15		
06:30			5		11			18:30			30		25		
06:45			8	18	19	50	68	18:45			39	149	34	103	252
07:00			2		15			19:00			32		29		
07:15			5		11			19:15			21		27		
07:30			6		23			19:30			21		20		
07:45			10	23	65	114	137	19:45			22	96	16	92	188
08:00			9		73			20:00			38		15		
08:15			12		37			20:15			30		15		
08:30			11		38			20:30			34		20		
08:45			13	45	35	183	228	20:45			14	116	27	77	193
09:00			20		37			21:00			29		15		
09:15			15		43			21:15			32		10		
09:30			24		41			21:30			25		17		
09:45			11	70	27	148	218	21:45			28	114	11	53	167
10:00			21		30			22:00			19		16		
10:15			11		15			22:15			16		9		
10:30			17		26			22:30			11		12		
10:45			37	86	27	98	184	22:45			4	50	7	44	94
11:00			15		29			23:00			15		7		
11:15			21		24			23:15			12		9		
11:30			30		23			23:30			14		5		
11:45			37	103	38	114	217	23:45			5	46	4	25	71
Total Vol.				398		776	**1174**					1563		1056	**2619**

Daily Totals

	NB	SB	EB	WB
Combined			1961	1832
3793				

	AM			PM		
Split %	33.9%	66.1%	**31.0%**	59.7%	40.3%	**69.0%**
Peak Hour	11:30	07:45	**07:45**	17:00	12:30	**17:00**
Volume	129	213	**255**	257	155	**354**
P.H.F.	0.83	0.73	**0.78**	0.67	0.73	**0.78**

Prepared by NDS/ATD

Volumes for: Wednesday, March 10, 2010 **City:** Claremont **Project #:** 10-6011-004

Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		6			12:00			59		33		
00:15			14		15			12:15			28		27		
00:30			6		5			12:30			24		30		
00:45			5	34	9	35	69	12:45			27	138	47	137	275
01:00			5		5			13:00			39		65		
01:15			5		1			13:15			40		25		
01:30			6		1			13:30			30		39		
01:45			1	17	1	8	25	13:45			25	134	16	145	279
02:00			2		2			14:00			34		23		
02:15			2		2			14:15			26		35		
02:30			0		0			14:30			54		30		
02:45			1	5	2	6	11	14:45			50	164	25	113	277
03:00			1		0			15:00			33		16		
03:15			0		1			15:15			34		20		
03:30			1		2			15:30			46		13		
03:45			0	2	0	3	5	15:45			27	140	25	74	214
04:00			0		1			16:00			45		35		
04:15			0		0			16:15			44		13		
04:30			2		1			16:30			47		24		
04:45			2	4	5	7	11	16:45			37	173	23	95	268
05:00			2		2			17:00			98		20		
05:15			1		0			17:15			58		35		
05:30			2		11			17:30			60		21		
05:45			5	10	25	38	48	17:45			40	256	26	102	358
06:00			1		3			18:00			53		17		
06:15			6		4			18:15			37		28		
06:30			1		18			18:30			38		29		
06:45			4	12	21	46	58	18:45			27	155	50	124	279
07:00			4		13			19:00			37		17		
07:15			7		14			19:15			30		22		
07:30			8		32			19:30			24		16		
07:45			6	25	65	124	149	19:45			24	115	29	84	199
08:00			16		71			20:00			28		25		
08:15			9		42			20:15			30		23		
08:30			8		31			20:30			24		11		
08:45			12	45	56	200	245	20:45			37	119	12	71	190
09:00			10		22			21:00			23		15		
09:15			9		28			21:15			25		23		
09:30			12		27			21:30			36		14		
09:45			18	49	49	126	175	21:45			18	102	16	68	170
10:00			14		21			22:00			26		16		
10:15			22		22			22:15			22		14		
10:30			19		22			22:30			19		16		
10:45			36	91	42	107	198	22:45			15	82	12	58	140
11:00			30		31			23:00			25		10		
11:15			16		24			23:15			12		9		
11:30			25		24			23:30			5		4		
11:45			35	106	45	124	230	23:45			6	48	5	28	76
Total Vol.				400		824	**1224**					1626		1099	**2725**

Daily Totals

	NB	SB	Combined	EB	WB
			3949	2026	1923

	AM			PM		
Split %	32.7%	67.3%	**31.0%**	59.7%	40.3%	**69.0%**
Peak Hour	11:30	07:30	**11:45**	17:00	12:45	**17:00**
Volume	147	210	**281**	256	176	**358**
P.H.F.	0.62	0.74	**0.76**	0.65	0.68	**0.76**

Prepared by NDS/ATD

Volumes for: Thursday, March 11, 2010 **City:** Claremont **Project #:** 10-6011-004
Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			8		18			12:00			59		26		
00:15			8		9			12:15			26		36		
00:30			13		4			12:30			34		26		
00:45			7	36	10	41	77	12:45			22	141	37	125	266
01:00			4		8			13:00			40		52		
01:15			4		5			13:15			43		38		
01:30			4		4			13:30			33		23		
01:45			2	14	1	18	32	13:45			23	139	24	137	276
02:00			2		4			14:00			39		24		
02:15			1		1			14:15			30		34		
02:30			2		1			14:30			67		37		
02:45			0	5	0	6	11	14:45			54	190	31	126	316
03:00			0		0			15:00			41		19		
03:15			1		0			15:15			36		19		
03:30			2		2			15:30			55		18		
03:45			0	3	0	2	5	15:45			35	167	33	89	256
04:00			0		1			16:00			70		35		
04:15			0		1			16:15			40		26		
04:30			3		1			16:30			38		17		
04:45			3	6	2	5	11	16:45			42	190	28	106	296
05:00			2		2			17:00			102		30		
05:15			3		2			17:15			60		40		
05:30			1		9			17:30			48		37		
05:45			3	9	26	39	48	17:45			49	259	25	132	391
06:00			6		11			18:00			36		30		
06:15			1		5			18:15			32		25		
06:30			0		17			18:30			42		26		
06:45			5	12	20	53	65	18:45			40	150	29	110	260
07:00			2		10			19:00			35		18		
07:15			4		13			19:15			21		14		
07:30			5		30			19:30			20		27		
07:45			6	17	61	114	131	19:45			49	125	20	79	204
08:00			10		65			20:00			42		25		
08:15			9		39			20:15			31		13		
08:30			16		34			20:30			34		19		
08:45			15	50	37	175	225	20:45			29	136	27	84	220
09:00			11		27			21:00			26		19		
09:15			19		44			21:15			21		18		
09:30			16		20			21:30			22		21		
09:45			15	61	35	126	187	21:45			17	86	16	74	160
10:00			11		23			22:00			18		21		
10:15			16		19			22:15			8		15		
10:30			10		14			22:30			13		11		
10:45			32	69	32	88	157	22:45			16	55	16	63	118
11:00			32		36			23:00			16		9		
11:15			22		26			23:15			1		6		
11:30			29		30			23:30			6		6		
11:45			42	125	45	137	262	23:45			13	36	5	26	62
Total Vol.			407		804		**1211**				1674		1151		**2825**

Daily Totals

	NB	SB		EB	WB
			Combined	2081	1955
			4036		

	AM			PM		
Split %	33.6%	66.4%	**30.0%**	59.3%	40.7%	**70.0%**
Peak Hour	11:45	07:45	**11:45**	17:00	12:30	**17:00**
Volume	161	199	**294**	259	153	**391**
P.H.F.	0.68	0.77	**0.84**	0.63	0.74	**0.74**

Prepared by NDS/ATD

Volumes for: Friday, March 12, 2010 **City:** Claremont **Project #:** 10-6011-004

Location: 9th St W/o Claremont Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		11			12:00			65		28		
00:15			8		9			12:15			39		44		
00:30			9		8			12:30			48		37		
00:45			8	34	5	33	67	12:45			40	192	39	148	340
01:00			9		7			13:00			48		35		
01:15			6		5			13:15			41		41		
01:30			11		5			13:30			30		46		
01:45			1	27	1	18	45	13:45			38	157	38	160	317
02:00			3		5			14:00			45		31		
02:15			7		0			14:15			35		40		
02:30			2		1			14:30			48		36		
02:45			2	14	1	7	21	14:45			37	165	25	132	297
03:00			0		3			15:00			32		25		
03:15			1		3			15:15			41		24		
03:30			2		0			15:30			52		32		
03:45			0	3	2	8	11	15:45			36	161	24	105	266
04:00			1		0			16:00			47		27		
04:15			1		1			16:15			37		22		
04:30			1		1			16:30			71		20		
04:45			1	4	6	8	12	16:45			67	222	26	95	317
05:00			6		5			17:00			99		22		
05:15			4		5			17:15			46		19		
05:30			2		13			17:30			33		23		
05:45			4	16	18	41	57	17:45			40	218	15	79	297
06:00			11		11			18:00			20		17		
06:15			7		13			18:15			32		17		
06:30			5		20			18:30			29		11		
06:45			8	31	22	66	97	18:45			25	106	18	63	169
07:00			3		13			19:00			22		10		
07:15			11		18			19:15			19		19		
07:30			5		24			19:30			23		21		
07:45			10	29	56	111	140	19:45			21	85	22	72	157
08:00			16		43			20:00			24		15		
08:15			7		40			20:15			21		24		
08:30			8		41			20:30			18		13		
08:45			15	46	36	160	206	20:45			5	68	15	67	135
09:00			18		32			21:00			9		16		
09:15			11		22			21:15			13		13		
09:30			20		25			21:30			16		7		
09:45			22	71	39	118	189	21:45			10	48	15	51	99
10:00			36		16			22:00			6		11		
10:15			35		31			22:15			15		18		
10:30			22		19			22:30			4		10		
10:45			34	127	29	95	222	22:45			11	36	18	57	93
11:00			39		32			23:00			14		4		
11:15			40		28			23:15			13		12		
11:30			26		24			23:30			5		7		
11:45			46	151	29	113	264	23:45			4	36	8	31	67
Total Vol.				553		778	**1331**					1494		1060	**2554**

Daily Totals

	NB	SB	EB	WB
Combined			2047	1838
3885				

	AM			PM		
Split %	41.5%	58.5%	**34.3%**	58.5%	41.5%	**65.7%**
Peak Hour	11:45	07:45	**11:45**	16:30	12:45	**16:30**
Volume	198	180	**336**	283	161	**370**
P.H.F.	0.76	0.80	**0.90**	0.71	0.88	**0.76**

Prepared by NDS/ATD

Volumes for: Friday, March 05, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	7		7					12:00	78		71				
00:15	12		8					12:15	80		73				
00:30	12		7					12:30	78		62				
00:45	2	33	8	30			63	12:45	60	296	62	268			564
01:00	8		4					13:00	69		70				
01:15	5		1					13:15	58		91				
01:30	7		8					13:30	56		68				
01:45	11	31	7	20			51	13:45	80	263	79	308			571
02:00	7		3					14:00	63		80				
02:15	6		7					14:15	89		80				
02:30	3		6					14:30	81		75				
02:45	2	18	2	18			36	14:45	80	313	70	305			618
03:00	1		1					15:00	94		91				
03:15	4		3					15:15	96		66				
03:30	4		2					15:30	93		62				
03:45	5	14	0	6			20	15:45	105	388	70	289			677
04:00	0		3					16:00	88		72				
04:15	5		3					16:15	91		78				
04:30	2		4					16:30	98		80				
04:45	7	14	3	13			27	16:45	115	392	91	321			713
05:00	5		5					17:00	149		88				
05:15	11		11					17:15	120		86				
05:30	13		14					17:30	99		79				
05:45	11	40	24	54			94	17:45	103	471	81	334			805
06:00	20		20					18:00	86		79				
06:15	21		35					18:15	81		72				
06:30	35		40					18:30	67		66				
06:45	38	114	50	145			259	18:45	73	307	53	270			577
07:00	35		43					19:00	54		53				
07:15	41		84					19:15	38		45				
07:30	66		86					19:30	35		42				
07:45	74	216	142	355			571	19:45	44	171	37	177			348
08:00	76		121					20:00	42		47				
08:15	44		73					20:15	31		39				
08:30	46		64					20:30	30		38				
08:45	49	215	52	310			525	20:45	42	145	28	152			297
09:00	60		90					21:00	41		22				
09:15	51		71					21:15	38		45				
09:30	54		61					21:30	21		30				
09:45	60	225	56	278			503	21:45	21	121	21	118			239
10:00	43		61					22:00	24		39				
10:15	54		47					22:15	29		28				
10:30	47		60					22:30	22		33				
10:45	43	187	65	233			420	22:45	22	97	26	126			223
11:00	51		53					23:00	26		27				
11:15	51		71					23:15	21		25				
11:30	53		59					23:30	14		17				
11:45	61	216	61	244			460	23:45	17	78	16	85			163
Total Vol.		1323		1706			**3029**			3042		2753			**5795**

Daily Totals

NB	SB		EB	WB
4365	4459	Combined		
		8824		

	AM			PM		
Split %	43.7%	56.3%	**34.3%**	52.5%	47.5%	**65.7%**
Peak Hour	11:45	07:15	**07:15**	16:45	16:30	**16:30**
Volume	297	433	**690**	483	345	**827**
P.H.F.	0.93	0.76	**0.80**	0.85	0.95	**0.87**

Prepared by NDS/ATD

Volumes for: Saturday, March 06, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	16		14					12:00	54		80				
00:15	24		9					12:15	65		71				
00:30	25		13					12:30	52		61				
00:45	16	81	10	46			127	12:45	51	222	60	272			494
01:00	14		16					13:00	64		53				
01:15	15		13					13:15	69		76				
01:30	6		10					13:30	72		76				
01:45	10	45	14	53			98	13:45	69	274	81	286			560
02:00	10		6					14:00	67		65				
02:15	8		4					14:15	70		72				
02:30	5		12					14:30	63		56				
02:45	3	26	3	25			51	14:45	64	264	47	240			504
03:00	3		1					15:00	69		64				
03:15	6		2					15:15	52		87				
03:30	0		4					15:30	47		56				
03:45	0	9	7	14			23	15:45	72	240	66	273			513
04:00	2		1					16:00	72		55				
04:15	4		2					16:15	66		61				
04:30	2		1					16:30	57		50				
04:45	5	13	3	7			20	16:45	38	233	43	209			442
05:00	3		3					17:00	62		38				
05:15	4		2					17:15	46		62				
05:30	9		5					17:30	57		64				
05:45	8	24	9	19			43	17:45	44	209	44	208			417
06:00	3		7					18:00	48		41				
06:15	7		5					18:15	44		40				
06:30	5		12					18:30	39		37				
06:45	14	29	12	36			65	18:45	46	177	40	158			335
07:00	9		8					19:00	31		40				
07:15	20		21					19:15	39		41				
07:30	20		24					19:30	30		40				
07:45	33	82	36	89			171	19:45	33	133	26	147			280
08:00	27		35					20:00	38		43				
08:15	18		40					20:15	26		32				
08:30	37		37					20:30	37		35				
08:45	32	114	44	156			270	20:45	36	137	39	149			286
09:00	51		50					21:00	19		33				
09:15	35		39					21:15	27		31				
09:30	54		47					21:30	21		27				
09:45	49	189	44	180			369	21:45	23	90	25	116			206
10:00	56		41					22:00	27		24				
10:15	44		59					22:15	17		26				
10:30	53		73					22:30	18		25				
10:45	52	205	54	227			432	22:45	20	82	29	104			186
11:00	51		62					23:00	22		20				
11:15	61		55					23:15	18		17				
11:30	63		62					23:30	8		11				
11:45	64	239	81	260			499	23:45	12	60	8	56			116
Total Vol.		1056		1112			**2168**			2121		2218			**4339**

Daily Totals

NB	SB		EB	WB
3177	3330	Combined 6507		

	AM			PM		
Split %	48.7%	51.3%	**33.3%**	48.9%	51.1%	**66.7%**
Peak Hour	11:30	11:30	**11:30**	13:30	13:15	**13:15**
Volume	246	294	**540**	278	298	**575**
P.H.F.	0.95	0.91	**0.93**	0.95	0.92	**0.96**

Prepared by NDS/ATD

Volumes for: Sunday, March 07, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		12					12:00	57		39				
00:15	17		17					12:15	47		58				
00:30	16		6					12:30	56		42				
00:45	6	50	9	44			94	12:45	55	215	52	191			406
01:00	5		11					13:00	50		56				
01:15	6		4					13:15	64		48				
01:30	11		10					13:30	49		54				
01:45	7	29	9	34			63	13:45	59	222	53	211			433
02:00	7		7					14:00	62		57				
02:15	8		3					14:15	49		55				
02:30	8		3					14:30	40		47				
02:45	2	25	4	17			42	14:45	46	197	62	221			418
03:00	3		2					15:00	54		46				
03:15	1		4					15:15	41		48				
03:30	3		2					15:30	45		62				
03:45	2	9	0	8			17	15:45	74	214	54	210			424
04:00	1		1					16:00	60		43				
04:15	1		4					16:15	39		51				
04:30	2		1					16:30	55		50				
04:45	0	4	0	6			10	16:45	45	199	47	191			390
05:00	6		1					17:00	45		52				
05:15	4		0					17:15	46		46				
05:30	2		3					17:30	39		35				
05:45	4	16	7	11			27	17:45	49	179	37	170			349
06:00	6		4					18:00	45		40				
06:15	4		4					18:15	40		52				
06:30	3		7					18:30	47		34				
06:45	4	17	7	22			39	18:45	34	166	56	182			348
07:00	12		5					19:00	38		37				
07:15	6		11					19:15	32		32				
07:30	8		13					19:30	31		32				
07:45	18	44	13	42			86	19:45	29	130	32	133			263
08:00	26		14					20:00	18		43				
08:15	21		19					20:15	19		24				
08:30	27		17					20:30	23		36				
08:45	31	105	40	90			195	20:45	19	79	30	133			212
09:00	22		23					21:00	20		25				
09:15	18		25					21:15	22		19				
09:30	29		27					21:30	28		20				
09:45	30	99	48	123			222	21:45	17	87	18	82			169
10:00	29		36					22:00	13		14				
10:15	32		37					22:15	14		20				
10:30	42		42					22:30	20		17				
10:45	35	138	44	159			297	22:45	11	58	10	61			119
11:00	45		40					23:00	14		13				
11:15	35		38					23:15	8		13				
11:30	50		40					23:30	16		8				
11:45	51	181	44	162			343	23:45	7	45	7	41			86
Total Vol.		717		718			**1435**			1791		1826			**3617**

Daily Totals

NB	SB		EB	WB
2508	2544	Combined		
		5052		

	AM			PM		
Split %	50.0%	50.0%	**28.4%**	49.5%	50.5%	**71.6%**
Peak Hour	11:45	11:45	**11:45**	13:15	14:00	**13:15**
Volume	211	183	**394**	234	221	**446**
P.H.F.	0.93	0.79	**0.94**	0.90	0.89	**0.94**

Prepared by NDS/ATD

Volumes for: Monday, March 08, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		8					12:00	69		77				
00:15	13		9					12:15	65		57				
00:30	5		9					12:30	69		60				
00:45	8	37	7	33			70	12:45	56	259	65	259			518
01:00	3		3					13:00	54		77				
01:15	5		2					13:15	60		63				
01:30	0		4					13:30	46		50				
01:45	0	8	1	10			18	13:45	53	213	60	250			463
02:00	2		0					14:00	56		50				
02:15	2		3					14:15	62		58				
02:30	4		2					14:30	71		71				
02:45	2	10	3	8			18	14:45	72	261	72	251			512
03:00	0		2					15:00	62		63				
03:15	3		2					15:15	64		74				
03:30	2		1					15:30	77		68				
03:45	2	7	1	6			13	15:45	79	282	76	281			563
04:00	2		4					16:00	79		63				
04:15	4		0					16:15	97		69				
04:30	6		3					16:30	106		70				
04:45	7	19	4	11			30	16:45	85	367	65	267			634
05:00	2		5					17:00	128		75				
05:15	9		6					17:15	152		73				
05:30	16		9					17:30	110		71				
05:45	9	36	24	44			80	17:45	78	468	64	283			751
06:00	10		21					18:00	80		74				
06:15	15		34					18:15	91		65				
06:30	17		32					18:30	67		57				
06:45	45	87	52	139			226	18:45	56	294	55	251			545
07:00	23		55					19:00	58		42				
07:15	42		56					19:15	40		43				
07:30	67		79					19:30	29		41				
07:45	68	200	118	308			508	19:45	39	166	37	163			329
08:00	75		132					20:00	48		30				
08:15	43		74					20:15	42		38				
08:30	47		86					20:30	30		24				
08:45	42	207	81	373			580	20:45	36	156	30	122			278
09:00	56		89					21:00	32		27				
09:15	51		64					21:15	36		21				
09:30	52		64					21:30	27		19				
09:45	51	210	67	284			494	21:45	14	109	17	84			193
10:00	39		58					22:00	20		24				
10:15	37		48					22:15	27		18				
10:30	44		44					22:30	14		11				
10:45	47	167	50	200			367	22:45	8	69	11	64			133
11:00	36		55					23:00	21		13				
11:15	33		39					23:15	13		14				
11:30	47		67					23:30	3		13				
11:45	42	158	72	233			391	23:45	5	42	2	42			84
Total Vol.		1146		1649			**2795**			2686		2317			**5003**

Daily Totals

NB	SB	Combined	EB	WB
3832	3966	7798		

	AM			PM		
Split %	41.0%	59.0%	**35.8%**	53.7%	46.3%	**64.2%**
Peak Hour	07:30	07:45	**07:30**	16:45	16:45	**16:45**
Volume	253	410	**656**	475	284	**759**
P.H.F.	0.84	0.78	**0.79**	0.85	0.95	**0.84**

Prepared by NDS/ATD

Volumes for: Tuesday, March 09, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		8					12:00	74		75				
00:15	5		4					12:15	59		75				
00:30	5		5					12:30	56		54				
00:45	5	21	4	21			42	12:45	41	230	59	263			493
01:00	3		3					13:00	54		76				
01:15	3		2					13:15	40		64				
01:30	2		3					13:30	64		50				
01:45	4	12	5	13			25	13:45	55	213	49	239			452
02:00	1		5					14:00	57		58				
02:15	3		4					14:15	74		66				
02:30	5		3					14:30	80		82				
02:45	4	13	3	15			28	14:45	88	299	66	272			571
03:00	1		0					15:00	82		69				
03:15	2		2					15:15	59		76				
03:30	0		0					15:30	106		67				
03:45	1	4	1	3			7	15:45	74	321	69	281			602
04:00	5		1					16:00	65		56				
04:15	3		3					16:15	97		72				
04:30	1		1					16:30	115		71				
04:45	7	16	4	9			25	16:45	112	389	63	262			651
05:00	7		5					17:00	128		77				
05:15	12		8					17:15	144		84				
05:30	12		9					17:30	111		65				
05:45	12	43	20	42			85	17:45	113	496	67	293			789
06:00	16		27					18:00	92		79				
06:15	15		32					18:15	66		72				
06:30	20		44					18:30	58		62				
06:45	40	91	54	157			248	18:45	75	291	76	289			580
07:00	29		72					19:00	77		50				
07:15	53		75					19:15	49		48				
07:30	76		84					19:30	36		34				
07:45	86	244	109	340			584	19:45	35	197	34	166			363
08:00	58		149					20:00	43		28				
08:15	48		80					20:15	32		40				
08:30	37		74					20:30	45		29				
08:45	46	189	68	371			560	20:45	40	160	43	140			300
09:00	54		79					21:00	28		31				
09:15	53		61					21:15	45		35				
09:30	43		63					21:30	25		23				
09:45	38	188	49	252			440	21:45	34	132	18	107			239
10:00	40		61					22:00	18		24				
10:15	44		41					22:15	26		15				
10:30	41		57					22:30	13		13				
10:45	41	166	49	208			374	22:45	9	66	13	65			131
11:00	48		44					23:00	20		7				
11:15	42		45					23:15	7		8				
11:30	48		50					23:30	6		8				
11:45	54	192	47	186			378	23:45	11	44	7	30			74
Total Vol.		1179		1617			**2796**			2838		2407			**5245**

Daily Totals

NB	SB		EB	WB
4017	4024	Combined		
		8041		

	AM			PM		
Split %	42.2%	57.8%	**34.8%**	54.1%	45.9%	**65.2%**
Peak Hour	07:15	07:30	**07:15**	16:30	16:30	**16:30**
Volume	273	422	**690**	499	295	**794**
P.H.F.	0.79	0.71	**0.83**	0.94	0.88	**0.87**

Prepared by NDS/ATD

Volumes for: Wednesday, March 10, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		9					12:00	68		53				
00:15	11		9					12:15	71		55				
00:30	4		5					12:30	61		57				
00:45	6	31	7	30			61	12:45	61	261	76	241			502
01:00	3		10					13:00	50		87				
01:15	2		5					13:15	68		51				
01:30	7		5					13:30	49		66				
01:45	3	15	4	24			39	13:45	68	235	58	262			497
02:00	1		1					14:00	58		54				
02:15	2		1					14:15	73		67				
02:30	1		3					14:30	74		55				
02:45	1	5	1	6			11	14:45	87	292	63	239			531
03:00	1		0					15:00	81		81				
03:15	1		1					15:15	86		68				
03:30	2		4					15:30	77		67				
03:45	1	5	2	7			12	15:45	72	316	62	278			594
04:00	0		2					16:00	64		84				
04:15	7		5					16:15	104		72				
04:30	4		4					16:30	126		56				
04:45	11	22	7	18			40	16:45	104	398	71	283			681
05:00	11		6					17:00	146		72				
05:15	9		7					17:15	103		79				
05:30	17		12					17:30	115		81				
05:45	16	53	31	56			109	17:45	98	462	63	295			757
06:00	15		19					18:00	100		54				
06:15	20		31					18:15	91		66				
06:30	23		43					18:30	68		67				
06:45	38	96	57	150			246	18:45	70	329	67	254			583
07:00	39		77					19:00	66		42				
07:15	43		64					19:15	37		51				
07:30	68		111					19:30	43		43				
07:45	87	237	146	398			635	19:45	40	186	49	185			371
08:00	68		109					20:00	60		51				
08:15	39		73					20:15	46		45				
08:30	68		84					20:30	48		41				
08:45	62	237	88	354			591	20:45	47	201	40	177			378
09:00	50		65					21:00	34		46				
09:15	62		73					21:15	31		32				
09:30	44		40					21:30	26		27				
09:45	51	207	66	244			451	21:45	27	118	23	128			246
10:00	44		45					22:00	29		31				
10:15	44		47					22:15	23		19				
10:30	40		60					22:30	18		20				
10:45	44	172	47	199			371	22:45	17	87	16	86			173
11:00	50		49					23:00	19		10				
11:15	33		45					23:15	14		9				
11:30	42		49					23:30	5		14				
11:45	56	181	72	215			396	23:45	9	47	8	41			88
Total Vol.		1261		1701			**2962**			2932		2469			**5401**

Daily Totals

NB	SB		EB	WB
4193	4170	Combined		
		8363		

	AM			PM		
Split %	42.6%	57.4%	**35.4%**	54.3%	45.7%	**64.6%**
Peak Hour	07:15	07:30	**07:30**	16:15	16:45	**16:45**
Volume	266	439	**701**	480	303	**771**
P.H.F.	0.76	0.75	**0.75**	0.87	0.94	**0.88**

Prepared by NDS/ATD

Volumes for: Thursday, March 11, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		12					12:00	87		63				
00:15	10		7					12:15	83		70				
00:30	11		9					12:30	44		74				
00:45	4	36	4	32			68	12:45	63	277	56	263			540
01:00	6		8					13:00	46		58				
01:15	2		5					13:15	73		57				
01:30	2		4					13:30	68		61				
01:45	2	12	2	19			31	13:45	62	249	72	248			497
02:00	4		4					14:00	72		56				
02:15	3		4					14:15	74		69				
02:30	2		5					14:30	74		93				
02:45	1	10	1	14			24	14:45	78	298	68	286			584
03:00	1		0					15:00	81		82				
03:15	0		1					15:15	92		85				
03:30	3		2					15:30	90		83				
03:45	3	7	2	5			12	15:45	88	351	75	325			676
04:00	1		4					16:00	88		73				
04:15	6		6					16:15	115		62				
04:30	4		4					16:30	101		65				
04:45	4	15	3	17			32	16:45	105	409	92	292			701
05:00	12		4					17:00	166		84				
05:15	15		8					17:15	126		73				
05:30	14		18					17:30	95		85				
05:45	14	55	30	60			115	17:45	99	486	65	307			793
06:00	14		24					18:00	91		82				
06:15	14		30					18:15	88		87				
06:30	23		43					18:30	85		65				
06:45	44	95	63	160			255	18:45	78	342	64	298			640
07:00	41		60					19:00	55		73				
07:15	53		80					19:15	42		49				
07:30	95		91					19:30	64		46				
07:45	77	266	149	380			646	19:45	55	216	57	225			441
08:00	56		108					20:00	48		47				
08:15	62		59					20:15	46		46				
08:30	40		92					20:30	45		52				
08:45	56	214	86	345			559	20:45	53	192	38	183			375
09:00	63		75					21:00	32		44				
09:15	42		74					21:15	60		32				
09:30	42		65					21:30	36		28				
09:45	52	199	49	263			462	21:45	33	161	28	132			293
10:00	42		51					22:00	29		23				
10:15	45		37					22:15	12		26				
10:30	50		51					22:30	10		18				
10:45	61	198	49	188			386	22:45	12	63	16	83			146
11:00	54		55					23:00	19		18				
11:15	37		52					23:15	15		11				
11:30	54		51					23:30	9		6				
11:45	65	210	69	227			437	23:45	15	58	11	46			104
Total Vol.		1317		1710			**3027**			3102		2688			**5790**

Daily Totals

NB	SB	Combined
4419	4398	8817

EB	WB

	AM			PM		
Split %	43.5%	56.5%	**34.3%**	53.6%	46.4%	**65.7%**
Peak Hour	07:30	07:15	**07:15**	16:30	16:45	**16:45**
Volume	290	428	**709**	498	334	**826**
P.H.F.	0.76	0.72	**0.78**	0.81	0.91	**0.83**

Prepared by NDS/ATD

Volumes for: Friday, March 12, 2010 **City:** Claremont **Project #:** 10-6011-005

Location: Claremont Blvd N/o 9th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	16		4					12:00	77		80				
00:15	9		9					12:15	75		71				
00:30	10		13					12:30	73		69				
00:45	9	44	6	32			76	12:45	76	301	65	285			586
01:00	5		8					13:00	57		71				
01:15	5		10					13:15	66		65				
01:30	7		1					13:30	71		60				
01:45	5	22	5	24			46	13:45	81	275	78	274			549
02:00	3		7					14:00	74		75				
02:15	5		0					14:15	87		88				
02:30	3		3					14:30	91		63				
02:45	4	15	2	12			27	14:45	91	343	67	293			636
03:00	1		2					15:00	84		95				
03:15	1		1					15:15	97		64				
03:30	1		1					15:30	78		82				
03:45	2	5	2	6			11	15:45	82	341	70	311			652
04:00	3		2					16:00	66		68				
04:15	5		6					16:15	94		63				
04:30	7		5					16:30	94		56				
04:45	6	21	7	20			41	16:45	116	370	96	283			653
05:00	9		6					17:00	148		75				
05:15	16		6					17:15	117		81				
05:30	11		13					17:30	89		73				
05:45	15	51	19	44			95	17:45	94	448	72	301			749
06:00	14		26					18:00	74		56				
06:15	17		38					18:15	90		69				
06:30	27		41					18:30	55		56				
06:45	45	103	68	173			276	18:45	68	287	59	240			527
07:00	33		71					19:00	44		50				
07:15	56		65					19:15	32		47				
07:30	76		108					19:30	44		44				
07:45	88	253	96	340			593	19:45	38	158	35	176			334
08:00	73		91					20:00	40		31				
08:15	36		79					20:15	41		30				
08:30	44		79					20:30	36		28				
08:45	56	209	82	331			540	20:45	34	151	26	115			266
09:00	60		71					21:00	38		42				
09:15	39		54					21:15	33		33				
09:30	50		51					21:30	32		24				
09:45	69	218	84	260			478	21:45	23	126	26	125			251
10:00	59		57					22:00	17		37				
10:15	54		56					22:15	31		25				
10:30	41		52					22:30	12		18				
10:45	47	201	47	212			413	22:45	19	79	22	102			181
11:00	54		64					23:00	18		12				
11:15	56		47					23:15	13		21				
11:30	56		59					23:30	23		14				
11:45	71	237	70	240			477	23:45	11	65	15	62			127
Total Vol.		1379		1694			**3073**			2944		2567			**5511**

Daily Totals

NB	SB		EB	WB
4323	4261	Combined		
		8584		

	AM			PM		
Split %	44.9%	55.1%	**35.8%**	53.4%	46.6%	**64.2%**
Peak Hour	11:45	07:30	**07:15**	16:30	16:45	**16:45**
Volume	296	374	**653**	475	325	**795**
P.H.F.	0.96	0.87	**0.89**	0.85	0.85	**0.89**

Prepared by NDS/ATD

Volumes for: Friday, March 05, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		5					12:00	66		74				
00:15	8		16					12:15	61		92				
00:30	4		3					12:30	60		67				
00:45	0	16	4	28			44	12:45	72	259	82	315			574
01:00	8		0					13:00	59		78				
01:15	4		5					13:15	55		60				
01:30	2		5					13:30	63		59				
01:45	6	20	3	13			33	13:45	58	235	82	279			514
02:00	2		4					14:00	70		89				
02:15	3		6					14:15	82		71				
02:30	0		1					14:30	73		66				
02:45	0	5	1	12			17	14:45	74	299	78	304			603
03:00	3		0					15:00	82		93				
03:15	1		1					15:15	90		80				
03:30	3		3					15:30	93		75				
03:45	2	9	1	5			14	15:45	93	358	77	325			683
04:00	2		2					16:00	94		67				
04:15	3		3					16:15	91		91				
04:30	4		3					16:30	98		95				
04:45	10	19	5	13			32	16:45	109	392	88	341			733
05:00	5		8					17:00	95		102				
05:15	11		11					17:15	128		71				
05:30	19		12					17:30	98		94				
05:45	22	57	26	57			114	17:45	101	422	77	344			766
06:00	29		15					18:00	68		70				
06:15	22		32					18:15	71		65				
06:30	36		34					18:30	66		53				
06:45	50	137	50	131			268	18:45	57	262	52	240			502
07:00	38		67					19:00	45		50				
07:15	52		72					19:15	46		35				
07:30	65		111					19:30	31		24				
07:45	94	249	124	374			623	19:45	40	162	25	134			296
08:00	67		89					20:00	33		36				
08:15	57		78					20:15	38		31				
08:30	55		61					20:30	36		36				
08:45	68	247	66	294			541	20:45	35	142	23	126			268
09:00	64		72					21:00	35		30				
09:15	41		72					21:15	32		31				
09:30	61		51					21:30	28		31				
09:45	59	225	56	251			476	21:45	20	115	25	117			232
10:00	46		58					22:00	26		24				
10:15	60		59					22:15	20		26				
10:30	41		65					22:30	15		22				
10:45	52	199	53	235			434	22:45	21	82	23	95			177
11:00	57		47					23:00	30		33				
11:15	53		68					23:15	10		17				
11:30	52		57					23:30	12		12				
11:45	64	226	80	252			478	23:45	13	65	13	75			140
Total Vol.		1409		1665			**3074**			2793		2695			**5488**

Daily Totals

NB	SB		EB	WB
4202	4360	Combined		
		8562		

	AM			PM		
Split %	45.8%	54.2%	**35.9%**	50.9%	49.1%	**64.1%**
Peak Hour	07:30	07:30	**07:30**	16:30	16:15	**16:30**
Volume	283	402	**685**	430	376	**786**
P.H.F.	0.75	0.81	**0.79**	0.91	0.92	**0.99**

Prepared by NDS/ATD

Volumes for: Saturday, March 06, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		14					12:00	47		60				
00:15	18		15					12:15	62		70				
00:30	8		11					12:30	49		59				
00:45	5	51	8	48			99	12:45	55	213	61	250			463
01:00	7		9					13:00	53		68				
01:15	8		5					13:15	69		63				
01:30	12		4					13:30	57		62				
01:45	9	36	12	30			66	13:45	68	247	85	278			525
02:00	6		5					14:00	60		55				
02:15	2		2					14:15	64		52				
02:30	1		3					14:30	56		54				
02:45	1	10	1	11			21	14:45	78	258	48	209			467
03:00	3		2					15:00	47		58				
03:15	5		2					15:15	41		54				
03:30	1		2					15:30	44		67				
03:45	3	12	6	12			24	15:45	49	181	62	241			422
04:00	1		2					16:00	55		43				
04:15	2		0					16:15	59		60				
04:30	4		3					16:30	38		49				
04:45	4	11	2	7			18	16:45	44	196	33	185			381
05:00	4		2					17:00	46		46				
05:15	2		5					17:15	46		64				
05:30	11		5					17:30	47		59				
05:45	10	27	6	18			45	17:45	48	187	42	211			398
06:00	3		2					18:00	44		51				
06:15	5		5					18:15	39		31				
06:30	8		9					18:30	40		35				
06:45	15	31	14	30			61	18:45	36	159	33	150			309
07:00	7		11					19:00	29		30				
07:15	27		21					19:15	28		21				
07:30	22		21					19:30	27		32				
07:45	34	90	42	95			185	19:45	30	114	19	102			216
08:00	28		29					20:00	23		20				
08:15	32		31					20:15	27		21				
08:30	30		37					20:30	24		21				
08:45	44	134	29	126			260	20:45	25	99	25	87			186
09:00	38		49					21:00	23		28				
09:15	38		37					21:15	23		18				
09:30	54		45					21:30	22		19				
09:45	50	180	49	180			360	21:45	24	92	14	79			171
10:00	56		47					22:00	17		16				
10:15	42		40					22:15	16		19				
10:30	57		50					22:30	10		17				
10:45	43	198	43	180			378	22:45	14	57	19	71			128
11:00	46		55					23:00	22		14				
11:15	56		50					23:15	8		15				
11:30	63		66					23:30	17		5				
11:45	40	205	81	252			457	23:45	13	60	7	41			101
Total Vol.		985		989			**1974**			1863		1904			**3767**

Daily Totals

NB	SB		EB	WB
2848	2893	Combined		
		5741		

	AM			PM		
Split %	49.9%	50.1%	**34.4%**	49.5%	50.5%	**65.6%**
Peak Hour	11:30	11:30	**11:30**	14:00	13:00	**13:00**
Volume	212	277	**489**	258	278	**525**
P.H.F.	0.84	0.85	**0.93**	0.92	0.82	**0.86**

Prepared by NDS/ATD

Volumes for: Sunday, March 07, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		15					12:00	39		44				
00:15	11		6					12:15	58		61				
00:30	8		5					12:30	43		44				
00:45	11	41	5	31			72	12:45	55	195	46	195			390
01:00	7		6					13:00	52		50				
01:15	7		9					13:15	48		49				
01:30	5		7					13:30	29		25				
01:45	4	23	10	32			55	13:45	58	187	51	175			362
02:00	6		2					14:00	49		47				
02:15	3		2					14:15	41		46				
02:30	4		6					14:30	34		38				
02:45	2	15	4	14			29	14:45	47	171	41	172			343
03:00	0		2					15:00	50		42				
03:15	1		3					15:15	38		48				
03:30	1		3					15:30	55		53				
03:45	1	3	1	9			12	15:45	52	195	46	189			384
04:00	2		1					16:00	32		49				
04:15	1		2					16:15	45		39				
04:30	1		1					16:30	41		40				
04:45	2	6	0	4			10	16:45	31	149	48	176			325
05:00	3		1					17:00	42		49				
05:15	3		0					17:15	30		37				
05:30	4		1					17:30	45		40				
05:45	4	14	7	9			23	17:45	42	159	35	161			320
06:00	3		5					18:00	35		37				
06:15	4		9					18:15	41		28				
06:30	4		5					18:30	31		40				
06:45	8	19	6	25			44	18:45	24	131	38	143			274
07:00	9		5					19:00	42		26				
07:15	9		6					19:15	13		33				
07:30	15		16					19:30	25		23				
07:45	20	53	11	38			91	19:45	18	98	26	108			206
08:00	21		15					20:00	14		32				
08:15	21		17					20:15	15		22				
08:30	23		14					20:30	13		26				
08:45	28	93	40	86			179	20:45	18	60	22	102			162
09:00	22		16					21:00	12		21				
09:15	15		27					21:15	12		18				
09:30	31		45					21:30	31		12				
09:45	22	90	26	114			204	21:45	9	64	12	63			127
10:00	32		31					22:00	9		14				
10:15	28		33					22:15	12		21				
10:30	36		35					22:30	8		6				
10:45	38	134	40	139			273	22:45	8	37	6	47			84
11:00	42		40					23:00	11		15				
11:15	37		39					23:15	7		5				
11:30	50		51					23:30	6		3				
11:45	47	176	42	172			348	23:45	8	32	3	26			58
Total Vol.		667		673			**1340**			1478		1557			**3035**

Daily Totals

NB	SB	Combined
2145	2230	4375

	AM			PM		
Split %	49.8%	50.2%	**30.6%**	48.7%	51.3%	**69.4%**
Peak Hour	11:30	11:30	**11:30**	12:15	12:15	**12:15**
Volume	194	198	**392**	208	201	**409**
P.H.F.	0.84	0.81	**0.82**	0.91	0.82	**0.86**

Prepared by NDS/ATD

Volumes for: Monday, March 08, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		3					12:00	55		72				
00:15	5		4					12:15	46		52				
00:30	4		4					12:30	62		60				
00:45	3	17	5	16			33	12:45	51	214	70	254			468
01:00	4		3					13:00	62		68				
01:15	3		1					13:15	58		60				
01:30	0		3					13:30	52		48				
01:45	3	10	0	7			17	13:45	55	227	57	233			460
02:00	1		2					14:00	49		51				
02:15	2		1					14:15	62		65				
02:30	2		1					14:30	69		97				
02:45	1	6	3	7			13	14:45	62	242	69	282			524
03:00	1		1					15:00	52		96				
03:15	3		0					15:15	63		63				
03:30	1		1					15:30	74		80				
03:45	2	7	5	7			14	15:45	75	264	64	303			567
04:00	1		2					16:00	82		81				
04:15	7		3					16:15	96		83				
04:30	5		7					16:30	96		61				
04:45	8	21	4	16			37	16:45	92	366	62	287			653
05:00	1		8					17:00	106		87				
05:15	12		9					17:15	105		73				
05:30	21		15					17:30	94		76				
05:45	26	60	20	52			112	17:45	75	380	55	291			671
06:00	17		20					18:00	59		51				
06:15	14		34					18:15	70		57				
06:30	34		40					18:30	63		47				
06:45	37	102	50	144			246	18:45	52	244	50	205			449
07:00	42		77					19:00	53		33				
07:15	56		65					19:15	37		41				
07:30	66		103					19:30	30		36				
07:45	87	251	117	362			613	19:45	40	160	41	151			311
08:00	78		92					20:00	32		37				
08:15	53		71					20:15	35		28				
08:30	48		63					20:30	25		25				
08:45	58	237	77	303			540	20:45	25	117	27	117			234
09:00	49		46					21:00	22		24				
09:15	51		73					21:15	19		18				
09:30	45		56					21:30	15		11				
09:45	56	201	71	246			447	21:45	21	77	21	74			151
10:00	45		53					22:00	16		26				
10:15	35		46					22:15	19		12				
10:30	52		37					22:30	12		9				
10:45	50	182	44	180			362	22:45	8	55	14	61			116
11:00	34		60					23:00	10		12				
11:15	35		55					23:15	4		10				
11:30	44		66					23:30	5		6				
11:45	45	158	59	240			398	23:45	6	25	5	33			58
Total Vol.		1252		1580			**2832**			2371		2291			**4662**

Daily Totals

NB	SB		EB	WB
3623	3871	Combined		
		7494		

	AM			PM		
Split %	44.2%	55.8%	**37.8%**	50.9%	49.1%	**62.2%**
Peak Hour	07:15	07:30	**07:30**	16:30	14:15	**16:45**
Volume	287	383	**667**	399	327	**695**
P.H.F.	0.82	0.82	**0.82**	0.94	0.84	**0.90**

Prepared by NDS/ATD

Volumes for: Tuesday, March 09, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		4					12:00	72		75				
00:15	2		2					12:15	49		60				
00:30	3		5					12:30	52		66				
00:45	4	11	4	15			26	12:45	53	226	78	279			505
01:00	2		3					13:00	56		67				
01:15	0		1					13:15	51		60				
01:30	2		4					13:30	42		53				
01:45	1	5	5	13			18	13:45	65	214	58	238			452
02:00	3		2					14:00	57		52				
02:15	5		3					14:15	69		67				
02:30	2		5					14:30	86		81				
02:45	0	10	0	10			20	14:45	76	288	85	285			573
03:00	1		2					15:00	63		88				
03:15	1		0					15:15	66		79				
03:30	1		0					15:30	92		89				
03:45	2	5	0	2			7	15:45	70	291	74	330			621
04:00	3		6					16:00	68		71				
04:15	3		2					16:15	97		82				
04:30	5		5					16:30	118		69				
04:45	9	20	3	16			36	16:45	106	389	64	286			675
05:00	7		9					17:00	109		104				
05:15	11		9					17:15	123		85				
05:30	20		16					17:30	105		81				
05:45	27	65	24	58			123	17:45	93	430	68	338			768
06:00	17		27					18:00	90		68				
06:15	16		31					18:15	70		75				
06:30	33		48					18:30	69		53				
06:45	40	106	60	166			272	18:45	67	296	60	256			552
07:00	45		76					19:00	50		48				
07:15	70		90					19:15	40		35				
07:30	76		109					19:30	36		28				
07:45	98	289	121	396			685	19:45	34	160	31	142			302
08:00	77		83					20:00	41		40				
08:15	49		68					20:15	32		34				
08:30	43		58					20:30	37		36				
08:45	65	234	65	274			508	20:45	43	153	29	139			292
09:00	49		46					21:00	26		29				
09:15	49		56					21:15	30		33				
09:30	44		56					21:30	19		28				
09:45	45	187	41	199			386	21:45	23	98	22	112			210
10:00	48		49					22:00	17		19				
10:15	40		46					22:15	22		18				
10:30	38		42					22:30	11		10				
10:45	42	168	52	189			357	22:45	9	59	13	60			119
11:00	57		43					23:00	17		12				
11:15	43		51					23:15	11		7				
11:30	46		43					23:30	3		6				
11:45	43	189	54	191			380	23:45	6	37	8	33			70
Total Vol.		1289		1529			**2818**			2641		2498			**5139**

Daily Totals

NB	SB		EB	WB
3930	4027	Combined		
		7957		

	AM			PM		
Split %	45.7%	54.3%	**35.4%**	51.4%	48.6%	**64.6%**
Peak Hour	07:15	07:15	**07:15**	16:30	14:45	**16:30**
Volume	321	403	**724**	456	341	**778**
P.H.F.	0.82	0.83	**0.83**	0.94	0.96	**0.91**

Prepared by NDS/ATD

Volumes for: Wednesday, March 10, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		7					12:00	57		65				
00:15	5		8					12:15	60		64				
00:30	4		4					12:30	49		48				
00:45	1	20	3	22			42	12:45	58	224	69	246			470
01:00	2		4					13:00	53		79				
01:15	5		7					13:15	65		60				
01:30	3		7					13:30	53		74				
01:45	2	12	2	20			32	13:45	67	238	54	267			505
02:00	1		2					14:00	50		59				
02:15	2		2					14:15	84		56				
02:30	1		2					14:30	69		73				
02:45	0	4	0	6			10	14:45	79	282	70	258			540
03:00	2		0					15:00	68		71				
03:15	2		1					15:15	80		75				
03:30	2		1					15:30	64		80				
03:45	1	7	2	4			11	15:45	74	286	66	292			578
04:00	1		0					16:00	77		83				
04:15	8		6					16:15	89		75				
04:30	2		6					16:30	120		65				
04:45	13	24	10	22			46	16:45	99	385	67	290			675
05:00	10		12					17:00	106		91				
05:15	9		11					17:15	88		88				
05:30	21		13					17:30	101		81				
05:45	31	71	28	64			135	17:45	80	375	63	323			698
06:00	18		22					18:00	72		66				
06:15	33		37					18:15	82		65				
06:30	24		38					18:30	66		60				
06:45	40	115	56	153			268	18:45	65	285	57	248			533
07:00	46		80					19:00	47		39				
07:15	51		76					19:15	35		45				
07:30	62		114					19:30	35		45				
07:45	102	261	124	394			655	19:45	44	161	46	175			336
08:00	86		91					20:00	52		42				
08:15	60		61					20:15	44		37				
08:30	67		74					20:30	30		32				
08:45	65	278	76	302			580	20:45	37	163	41	152			315
09:00	58		53					21:00	32		42				
09:15	56		55					21:15	27		34				
09:30	39		48					21:30	19		31				
09:45	48	201	53	209			410	21:45	21	99	17	124			223
10:00	31		44					22:00	26		22				
10:15	39		48					22:15	21		19				
10:30	39		60					22:30	12		15				
10:45	44	153	52	204			357	22:45	10	69	13	69			138
11:00	49		51					23:00	16		11				
11:15	37		49					23:15	5		10				
11:30	60		61					23:30	6		7				
11:45	51	197	59	220			417	23:45	6	33	5	33			66
Total Vol.		1343		1620			**2963**			2600		2477			**5077**

Daily Totals

NB	SB		EB	WB
3943	4097	Combined		
		8040		

	AM			PM		
Split %	45.3%	54.7%	**36.9%**	51.2%	48.8%	**63.1%**
Peak Hour	07:45	07:15	**07:15**	16:15	16:45	**16:30**
Volume	315	405	**706**	414	327	**724**
P.H.F.	0.77	0.82	**0.78**	0.85	0.90	**0.92**

Prepared by NDS/ATD

Volumes for: Thursday, March 11, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		5					12:00	72		71				
00:15	9		5					12:15	62		65				
00:30	5		8					12:30	41		65				
00:45	3	21	0	18			39	12:45	55	230	54	255			485
01:00	4		7					13:00	60		64				
01:15	2		2					13:15	66		56				
01:30	0		3					13:30	63		54				
01:45	3	9	3	15			24	13:45	66	255	74	248			503
02:00	3		3					14:00	67		56				
02:15	4		6					14:15	74		66				
02:30	1		2					14:30	69		81				
02:45	1	9	1	12			21	14:45	82	292	79	282			574
03:00	2		0					15:00	64		93				
03:15	1		1					15:15	93		89				
03:30	2		2					15:30	81		116				
03:45	4	9	2	5			14	15:45	95	333	85	383			716
04:00	2		4					16:00	86		80				
04:15	6		5					16:15	91		81				
04:30	6		6					16:30	91		65				
04:45	6	20	6	21			41	16:45	108	376	81	307			683
05:00	13		8					17:00	130		101				
05:15	12		13					17:15	110		83				
05:30	17		16					17:30	108		77				
05:45	26	68	30	67			135	17:45	69	417	61	322			739
06:00	18		18					18:00	86		79				
06:15	20		31					18:15	93		66				
06:30	31		42					18:30	70		65				
06:45	52	121	61	152			273	18:45	74	323	63	273			596
07:00	42		66					19:00	43		57				
07:15	62		83					19:15	33		49				
07:30	87		112					19:30	50		29				
07:45	92	283	126	387			670	19:45	33	159	51	186			345
08:00	72		78					20:00	42		45				
08:15	67		72					20:15	31		44				
08:30	57		82					20:30	30		42				
08:45	59	255	80	312			567	20:45	45	148	28	159			307
09:00	52		75					21:00	28		30				
09:15	52		61					21:15	38		33				
09:30	54		70					21:30	30		27				
09:45	51	209	44	250			459	21:45	22	118	28	118			236
10:00	48		50					22:00	21		28				
10:15	46		39					22:15	7		23				
10:30	56		56					22:30	11		17				
10:45	56	206	46	191			397	22:45	9	48	20	88			136
11:00	49		59					23:00	17		13				
11:15	49		59					23:15	17		9				
11:30	61		33					23:30	11		9				
11:45	72	231	67	218			449	23:45	14	59	8	39			98
Total Vol.		1441		1648			**3089**			2758		2660			**5418**

Daily Totals

NB	SB		EB	WB
4199	4308	Combined		
		8507		

	AM			PM		
Split %	46.6%	53.4%	**36.3%**	50.9%	49.1%	**63.7%**
Peak Hour	07:30	07:15	**07:15**	16:45	15:00	**16:45**
Volume	318	399	**712**	456	383	**798**
P.H.F.	0.86	0.79	**0.82**	0.88	0.83	**0.86**

Prepared by NDS/ATD

Volumes for: Friday, March 12, 2010 **City:** Claremont **Project #:** 10-6011-006

Location: Claremont Blvd S/o 6th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		4					12:00	65		91				
00:15	8		5					12:15	58		76				
00:30	9		5					12:30	62		62				
00:45	4	30	7	21			51	12:45	59	244	60	289			533
01:00	5		2					13:00	61		72				
01:15	3		6					13:15	67		66				
01:30	7		1					13:30	75		69				
01:45	5	20	3	12			32	13:45	76	279	69	276			555
02:00	3		3					14:00	91		77				
02:15	2		2					14:15	94		81				
02:30	3		1					14:30	94		67				
02:45	0	8	2	8			16	14:45	92	371	83	308			679
03:00	1		0					15:00	71		104				
03:15	1		0					15:15	92		73				
03:30	1		2					15:30	78		89				
03:45	1	4	0	2			6	15:45	90	331	80	346			677
04:00	4		2					16:00	73		82				
04:15	5		5					16:15	82		75				
04:30	5		4					16:30	93		70				
04:45	11	25	7	18			43	16:45	105	353	92	319			672
05:00	5		9					17:00	118		100				
05:15	14		9					17:15	108		81				
05:30	11		13					17:30	78		70				
05:45	28	58	22	53			111	17:45	81	385	84	335			720
06:00	19		16					18:00	77		58				
06:15	21		40					18:15	81		67				
06:30	41		41					18:30	58		55				
06:45	46	127	67	164			291	18:45	72	288	51	231			519
07:00	43		68					19:00	48		49				
07:15	66		73					19:15	34		45				
07:30	83		115					19:30	39		34				
07:45	97	289	101	357			646	19:45	34	155	36	164			319
08:00	67		78					20:00	33		36				
08:15	56		68					20:15	37		32				
08:30	54		77					20:30	30		28				
08:45	80	257	68	291			548	20:45	27	127	18	114			241
09:00	54		62					21:00	42		38				
09:15	57		52					21:15	40		32				
09:30	49		54					21:30	23		24				
09:45	59	219	72	240			459	21:45	29	134	27	121			255
10:00	57		58					22:00	19		26				
10:15	48		59					22:15	20		20				
10:30	40		56					22:30	21		20				
10:45	44	189	57	230			419	22:45	19	79	18	84			163
11:00	53		58					23:00	15		14				
11:15	53		65					23:15	17		14				
11:30	56		57					23:30	12		11				
11:45	75	237	73	253			490	23:45	9	53	13	52			105
Total Vol.		1463		1649			**3112**			2799		2639			**5438**

Daily Totals

NB	SB	Combined
4262	4288	8550

	AM			PM		
Split %	47.0%	53.0%	**36.4%**	51.5%	48.5%	**63.6%**
Peak Hour	07:15	07:15	**07:15**	16:30	14:45	**16:30**
Volume	313	367	**680**	424	349	**767**
P.H.F.	0.81	0.80	**0.86**	0.92	0.84	**0.88**

APPENDIX A-III

INTERSECTION COUNTS (WEEKDAY)

1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Indian Hill Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	1	1	1	2	0	1	2	1	
7:00 AM	16	31	10	28	58	31	13	70	14	11	149	20	451
7:15 AM	26	50	16	20	54	19	8	86	21	11	153	39	503
7:30 AM	28	112	16	41	95	69	47	115	16	46	202	65	852
7:45 AM	52	74	19	71	105	100	34	168	29	42	255	35	984
8:00 AM	32	43	30	38	70	22	29	168	37	34	189	11	703
8:15 AM	44	43	18	26	63	20	14	177	24	18	119	17	583
8:30 AM	25	38	28	30	45	12	12	170	18	25	113	17	533
8:45 AM	29	36	28	19	63	16	16	162	22	30	120	16	557
TOTAL VOLUMES =	NL 252	NT 427	NR 165	SL 273	ST 553	SR 289	EL 173	ET 1116	ER 181	WL 217	WT 1300	WR 220	TOTAL 5166

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	156	272	83	176	333	211	124	628	106	140	765	128	3122
PEAK HR. FACTOR:		0.819			0.652			0.917			0.778		0.793

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Indian Hill Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	0.5	1	1	1	1	2	0	1	2	1	
4:00 PM	62	81	34	55	91	19	20	183	25	39	237	8	854
4:15 PM	58	98	33	38	67	22	27	189	21	28	169	15	765
4:30 PM	61	69	46	50	85	15	25	200	35	37	181	21	825
4:45 PM	56	105	22	40	94	20	13	228	31	37	229	30	905
5:00 PM	93	115	31	36	132	17	17	198	27	46	262	24	998
5:15 PM	91	98	25	79	110	24	22	247	26	42	282	10	1056
5:30 PM	87	102	35	54	127	14	20	243	28	49	266	12	1037
5:45 PM	107	148	37	56	136	15	32	243	23	29	275	14	1115
TOTAL VOLUMES =	NL 615	NT 816	NR 263	SL 408	ST 842	SR 146	EL 176	ET 1731	ER 216	WL 307	WT 1901	WR 134	TOTAL 7555

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	378	463	128	225	505	70	91	931	104	166	1085	60	4206
PEAK HR. FACTOR:		0.830			0.939			0.945			0.981		0.943

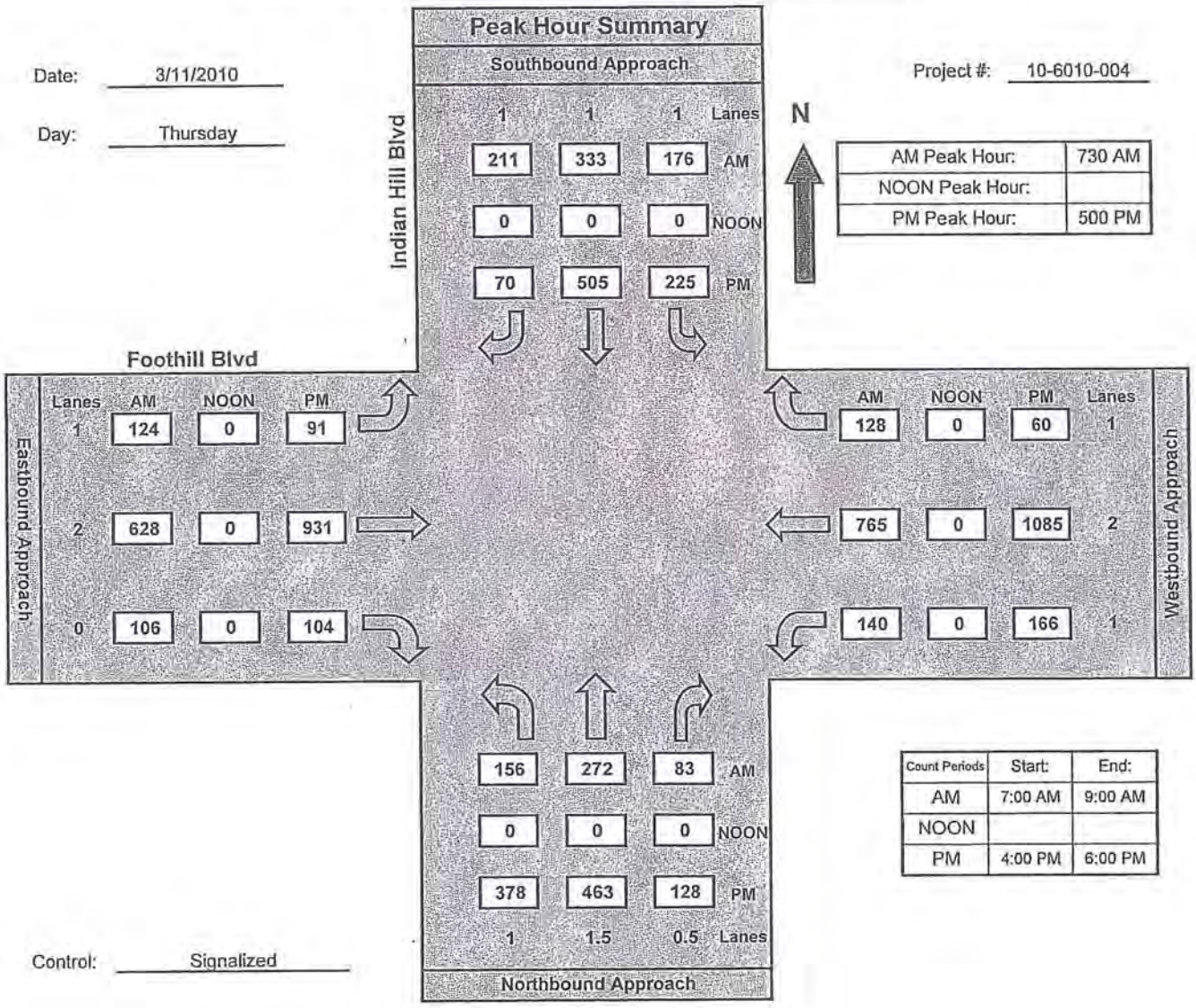
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Indian Hill Blvd and Foothill Blvd , City of Claremont



Date: 3/11/2010

Day: Thursday

Project #: 10-6010-004

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

2

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6062_002

Day: TUESDAY

City: City of Claremont

Date: 7/12/2011

AM

NS/EW Streets:	Indian Hill Blvd			Indian Hill Blvd			Harrison Ave/5th St			Harrison Ave/5th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
7:00 AM	1	49	1	0	73	2	1	2	5	0	4	1	139
7:15 AM	4	41	0	3	56	5	3	3	4	1	1	0	121
7:30 AM	5	76	5	0	72	6	2	2	4	5	1	2	180
7:45 AM	9	75	3	3	126	7	7	2	8	1	4	5	250
8:00 AM	3	91	6	1	120	8	5	7	11	4	5	2	263
8:15 AM	6	72	3	3	95	2	0	4	6	2	2	3	198
8:30 AM	5	71	1	6	109	2	0	5	9	2	3	3	216
8:45 AM	2	95	8	0	126	4	2	11	9	2	3	5	267
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	570	27	16	777	36	20	36	56	17	23	21	1634
APPROACH %'s :	5.54%	90.19%	4.27%	1.93%	93.73%	4.34%	17.86%	32.14%	50.00%	27.87%	37.70%	34.43%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	16	329	18	10	450	16	7	27	35	10	13	13	944
PEAK HR FACTOR :		0.864			0.915			0.750			0.818		0.884
CONTROL : Signalized	23	463	26	15	617	23	10	39	51	15	19	19	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6062_002 **Day:** TUESDAY

City: City of Claremont **Date:** 7/12/2011

PM

NS/EW Streets:	Indian Hill Blvd			Indian Hill Blvd			Harrison Ave/5th St			Harrison Ave/5th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
4:00 PM	3	150	4	4	107	6	9	9	15	7	6	8	328
4:15 PM	12	150	1	7	100	4	7	8	12	3	8	14	326
4:30 PM	13	158	5	3	101	8	8	8	17	6	9	8	344
4:45 PM	11	183	4	3	128	12	5	10	15	6	13	9	399
5:00 PM	14	178	4	1	130	9	10	11	17	14	11	12	411
5:15 PM	6	188	10	1	131	6	10	10	14	7	11	7	401
5:30 PM	11	163	5	1	119	7	5	2	10	4	5	12	344
5:45 PM	6	124	2	1	128	8	8	7	9	5	6	8	312
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	76	1294	35	21	944	60	62	65	109	52	69	78	2865
APPROACH %'s :	5.41%	92.10%	2.49%	2.05%	92.10%	5.85%	26.27%	27.54%	46.19%	26.13%	34.67%	39.20%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	42	712	23	6	508	34	30	33	56	31	40	40	1555
PEAK HR FACTOR :		0.952			0.958			0.783			0.750		0.946

CONTROL : Signalized

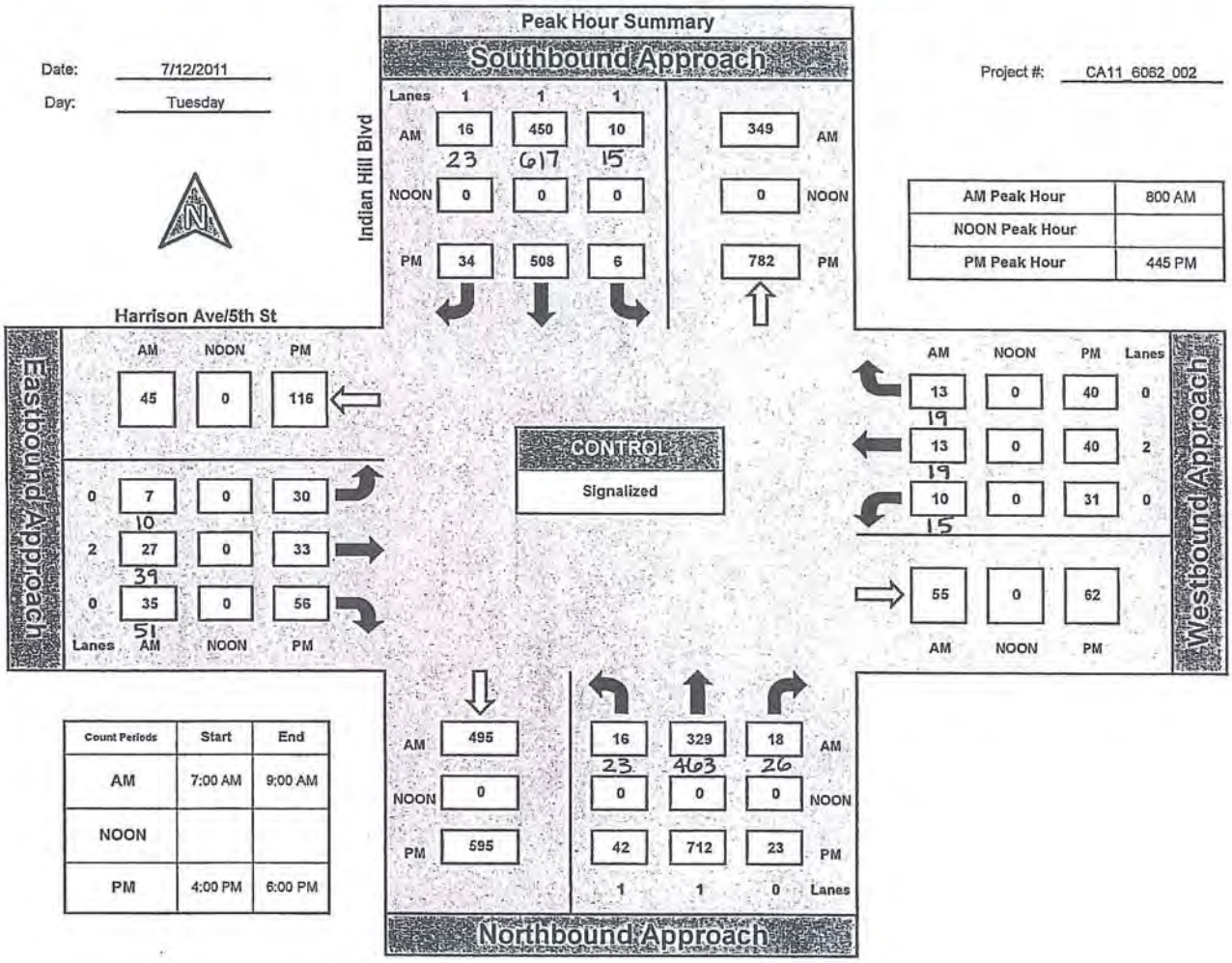
ITM Peak Hour Summary

Prepared by:

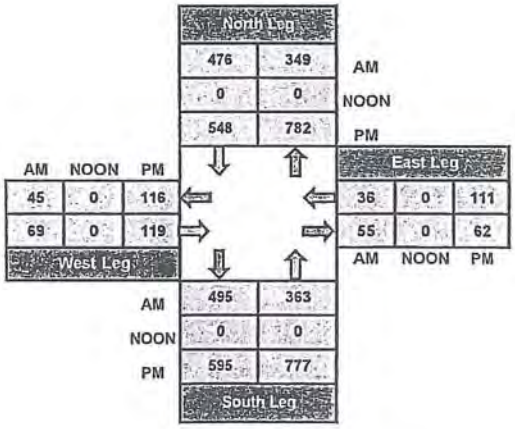
NDS

National Data & Surveying Services

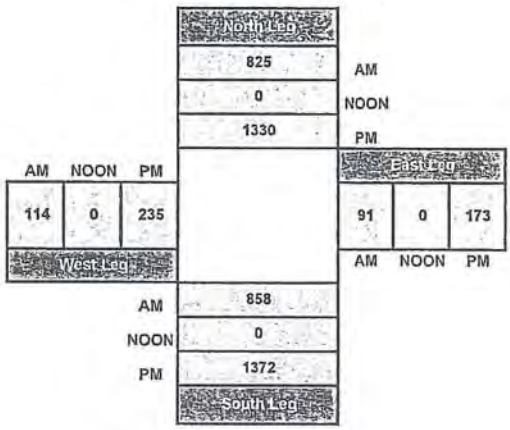
Indian Hill Blvd and Harrison Ave/5th St , City of Claremont



Total Ins & Outs



Total Volume Per Leg



3

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6134_005 **Day:** WEDNESDAY

City: City of Claremont **Date:** 12/07/2011

AM

NS/EW Streets:	Indian Hill Blvd			Indian Hill Blvd			First St			First St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	1	1	1	1	0	
7:00 AM	10	39	18	2	62	2	1	1	11	15	2	4	167
7:15 AM	7	70	18	7	69	1	0	3	10	6	3	10	204
7:30 AM	14	103	32	6	114	3	2	7	18	15	3	10	327
7:45 AM	11	108	44	5	111	4	0	7	20	29	14	13	366
8:00 AM	10	127	39	11	113	5	1	6	18	20	5	11	366
8:15 AM	7	113	50	10	122	4	0	3	13	20	3	15	360
8:30 AM	9	158	39	13	119	3	0	5	7	18	0	15	386
8:45 AM	16	111	47	9	118	7	1	4	12	18	7	17	367
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	829	287	63	828	29	5	36	109	141	37	95	2543
APPROACH %'s :	7.00%	69.08%	23.92%	6.85%	90.00%	3.15%	3.33%	24.00%	72.67%	51.65%	13.55%	34.80%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	42	509	175	43	472	19	2	18	50	76	15	58	1479
PEAK HR FACTOR :		0.881			0.982			0.700			0.887		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6134_005 **Day:** WEDNESDAY

City: City of Claremont **Date:** 12/07/2011

PM

NS/EW Streets:	Indian Hill Blvd			Indian Hill Blvd			First St			First St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	1	1	1	1	0	
4:00 PM	20	143	44	13	136	14	9	9	20	31	13	26	478
4:15 PM	19	127	41	16	135	15	5	10	18	29	12	29	456
4:30 PM	13	104	58	12	130	9	8	6	22	30	17	34	443
4:45 PM	27	117	57	13	124	15	8	15	15	42	22	37	492
5:00 PM	25	121	47	13	140	23	14	9	27	60	12	28	519
5:15 PM	20	126	52	8	137	19	7	6	28	49	10	28	490
5:30 PM	29	116	32	7	154	13	12	8	23	31	13	20	458
5:45 PM	18	113	40	7	111	11	8	6	19	46	9	20	408
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	171	967	371	89	1067	119	71	69	172	318	108	222	3744
APPROACH %'s :	11.33%	64.08%	24.59%	6.98%	83.69%	9.33%	22.76%	22.12%	55.13%	49.07%	16.67%	34.26%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	101	480	188	41	555	70	41	38	93	182	57	113	1959
PEAK HR FACTOR :		0.956			0.946			0.860			0.871		0.944

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

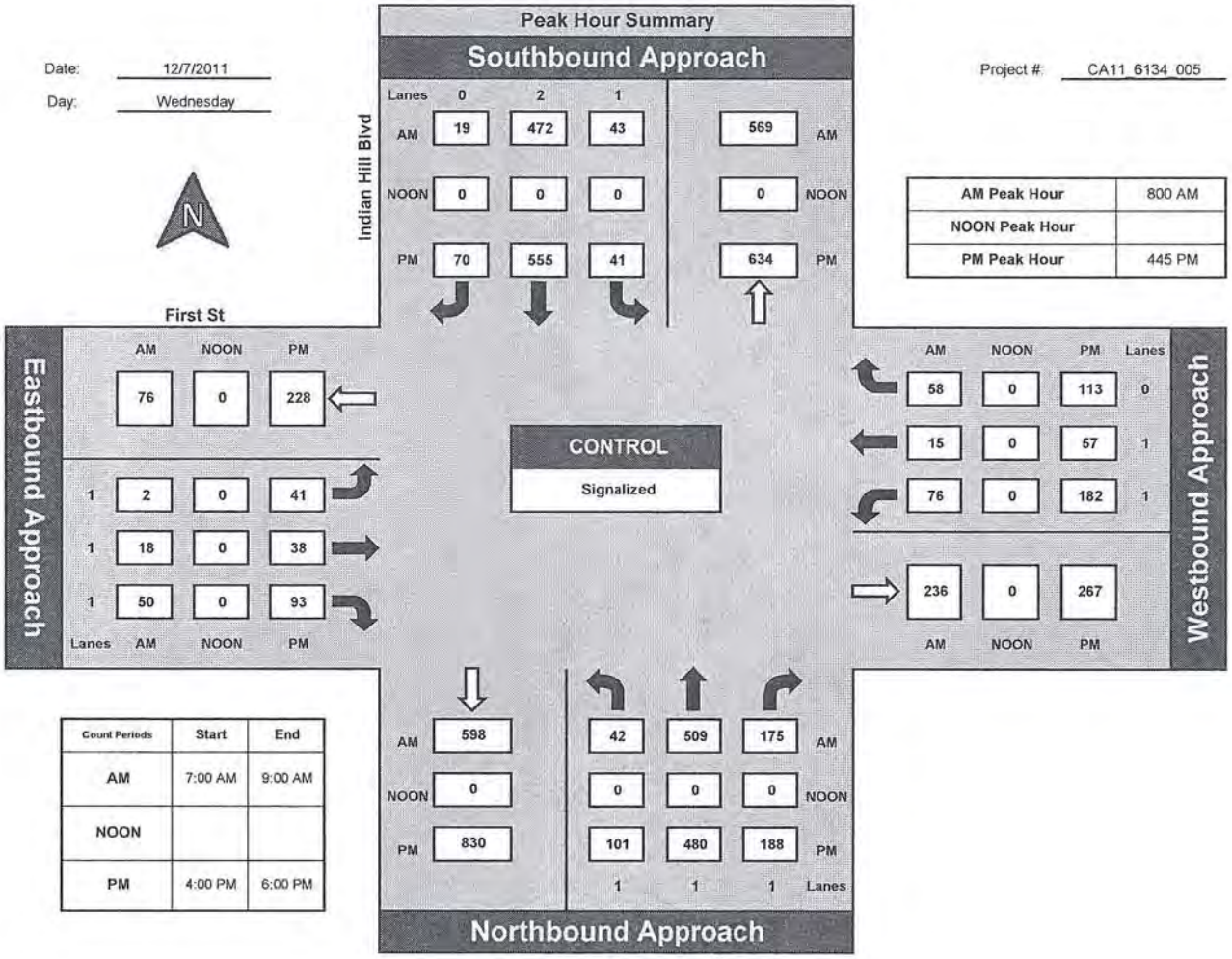
National Data & Surveying Services

Indian Hill Blvd and First St , City of Claremont

Date: 12/7/2011

Day: Wednesday

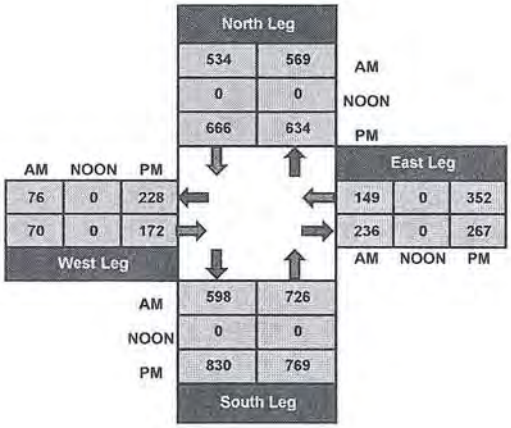
Project #: CA11_6134_005



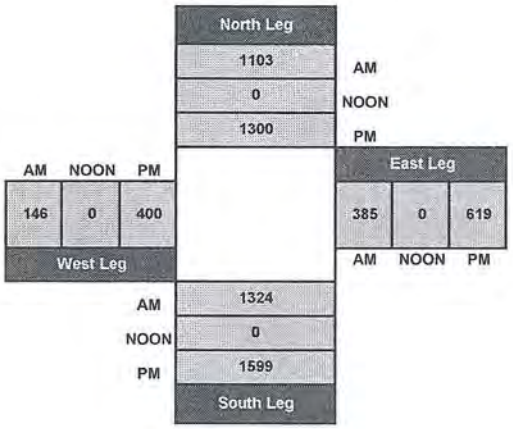
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: College Ave DATE: 9/21/2010 LOCATION: City of Claremont

E-W STREET: 6th St DAY: TUESDAY PROJECT# 10-6081-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	1	16	3	2	26	1	2	6	0	3	9	2	71
7:15 AM	1	29	2	4	32	0	2	6	2	3	10	3	94
7:30 AM	3	48	4	1	41	4	2	10	1	2	19	6	141
7:45 AM	3	51	6	6	63	6	4	19	5	12	18	5	198
8:00 AM	2	32	13	2	54	4	8	15	5	13	22	16	186
8:15 AM	0	31	6	9	36	7	5	5	5	7	17	8	136
8:30 AM	1	43	9	7	24	8	2	19	1	4	10	2	130
8:45 AM	3	37	11	2	21	5	4	9	0	6	18	3	119
TOTAL VOLUMES =	NL 14	NT 287	NR 54	SL 33	ST 297	SR 35	EL 29	ET 89	ER 19	WL 50	WT 123	WR 45	TOTAL 1075

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	8	162	29	18	194	21	19	49	16	34	76	35	661
PEAK HR. FACTOR:		0.829			0.777			0.750			0.711		0.835

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: College Ave DATE: 9/21/2010 LOCATION: City of Claremont

E-W STREET: 6th St DAY: TUESDAY PROJECT# 10-6081-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	4	38	12	9	32	7	5	15	1	8	19	5	155
4:15 PM	2	43	19	9	33	8	3	14	1	18	15	9	174
4:30 PM	3	60	13	10	34	2	2	11	1	16	32	4	188
4:45 PM	4	36	13	11	43	15	3	22	2	20	24	4	197
5:00 PM	1	55	20	13	53	3	7	27	3	16	25	4	227
5:15 PM	3	59	21	10	62	7	4	13	3	12	20	2	216
5:30 PM	6	45	11	9	45	2	0	20	0	7	23	4	172
5:45 PM	4	54	10	1	48	1	6	18	1	16	21	2	182
TOTAL VOLUMES =	NL 27	NT 390	NR 119	SL 72	ST 350	SR 45	EL 30	ET 140	ER 12	WL 113	WT 179	WR 34	TOTAL 1511

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	11	210	67	44	192	27	16	73	9	64	101	14	828
PEAK HR. FACTOR:		0.867			0.832			0.662			0.861		0.912

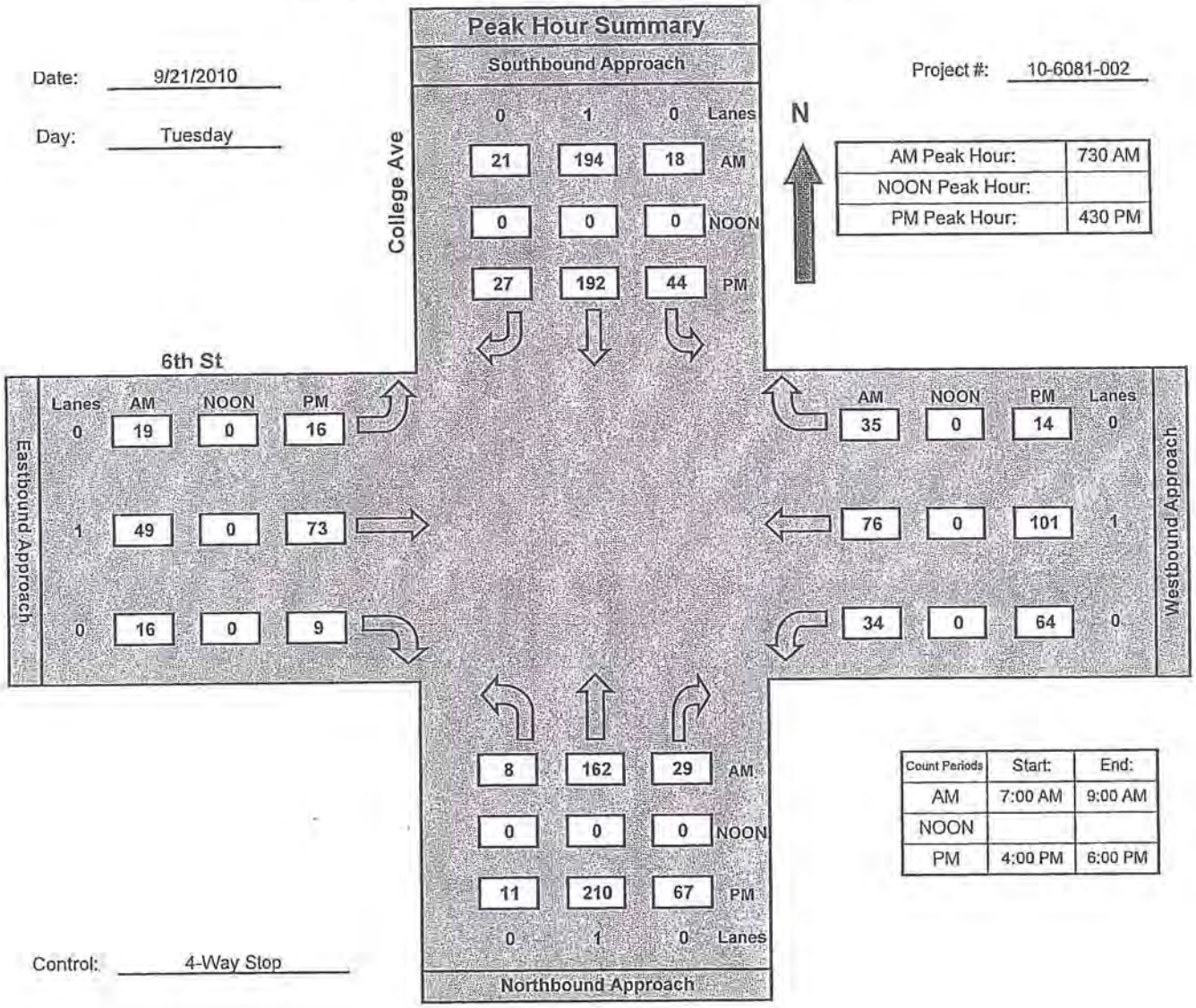
CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

College Ave and 6th St , City of Claremont



Date: 9/21/2010

Day: Tuesday

Project #: 10-6081-002

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 4-Way Stop

5

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mills Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	1	1	1	1	2	0	1	2	0	
7:00 AM	0	0	0	19	0	43	12	81	3	2	148	7	315
7:15 AM	0	0	1	16	0	61	11	101	0	1	219	13	423
7:30 AM	2	0	1	22	0	104	35	116	1	0	287	22	590
7:45 AM	3	0	1	52	0	154	79	174	2	1	313	42	821
8:00 AM	1	0	1	45	1	123	57	155	0	1	222	30	636
8:15 AM	1	0	1	16	0	60	22	147	0	0	178	14	439
8:30 AM	0	0	2	21	0	69	30	143	1	2	169	15	452
8:45 AM	0	2	1	22	0	67	22	144	1	3	151	24	437
TOTAL VOLUMES =	NL 7	NT 2	NR 8	SL 213	ST 1	SR 681	EL 268	ET 1061	ER 8	WL 10	WT 1687	WR 167	TOTAL 4113

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	7	0	4	135	1	441	193	592	3	2	1000	108	2486
PEAK HR. FACTOR:		0.688			0.700			0.773			0.779		0.757

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mills Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	1	1	1	1	2	0	1	2	0	
4:00 PM	5	4	0	21	0	41	62	269	4	4	220	34	664
4:15 PM	3	3	5	16	0	40	64	260	4	2	204	28	629
4:30 PM	3	1	2	18	0	45	64	293	2	2	160	27	617
4:45 PM	2	1	1	22	1	45	44	278	6	1	207	32	640
5:00 PM	3	1	4	27	1	39	86	276	3	3	228	44	715
5:15 PM	7	7	5	20	3	43	69	284	9	4	194	25	670
5:30 PM	7	2	5	20	1	42	65	268	4	6	195	27	642
5:45 PM	7	2	4	25	1	50	56	268	4	1	219	36	673
TOTAL VOLUMES =	NL 37	NT 21	NR 26	SL 169	ST 7	SR 345	EL 510	ET 2196	ER 36	WL 23	WT 1627	WR 253	TOTAL 5250

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	24	12	18	92	6	174	276	1096	20	14	836	132	2700
PEAK HR. FACTOR:		0.711			0.895			0.953			0.893		0.944

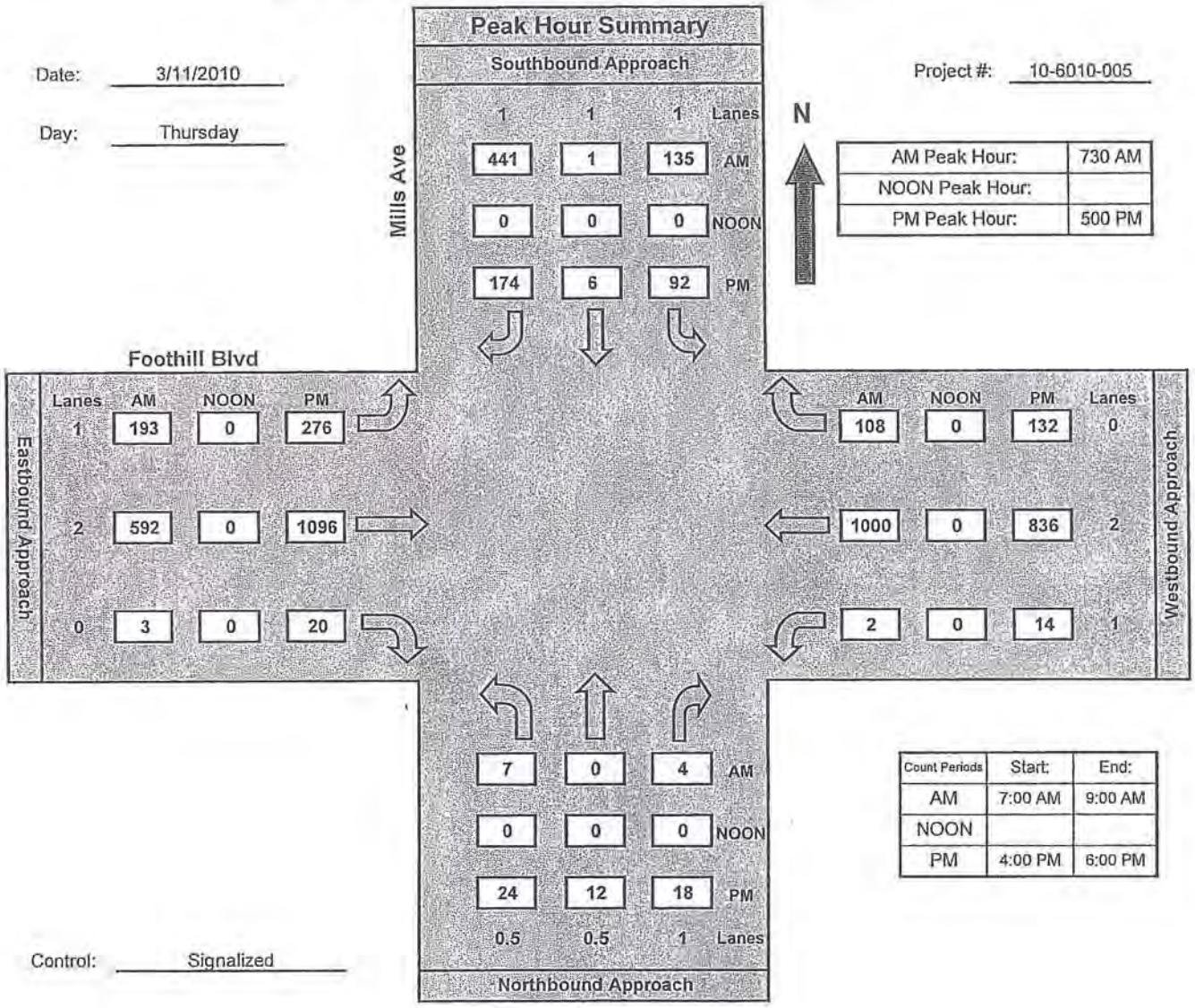
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Mills Ave and Foothill Blvd , City of Claremont



6

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mills Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 6th St DAY: THURSDAY PROJECT# 10-6016-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	3	1	3	1	0	1	0	13	1	3	23	3	52
7:15 AM	2	0	1	0	0	0	3	10	3	0	27	0	46
7:30 AM	4	0	1	0	0	1	1	14	0	1	35	0	57
7:45 AM	6	0	1	2	1	1	1	20	5	4	71	2	114
8:00 AM	7	0	3	1	1	2	1	26	5	1	53	2	102
8:15 AM	7	3	2	4	0	2	1	20	1	0	40	0	80
8:30 AM	7	0	0	0	0	1	2	24	7	5	36	4	86
8:45 AM	6	4	2	3	1	0	1	22	2	1	41	3	86
TOTAL VOLUMES =	42	8	13	11	3	8	10	149	24	15	326	14	623

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	27	3	6	7	2	6	5	90	18	10	200	8	382
PEAK HR. FACTOR:		0.750			0.625			0.856			0.708		0.838

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mills Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 6th St DAY: THURSDAY PROJECT# 10-6016-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	3	1	5	3	6	3	5	45	5	6	41	2	125
4:15 PM	7	1	3	3	3	0	3	45	3	2	45	2	117
4:30 PM	4	1	2	1	1	0	0	49	5	1	39	3	106
4:45 PM	2	1	5	2	1	2	1	45	6	1	37	1	104
5:00 PM	2	0	2	4	0	1	0	80	2	4	40	4	139
5:15 PM	4	1	5	0	2	1	1	42	4	3	37	2	102
5:30 PM	5	0	2	3	3	0	4	45	3	2	33	2	102
5:45 PM	4	0	3	3	0	5	1	46	3	6	35	3	109
TOTAL VOLUMES =	NL 31	NT 5	NR 27	SL 19	ST 16	SR 12	EL 15	ET 397	ER 31	WL 25	WT 307	WR 19	TOTAL 904

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	15	3	12	10	5	3	4	219	16	8	161	10	466
PEAK HR. FACTOR:		0.682			0.750			0.729			0.913		0.838

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

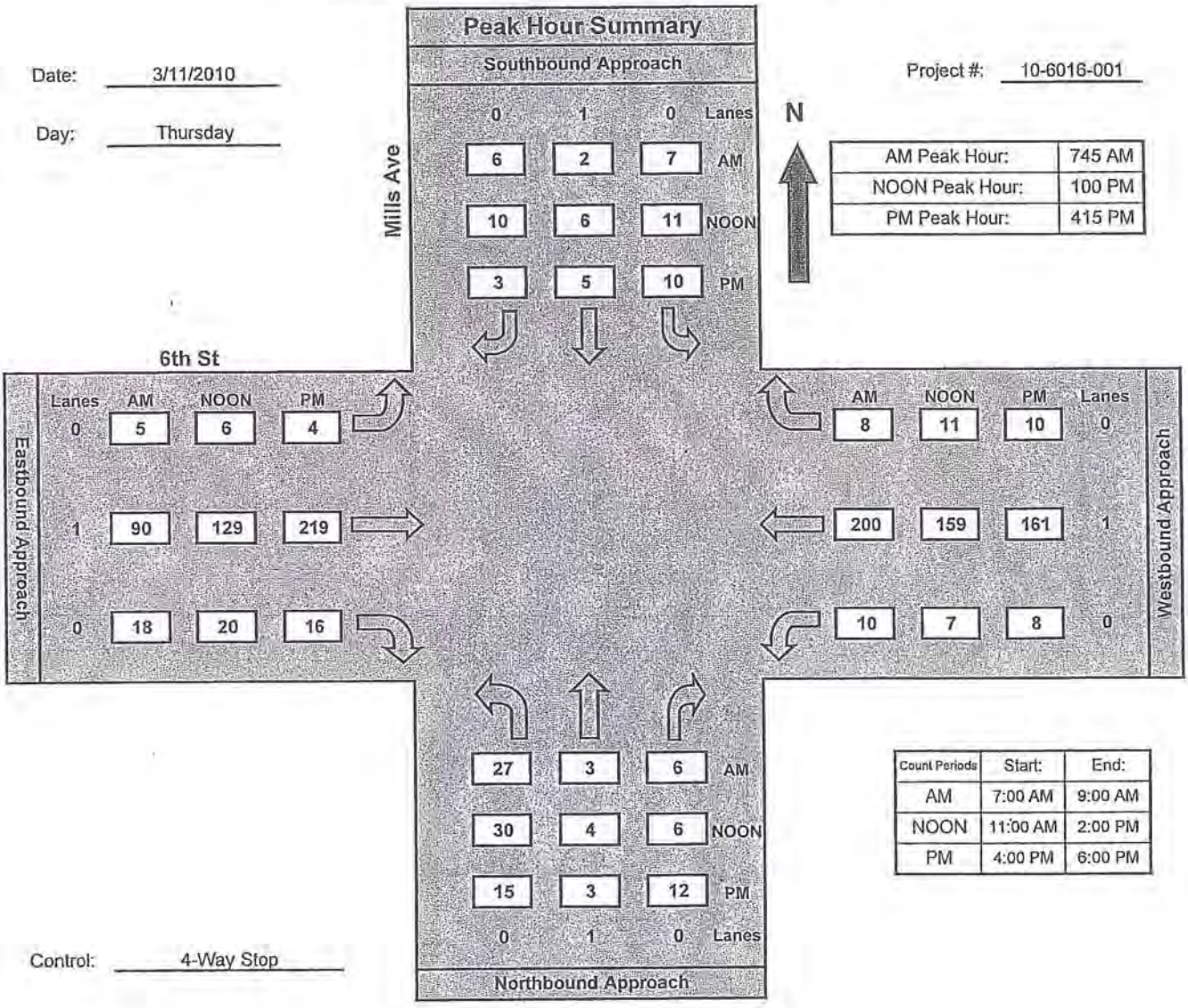
National Data & Surveying Services

Mills Ave and 6th St , City of Claremont

Date: 3/11/2010

Day: Thursday

Project #: 10-6016-001



AM Peak Hour:	745 AM
NOON Peak Hour:	100 PM
PM Peak Hour:	415 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON	11:00 AM	2:00 PM
PM	4:00 PM	6:00 PM

Control: 4-Way Stop

7

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd/Mills Ave DATE: 4/29/2009 LOCATION: City of Claremont

E-W STREET: Arrow Hwy DAY: WEDNESDAY PROJECT# 09-2012-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	27	6	7	33	31	9	69	0	4	77	13	281
7:15 AM	9	30	7	5	39	35	15	77	2	5	105	16	345
7:30 AM	13	33	8	6	35	37	17	80	1	6	99	15	350
7:45 AM	12	35	9	9	42	30	14	76	0	9	101	17	354
8:00 AM	9	40	11	13	29	29	15	86	3	7	88	21	351
8:15 AM	8	29	6	19	24	24	12	71	4	2	60	17	276
8:30 AM	7	25	12	20	32	23	17	90	5	4	54	15	304
8:45 AM	4	24	9	5	24	19	14	81	2	4	54	9	249
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 67	NT 243	NR 68	SL 84	ST 258	SR 228	EL 113	ET 630	ER 17	WL 41	WT 638	WR 123	TOTAL 2510

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	43	138	35	33	145	131	61	319	6	27	393	69	1400
PEAK HR. FACTOR:		0.900			0.954			0.928			0.963		0.989

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd/Mills Ave DATE: 4/29/2009 LOCATION: City of Claremont

E-W STREET: Arrow Hwy DAY: WEDNESDAY PROJECT# 09-2012-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	39	9	13	29	13	14	121	4	4	101	13	369
4:15 PM	13	41	8	21	35	15	13	131	6	7	108	21	419
4:30 PM	17	31	17	28	47	21	15	204	9	5	123	25	542
4:45 PM	15	39	13	25	48	25	21	213	6	9	125	31	570
5:00 PM	21	43	9	23	54	29	27	200	5	13	133	25	582
5:15 PM	19	42	12	34	46	28	25	219	8	15	117	21	586
5:30 PM	11	55	8	29	49	16	21	215	7	21	125	19	576
5:45 PM	13	41	7	23	39	13	31	201	6	6	111	13	504
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 118	NT 331	NR 83	SL 196	ST 347	SR 160	EL 167	ET 1504	ER 51	WL 80	WT 943	WR 168	TOTAL 4148

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	66	179	42	111	197	98	94	847	26	58	500	96	2314
PEAK HR. FACTOR:		0.970			0.940			0.959			0.956		0.987

CONTROL: Signalized

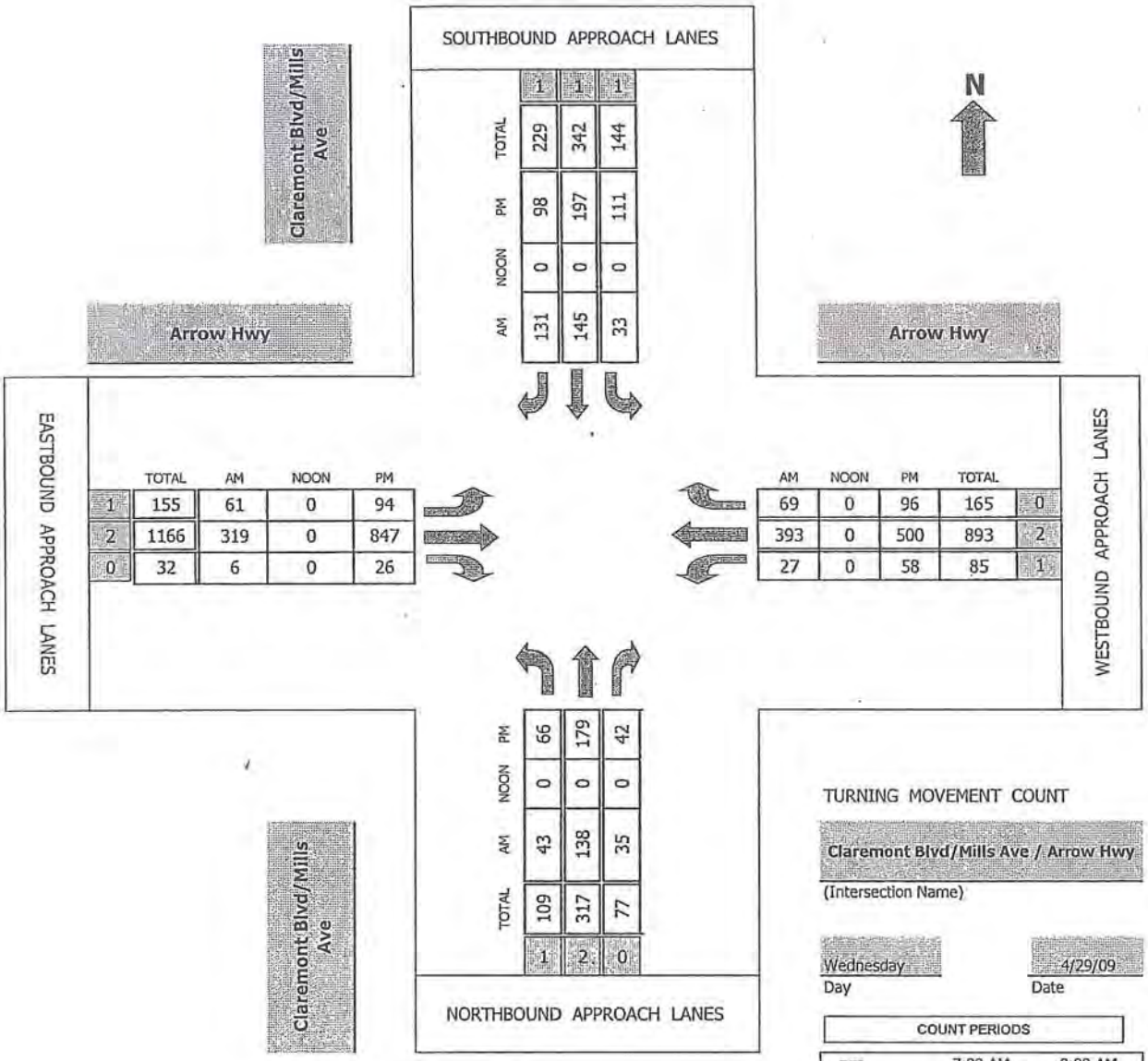
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Claremont Blvd/Mills Ave/Arrow Hwy

Project #: 09-2012-005



TURNING MOVEMENT COUNT

Claremont Blvd/Mills Ave / Arrow Hwy
(Intersection Name)

Wednesday — Day

4/29/09 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	715 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

8

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
7:00 AM	13	33	4	13	45	22	17	63	11	8	125	7	361
7:15 AM	23	19	5	9	43	18	15	80	12	9	187	5	425
7:30 AM	52	40	8	19	58	44	10	95	14	25	208	7	580
7:45 AM	43	27	4	12	76	38	32	134	28	26	270	10	700
8:00 AM	26	23	8	17	59	32	40	128	39	27	178	7	584
8:15 AM	21	26	6	15	32	25	32	102	6	10	152	7	434
8:30 AM	10	28	9	18	58	23	28	109	20	8	154	7	472
8:45 AM	19	27	8	18	52	25	21	94	13	16	122	6	421
TOTAL VOLUMES =	NL 207	NT 223	NR 52	SL 121	ST 423	SR 227	EL 195	ET 805	ER 143	WL 129	WT 1396	WR 56	TOTAL 3977

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	142	116	26	63	225	139	114	459	87	88	808	31	2298
PEAK HR. FACTOR:		0.710			0.847			0.797			0.757		0.821

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	0	1	2	0	1	2	1	
4:00 PM	35	47	11	15	35	30	46	206	31	17	173	10	656
4:15 PM	37	55	21	17	28	20	40	221	16	10	196	7	668
4:30 PM	24	64	14	17	36	20	48	230	30	14	140	8	645
4:45 PM	33	66	13	20	45	28	38	234	32	16	172	4	701
5:00 PM	32	107	23	24	34	29	44	231	37	15	216	14	806
5:15 PM	35	76	15	25	32	14	48	236	24	10	166	13	694
5:30 PM	16	64	12	30	43	32	38	220	20	13	194	15	697
5:45 PM	30	56	22	22	37	20	29	219	27	11	205	13	691
TOTAL VOLUMES =	NL 242	NT 535	NR 131	SL 170	ST 290	SR 193	EL 331	ET 1797	ER 217	WL 106	WT 1462	WR 84	TOTAL 5558

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	116	313	63	99	154	103	168	921	113	54	748	46	2898
PEAK HR. FACTOR:		0.759			0.848			0.963			0.865		0.899

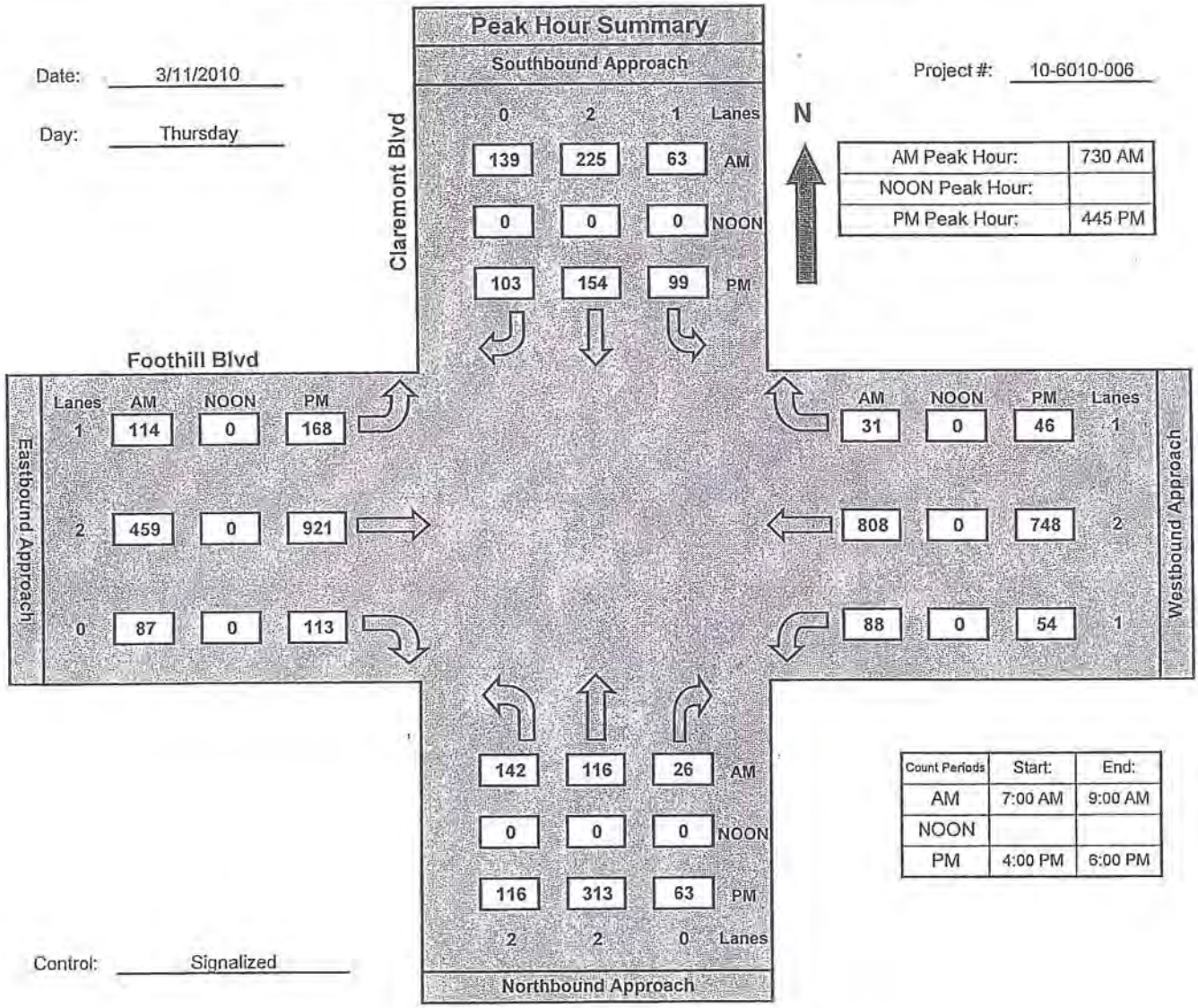
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Claremont Blvd and Foothill Blvd , City of Claremont



9

INTERSECTION DOES NOT EXIST

10

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 9th St DAY: THURSDAY PROJECT# 10-6010-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	5	45			52	5	1		1				109
7:15 AM	8	50			65	5	3		0				131
7:30 AM	19	96			84	12	1		4				216
7:45 AM	23	70			97	34	1		4				229
8:00 AM	34	54			91	28	1		5				213
8:15 AM	28	51			48	6	4		7				144
8:30 AM	23	41			74	12	2		11				163
8:45 AM	25	53			68	15	5		10				176
TOTAL VOLUMES =	NL 165	NT 460	NR 0	SL 0	ST 579	SR 117	EL 18	ET 0	ER 42	WL 0	WT 0	WR 0	TOTAL 1381

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	104	271	0	0	320	80	7	0	20	0	0	0	802
PEAK HR. FACTOR:		0.815			0.763			0.614			0.000		0.876

CONTROL: 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 9th St DAY: THURSDAY PROJECT# 10-6010-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
4:00 PM	22	74			70	9	17		50				242
4:15 PM	16	103			51	10	12		26				218
4:30 PM	11	90			65	8	11		23				208
4:45 PM	17	99			83	8	10		31				248
5:00 PM	19	135			71	12	32		65				334
5:15 PM	23	100			59	11	20		36				249
5:30 PM	22	85			73	8	12		31				231
5:45 PM	21	86			69	6	22		29				233
TOTAL VOLUMES =	NL 151	NT 772	NR 0	SL 0	ST 541	SR 72	EL 136	ET 0	ER 291	WL 0	WT 0	WR 0	TOTAL 1963

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	81	419	0	0	286	39	74	0	163	0	0	0	1062
PEAK HR. FACTOR:		0.812			0.893			0.611			0.000		0.795

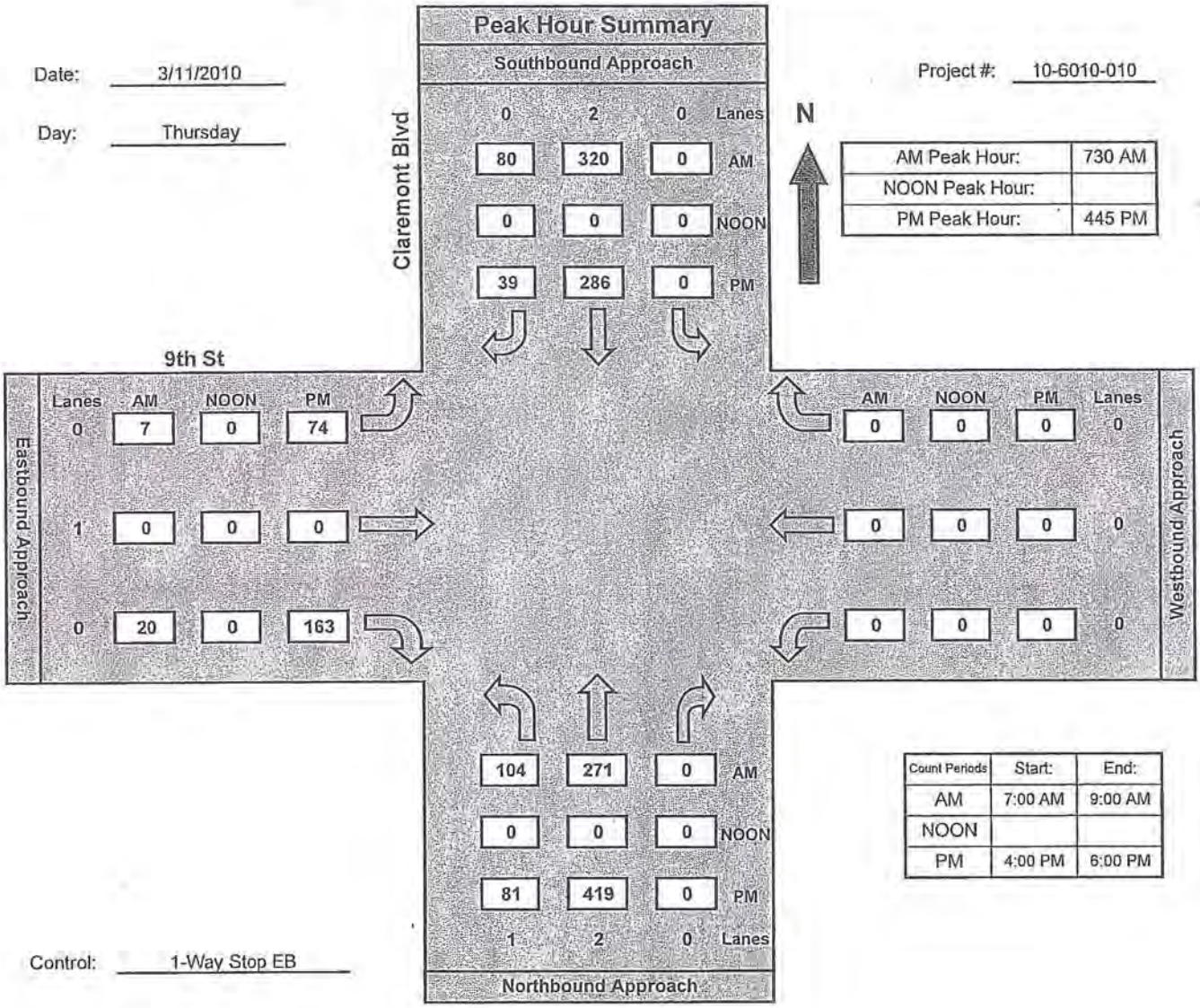
CONTROL: 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Claremont Blvd and 9th St , City of Claremont



Date: 3/11/2010

Day: Thursday

Project #: 10-6010-010

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 1-Way Stop EB

11

INTERSECTION DOES NOT EXIST

12

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 6th St/Arrow Route DAY: THURSDAY PROJECT# 10-6010-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	1	1	1	
7:00 AM	0	38	4	2	40	10	4	12	0	15	18	4	147
7:15 AM	1	47	8	3	56	7	5	9	0	25	21	11	193
7:30 AM	1	74	3	2	79	3	11	8	1	30	34	26	272
7:45 AM	6	73	5	10	78	17	7	14	1	33	62	16	322
8:00 AM	3	50	6	13	63	17	7	17	4	14	40	26	260
8:15 AM	1	45	10	3	47	8	14	13	4	16	27	25	213
8:30 AM	2	36	12	7	59	12	6	15	1	15	35	17	217
8:45 AM	3	54	7	10	68	8	9	15	0	23	45	19	261
TOTAL VOLUMES =	NL 17	NT 417	NR 55	SL 50	ST 490	SR 82	EL 63	ET 103	ER 11	WL 171	WT 282	WR 144	TOTAL 1885

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	11	242	24	28	267	45	39	52	10	93	163	93	1067
PEAK HR. FACTOR:		0.824			0.810			0.815			0.786		0.828

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 6th St/Arrow Route DAY: THURSDAY PROJECT# 10-6010-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	0.5	0.5	1	1	1	
4:00 PM	5	74	11	35	72	20	19	29	1	12	27	9	314
4:15 PM	5	65	17	12	48	10	24	29	1	16	41	24	292
4:30 PM	4	71	28	17	67	11	18	36	2	6	33	18	311
4:45 PM	3	92	14	31	73	12	20	29	4	13	30	11	332
5:00 PM	2	99	40	45	72	18	30	54	7	17	37	18	439
5:15 PM	4	87	17	21	63	17	19	31	4	26	31	18	338
5:30 PM	1	78	27	29	52	16	14	24	4	11	31	16	303
5:45 PM	3	72	12	23	59	21	17	36	2	12	23	19	299
TOTAL VOLUMES =	NL 27	NT 638	NR 166	SL 213	ST 506	SR 125	EL 161	ET 268	ER 25	WL 113	WT 253	WR 133	TOTAL 2628

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	13	349	99	114	275	58	87	150	17	62	131	65	1420
PEAK HR. FACTOR:		0.817			0.828			0.698			0.860		0.809

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

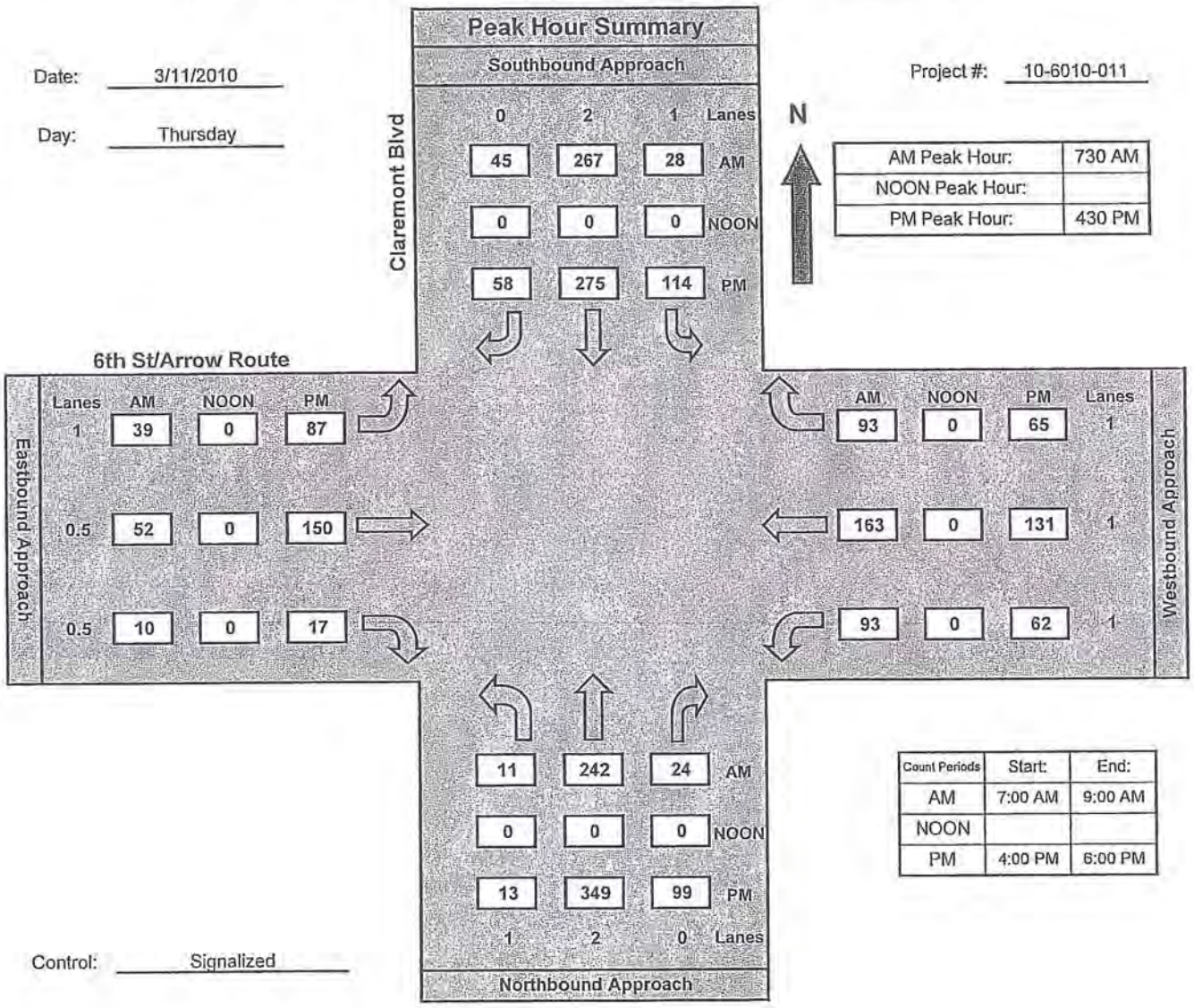
National Data & Surveying Services

Claremont Blvd and 6th St/Arrow Route , City of Claremont

Date: 3/11/2010

Day: Thursday

Project #: 10-6010-011



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

13

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 1st St DAY: THURSDAY PROJECT# 10-6010-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	1	1	1	0	
7:00 AM	20	22	0	1	40	10	5	0	5	1	0	3	107
7:15 AM	17	49	0	0	65	26	9	0	16	1	0	1	184
7:30 AM	37	72	0	0	69	37	12	0	13	0	1	3	244
7:45 AM	27	74	2	1	75	44	14	0	10	1	0	2	250
8:00 AM	17	41	3	1	56	21	21	1	13	1	1	2	178
8:15 AM	24	41	1	0	51	14	19	0	7	1	1	0	159
8:30 AM	25	37	0	0	52	25	13	0	9	0	1	2	164
8:45 AM	15	41	0	0	45	34	17	0	7	1	0	1	161
TOTAL VOLUMES =	NL 182	NT 377	NR 6	SL 3	ST 453	SR 211	EL 110	ET 1	ER 80	WL 6	WT 4	WR 14	TOTAL 1447

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	98	236	5	2	265	128	56	1	52	3	2	8	856
PEAK HR. FACTOR:		0.778			0.823			0.779			0.813		0.856

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Claremont Blvd DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: 1st St DAY: THURSDAY PROJECT# 10-6010-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	1	1	1	0	
4:00 PM	16	56	2	0	52	28	26	1	17	2	0	3	203
4:15 PM	16	67	1	2	59	17	23	1	25	1	1	2	215
4:30 PM	17	43	1	2	58	11	44	0	32	2	0	3	213
4:45 PM	23	67	2	1	54	23	42	1	29	0	1	0	243
5:00 PM	15	79	2	0	87	15	55	1	23	0	0	0	277
5:15 PM	17	85	0	0	75	15	23	0	34	1	0	0	250
5:30 PM	11	75	1	1	59	11	33	0	37	1	1	2	232
5:45 PM	11	51	0	1	49	17	16	0	26	0	0	2	173
TOTAL VOLUMES =	NL 126	NT 523	NR 9	SL 7	ST 493	SR 137	EL 262	ET 4	ER 223	WL 7	WT 3	WR 12	TOTAL 1806

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	66	306	5	2	275	64	153	2	123	2	2	2	1002
PEAK HR. FACTOR:		0.924			0.836			0.880			0.375		0.904

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

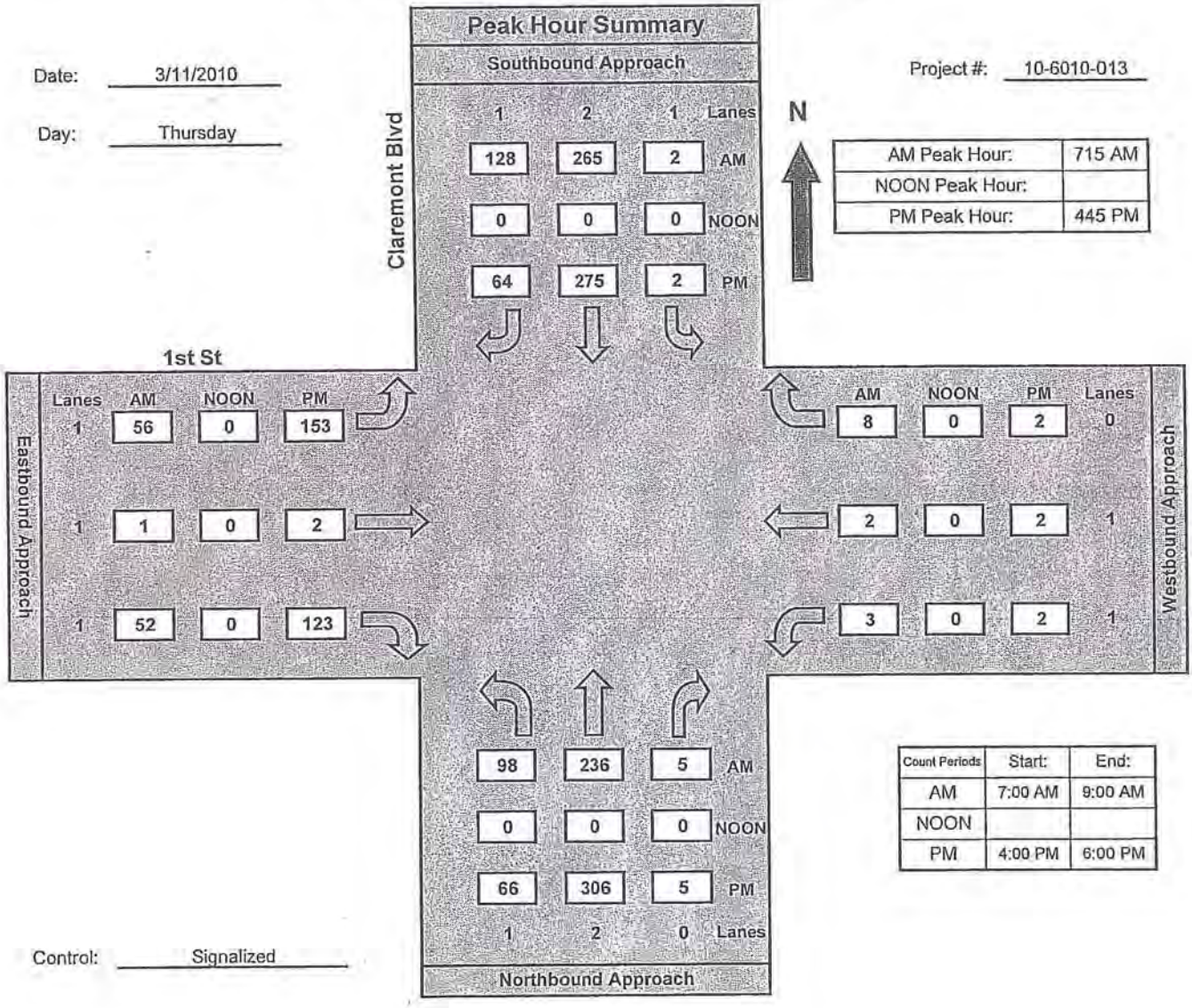
National Data & Surveying Services

Claremont Blvd and 1st St , City of Claremont

Date: 3/11/2010

Day: Thursday

Project #: 10-6010-013



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

14

INTERSECTION DOES NOT EXIST

15

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: College Park Dr DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Arrow Route DAY: THURSDAY PROJECT#: 10-6010-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
7:00 AM	5		4					18	1	3	37		68
7:15 AM	5		7					17	2	0	47		78
7:30 AM	13		4					12	2	2	78		111
7:45 AM	9		2					26	2	2	101		142
8:00 AM	17		0					34	3	1	66		121
8:15 AM	7		2					22	3	0	58		92
8:30 AM	14		3					32	3	0	59		111
8:45 AM	15		3					24	6	0	67		115
TOTAL VOLUMES =	NL 85	NT 0	NR 25	SL 0	ST 0	SR 0	EL 0	ET 185	ER 22	WL 8	WT 513	WR 0	TOTAL 838

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	47	0	7	0	0	0	0	114	11	3	284	0	466
PEAK HR. FACTOR.		0.794			0.000			0.845			0.697		0.820

CONTROL. Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET College Park Dr DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET Arrow Route DAY: THURSDAY PROJECT# 10-6010-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
4:00 PM	4		3					65	15	3	46		136
4:15 PM	10		4					47	5	2	69		137
4:30 PM	8		5					79	6	2	51		151
4:45 PM	3		8					62	13	5	56		147
5:00 PM	7		2					126	12	6	59		212
5:15 PM	9		4					64	8	5	68		158
5:30 PM	9		6					61	15	11	47		149
5:45 PM	14		4					63	13	4	44		142
TOTAL VOLUMES =	NL 64	NT 0	NR 36	SL 0	ST 0	SR 0	EL 0	ET 567	ER 87	WL 38	WT 440	WR 0	TOTAL 1232

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	27	0	19	0	0	0	0	331	39	18	234	0	668
PEAK HR. FACTOR:		0.885			0.000			0.670			0.863		0.788

CONTROL. Signalized

Intersection Turning Movement

Prepared by:

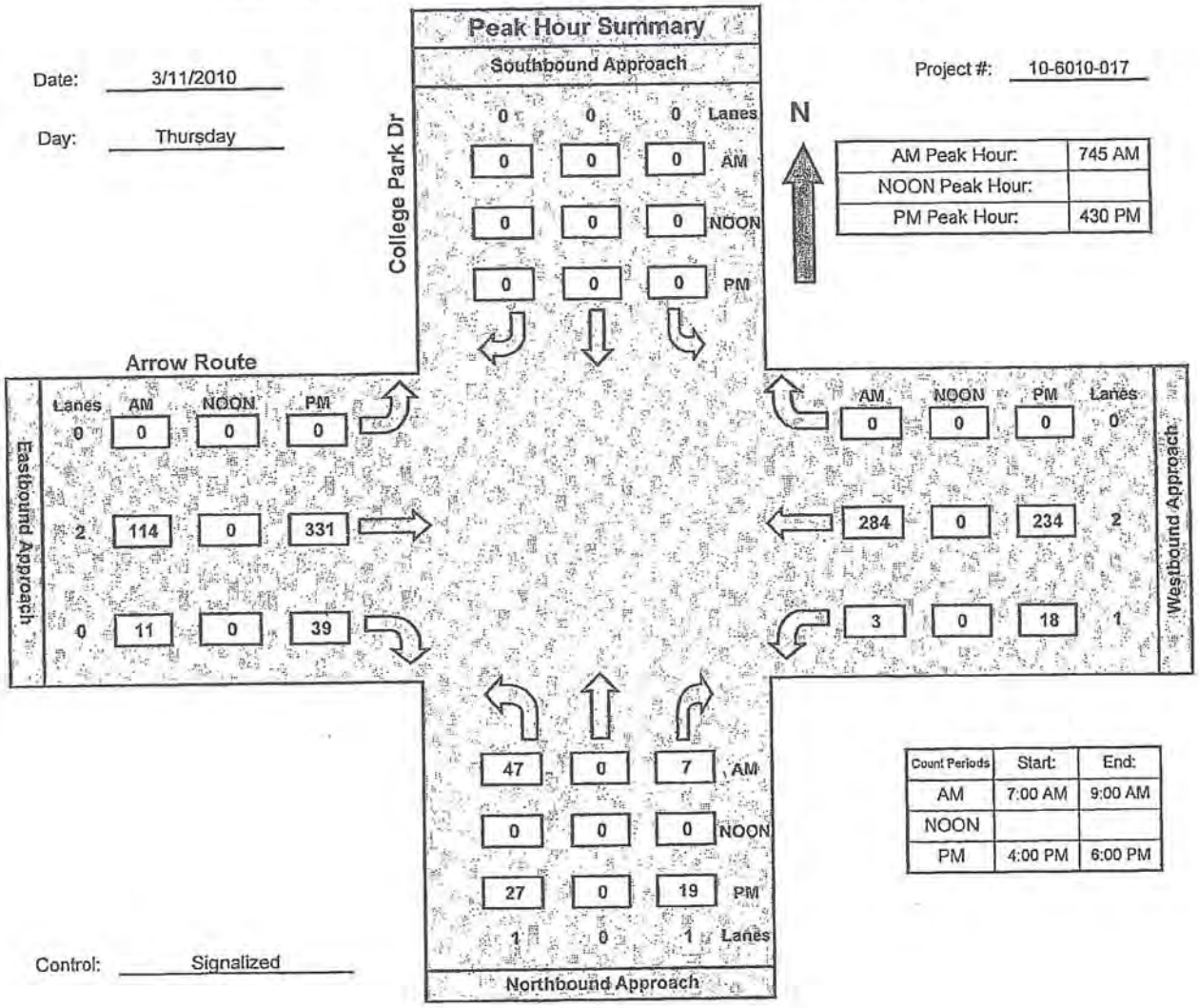
National Data & Surveying Services

College Park Dr and Arrow Route , City of Claremont

Date: 3/11/2010

Day: Thursday

Project #: 10-6010-017



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

16

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Padua Ave/Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Baseline Rd DAY: THURSDAY PROJECT# 10-6010-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
7:00 AM	23	15	90	24	27	3	7	56	23	144	275	30	717
7:15 AM	21	11	95	43	22	22	11	65	40	144	226	45	745
7:30 AM	23	21	107	31	45	40	8	71	37	190	280	42	895
7:45 AM	26	26	82	62	44	41	28	100	45	189	249	98	990
8:00 AM	20	35	100	71	60	39	16	79	53	174	260	103	1010
8:15 AM	22	20	88	65	38	19	16	75	36	202	199	84	864
8:30 AM	21	26	64	31	42	15	9	63	37	161	132	41	642
8:45 AM	17	6	86	32	28	10	4	59	36	174	167	31	650
TOTAL VOLUMES =	NL 173	NT 160	NR 712	SL 359	ST 306	SR 189	EL 99	ET 568	ER 307	WL 1378	WT 1788	WR 474	TOTAL 6513

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	91	102	377	229	187	139	68	325	171	755	988	327	3759
PEAK HR. FACTOR:		0.919			0.816			0.815			0.964		0.930

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Padua Ave/Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Baseline Rd DAY: THURSDAY PROJECT# 10-6010-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	1	
4:00 PM	35	37	180	55	29	20	8	137	27	92	112	32	764
4:15 PM	34	41	177	32	29	15	21	149	34	128	124	29	813
4:30 PM	34	29	225	44	28	12	21	127	30	124	98	32	804
4:45 PM	39	28	245	35	28	24	15	132	33	138	139	19	875
5:00 PM	39	32	248	48	27	13	16	175	31	100	124	29	882
5:15 PM	34	41	286	38	24	17	16	180	30	165	160	42	1033
5:30 PM	51	36	225	38	27	12	16	176	42	117	111	34	885
5:45 PM	33	30	173	31	16	16	18	161	31	134	130	37	810
TOTAL VOLUMES =	NL 299	NT 274	NR 1759	SL 321	ST 208	SR 129	EL 131	ET 1237	ER 258	WL 998	WT 998	WR 254	TOTAL 6866

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	163	137	1004	159	106	66	63	663	136	520	534	124	3675
PEAK HR. FACTOR:		0.903			0.940			0.921			0.802		0.889

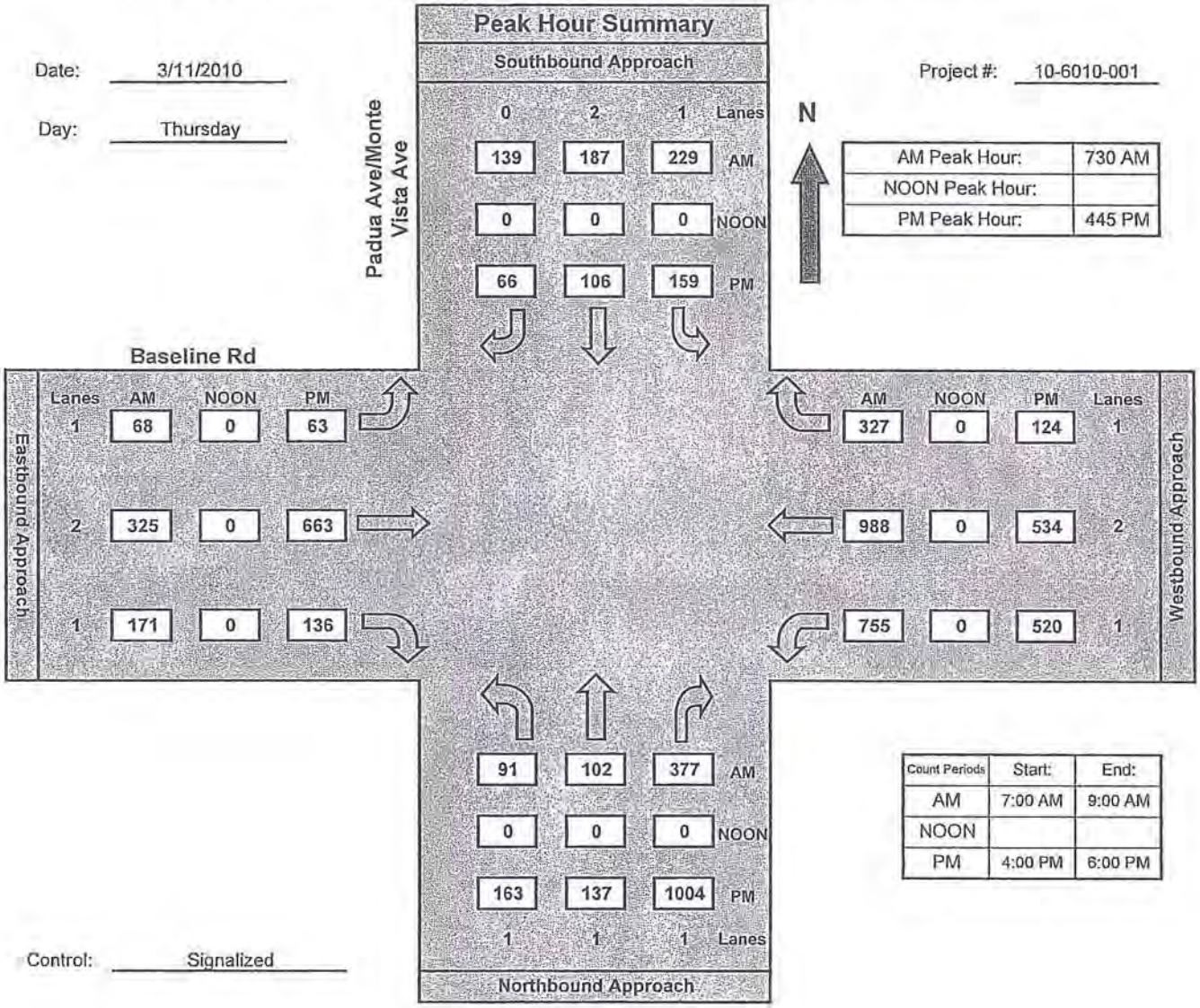
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Padua Ave/Monte Vista Ave and Baseline Rd , City of Claremont



17

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Claremont Blvd DAY: THURSDAY PROJECT# 10-6010-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1.3	0.3	1.3	0	1	0	
7:00 AM	1	77	1	1	135	52	35	1	8	0	0	1	312
7:15 AM	1	90	1	0	141	57	26	1	1	0	0	1	319
7:30 AM	1	99	0	0	158	90	44	0	8	1	0	0	401
7:45 AM	8	85	0	0	145	112	53	3	4	0	2	2	414
8:00 AM	4	91	0	0	171	95	36	0	3	0	0	1	401
8:15 AM	7	74	1	0	159	91	38	0	5	0	0	0	375
8:30 AM	3	78	0	0	175	83	32	0	7	1	0	2	381
8:45 AM	7	67	0	0	169	71	36	0	5	0	0	0	355
TOTAL VOLUMES =	NL 32	NT 661	NR 3	SL 1	ST 1253	SR 651	EL 300	ET 5	ER 41	WL 2	WT 2	WR 7	TOTAL 2958

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	20	349	1	0	633	388	171	3	20	1	2	3	1591
PEAK HR. FACTOR:		0.925			0.960			0.808			0.375		0.961

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Claremont Blvd DAY: THURSDAY PROJECT# 10-6010-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1.3	0.3	1.3	0	1	0	
4:00 PM	6	178	0	0	97	34	61	0	4	0	0	1	381
4:15 PM	3	150	0	1	108	41	83	0	2	0	0	0	388
4:30 PM	10	176	0	0	122	40	74	0	4	0	0	0	426
4:45 PM	11	207	2	1	117	34	76	1	6	2	2	0	459
5:00 PM	4	191	2	0	93	31	111	2	8	4	0	0	446
5:15 PM	8	201	0	1	113	37	89	0	6	1	1	1	458
5:30 PM	9	162	0	0	121	43	76	0	12	2	3	0	428
5:45 PM	7	169	1	0	117	37	58	2	7	0	1	0	399
TOTAL VOLUMES =	58	1434	5	3	888	297	628	5	49	9	7	2	3385

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	32	761	4	2	444	145	352	3	32	9	6	1	1791
PEAK HR. FACTOR:		0.906			0.901			0.800			0.800		0.975

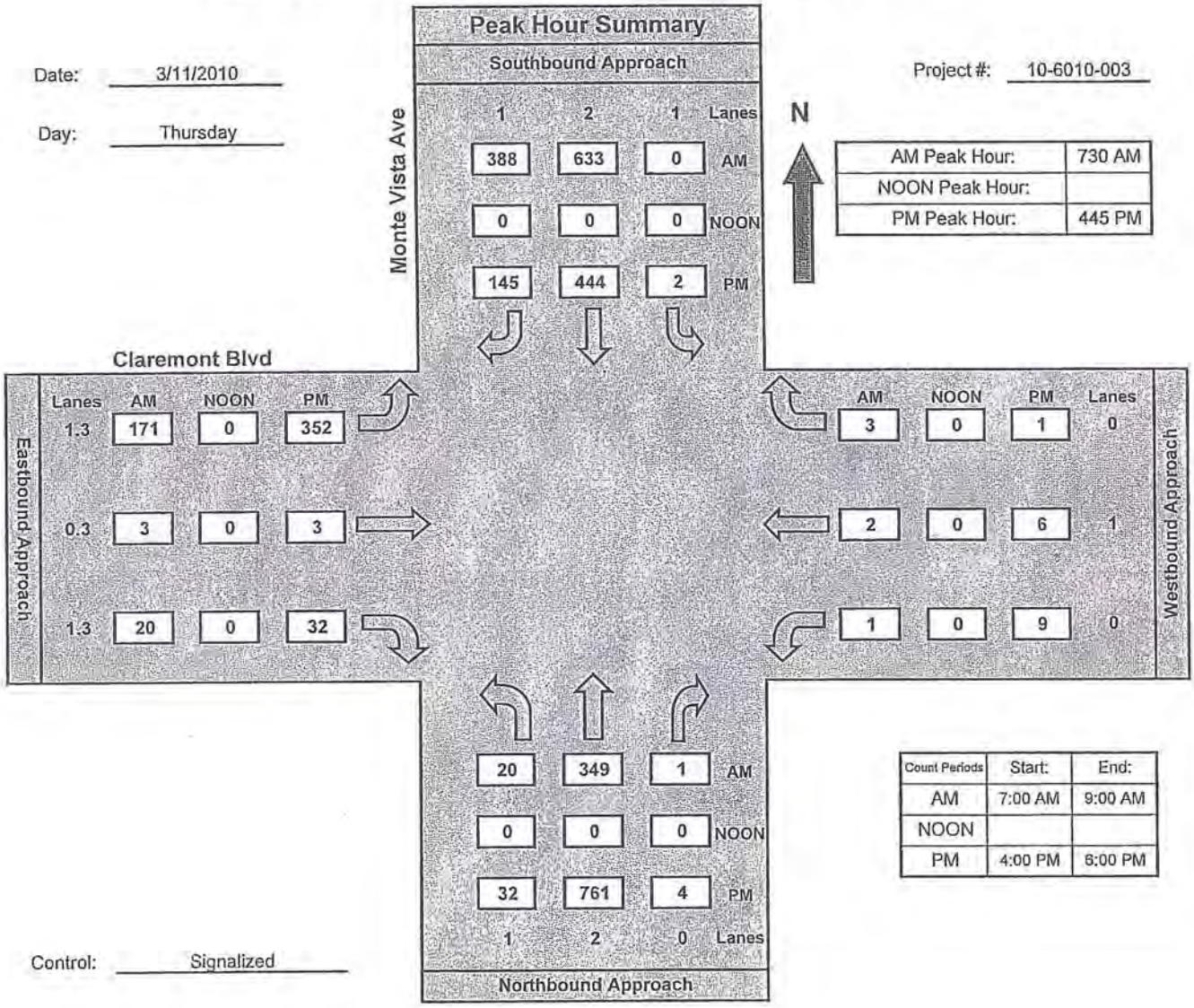
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Monte Vista Ave and Claremont Blvd , City of Claremont



Date: 3/11/2010

Day: Thursday

Project #: 10-6010-003

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

18

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	3	0	1	2	1	1	2	0	
7:00 AM	27	62	18	11	103	10	4	59	24	22	102	13	455
7:15 AM	31	61	8	18	114	10	5	64	17	19	151	30	528
7:30 AM	57	69	19	12	102	10	3	94	28	35	196	26	651
7:45 AM	36	63	19	30	84	5	6	107	33	44	263	29	719
8:00 AM	34	72	18	27	112	7	10	111	36	23	165	21	636
8:15 AM	24	64	17	28	88	8	10	88	19	33	150	29	558
8:30 AM	30	48	20	28	98	16	12	93	28	27	134	22	556
8:45 AM	28	65	22	28	104	12	10	89	17	16	113	24	528
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	267	504	141	182	805	78	60	705	202	219	1274	194	4631
AM Peak Hr Begins at:		730 AM											
PEAK VOLUMES =	151	268	73	97	386	30	29	400	116	135	774	105	2564
PEAK HR. FACTOR:		0.848			0.878			0.868			0.754		0.892

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	3	0	1	2	1	1	2	0	
4:00 PM	35	96	28	19	71	5	13	193	32	15	133	30	670
4:15 PM	46	93	32	26	77	10	17	202	34	17	141	34	729
4:30 PM	33	107	30	25	100	6	19	205	43	11	132	28	739
4:45 PM	46	135	43	28	91	12	11	217	40	22	147	44	836
5:00 PM	39	120	24	33	76	12	17	217	43	28	178	59	846
5:15 PM	46	130	33	30	78	6	16	214	48	25	140	49	815
5:30 PM	49	125	32	35	103	11	20	198	43	27	145	25	813
5:45 PM	40	96	31	31	74	9	20	210	39	24	147	31	752
TOTAL VOLUMES =	NL 334	NT 902	NR 253	SL 227	ST 670	SR 71	EL 133	ET 1656	ER 322	WL 169	WT 1163	WR 300	TOTAL 6200

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	180	510	132	126	348	41	64	846	174	102	610	177	3310
PEAK HR. FACTOR:		0.917			0.864			0.975			0.839		0.978

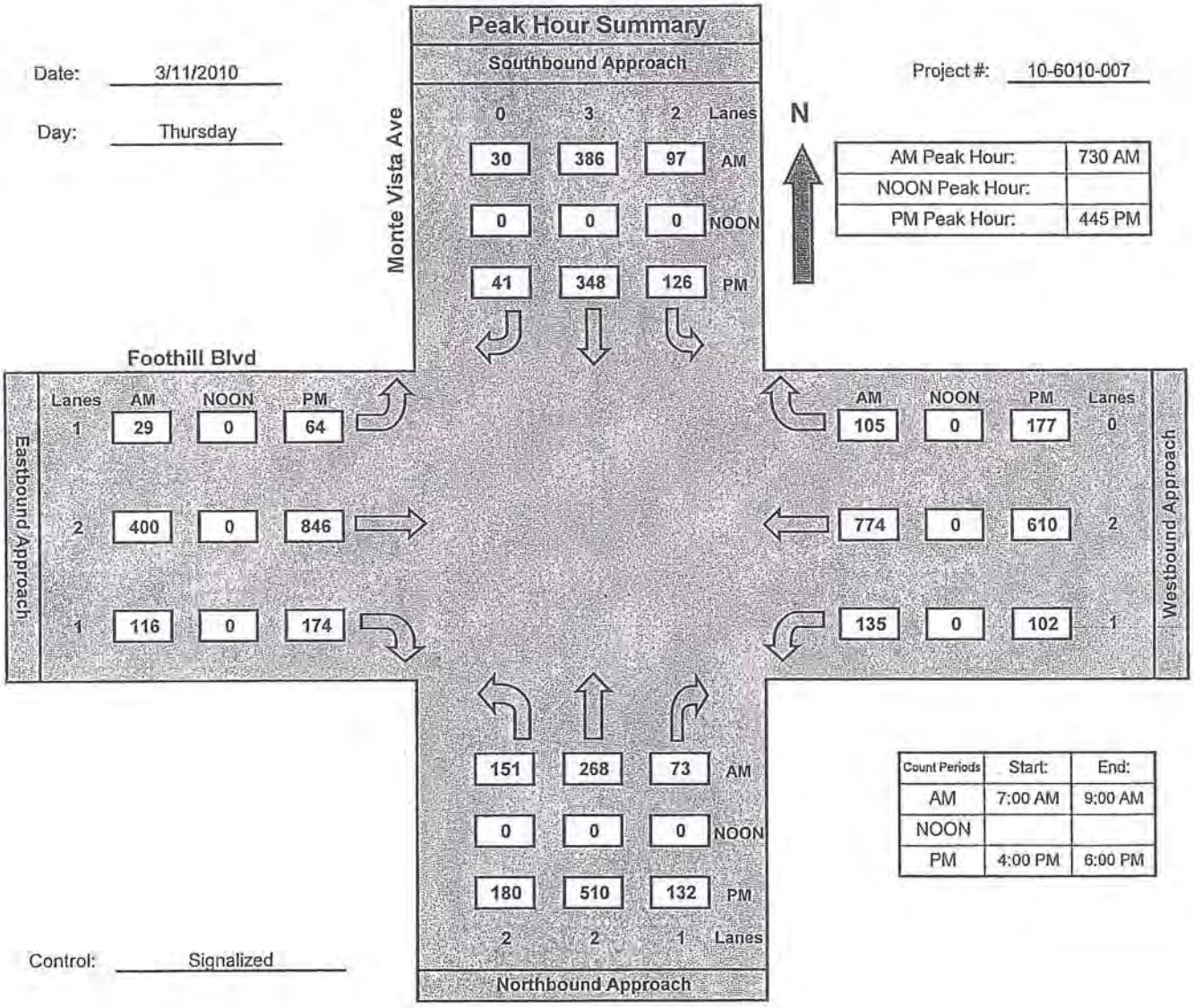
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Monte Vista Ave and Foothill Blvd , City of Claremont



Date: 3/11/2010

Day: Thursday

Project #: 10-6010-007

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

19

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Arrow Route DAY: THURSDAY PROJECT# 10-6010-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	1	1	
7:00 AM	7	97	6	1	125	10	4	16	5	9	22	4	306
7:15 AM	8	81	6	4	128	6	5	13	4	17	36	16	324
7:30 AM	13	137	12	4	146	9	3	19	4	22	53	14	436
7:45 AM	13	96	12	4	164	10	3	20	11	14	77	13	437
8:00 AM	18	107	20	8	152	7	4	27	4	11	41	11	410
8:15 AM	22	93	6	8	130	9	5	19	4	14	42	5	357
8:30 AM	14	82	6	10	138	6	7	29	4	15	29	11	351
8:45 AM	16	105	13	13	125	5	7	17	1	21	43	9	375
TOTAL VOLUMES =	NL 111	NT 798	NR 81	SL 52	ST 1108	SR 62	EL 38	ET 160	ER 37	WL 123	WT 343	WR 83	TOTAL 2996

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	66	433	50	24	592	35	15	85	23	61	213	43	1640
PEAK HR. FACTOR:		0.847			0.914			0.879			0.762		0.938

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Monte Vista Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Arrow Route DAY: THURSDAY PROJECT# 10-6010-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	1	1	
4:00 PM	13	150	18	9	111	4	4	42	14	13	28	9	415
4:15 PM	13	151	10	5	118	6	6	34	12	15	47	10	427
4:30 PM	9	163	9	8	147	3	15	47	16	18	33	11	479
4:45 PM	18	184	20	6	139	4	11	38	16	8	30	13	487
5:00 PM	22	171	19	10	152	6	10	75	32	15	37	13	562
5:15 PM	15	186	18	6	136	4	10	47	15	18	49	7	511
5:30 PM	19	183	22	5	151	4	10	47	16	19	29	6	511
5:45 PM	12	172	23	7	154	4	8	35	14	9	27	13	478
TOTAL VOLUMES =	NL 121	NT 1360	NR 139	SL 56	ST 1108	SR 35	EL 74	ET 365	ER 135	WL 115	WT 280	WR 82	TOTAL 3870

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	74	724	79	27	578	18	41	207	79	60	145	39	2071
PEAK HR. FACTOR:		0.979			0.927			0.699			0.824		0.921

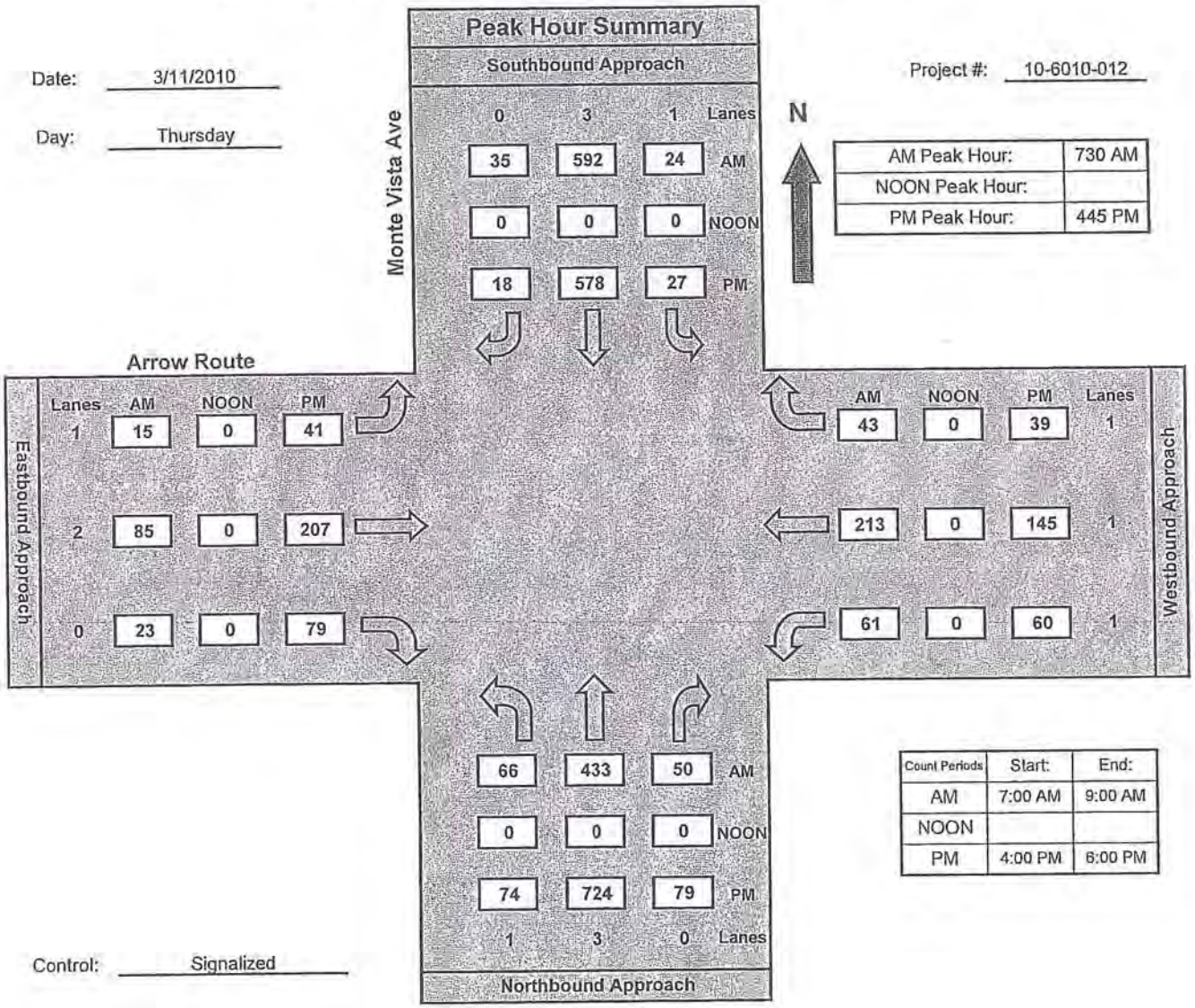
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Monte Vista Ave and Arrow Route , City of Claremont



Date: 3/11/2010

Day: Thursday

Project #: 10-6010-012

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

20

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-210 EB Ramps DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Baseline Rd DAY: THURSDAY PROJECT# 10-6010-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	1	0	1	1	2	1	1	2	1	
7:00 AM	34	1	38	3		126	38	53	86	5	293	153	830
7:15 AM	40	0	51	2		161	62	55	79	7	211	108	776
7:30 AM	48	1	73	3		205	69	59	85	3	265	101	912
7:45 AM	70	0	99	8		193	41	89	110	5	280	136	1031
8:00 AM	67	1	91	6		197	43	87	115	3	281	129	1020
8:15 AM	68	1	77	9		194	59	78	85	3	216	137	927
8:30 AM	44	2	51	9		154	34	49	75	4	138	106	666
8:45 AM	31	1	55	9		208	43	57	77	8	130	97	716
TOTAL VOLUMES =	NL 402	NT 7	NR 535	SL 49	ST 0	SR 1438	EL 389	ET 527	ER 712	WL 38	WT 1814	WR 967	TOTAL 6878

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	253	3	340	26	0	789	212	313	395	14	1042	503	3890
PEAK HR. FACTOR:		0.882			0.980			0.939			0.926		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-210 EB Ramps DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Baseline Rd DAY: THURSDAY PROJECT# 10-6010-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	2	1	0	1	1	2	1	1	2	1	
4:00 PM	40	0	124	8		113	63	134	178	6	90	47	803
4:15 PM	48	0	101	5		124	49	138	168	5	102	50	790
4:30 PM	58	0	111	5		113	64	134	195	4	91	56	831
4:45 PM	46	0	118	7		143	61	165	187	8	111	58	904
5:00 PM	59	0	150	5		97	68	164	237	3	94	83	960
5:15 PM	79	0	143	8		173	76	216	219	7	112	74	1107
5:30 PM	62	1	166	6		117	59	224	163	2	79	69	948
5:45 PM	61	0	188	8		144	60	182	125	8	94	57	927
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	453	1	1101	52	0	1024	500	1357	1472	43	773	494	7270

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	261	1	647	27	0	531	263	786	744	20	379	283	3942
PEAK HR. FACTOR:		0.913			0.771			0.877			0.883		0.890

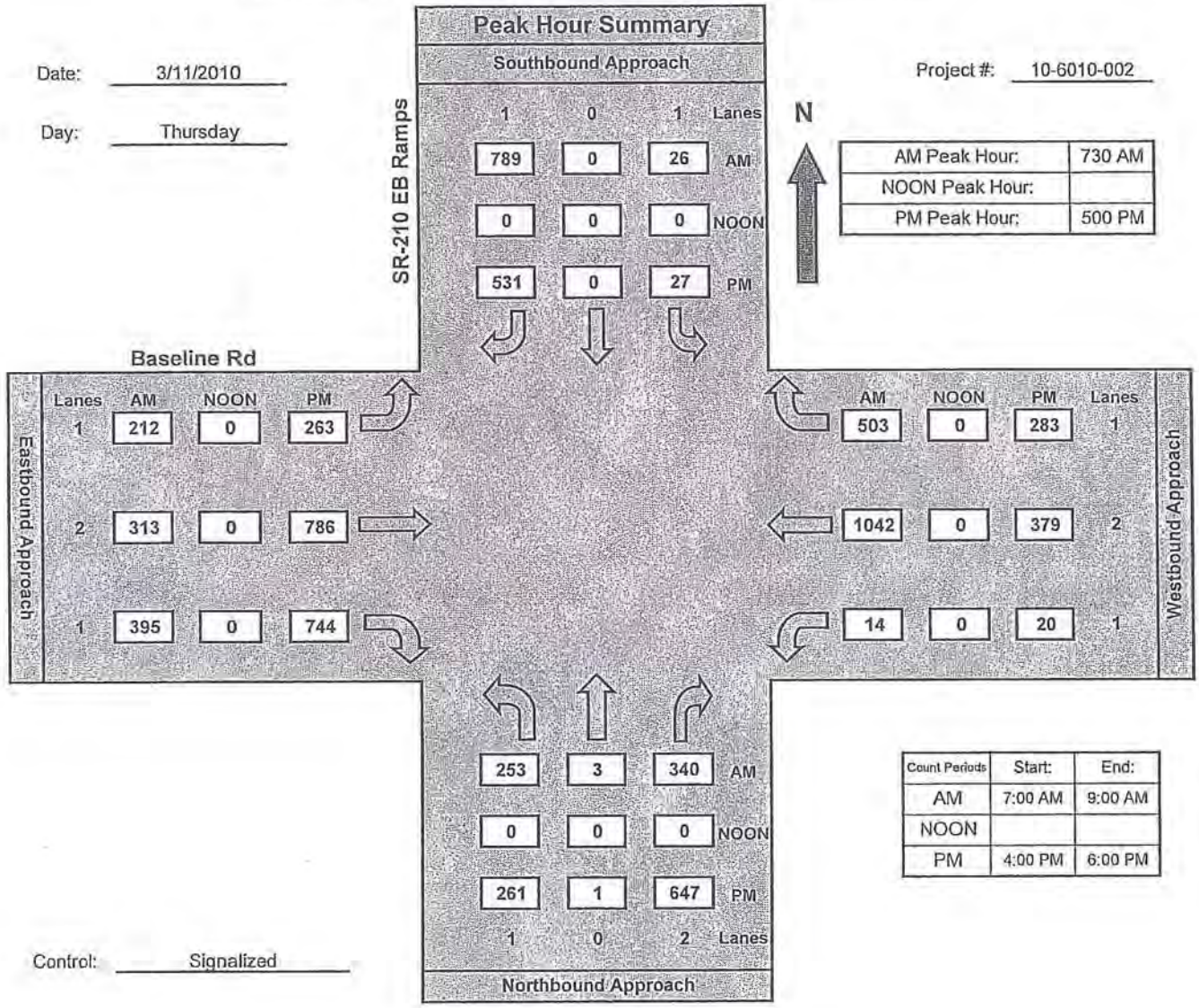
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

SR-210 EB Ramps and Baseline Rd , City of Claremont



Date: 3/11/2010

Day: Thursday

Project #: 10-6010-002

AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

21

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Central Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	0	2	0	1	3	0	2	2	0	
7:00 AM	36	1	28	0	0		0	52	18	43	109	0	287
7:15 AM	48	0	30	0	0		0	64	28	57	176	0	403
7:30 AM	51	0	27	0	1		0	87	33	70	222	0	491
7:45 AM	69	0	32	0	0		0	106	45	82	271	1	606
8:00 AM	60	0	32	2	0		0	99	39	57	160	0	449
8:15 AM	41	0	29	1	0		0	104	32	56	172	0	435
8:30 AM	29	0	45	0	1		1	97	32	69	171	0	445
8:45 AM	36	0	52	1	0		1	107	34	60	137	0	428
TOTAL VOLUMES =	NL 370	NT 1	NR 275	SL 4	ST 2	SR 0	EL 2	ET 716	ER 261	WL 494	WT 1418	WR 1	TOTAL 3544

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	221	0	120	3	1	0	0	396	149	265	825	1	1981
PEAK HR. FACTOR:		0.844			0.500			0.902			0.770		0.817

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Central Ave DATE: 03/11/2010 LOCATION: City of Claremont

E-W STREET: Foothill Blvd DAY: THURSDAY PROJECT# 10-6010-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	1.3	0	2	0	1	3	0	2	2	0	
4:00 PM	51	0	110	4	1		0	167	66	46	118	2	565
4:15 PM	62	0	97	1	0		0	205	55	59	130	0	609
4:30 PM	55	2	94	1	2		0	221	56	62	133	0	626
4:45 PM	46	1	108	2	0		0	236	58	62	191	0	704
5:00 PM	69	1	92	7	3		0	259	61	53	163	0	708
5:15 PM	66	0	97	4	2		1	219	77	66	153	0	685
5:30 PM	52	1	100	1	1		0	220	64	82	150	0	671
5:45 PM	78	0	125	1	1		0	208	74	90	126	1	704
TOTAL VOLUMES =	NL 479	NT 5	NR 823	SL 21	ST 10	SR 0	EL 1	ET 1735	ER 511	WL 520	WT 1164	WR 3	TOTAL 5272

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	265	2	414	13	7	0	1	906	276	291	592	1	2768
PEAK HR. FACTOR:		0.839			0.500			0.924			0.953		0.977

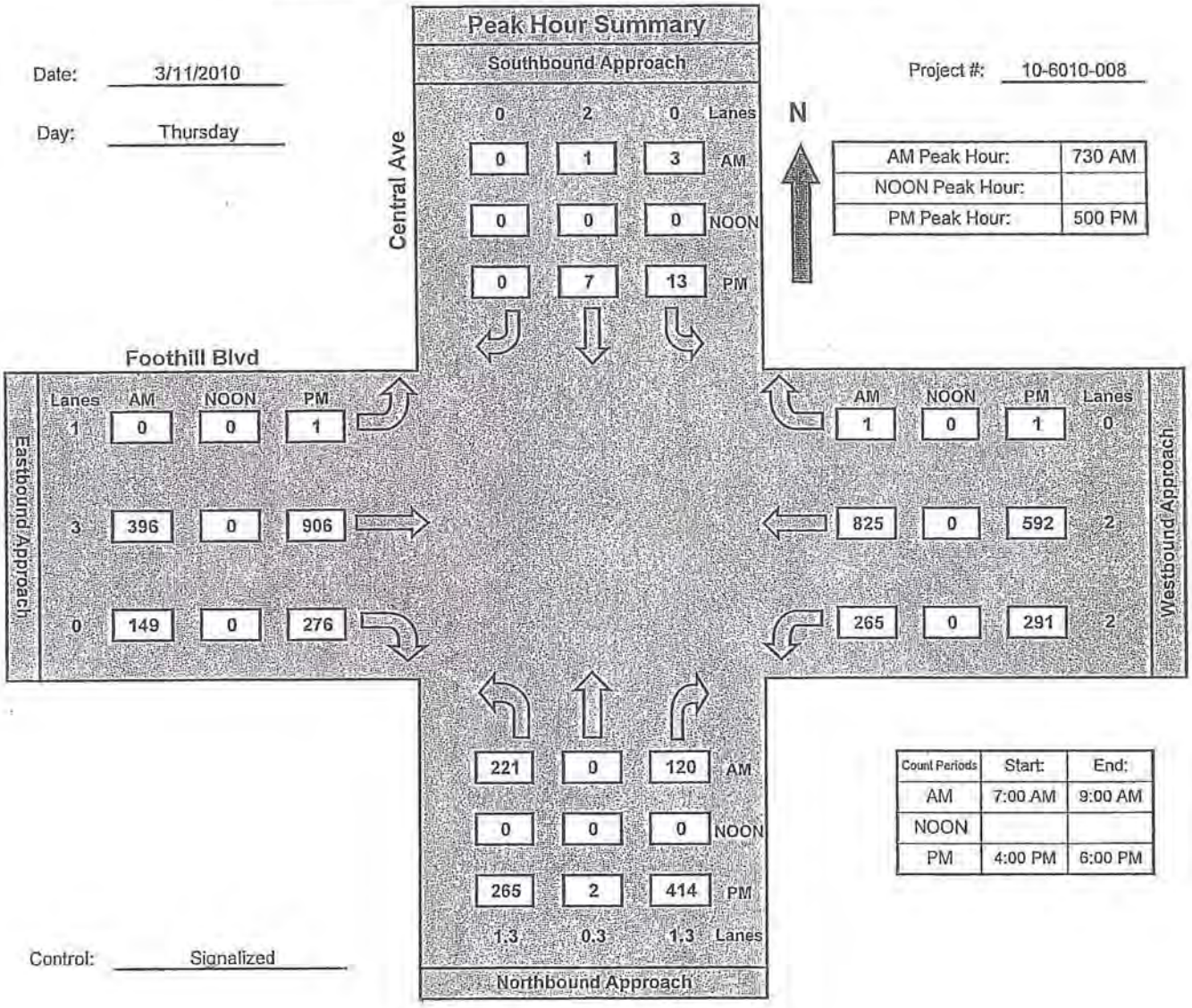
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Central Ave and Foothill Blvd , City of Claremont



APPENDIX A-IV

INTERSECTION COUNTS (WEEKEND)

8

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_001 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

NOON

NS/EW Streets:	Claremont Blvd			Claremont Blvd			Foothill Blvd			Foothill Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
10:00 AM	22	28	7	11	36	26	17	103	19	16	114	13	412
10:15 AM	18	31	14	14	26	33	32	131	20	17	142	4	482
10:30 AM	6	33	7	11	32	26	30	150	21	9	143	7	475
10:45 AM	20	25	11	16	25	25	34	143	19	11	170	7	506
11:00 AM	21	30	9	13	19	33	36	166	17	4	155	7	510
11:15 AM	25	31	12	18	34	25	36	183	34	10	150	11	569
11:30 AM	17	32	14	18	29	25	26	174	29	13	163	9	549
11:45 AM	24	26	15	23	35	28	18	204	27	11	188	12	611
12:00 PM	16	29	9	11	37	32	33	192	29	23	175	7	593
12:15 PM	20	33	17	23	31	30	30	178	28	12	194	7	603
12:30 PM	17	21	7	17	26	23	30	182	23	15	186	5	552
12:45 PM	31	33	11	18	40	27	28	187	19	13	179	6	592
1:00 PM	18	26	12	10	23	25	33	197	30	12	182	14	582
1:15 PM	21	29	10	12	22	30	21	187	27	18	204	7	588
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	276	407	155	215	415	388	404	2377	342	184	2345	116	7624
APPROACH %'s :	32.94%	48.57%	18.50%	21.12%	40.77%	38.11%	12.94%	76.11%	10.95%	6.96%	88.66%	4.39%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	77	109	48	74	129	113	111	756	107	61	743	31	2359
PEAK HR FACTOR :		0.836			0.919			0.959			0.980		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_001 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

PM

NS/EW Streets:	Claremont Blvd			Claremont Blvd			Foothill Blvd			Foothill Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
3:00 PM	9	28	9	11	24	14	30	176	28	20	174	10	533
3:15 PM	19	20	11	13	30	18	30	148	13	14	143	8	467
3:30 PM	22	21	3	12	36	17	38	150	16	18	172	8	513
3:45 PM	23	15	12	13	36	12	26	159	17	13	170	6	502
4:00 PM	24	26	9	13	27	13	26	140	14	6	154	8	460
4:15 PM	15	25	3	13	31	21	22	124	23	8	185	7	477
4:30 PM	22	26	10	13	31	13	26	125	16	18	137	8	445
4:45 PM	10	33	13	11	24	17	30	110	18	11	147	10	434
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	144	194	70	99	239	125	228	1132	145	108	1282	65	3831
APPROACH %'s :	35.29%	47.55%	17.16%	21.38%	51.62%	27.00%	15.15%	75.22%	9.63%	7.42%	88.11%	4.47%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	73	84	35	49	126	61	124	633	74	65	659	32	2015
PEAK HR FACTOR :		0.960			0.908			0.888			0.926		0.945

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

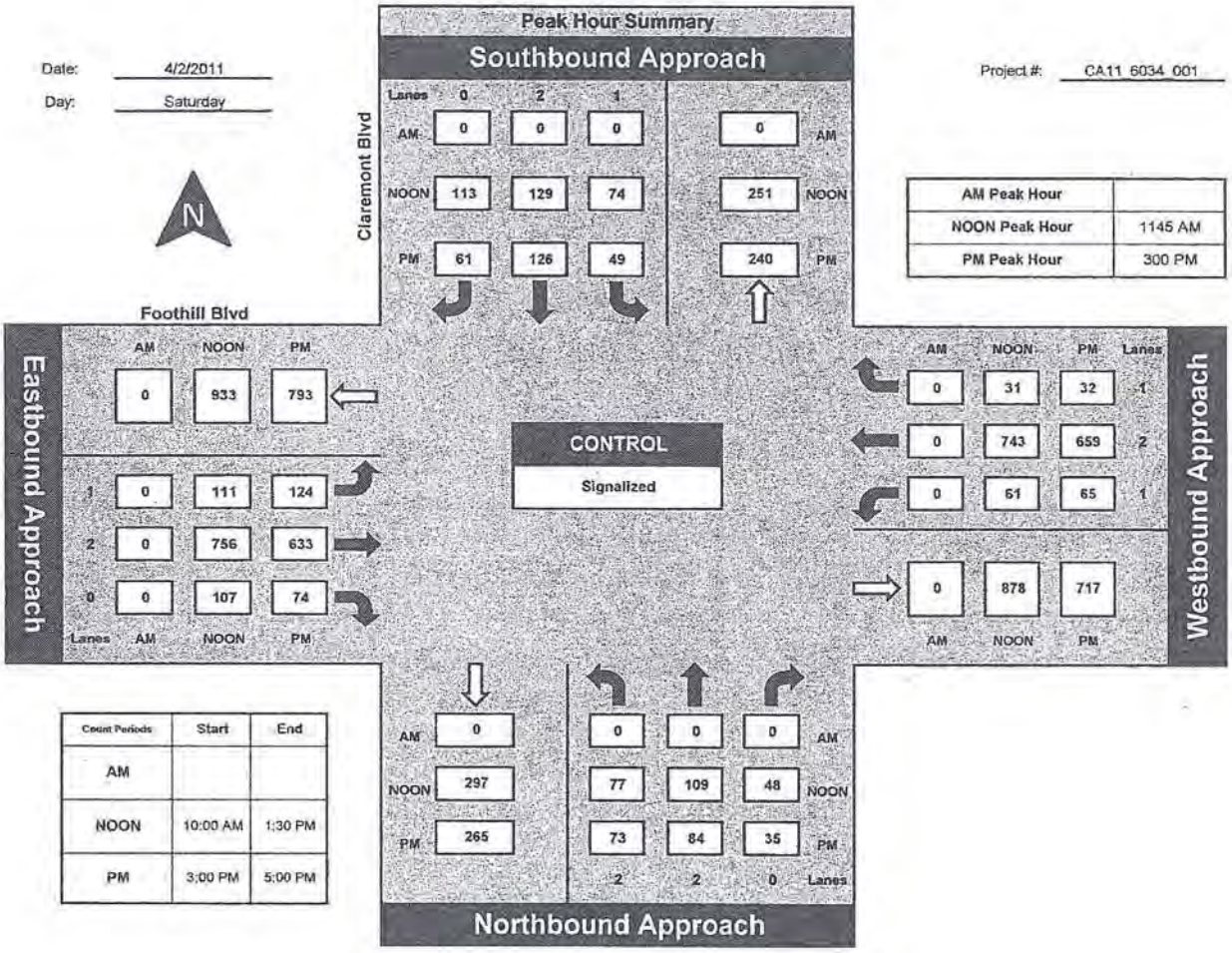
National Data & Surveying Services

Claremont Blvd and Foothill Blvd ,

Date: 4/2/2011

Day: Saturday

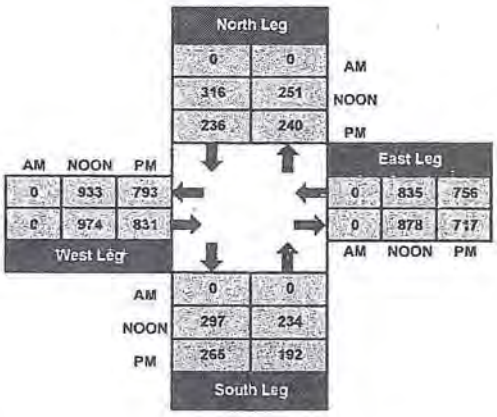
Project #: CA11_6034_001



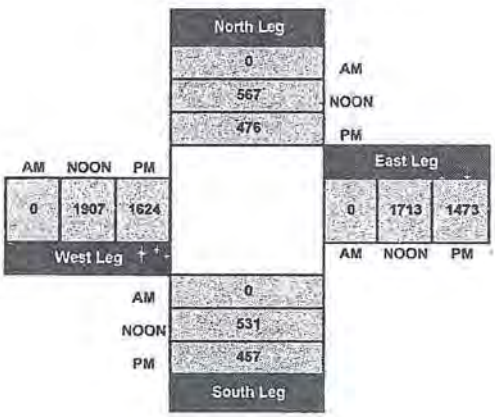
AM Peak Hour	
NOON Peak Hour	1145 AM
PM Peak Hour	300 PM

Count Periods	Start	End
AM		
NOON	10:00 AM	1:30 PM
PM	3:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



10

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_002 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

NOON

NS/EW Streets:	Claremont Blvd			Claremont Blvd			9th St			9th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
10:00 AM	13	50			63	10	7		22				165
10:15 AM	20	56			58	6	3		10				153
10:30 AM	14	43			58	7	6		13				141
10:45 AM	11	45			53	7	10		12				138
11:00 AM	20	52			32	8	11		7				130
11:15 AM	12	54			59	12	9		9				155
11:30 AM	10	54			68	6	9		15				162
11:45 AM	21	57			57	8	3		7				153
12:00 PM	15	48			83	7	13		28				194
12:15 PM	11	57			62	8	8		22				168
12:30 PM	9	48			56	9	8		7				137
12:45 PM	19	56			61	7	7		9				159
1:00 PM	9	58			59	12	11		18				167
1:15 PM	14	54			55	10	6		19				158
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	198	732	0	0	824	117	111	0	198	0	0	0	2180
APPROACH %'s :	21.29%	78.71%	0.00%	0.00%	87.57%	12.43%	35.92%	0.00%	64.08%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	1130 AM												TOTAL
PEAK HR VOL :	57	216	0	0	270	29	33	0	72	0	0	0	677
PEAK HR FACTOR :	0.875			0.831			0.640			0.000			0.872

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_002 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

PM

NS/EW Streets:	Claremont Blvd			Claremont Blvd			9th St			9th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	21	40			52	11	8		16				148
3:15 PM	15	39			57	8	7		27				153
3:30 PM	8	37			58	12	7		7				129
3:45 PM	19	46			51	12	5		10				143
4:00 PM	8	48			44	5	7		29				141
4:15 PM	6	41			56	8	5		28				144
4:30 PM	11	54			54	4	6		12				141
4:45 PM	12	48			52	5	7		17				141
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	100	353	0	0	424	65	52	0	146	0	0	0	1140
APPROACH %'s :	22.08%	77.92%	0.00%	0.00%	86.71%	13.29%	26.26%	0.00%	73.74%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	63	162	0	0	218	43	27	0	60	0	0	0	573
PEAK HR FACTOR :		0.865			0.932			0.640			0.000		0.936

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

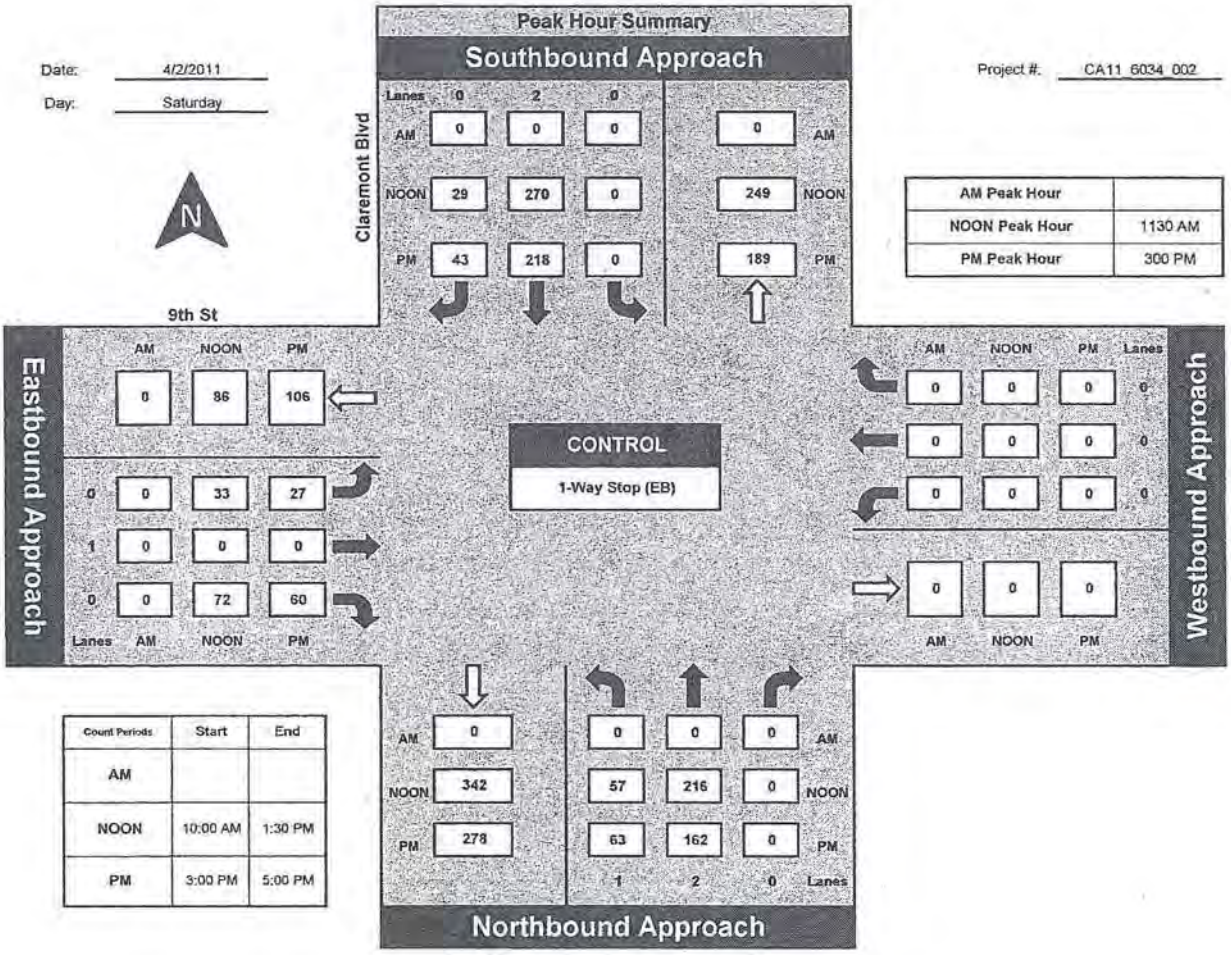
National Data & Surveying Services

Claremont Blvd and 9th St ,

Date: 4/2/2011

Day: Saturday

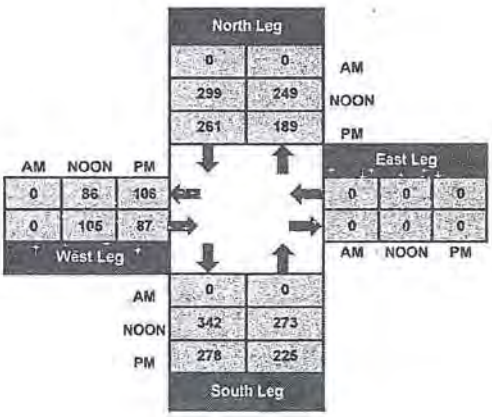
Project #: CA11_6034_002



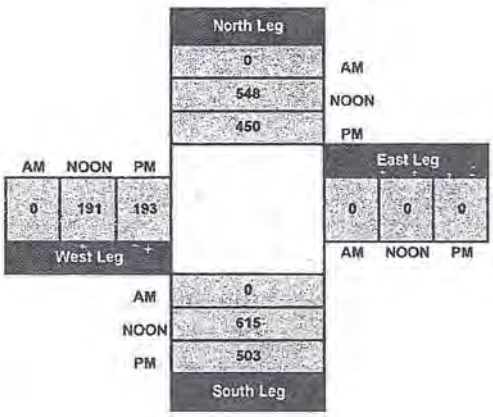
AM Peak Hour	
NOON Peak Hour	1130 AM
PM Peak Hour	300 PM

Count Periods	Start	End
AM		
NOON	10:00 AM	1:30 PM
PM	3:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



12

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_003 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

NOON

NS/EW Streets:	Claremont Blvd			Claremont Blvd			6th St			6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET .5	ER .5	WL 1	WT 1	WR 1	TOTAL
10:00 AM	2	53	5	11	56	14	4	21	3	10	20	6	205
10:15 AM	2	53	10	14	47	9	13	15	1	10	18	8	200
10:30 AM	2	37	6	16	46	12	11	20	0	20	20	14	204
10:45 AM	7	29	8	12	46	8	10	12	1	12	22	16	183
11:00 AM	3	47	7	11	25	5	12	18	4	11	25	14	182
11:15 AM	4	41	14	13	45	10	11	21	3	15	35	16	228
11:30 AM	4	45	9	15	55	12	9	14	2	13	43	8	229
11:45 AM	7	55	6	13	44	8	10	10	3	15	23	13	207
12:00 PM	3	45	5	23	68	17	8	27	1	11	28	12	248
12:15 PM	6	41	8	26	50	10	14	26	1	18	27	12	239
12:30 PM	5	37	10	10	42	11	7	22	2	8	32	11	197
12:45 PM	2	48	9	11	46	16	15	15	2	15	36	14	229
1:00 PM	5	42	8	21	41	15	11	27	1	13	34	15	233
1:15 PM	1	47	17	15	45	14	8	16	3	15	31	16	228
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	53	620	122	211	656	161	143	264	27	186	394	175	3012
APPROACH %'s :	6.67%	77.99%	15.35%	20.53%	63.81%	15.66%	32.95%	60.83%	6.22%	24.64%	52.19%	23.18%	
PEAK HR START TIME :	1130 AM												TOTAL
PEAK HR VOL :	20	186	28	77	217	47	41	77	7	57	121	45	923
PEAK HR FACTOR :		0.860			0.789			0.762			0.871		0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_003 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

PM

NS/EW Streets:	Claremont Blvd			Claremont Blvd			6th St			6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET .5	ER .5	WL 1	WT 1	WR 1	TOTAL
3:00 PM	1	40	8	14	34	20	12	19	6	11	31	8	204
3:15 PM	5	30	10	14	43	22	14	23	1	10	23	11	206
3:30 PM	1	32	8	13	45	13	6	16	0	4	31	7	176
3:45 PM	3	44	10	10	35	16	14	26	6	9	25	8	206
4:00 PM	8	31	19	15	42	21	13	33	3	14	21	15	235
4:15 PM	4	31	7	18	48	20	11	21	2	10	24	9	205
4:30 PM	3	40	4	11	41	16	14	13	3	5	23	9	182
4:45 PM	10	36	12	10	40	15	20	15	5	8	30	6	207
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	284	78	105	328	143	104	166	26	71	208	73	1621
APPROACH %'s :	8.82%	71.54%	19.65%	18.23%	56.94%	24.83%	35.14%	56.08%	8.78%	20.17%	59.09%	20.74%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	25	138	42	54	171	72	58	82	13	37	98	39	829
PEAK HR FACTOR :		0.884			0.863			0.781			0.870		0.882

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

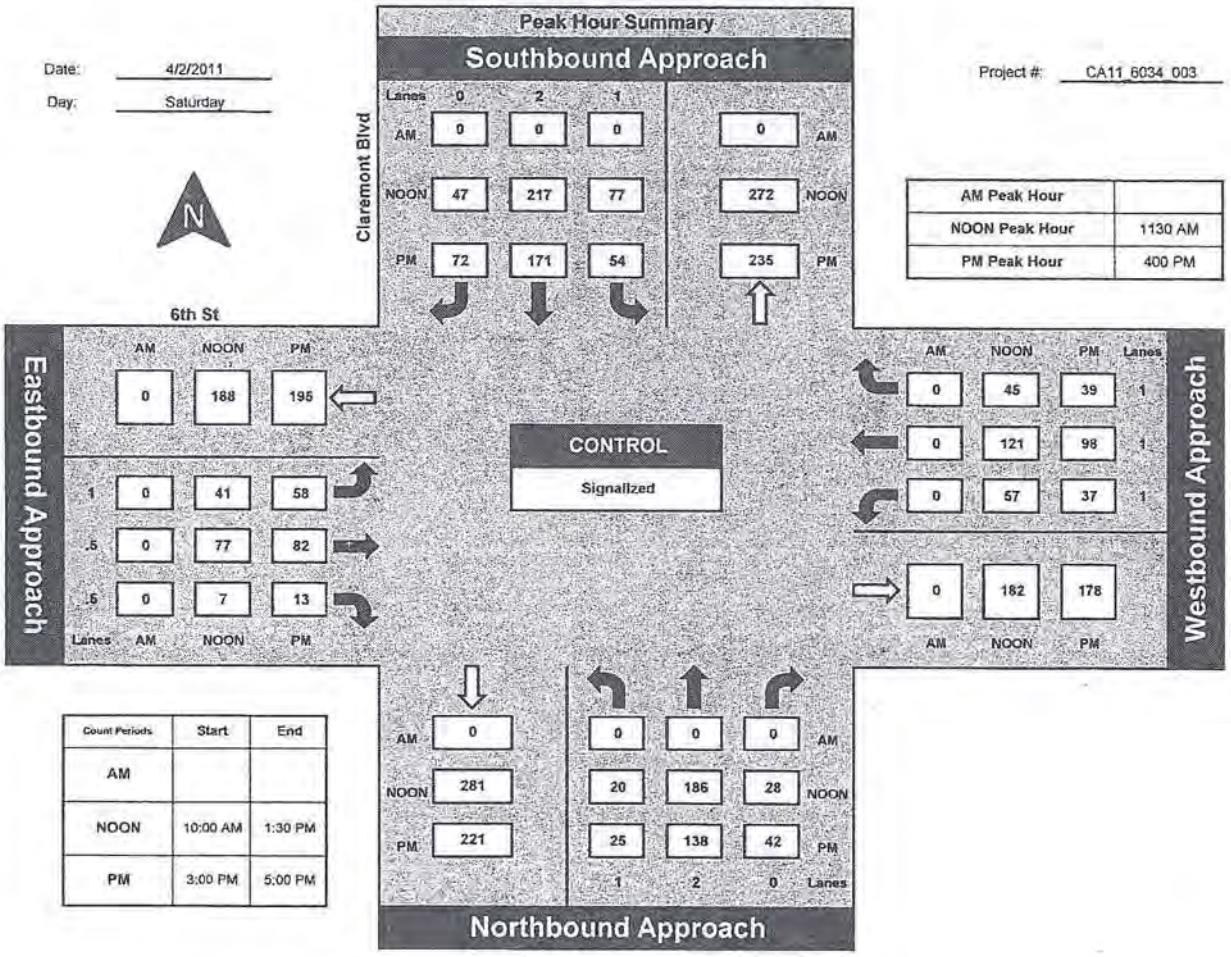
National Data & Surveying Services

Claremont Blvd and 6th St ,

Date: 4/2/2011

Day: Saturday

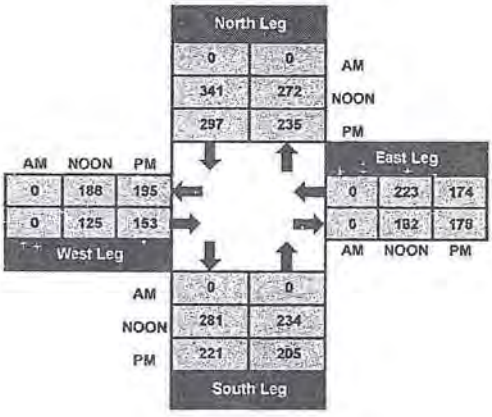
Project #: CA11_6034_003



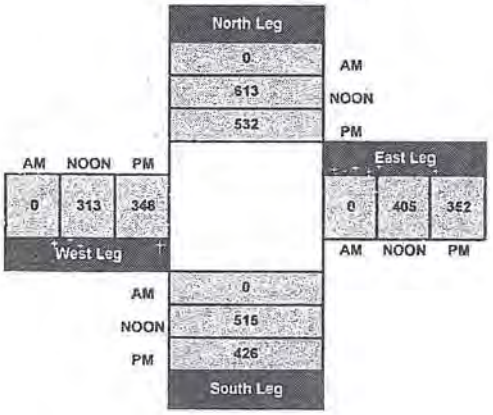
AM Peak Hour	
NOON Peak Hour	1130 AM
PM Peak Hour	400 PM

Count Periods	Start	End
AM		
NOON	10:00 AM	1:30 PM
PM	3:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



18

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_004 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

NOON

NS/EW Streets:	Monte Vista Ave			Monte Vista Ave			Foothill Blvd			Foothill Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
10:00 AM	17	46	28	32	89	17	11	101	24	28	105	30	528
10:15 AM	19	38	19	34	87	20	7	125	28	29	114	20	540
10:30 AM	27	55	28	24	94	13	10	124	47	21	128	17	588
10:45 AM	40	48	25	38	76	13	12	129	29	23	143	22	598
11:00 AM	30	51	21	32	71	9	3	155	37	21	134	15	579
11:15 AM	28	56	24	29	81	12	10	166	40	21	133	21	621
11:30 AM	26	54	28	33	99	14	14	164	36	19	144	28	659
11:45 AM	37	61	26	24	101	5	10	193	36	19	162	26	700
12:00 PM	37	82	36	36	83	10	10	172	40	22	161	33	722
12:15 PM	37	78	39	33	85	11	12	161	43	26	166	29	720
12:30 PM	28	79	24	24	97	13	15	152	46	27	164	30	699
12:45 PM	34	63	30	26	102	10	20	169	31	38	161	34	718
1:00 PM	32	71	37	27	102	9	13	174	39	33	175	32	744
1:15 PM	36	56	22	28	80	9	11	163	37	21	171	33	667
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	428	838	387	420	1247	165	158	2148	513	348	2061	370	9083
APPROACH %'s :	25.89%	50.70%	23.41%	22.93%	68.07%	9.01%	5.60%	76.20%	18.20%	12.52%	74.16%	13.31%	
PEAK HR START TIME :	1215 PM												TOTAL
PEAK HR VOL :	131	291	130	110	386	43	60	656	159	124	666	125	2881
PEAK HR FACTOR :		0.896			0.976			0.968			0.953		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_004 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

PM

NS/EW Streets:	Monte Vista Ave			Monte Vista Ave			Foothill Blvd			Foothill Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
3:00 PM	45	76	26	21	75	6	9	154	41	20	140	26	639
3:15 PM	26	68	28	21	74	8	12	135	26	20	132	30	580
3:30 PM	37	90	20	17	66	8	11	135	23	22	147	23	599
3:45 PM	31	51	20	19	70	9	8	147	27	25	144	21	572
4:00 PM	45	74	19	11	67	6	11	129	31	13	126	16	548
4:15 PM	40	78	20	18	82	8	5	114	22	22	135	26	570
4:30 PM	22	80	16	15	83	9	19	106	30	37	136	16	569
4:45 PM	16	82	12	17	60	7	14	103	16	14	139	9	489
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	262	599	161	139	577	61	89	1023	216	173	1099	167	4566
APPROACH %'s :	25.64%	58.61%	15.75%	17.89%	74.26%	7.85%	6.70%	77.03%	16.27%	12.02%	76.37%	11.61%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	139	285	94	78	285	31	40	571	117	87	563	100	2390
PEAK HR FACTOR :		0.881			0.956			0.892			0.977		0.935

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

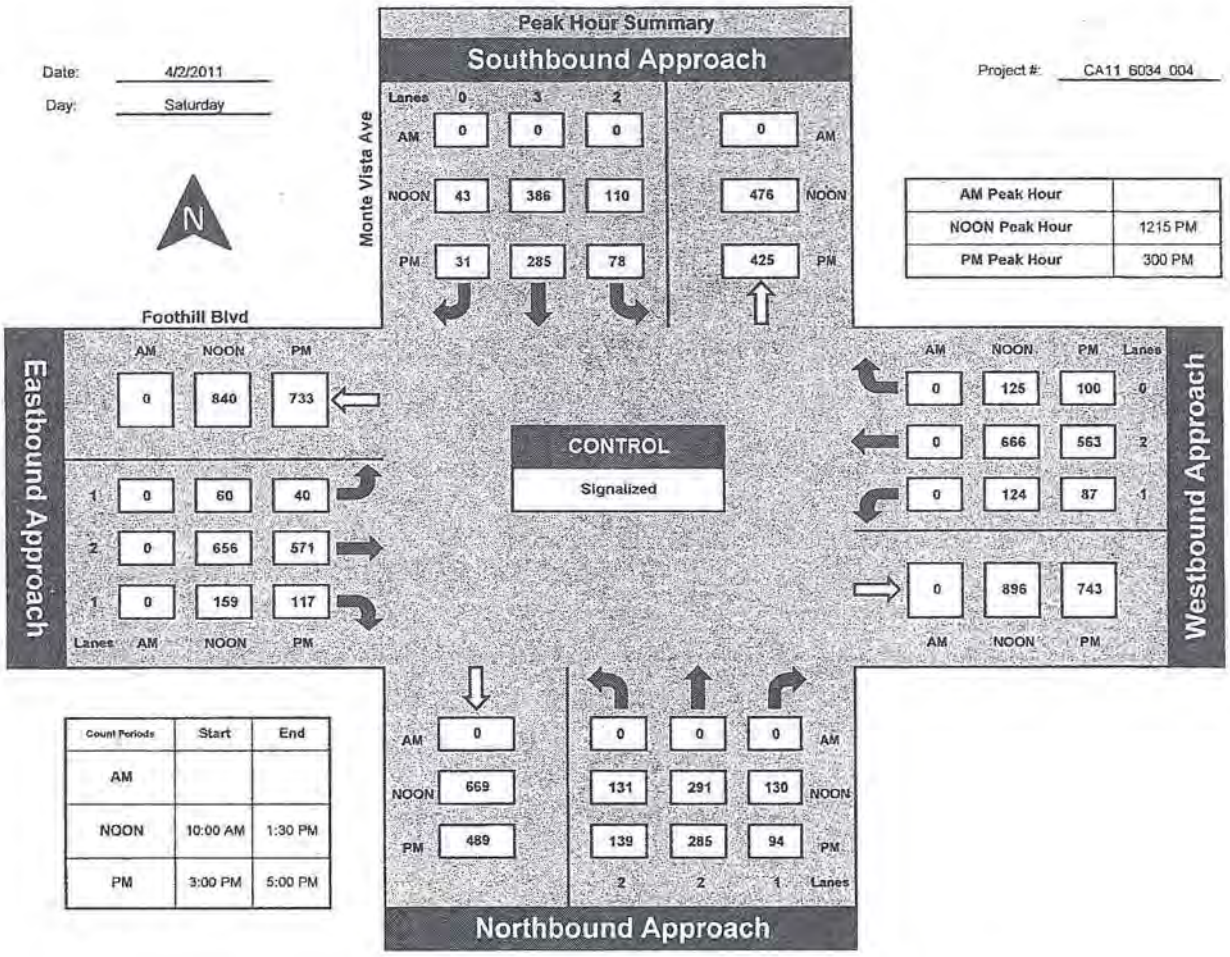
National Data & Surveying Services

Monte Vista Ave and Foothill Blvd

Date: 4/2/2011

Day: Saturday

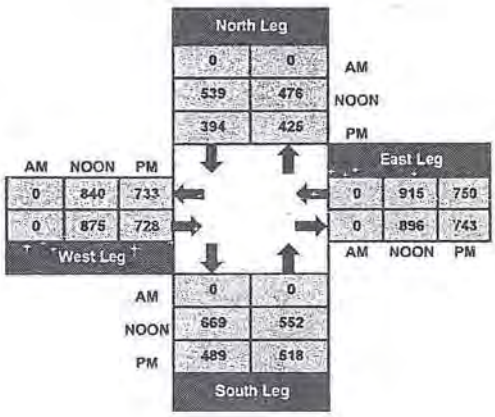
Project #: CA11 6034_004



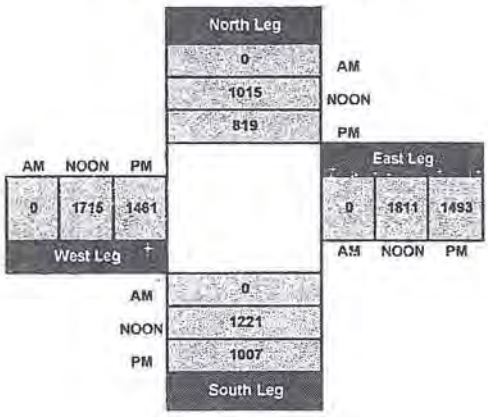
AM Peak Hour	
NOON Peak Hour	1215 PM
PM Peak Hour	300 PM

Count Periods	Start	End
AM		
NOON	10:00 AM	1:30 PM
PM	3:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



19

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_005 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

NOON

NS/EW Streets:	Monte Vista Ave			Monte Vista Ave			6th St/Arrow Route			6th St/Arrow Route			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
10:00 AM	11	75	9	12	129	1	10	15	9	8	20	8	307
10:15 AM	9	65	2	8	134	5	13	23	12	12	19	10	312
10:30 AM	8	71	3	1	150	11	12	26	10	11	26	12	341
10:45 AM	12	100	11	3	120	5	12	17	10	14	28	14	346
11:00 AM	15	84	11	5	127	3	8	23	5	7	23	8	319
11:15 AM	15	98	9	14	137	6	16	20	11	17	36	2	381
11:30 AM	16	101	8	8	139	6	14	14	10	16	35	5	372
11:45 AM	14	115	6	7	154	7	7	24	8	13	24	9	388
12:00 PM	13	140	10	8	136	7	11	29	10	11	22	12	409
12:15 PM	15	124	14	6	142	6	15	25	14	12	29	11	413
12:30 PM	16	106	2	6	152	6	12	21	12	17	25	9	384
12:45 PM	13	105	11	11	126	7	10	22	10	15	40	5	375
1:00 PM	17	128	13	11	127	8	14	35	6	14	33	12	418
1:15 PM	16	97	16	5	130	3	7	32	9	13	39	7	374
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	190	1409	125	105	1903	81	161	326	136	180	399	124	5139
APPROACH %'s :	11.02%	81.73%	7.25%	5.03%	91.10%	3.88%	25.84%	52.33%	21.83%	25.60%	56.76%	17.64%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	58	485	32	27	584	26	45	99	44	53	100	41	1594
PEAK HR FACTOR :		0.882			0.948			0.870			0.933		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_6034_005 **Day:** SATURDAY

City: City of Claremont **Date:** 4/2/2011

PM

NS/EW Streets:	Monte Vista Ave			Monte Vista Ave			6th St/Arrow Route			6th St/Arrow Route			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
3:00 PM	13	118	10	4	125	5	8	17	16	9	35	7	367
3:15 PM	7	110	7	5	106	7	6	22	14	7	18	6	315
3:30 PM	9	126	10	5	115	3	9	23	6	9	29	8	352
3:45 PM	8	99	17	9	109	4	6	26	14	12	29	7	340
4:00 PM	12	127	7	3	109	7	12	36	13	9	33	8	376
4:15 PM	6	112	12	7	125	4	10	25	15	11	25	4	356
4:30 PM	8	92	11	8	139	4	5	22	8	6	20	7	330
4:45 PM	12	103	7	5	94	3	16	22	7	10	28	3	310
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	75	887	81	46	922	37	72	193	93	73	217	50	2746
APPROACH %'s :	7.19%	85.04%	7.77%	4.58%	91.74%	3.68%	20.11%	53.91%	25.98%	21.47%	63.82%	14.71%	
PEAK HR START TIME :	330 PM												TOTAL
PEAK HR VOL :	35	464	46	24	458	18	37	110	48	41	116	27	1424
PEAK HR FACTOR :		0.933			0.919			0.799			0.920		0.947

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

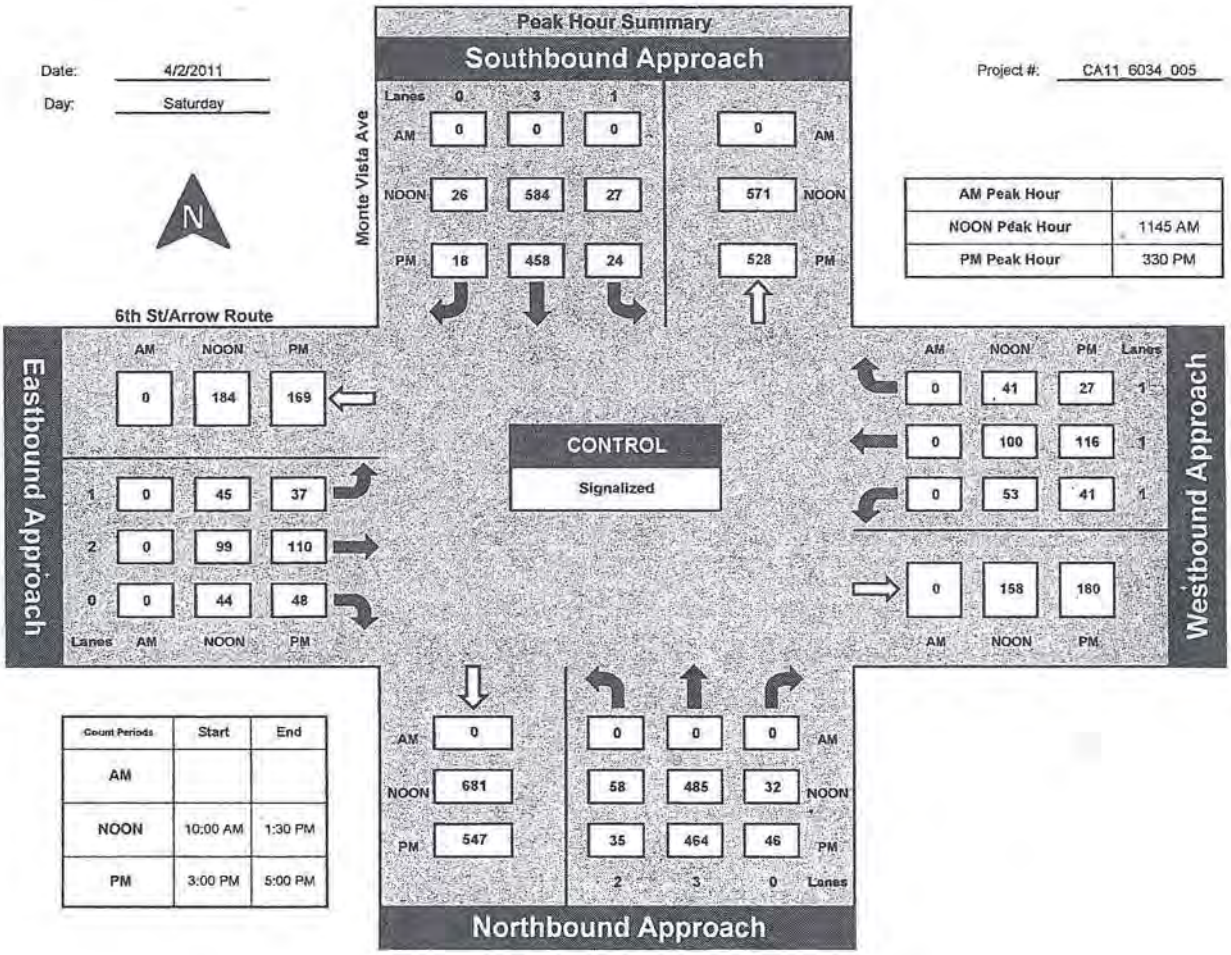
National Data & Surveying Services

Monte Vista Ave and 6th St/Arrow Route ,

Date: 4/2/2011

Day: Saturday

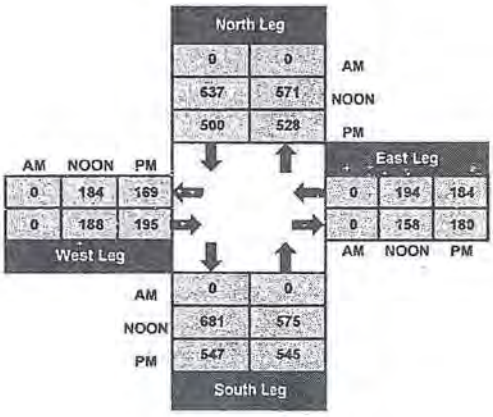
Project #: CA11_6034_005



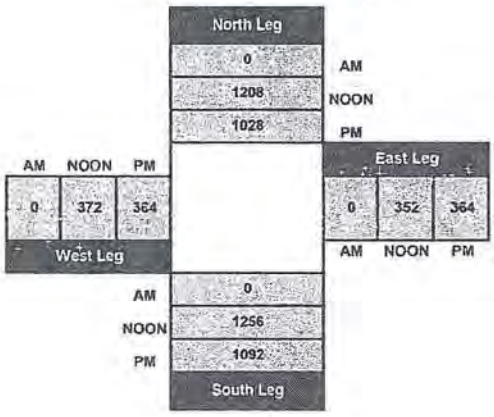
AM Peak Hour	
NOON Peak Hour	1145 AM
PM Peak Hour	330 PM

Count Periods	Start	End
AM		
NOON	10:00 AM	1:30 PM
PM	3:00 PM	5:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX B

EXISTING (WEEKDAY) TRAFFIC CONDITIONS
INTERSECTION LEVEL OF SERVICE CALCULATION
WORKSHEETS

APPENDIX B-I

EXISTING (WEEKDAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	38.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
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:	162	283	86	183	346	219	129	653	110	146	796	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	283	86	183	346	219	129	653	110	146	796	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	298	91	193	364	231	136	687	116	154	838	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	298	91	193	364	231	136	687	116	154	838	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	298	91	193	364	231	136	687	116	154	838	140
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	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1805	2672	812	1805	1900	1615	1805	3022	509	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.11	0.19	0.14	0.08	0.23	0.23	0.09	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.2	31.0	31.0	13.7	32.4	32.4	9.6	28.6	28.6	10.7	29.7	29.7
Volume/Cap:	0.77	0.36	0.36	0.78	0.59	0.44	0.78	0.79	0.79	0.79	0.78	0.29
Delay/Veh:	57.8	27.0	27.0	56.5	29.8	27.2	64.2	37.4	37.4	63.5	35.9	27.4
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:	57.8	27.0	27.0	56.5	29.8	27.2	64.2	37.4	37.4	63.5	35.9	27.4
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	13	10	10	15	18	11	12	25	25	13	25	7

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	47	464	25	9	482	38	45	59	67	29	47	23
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:	47	464	25	9	482	38	45	59	67	29	47	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	464	25	9	482	38	45	59	67	29	47	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	488	26	9	507	40	47	62	71	31	49	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	488	26	9	507	40	47	62	71	31	49	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	488	26	9	507	40	47	62	71	31	49	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.84	0.84	0.85	0.87	0.87	0.85
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.43	0.57	1.00	0.38	0.62	1.00
Final Sat.:	1805	1788	96	1805	1900	1615	694	910	1615	631	1022	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.01	0.27	0.02	0.07	0.07	0.04	0.05	0.05	0.01
Crit Moves:	****				****			****				
Green Time:	6.0	48.2	48.2	11.8	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.41	0.51	0.51	0.04	0.45	0.04	0.34	0.34	0.22	0.24	0.24	0.07
Delay/Veh:	42.6	13.8	13.8	34.2	10.1	7.4	31.5	31.5	30.5	30.6	30.6	29.3
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:	42.6	13.8	13.8	34.2	10.1	7.4	31.5	31.5	30.5	30.6	30.6	29.3
LOS by Move:	D	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	17	17	1	15	1	6	6	4	4	4	1

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	12	Average Delay (sec/veh):	14.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	524	180	44	486	20	2	19	52	78	15	60
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:	43	524	180	44	486	20	2	19	52	78	15	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	524	180	44	486	20	2	19	52	78	15	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	552	189	46	512	21	2	20	55	82	16	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	552	189	46	512	21	2	20	55	82	16	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	552	189	46	512	21	2	20	55	82	16	63
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	0.99	0.99	0.71	1.00	0.85	0.75	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.20	0.80
Final Sat.:	1805	1900	1615	1805	1814	75	1340	1900	1615	1429	334	1338
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.12	0.03	0.28	0.28	0.00	0.01	0.03	0.06	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	74.0	64.0	64.0	63.7	57.7	57.7	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.07	0.45	0.18	0.08	0.49	0.49	0.01	0.06	0.19	0.32	0.26	0.26
Delay/Veh:	5.2	9.4	7.4	7.0	12.8	12.8	33.7	34.0	35.1	36.4	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	9.4	7.4	7.0	12.8	12.8	33.7	34.0	35.1	36.4	35.8	35.8
LOS by Move:	A	A	A	A	B	B	C	C	D	D	D	D
HCM2k95thQ:	1	16	5	1	18	18	0	1	3	5	5	5

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	168	30	19	202	22	20	51	17	35	79	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	168	30	19	202	22	20	51	17	35	79	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	168	30	19	202	22	20	51	17	35	79	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	177	32	20	213	23	21	54	18	37	83	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	177	32	20	213	23	21	54	18	37	83	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	177	32	20	213	23	21	54	18	37	83	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.08	0.83	0.09	0.23	0.58	0.19	0.23	0.53	0.24
Final Sat.:	28	587	105	57	603	66	145	370	123	155	350	159
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.35	0.35	0.35	0.15	0.15	0.15	0.24	0.24	0.24
Crit Moves:		****		****					****	****		
Delay/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	8.9	8.9	8.9	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	8.9	8.9	8.9	9.4	9.4	9.4
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.7			10.2			8.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.2			8.9			9.4	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.1	0.1	0.1	0.3	0.3	0.3

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Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	12	Average Delay (sec/veh):	30.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	4	3	161	2	454	179	633	3	6	948	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	4	3	161	2	454	179	633	3	6	948	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	3	161	2	454	179	633	3	6	948	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	4	3	169	2	478	188	666	3	6	998	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	3	169	2	478	188	666	3	6	998	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	3	169	2	478	188	666	3	6	998	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.77	0.23
Final Sat.:	904	904	1615	1448	1900	1615	1805	3589	17	1805	3144	405
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.30	0.10	0.19	0.19	0.00	0.32	0.32
Crit Moves:						****	****				****	
Green Time:	32.2	32.2	32.2	32.2	32.2	32.2	11.3	34.4	34.4	11.5	34.5	34.5
Volume/Cap:	0.01	0.01	0.01	0.33	0.00	0.83	0.83	0.49	0.49	0.03	0.83	0.83
Delay/Veh:	18.7	18.7	18.6	21.4	18.6	36.1	60.0	21.4	21.4	34.4	29.4	29.4
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:	18.7	18.7	18.6	21.4	18.6	36.1	60.0	21.4	21.4	34.4	29.4	29.4
LOS by Move:	B	B	B	C	B	D	E	C	C	C	C	C
HCM2k95thQ:	0	0	0	7	0	26	14	14	14	0	27	27

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Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	3	6	7	2	6	5	94	19	10	208	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	3	6	7	2	6	5	94	19	10	208	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	3	6	7	2	6	5	94	19	10	208	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	3	6	7	2	6	5	99	20	11	219	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3	6	7	2	6	5	99	20	11	219	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3	6	7	2	6	5	99	20	11	219	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.08	0.16	0.47	0.13	0.40	0.04	0.80	0.16	0.04	0.92	0.04
Final Sat.:	540	58	116	344	98	294	36	675	136	38	791	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.15	0.15	0.15	0.28	0.28	0.28
Crit Moves:	****				****			****			****	
Delay/Veh:	8.0	8.0	8.0	7.6	7.6	7.6	7.9	7.9	7.9	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	7.6	7.6	7.6	7.9	7.9	7.9	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			7.6			7.9			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			7.6			7.9			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	16	Average Delay (sec/veh):	24.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	45	145	37	35	152	138	64	335	6	28	413	72
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:	45	145	37	35	152	138	64	335	6	28	413	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	145	37	35	152	138	64	335	6	28	413	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	153	39	37	160	145	67	353	6	29	435	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	153	39	37	160	145	67	353	6	29	435	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	153	39	37	160	145	67	353	6	29	435	76
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.59	0.41	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.70	0.30
Final Sat.:	1805	2790	712	1805	1900	1615	1805	3536	63	1805	3006	524
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.08	0.09	0.04	0.10	0.10	0.02	0.14	0.14
Crit Moves:	****					****	****				****	
Green Time:	6.2	25.1	25.1	6.0	25.0	25.0	8.8	33.3	33.3	9.5	34.0	34.0
Volume/Cap:	0.38	0.20	0.20	0.30	0.30	0.32	0.38	0.27	0.27	0.15	0.38	0.38
Delay/Veh:	42.1	24.8	24.8	41.4	26.0	26.2	39.4	19.9	19.9	37.0	20.5	20.5
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:	42.1	24.8	24.8	41.4	26.0	26.2	39.4	19.9	19.9	37.0	20.5	20.5
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2k95thQ:	4	4	4	2	7	6	4	7	7	2	11	11

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Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	16	Average Delay (sec/veh):	29.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	161	137	32	51	253	165	139	510	109	84	744	32
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:	161	137	32	51	253	165	139	510	109	84	744	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	137	32	51	253	165	139	510	109	84	744	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	144	34	54	266	174	146	537	115	88	783	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	144	34	54	266	174	146	537	115	88	783	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	144	34	54	266	174	146	537	115	88	783	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.89	0.89	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.62	0.38	1.00	1.21	0.79	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	3502	2845	664	1805	2056	1341	1805	2897	619	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.13	0.13	0.08	0.19	0.19	0.05	0.22	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	9.0	31.6	31.6	8.4	31.0	31.0
Volume/Cap:	0.66	0.16	0.16	0.45	0.43	0.43	0.81	0.53	0.53	0.53	0.63	0.06
Delay/Veh:	47.0	22.6	22.6	43.0	25.3	25.3	62.4	23.7	23.7	42.0	25.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	22.6	22.6	43.0	25.3	25.3	62.4	23.7	23.7	42.0	25.8	19.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	5	4	4	4	10	10	9	14	14	5	17	1

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Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	289	0	0	416	0	0	0	0	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	289	0	0	416	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	289	0	0	416	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	304	0	0	438	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	304	0	0	438	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing (2014) - (Weekday)
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Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.6]

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
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 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	108	282	0	0	333	83	7	0	21	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:	108	282	0	0	333	83	7	0	21	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	282	0	0	333	83	7	0	21	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	297	0	0	351	87	7	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	114	297	0	0	351	87	7	0	22	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	438	xxxx	xxxxx	xxxx	xxxx	xxxxx	770	918	219	xxxx	xxxx	xxxxx
Potent Cap.:	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	274	791	xxxx	xxxx	xxxxx
Move Cap.:	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	315	246	791	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	574	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0 389	0		0 354	0		0	0	0	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:	0 389	0		0 354	0		0	0	0	0	0	0
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 389	0		0 354	0		0	0	0	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:	0.95 0.95	0.95		0.95 0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0 409	0		0 373	0		0	0	0	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	0 409	0		0 373	0		0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	* *	*		* *	*		*	*	*	*	*	*
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 ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		* *	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing (2014) - (Weekday)
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Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	29.5
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	252	25	29	278	47	41	54	10	97	170	97
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:	11	252	25	29	278	47	41	54	10	97	170	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	252	25	29	278	47	41	54	10	97	170	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	265	26	31	293	49	43	57	11	102	179	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	265	26	31	293	49	43	57	11	102	179	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	265	26	31	293	49	43	57	11	102	179	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.71	0.29	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	3241	322	1805	3020	511	1805	1566	290	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.02	0.10	0.10	0.02	0.04	0.04	0.06	0.09	0.06
Crit Moves:	****				****			****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.03	0.32	0.32	0.08	0.40	0.40	0.09	0.14	0.14	0.22	0.37	0.25
Delay/Veh:	20.3	29.3	29.3	24.2	31.4	31.4	27.5	27.9	27.9	28.6	30.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	29.3	29.3	24.2	31.4	31.4	27.5	27.9	27.9	28.6	30.0	28.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	0	7	7	1	9	9	2	3	3	5	8	5

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	105	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	12	Average Delay (sec/veh):	17.1
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	102	245	5	2	276	133	58	1	54	3	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	245	5	2	276	133	58	1	54	3	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	245	5	2	276	133	58	1	54	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	258	5	2	291	140	61	1	57	3	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	258	5	2	291	140	61	1	57	3	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	258	5	2	291	140	61	1	57	3	2	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.95	0.95	0.58	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.40	1.00
Final Sat.:	1064	3527	72	1102	3610	1615	1805	1900	1615	1107	738	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.00	0.08	0.09	0.03	0.00	0.04	0.00	0.00	0.01
Crit Moves:	****						****			****		
Green Time:	53.4	53.4	53.4	53.4	53.4	53.4	18.6	18.6	18.6	21.0	21.0	21.0
Volume/Cap:	0.20	0.14	0.14	0.00	0.16	0.17	0.19	0.00	0.20	0.01	0.01	0.03
Delay/Veh:	14.3	13.7	13.7	12.7	13.8	14.0	37.1	35.6	37.2	33.7	33.7	33.8
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:	14.3	13.7	13.7	12.7	13.8	14.0	37.1	35.6	37.2	33.7	33.7	33.8
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
HCM2k95thQ:	4	5	5	0	5	5	4	0	3	0	0	0

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
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 0 0 0			0 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	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	0	0	0	0	0	0	567	0	0	993	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	567	0	0	993	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	597	0	0	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	597	0	0	1045	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.079
Loss Time (sec):	12	Average Delay (sec/veh):	13.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	49	0	7	0	0	0	0	119	11	3	295	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:	49	0	7	0	0	0	0	119	11	3	295	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	7	0	0	0	0	119	11	3	295	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	0	7	0	0	0	0	125	12	3	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	7	0	0	0	0	125	12	3	311	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
FinalVolume:	52	0	7	0	0	0	0	125	12	3	311	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3262	301	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.00
Crit Moves:	****							****		****		
Green Time:	30.7	0.0	30.7	0.0	0.0	0.0	0.0	41.3	41.3	6.0	47.3	0.0
Volume/Cap:	0.08	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.08	0.03	0.16	0.00
Delay/Veh:	20.2	0.0	19.6	0.0	0.0	0.0	0.0	13.7	13.7	39.4	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	0.0	19.6	0.0	0.0	0.0	0.0	13.7	13.7	39.4	11.1	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	2	0	0	0	0	0	0	2	2	0	5	0

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.211
Loss Time (sec):	16	Average Delay (sec/veh):	44.2
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	106	392	238	194	145	71	338	178	785	1028	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	106	392	238	194	145	71	338	178	785	1028	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	112	413	251	204	153	75	356	187	826	1082	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	112	413	251	204	153	75	356	187	826	1082	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	112	413	251	204	153	75	356	187	826	1082	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.77	0.89	0.89	0.95	0.95	0.85	0.59	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1464	1934	1445	1805	3610	1615	1120	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.26	0.17	0.11	0.11	0.04	0.10	0.12	0.74	0.30	0.22
Crit Moves:				****						****		
Green Time:	39.1	31.0	67.8	50.2	34.1	34.1	33.8	25.0	25.0	69.8	53.0	53.0
Volume/Cap:	0.27	0.23	0.45	0.49	0.37	0.37	0.31	0.47	0.56	1.14	0.68	0.50
Delay/Veh:	29.3	35.3	15.6	27.6	34.6	34.6	33.0	42.2	44.6	102.3	27.9	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	35.3	15.6	27.6	34.6	34.6	33.0	42.2	44.6	102.3	27.9	24.6
LOS by Move:	C	D	B	C	C	C	C	D	D	F	C	C
HCM2k95thQ:	6	6	17	13	11	11	5	12	13	63	27	16

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AM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	16	Average Delay (sec/veh):	30.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	21	363	1	0	658	404	178	3	21	1	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	363	1	0	658	404	178	3	21	1	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	363	1	0	658	404	178	3	21	1	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	382	1	0	693	425	187	3	22	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	382	1	0	693	425	187	3	22	1	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	382	1	0	693	425	187	3	22	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.87	0.03	1.10	0.17	0.33	0.50
Final Sat.:	1805	3600	10	1900	3610	1615	3346	52	1975	293	586	879
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.00	0.19	0.26	0.06	0.06	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****			****	
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.24	0.25	0.25	0.00	0.51	0.70	0.27	0.29	0.05	0.02	0.02	0.02
Delay/Veh:	56.2	22.3	22.3	0.0	29.3	35.5	40.0	40.2	38.0	35.4	35.4	35.4
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:	56.2	22.3	22.3	0.0	29.3	35.5	40.0	40.2	38.0	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	D	D	D	D	D	D	D
HCM2k95thQ:	2	9	9	0	19	25	6	7	1	0	0	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	16	Average Delay (sec/veh):	29.2
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	157	279	76	101	401	31	30	416	121	140	805	109
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:	157	279	76	101	401	31	30	416	121	140	805	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	279	76	101	401	31	30	416	121	140	805	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	294	80	106	422	33	32	438	127	147	847	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	294	80	106	422	33	32	438	127	147	847	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	294	80	106	422	33	32	438	127	147	847	115
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.78	0.22	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	3502	3610	1615	3502	4762	368	1805	3610	1615	1805	3122	423
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.03	0.09	0.09	0.02	0.12	0.08	0.08	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	7.7	28.8	28.8	6.9	28.0	28.0	7.1	35.0	35.0	13.3	41.2	41.2
Volume/Cap:	0.61	0.28	0.17	0.44	0.32	0.32	0.25	0.35	0.23	0.61	0.66	0.66
Delay/Veh:	48.9	27.8	26.9	46.0	28.6	28.6	45.0	24.2	23.1	45.6	24.8	24.8
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:	48.9	27.8	26.9	46.0	28.6	28.6	45.0	24.2	23.1	45.6	24.8	24.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	7	7	4	4	8	8	2	10	5	10	24	24

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.348	
Loss Time (sec):	16	Average Delay (sec/veh):	25.6	
Optimal Cycle:	90	Level Of Service:	C	

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	450	52	25	616	36	16	88	24	63	222	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	450	52	25	616	36	16	88	24	63	222	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	450	52	25	616	36	16	88	24	63	222	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	474	55	26	648	38	17	93	25	66	234	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	474	55	26	648	38	17	93	25	66	234	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	474	55	26	648	38	17	93	25	66	234	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	2.00	2.69	0.31	1.00	2.83	0.17	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	3502	4575	529	1805	4861	284	1805	2746	749	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.01	0.13	0.13	0.01	0.03	0.03	0.04	0.12	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.31	0.35	0.35	0.21	0.44	0.44	0.14	0.09	0.09	0.55	0.32	0.08
Delay/Veh:	40.8	25.0	25.0	40.2	25.6	25.6	40.1	17.4	17.4	46.1	19.4	17.4
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:	40.8	25.0	25.0	40.2	25.6	25.6	40.1	17.4	17.4	46.1	19.4	17.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	3	9	9	2	11	11	1	2	2	5	9	2

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Linscott, Law and Greenspan, Engineers

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Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.188	
Loss Time (sec):	16	Average Delay (sec/veh):	110.5	
Optimal Cycle:	120	Level Of Service:	F	

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
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:	263	0	357	27	0	821	220	326	411	15	1084	523
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	0	357	27	0	821	220	326	411	15	1084	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	277	0	376	28	0	864	232	343	433	16	1141	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	376	28	0	864	232	343	433	16	1141	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	376	28	0	864	232	343	433	16	1141	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.13	0.02	0.00	0.54	0.13	0.10	0.27	0.01	0.32	0.34
Crit Moves:	****					****	****					****
Green Time:	15.5	0.0	15.5	41.1	0.0	54.1	13.0	39.9	39.9	7.5	34.4	34.4
Volume/Cap:	1.19	0.00	1.02	0.05	0.00	1.19	1.19	0.29	0.80	0.14	1.10	1.19
Delay/Veh:	171.4	0.0	105.4	26.4	0.0	130.9	177.7	29.6	45.1	53.8	103	147.1
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:	171.4	0.0	105.4	26.4	0.0	130.9	177.7	29.6	45.1	53.8	103	147.1
LOS by Move:	F	A	F	C	A	F	F	C	D	D	F	F
HCM2k95thQ:	32	0	23	1	0	78	24	9	26	1	52	54

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Level Of Service Computation Report
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Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	16	Average Delay (sec/veh):	29.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1
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	0	125	3	1	0	0	412	155	276	858	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	125	3	1	0	0	412	155	276	858	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	242	0	132	3	1	0	0	434	163	291	903	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	132	3	1	0	0	434	163	291	903	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	132	3	1	0	0	434	163	291	903	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.95	1.00	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2873	0	2357	1740	1740	0	1900	3610	1615	3502	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.00	0.00	0.00	0.00	0.12	0.10	0.08	0.25	0.25
Crit Moves:	****			****				****		****		
Green Time:	13.1	0.0	26.0	28.0	28.0	0.0	0.0	25.0	25.0	12.9	37.9	37.9
Volume/Cap:	0.61	0.00	0.20	0.01	0.00	0.00	0.00	0.46	0.38	0.61	0.63	0.63
Delay/Veh:	40.4	0.0	26.6	23.7	23.6	0.0	0.0	29.7	29.3	41.0	23.8	23.8
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:	40.4	0.0	26.6	23.7	23.6	0.0	0.0	29.7	29.3	41.0	23.8	23.8
LOS by Move:	D	A	C	C	C	A	A	C	C	D	C	C
HCM2k95thQ:	10	0	5	0	0	0	0	11	8	10	21	21

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16	Average Delay (sec/veh):	82.2
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	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:	393	482	133	234	525	73	95	968	108	173	1128	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	482	133	234	525	73	95	968	108	173	1128	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	414	507	140	246	553	77	100	1019	114	182	1187	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	507	140	246	553	77	100	1019	114	182	1187	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	507	140	246	553	77	100	1019	114	182	1187	65
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	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1805	2739	756	1805	1900	1615	1805	3199	357	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.19	0.14	0.29	0.05	0.06	0.32	0.32	0.10	0.33	0.04
Crit Moves:	****				****			****		****		
Green Time:	25.4	37.7	37.7	19.9	32.2	32.2	6.7	35.3	35.3	11.2	39.7	39.7
Volume/Cap:	1.08	0.59	0.59	0.82	1.08	0.18	0.99	1.08	1.08	1.08	0.99	0.12
Delay/Veh:	117.8	35.5	35.5	64.9	108	33.9	144.0	95.9	95.9	148.0	64.3	28.1
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:	117.8	35.5	35.5	64.9	108	33.9	144.0	95.9	95.9	148.0	64.3	28.1
LOS by Move:	F	D	D	E	F	C	F	F	F	F	E	C
HCM2k95thQ:	39	20	20	20	48	4	13	51	51	21	47	3

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	12	Average Delay (sec/veh):	17.2
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	64	606	21	11	528	45	41	40	81	33	54	48
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:	64	606	21	11	528	45	41	40	81	33	54	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	606	21	11	528	45	41	40	81	33	54	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	638	22	12	556	47	43	42	85	35	57	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	638	22	12	556	47	43	42	85	35	57	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	638	22	12	556	47	43	42	85	35	57	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.82	0.82	0.85	0.87	0.87	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.51	0.49	1.00	0.38	0.62	1.00
Final Sat.:	1805	1827	63	1805	1900	1615	791	771	1615	628	1027	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.29	0.03	0.05	0.05	0.05	0.06	0.06	0.03
Crit Moves:		****		****							****	
Green Time:	11.1	54.0	54.0	6.0	48.9	48.9	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.30	0.58	0.58	0.10	0.54	0.05	0.27	0.27	0.26	0.28	0.28	0.16
Delay/Veh:	36.7	11.8	11.8	39.8	13.9	9.7	30.9	30.9	30.8	30.9	30.9	30.0
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:	36.7	11.8	11.8	39.8	13.9	9.7	30.9	30.9	30.8	30.9	30.9	30.0
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	21	21	1	19	1	4	4	4	5	5	3

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PM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	104	494	194	42	572	72	42	39	96	187	59	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	494	194	42	572	72	42	39	96	187	59	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	494	194	42	572	72	42	39	96	187	59	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	520	204	44	602	76	44	41	101	197	62	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	520	204	44	602	76	44	41	101	197	62	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	520	204	44	602	76	44	41	101	197	62	122
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	0.98	0.98	0.50	1.00	0.85	0.73	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.34	0.66
Final Sat.:	1805	1900	1615	1805	1659	209	956	1900	1615	1395	577	1135
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.13	0.02	0.36	0.36	0.05	0.02	0.06	0.14	0.11	0.11
Crit Moves:	****				****					****		
Green Time:	55.4	47.0	47.0	62.5	50.1	50.1	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.26	0.52	0.24	0.08	0.65	0.65	0.21	0.10	0.29	0.65	0.50	0.50
Delay/Veh:	9.3	14.6	11.9	6.1	15.3	15.3	29.5	28.3	29.9	37.2	32.0	32.0
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:	9.3	14.6	11.9	6.1	15.3	15.3	29.5	28.3	29.9	37.2	32.0	32.0
LOS by Move:	A	B	B	A	B	B	C	C	C	D	C	C
HCM2k95thQ:	3	17	6	1	24	24	2	2	5	12	10	10

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	11	218	70	46	200	28	17	76	9	67	105	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	218	70	46	200	28	17	76	9	67	105	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	218	70	46	200	28	17	76	9	67	105	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	229	74	48	211	29	18	80	9	71	111	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	229	74	48	211	29	18	80	9	71	111	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	229	74	48	211	29	18	80	9	71	111	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.17	0.73	0.10	0.17	0.74	0.09	0.36	0.56	0.08
Final Sat.:	25	500	161	112	487	68	94	421	50	213	334	48
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.43	0.43	0.43	0.19	0.19	0.19	0.33	0.33	0.33
Crit Moves:		****		****				****				****
Delay/Veh:	11.9	11.9	11.9	11.7	11.7	11.7	9.8	9.8	9.8	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	11.7	11.7	11.7	9.8	9.8	9.8	11.0	11.0	11.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		11.9			11.7			9.8			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			11.7			9.8			11.0	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.7	0.7	0.7	0.7	0.7	0.7	0.2	0.2	0.2	0.4	0.4	0.4

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	12	Average Delay (sec/veh):	25.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	7	10	99	1	186	288	1289	7	25	805	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	10	99	1	186	288	1289	7	25	805	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	7	10	99	1	186	288	1289	7	25	805	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	7	11	104	1	196	303	1357	7	26	847	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	7	11	104	1	196	303	1357	7	26	847	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	7	11	104	1	196	303	1357	7	26	847	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.70	0.30	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.67	0.33
Final Sat.:	1157	506	1615	1423	1900	1615	1805	3587	19	1805	2948	575
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.12	0.17	0.38	0.38	0.01	0.29	0.29
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	25.1	59.1	59.1	8.9	42.9	42.9
Volume/Cap:	0.06	0.06	0.03	0.31	0.00	0.51	0.70	0.67	0.67	0.17	0.70	0.70
Delay/Veh:	31.0	31.0	30.7	33.4	30.5	35.8	41.7	17.1	17.1	45.1	27.3	27.3
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:	31.0	31.0	30.7	33.4	30.5	35.8	41.7	17.1	17.1	45.1	27.3	27.3
LOS by Move:	C	C	C	C	C	D	D	B	B	D	C	C
HCM2k95thQ:	1	1	1	6	0	11	19	29	29	2	25	25

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Linscott, Law and Greenspan, Engineers

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

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Intersection #22 Mills Avenue at Sixth Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.308	
Loss Time (sec):	0	Average Delay (sec/veh):	8.7	
Optimal Cycle:	0	Level Of Service:	A	

****

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	3	12	10	5	3	4	228	17	8	167	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	3	12	10	5	3	4	228	17	8	167	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	3	12	10	5	3	4	228	17	8	167	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	3	13	11	5	3	4	240	18	8	176	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	13	11	5	3	4	240	18	8	176	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	3	13	11	5	3	4	240	18	8	176	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.10	0.39	0.55	0.28	0.17	0.02	0.91	0.07	0.04	0.91	0.05
Final Sat.:	361	68	271	376	188	113	14	779	58	36	751	45
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.31	0.31	0.31	0.23	0.23	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	7.9	7.9	7.9	8.0	8.0	8.0	9.0	9.0	9.0	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.0	8.0	8.0	9.0	9.0	9.0	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.0			9.0			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.0			9.0			8.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	16	Average Delay (sec/veh):	30.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	69	188	44	117	207	103	99	889	27	61	525	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	188	44	117	207	103	99	889	27	61	525	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	188	44	117	207	103	99	889	27	61	525	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	198	46	123	218	108	104	936	28	64	553	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	198	46	123	218	108	104	936	28	64	553	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	198	46	123	218	108	104	936	28	64	553	106
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.68	0.32
Final Sat.:	1805	2843	665	1805	1900	1615	1805	3490	106	1805	2955	568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.07	0.11	0.07	0.06	0.27	0.27	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	7.3	25.0	25.0	12.9	30.5	30.5	10.9	37.7	37.7	8.4	35.3	35.3
Volume/Cap:	0.55	0.28	0.28	0.53	0.38	0.22	0.53	0.71	0.71	0.42	0.53	0.53
Delay/Veh:	49.6	30.4	30.4	43.1	27.7	26.1	44.9	28.3	28.3	45.3	26.2	26.2
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:	49.6	30.4	30.4	43.1	27.7	26.1	44.9	28.3	28.3	45.3	26.2	26.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	6	7	7	7	10	5	7	25	25	5	16	16

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Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	16	Average Delay (sec/veh):	33.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	128	286	69	90	167	118	196	1121	118	68	732	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	286	69	90	167	118	196	1121	118	68	732	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	286	69	90	167	118	196	1121	118	68	732	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	301	73	95	176	124	206	1180	124	72	771	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	301	73	95	176	124	206	1180	124	72	771	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	301	73	95	176	124	206	1180	124	72	771	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.89	0.89	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.61	0.39	1.00	1.17	0.83	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	3502	2824	681	1805	1984	1402	1805	3220	339	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.05	0.09	0.09	0.11	0.37	0.37	0.04	0.21	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.8	28.0	28.0	6.9	28.1	28.1	17.6	48.1	48.1	6.0	36.6	36.6
Volume/Cap:	0.60	0.40	0.40	0.80	0.33	0.33	0.68	0.80	0.80	0.69	0.61	0.09
Delay/Veh:	52.2	31.9	31.9	79.1	31.1	31.1	47.5	27.2	27.2	67.1	29.3	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	31.9	31.9	79.1	31.1	31.1	47.5	27.2	27.2	67.1	29.3	23.1
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2k95thQ:	4	10	10	10	8	8	12	32	32	5	19	2

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Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	513	0	0	338	0	0	0	0	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	513	0	0	338	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	513	0	0	338	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	540	0	0	356	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	540	0	0	356	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: C[16.4]

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
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 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	84	436	0	0	297	41	77	0	170	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:	84	436	0	0	297	41	77	0	170	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	436	0	0	297	41	77	0	170	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	459	0	0	313	43	81	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	88	459	0	0	313	43	81	0	179	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	356	xxxx	xxxxx	xxxx	xxxx	xxxxx	741	970	178	xxxx	xxxx	xxxxx
Potent Cap.:	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	356	255	841	xxxx	xxxx	xxxxx
Move Cap.:	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx	336	237	841	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.21	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	573	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.4			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0 521	0		0 465	0		0 0	0		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:	0 521	0		0 465	0		0 0	0		0 0	0	
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 521	0		0 465	0		0 0	0		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:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	0 548	0		0 489	0		0 0	0		0 0	0	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	0 548	0		0 489	0		0 0	0		0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	*		* *	*	
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 ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	363	103	119	286	60	90	156	18	64	136	68
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:	14	363	103	119	286	60	90	156	18	64	136	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	363	103	119	286	60	90	156	18	64	136	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	382	108	125	301	63	95	164	19	67	143	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	382	108	125	301	63	95	164	19	67	143	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
FinalVolume:	15	382	108	125	301	63	95	164	19	67	143	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.80	0.93	0.93	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.56	0.44	1.00	1.65	0.35	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	2719	772	1512	2906	610	1805	1678	194	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.08	0.10	0.10	0.05	0.10	0.10	0.04	0.08	0.04
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.04	0.55	0.55	0.47	0.43	0.43	0.20	0.38	0.38	0.14	0.29	0.17
Delay/Veh:	20.4	31.8	31.8	27.0	31.6	31.6	28.4	30.1	30.1	27.9	29.2	28.2
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:	20.4	31.8	31.8	27.0	31.6	31.6	28.4	30.1	30.1	27.9	29.2	28.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	13	13	6	9	9	5	9	9	3	7	3

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Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	90	Critical Vol./Cap.(X):	0.219
Loss Time (sec):	12	Average Delay (sec/veh):	23.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	69	318	5	2	286	67	159	2	128	2	2	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:	69	318	5	2	286	67	159	2	128	2	2	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	318	5	2	286	67	159	2	128	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	335	5	2	301	71	167	2	135	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	335	5	2	301	71	167	2	135	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	335	5	2	301	71	167	2	135	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.49	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	999	3547	56	935	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.00	0.08	0.04	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****					****				****	
Green Time:	28.8	28.8	28.8	28.8	28.8	28.8	28.2	28.2	28.2	21.0	21.0	21.0
Volume/Cap:	0.23	0.30	0.30	0.01	0.26	0.14	0.30	0.00	0.27	0.01	0.01	0.01
Delay/Veh:	22.8	23.2	23.2	20.9	22.9	21.9	23.6	21.2	23.4	26.5	26.5	26.5
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:	22.8	23.2	23.2	20.9	22.9	21.9	23.6	21.2	23.4	26.5	26.5	26.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	7	7	0	6	3	7	0	6	0	0	0

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PM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
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 0 0 0			0 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	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	0	0	0	0	0	0	1127	0	0	864	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1127	0	0	864	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1186	0	0	909	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1186	0	0	909	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	0.158
Loss Time (sec):	12	Average Delay (sec/veh):	11.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	28	0	20	0	0	0	0	344	41	19	243	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:	28	0	20	0	0	0	0	344	41	19	243	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	20	0	0	0	0	344	41	19	243	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	0	21	0	0	0	0	362	43	20	256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	21	0	0	0	0	362	43	20	256	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
FinalVolume:	29	0	21	0	0	0	0	362	43	20	256	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.79	0.21	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3174	378	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.11	0.01	0.07	0.00
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	0.0	0.0	0.0	0.0	71.1	71.1	6.9	78.0	0.0
Volume/Cap:	0.08	0.00	0.06	0.00	0.00	0.00	0.00	0.18	0.18	0.18	0.10	0.00
Delay/Veh:	35.9	0.0	35.8	0.0	0.0	0.0	0.0	9.5	9.5	52.2	6.4	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:	35.9	0.0	35.8	0.0	0.0	0.0	0.0	9.5	9.5	52.2	6.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	2	0	1	0	0	0	0	6	6	1	3	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	90	Critical Vol./Cap.(X):	1.906
Loss Time (sec):	16	Average Delay (sec/veh):	64.2
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	142	1044	165	110	69	66	690	141	541	555	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	142	1044	165	110	69	66	690	141	541	555	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	149	1099	174	116	73	69	726	148	569	584	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	149	1099	174	116	73	69	726	148	569	584	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	149	1099	174	116	73	69	726	148	569	584	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.83	0.89	0.89	0.95	0.95	0.85	0.36	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1556	1900	1615	1568	2090	1311	1805	3610	1615	682	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.68	0.11	0.06	0.06	0.04	0.20	0.09	0.83	0.16	0.08
Crit Moves:			****	****						****		
Green Time:	34.1	31.0	50.9	28.1	22.1	22.1	33.7	25.0	25.0	49.9	36.2	36.2
Volume/Cap:	0.40	0.23	1.20	0.42	0.23	0.23	0.17	0.72	0.33	1.16	0.40	0.21
Delay/Veh:	20.6	21.2	121.4	24.3	27.3	27.3	18.5	32.0	26.3	116.7	19.4	17.7
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:	20.6	21.2	121.4	24.3	27.3	27.3	18.5	32.0	26.3	116.7	19.4	17.7
LOS by Move:	C	C	F	C	C	C	B	C	C	F	B	B
HCM2k95thQ:	8	6	85	8	5	5	3	20	7	42	11	5

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Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	16	Average Delay (sec/veh):	32.5
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	33	791	4	2	462	151	366	3	33	9	6	1
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:	33	791	4	2	462	151	366	3	33	9	6	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	791	4	2	462	151	366	3	33	9	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	833	4	2	486	159	385	3	35	9	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	833	4	2	486	159	385	3	35	9	6	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	833	4	2	486	159	385	3	35	9	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.14	0.95	0.85	0.94	0.94	0.94	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.91	0.01	1.08	0.56	0.38	0.06
Final Sat.:	1805	3588	18	260	3610	1615	3416	27	1941	1032	688	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.01	0.13	0.10	0.11	0.12	0.02	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	6.0	35.2	35.2	29.2	29.2	29.2	25.8	25.8	25.8	28.0	28.0	28.0
Volume/Cap:	0.34	0.69	0.69	0.03	0.48	0.35	0.46	0.48	0.07	0.03	0.03	0.03
Delay/Veh:	49.5	31.9	31.9	27.7	32.0	30.8	34.1	34.3	30.4	28.5	28.5	28.5
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:	49.5	31.9	31.9	27.7	32.0	30.8	34.1	34.3	30.4	28.5	28.5	28.5
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	24	24	0	14	8	11	12	2	1	1	1

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Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	16	Average Delay (sec/veh):	29.4
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	187	530	137	131	362	43	67	880	181	106	634	184
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:	187	530	137	131	362	43	67	880	181	106	634	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	530	137	131	362	43	67	880	181	106	634	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	197	558	144	138	381	45	71	926	191	112	667	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	558	144	138	381	45	71	926	191	112	667	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	558	144	138	381	45	71	926	191	112	667	194
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	2.68	0.32	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	3502	3610	1615	3502	4562	542	1805	3610	1615	1805	2703	784
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.09	0.04	0.08	0.08	0.04	0.26	0.12	0.06	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	7.6	28.7	28.7	6.9	28.0	28.0	6.3	35.0	35.0	8.4	37.0	37.0
Volume/Cap:	0.70	0.51	0.30	0.54	0.28	0.28	0.58	0.70	0.32	0.70	0.63	0.63
Delay/Veh:	50.3	27.8	25.7	44.9	25.9	25.9	50.2	27.1	21.8	55.2	24.5	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:	50.3	27.8	25.7	44.9	25.9	25.9	50.2	27.1	21.8	55.2	24.5	24.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	9	14	7	6	7	7	4	21	7	9	21	21

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PM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	16	Average Delay (sec/veh):	26.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	77	753	82	28	601	19	43	215	82	62	151	41
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:	77	753	82	28	601	19	43	215	82	62	151	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	753	82	28	601	19	43	215	82	62	151	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	793	86	29	633	20	45	226	86	65	159	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	793	86	29	633	20	45	226	86	65	159	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	793	86	29	633	20	45	226	86	65	159	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	2.71	0.29	1.00	2.91	0.09	1.00	1.45	0.55	1.00	1.00	1.00
Final Sat.:	3502	4607	502	1805	5003	158	1805	2506	956	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.13	0.13	0.03	0.09	0.09	0.04	0.08	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.4	27.0	27.0	6.0	26.6	26.6	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.33	0.57	0.57	0.24	0.43	0.43	0.38	0.23	0.23	0.54	0.22	0.07
Delay/Veh:	40.5	27.2	27.2	40.9	25.7	25.7	42.2	18.6	18.6	45.7	18.5	17.3
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:	40.5	27.2	27.2	40.9	25.7	25.7	42.2	18.6	18.6	45.7	18.5	17.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	3	15	15	2	11	11	2	6	6	5	6	2

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PM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.115
Loss Time (sec):	16	Average Delay (sec/veh):	73.2
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
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:	271	0	674	28	0	552	274	817	774	21	394	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	0	674	28	0	552	274	817	774	21	394	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	285	0	709	29	0	581	288	860	815	22	415	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	709	29	0	581	288	860	815	22	415	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	0	709	29	0	581	288	860	815	22	415	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.02	0.00	0.36	0.16	0.24	0.50	0.01	0.11	0.19
Crit Moves:			****			****			****	****		
Green Time:	25.6	0.0	25.6	20.5	0.0	46.8	26.3	51.8	51.8	6.0	31.5	31.5
Volume/Cap:	0.74	0.00	1.17	0.10	0.00	0.92	0.73	0.55	1.17	0.24	0.44	0.73
Delay/Veh:	51.5	0.0	139.7	42.0	0.0	53.9	50.3	25.9	124.8	56.2	37.2	46.7
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:	51.5	0.0	139.7	42.0	0.0	53.9	50.3	25.9	124.8	56.2	37.2	46.7
LOS by Move:	D	A	F	D	A	D	D	C	F	E	D	D
HCM2k95thQ:	21	0	41	2	0	40	18	21	69	2	13	21

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PM Existing (2014) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	16	Average Delay (sec/veh):	47.1
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
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:	276	2	431	14	7	0	1	942	287	303	616	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	2	431	14	7	0	1	942	287	303	616	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	2	454	15	7	0	1	992	302	319	648	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	2	454	15	7	0	1	992	302	319	648	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	2	454	15	7	0	1	992	302	319	648	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3604	6
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.17	0.01	0.00	0.00	0.00	0.27	0.19	0.09	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	28.6	28.6	40.4	28.0	28.0	0.0	10.3	35.6	35.6	11.8	37.1	37.1
Volume/Cap:	0.52	0.93	0.50	0.04	0.02	0.00	0.01	0.93	0.63	0.93	0.58	0.58
Delay/Veh:	40.0	61.2	31.9	35.6	35.4	0.0	50.2	54.2	39.2	83.9	35.7	35.7
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:	40.0	61.2	31.9	35.6	35.4	0.0	50.2	54.2	39.2	83.9	35.7	35.7
LOS by Move:	D	E	C	D	D	A	D	D	D	F	D	D
HCM2k95thQ:	14	30	16	1	0	0	0	38	19	17	20	20

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APPENDIX B-II

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	38.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
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:	162	283	86	183	346	219	129	653	110	146	796	133
Added Vol:	0	0	0	1	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	283	86	184	346	219	129	654	110	146	796	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	298	91	194	364	231	136	688	116	154	838	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	298	91	194	364	231	136	688	116	154	838	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	298	91	194	364	231	136	688	116	154	838	140
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	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1805	2672	812	1805	1900	1615	1805	3022	508	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.11	0.19	0.14	0.08	0.23	0.23	0.09	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.3	31.0	31.0	13.7	32.5	32.5	9.6	28.6	28.6	10.7	29.7	29.7
Volume/Cap:	0.77	0.36	0.36	0.78	0.59	0.44	0.78	0.80	0.80	0.80	0.78	0.29
Delay/Veh:	57.7	27.0	27.0	56.6	29.7	27.2	64.4	37.5	37.5	63.8	36.0	27.4
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:	57.7	27.0	27.0	56.6	29.7	27.2	64.4	37.5	37.5	63.8	36.0	27.4
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	13	10	10	15	18	11	12	25	25	13	25	7

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	47	464	25	9	482	38	45	59	67	29	47	23
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:	47	464	25	9	482	38	45	59	67	29	47	23
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	464	25	9	482	38	45	60	67	29	47	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	488	26	9	507	40	47	63	71	31	49	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	488	26	9	507	40	47	63	71	31	49	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	488	26	9	507	40	47	63	71	31	49	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.84	0.84	0.85	0.87	0.87	0.85
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.43	0.57	1.00	0.38	0.62	1.00
Final Sat.:	1805	1788	96	1805	1900	1615	687	916	1615	630	1021	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.01	0.27	0.02	0.07	0.07	0.04	0.05	0.05	0.01
Crit Moves:	****				****			****				
Green Time:	6.0	48.2	48.2	11.8	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.41	0.51	0.51	0.04	0.45	0.04	0.34	0.34	0.22	0.24	0.24	0.07
Delay/Veh:	42.6	13.8	13.8	34.2	10.1	7.4	31.6	31.6	30.5	30.6	30.6	29.3
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:	42.6	13.8	13.8	34.2	10.1	7.4	31.6	31.6	30.5	30.6	30.6	29.3
LOS by Move:	D	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	17	17	1	15	1	6	6	4	4	4	1

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	12	Average Delay (sec/veh):	14.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	524	180	44	486	20	2	19	52	78	15	60
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:	43	524	180	44	486	20	2	19	52	78	15	60
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	524	180	44	486	20	2	20	52	78	15	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	552	189	46	512	21	2	21	55	82	16	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	552	189	46	512	21	2	21	55	82	16	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	552	189	46	512	21	2	21	55	82	16	63
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	0.99	0.99	0.71	1.00	0.85	0.75	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.20	0.80
Final Sat.:	1805	1900	1615	1805	1814	75	1340	1900	1615	1427	334	1338
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.12	0.03	0.28	0.28	0.00	0.01	0.03	0.06	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	74.0	64.0	64.0	63.7	57.7	57.7	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.07	0.45	0.18	0.08	0.49	0.49	0.01	0.06	0.19	0.32	0.26	0.26
Delay/Veh:	5.2	9.4	7.4	7.0	12.8	12.8	33.7	34.1	35.1	36.4	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	9.4	7.4	7.0	12.8	12.8	33.7	34.1	35.1	36.4	35.8	35.8
LOS by Move:	A	A	A	A	B	B	C	C	D	D	D	D
HCM2k95thQ:	1	16	5	1	18	18	0	1	3	5	5	5

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	168	30	19	202	22	20	51	17	35	79	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	168	30	19	202	22	20	51	17	35	79	36
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	168	30	19	202	22	20	52	17	35	79	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	177	32	20	213	23	21	55	18	37	83	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	177	32	20	213	23	21	55	18	37	83	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	177	32	20	213	23	21	55	18	37	83	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.08	0.83	0.09	0.22	0.59	0.19	0.23	0.53	0.24
Final Sat.:	28	587	105	57	603	66	143	373	122	155	349	159
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.35	0.35	0.35	0.15	0.15	0.15	0.24	0.24	0.24
Crit Moves:		****		****				****				****
Delay/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	8.9	8.9	8.9	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	8.9	8.9	8.9	9.4	9.4	9.4
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.7			10.2			8.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.2			8.9			9.4	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.1	0.1	0.1	0.3	0.3	0.3

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	12	Average Delay (sec/veh):	30.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	4	3	161	2	454	179	633	3	6	948	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	4	3	161	2	454	179	633	3	6	948	122
Added Vol:	0	0	1	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	4	161	2	454	179	634	3	6	948	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	4	4	169	2	478	188	667	3	6	998	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	4	169	2	478	188	667	3	6	998	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	4	169	2	478	188	667	3	6	998	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.77	0.23
Final Sat.:	904	904	1615	1448	1900	1615	1805	3589	17	1805	3144	405
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.30	0.10	0.19	0.19	0.00	0.32	0.32
Crit Moves:						****	****				****	
Green Time:	32.2	32.2	32.2	32.2	32.2	32.2	11.3	34.4	34.4	11.5	34.5	34.5
Volume/Cap:	0.01	0.01	0.01	0.33	0.00	0.83	0.83	0.49	0.49	0.03	0.83	0.83
Delay/Veh:	18.7	18.7	18.6	21.4	18.6	36.1	60.0	21.4	21.4	34.4	29.4	29.4
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:	18.7	18.7	18.6	21.4	18.6	36.1	60.0	21.4	21.4	34.4	29.4	29.4
LOS by Move:	B	B	B	C	B	D	E	C	C	C	C	C
HCM2k95thQ:	0	0	0	7	0	26	14	14	14	0	27	27

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Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	3	6	7	2	6	5	94	19	10	208	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	3	6	7	2	6	5	94	19	10	208	8
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	3	6	7	2	6	5	95	19	10	208	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	3	6	7	2	6	5	100	20	11	219	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3	6	7	2	6	5	100	20	11	219	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3	6	7	2	6	5	100	20	11	219	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.08	0.16	0.47	0.13	0.40	0.04	0.80	0.16	0.04	0.92	0.04
Final Sat.:	540	58	116	343	98	294	36	676	135	38	790	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.15	0.15	0.15	0.28	0.28	0.28
Crit Moves:	****				****		****					****
Delay/Veh:	8.0	8.0	8.0	7.6	7.6	7.6	7.9	7.9	7.9	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	7.6	7.6	7.6	7.9	7.9	7.9	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			7.6			7.9			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			7.6			7.9			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4

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Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	16	Average Delay (sec/veh):	24.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	45	145	37	35	152	138	64	335	6	28	413	72
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:	45	145	37	35	152	138	64	335	6	28	413	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	145	37	35	152	138	64	335	6	28	413	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	153	39	37	160	145	67	353	6	29	435	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	153	39	37	160	145	67	353	6	29	435	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	153	39	37	160	145	67	353	6	29	435	76
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.59	0.41	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.70	0.30
Final Sat.:	1805	2790	712	1805	1900	1615	1805	3536	63	1805	3006	524
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.08	0.09	0.04	0.10	0.10	0.02	0.14	0.14
Crit Moves:	****					****	****				****	
Green Time:	6.2	25.1	25.1	6.0	25.0	25.0	8.8	33.3	33.3	9.5	34.0	34.0
Volume/Cap:	0.38	0.20	0.20	0.30	0.30	0.32	0.38	0.27	0.27	0.15	0.38	0.38
Delay/Veh:	42.1	24.8	24.8	41.4	26.0	26.2	39.4	19.9	19.9	37.0	20.5	20.5
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:	42.1	24.8	24.8	41.4	26.0	26.2	39.4	19.9	19.9	37.0	20.5	20.5
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2k95thQ:	4	4	4	2	7	6	4	7	7	2	11	11

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	16	Average Delay (sec/veh):	29.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	161	137	32	51	253	165	139	510	109	84	744	32
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:	161	137	32	51	253	165	139	510	109	84	744	32
Added Vol:	0	1	0	0	2	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	138	32	51	255	165	139	510	111	86	744	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	145	34	54	268	174	146	537	117	91	783	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	145	34	54	268	174	146	537	117	91	783	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	145	34	54	268	174	146	537	117	91	783	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.89	0.89	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	2.00	1.62	0.38	1.00	1.21	0.79	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	3502	2848	661	1805	2062	1335	1805	2885	628	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.13	0.13	0.08	0.19	0.19	0.05	0.22	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	9.0	31.5	31.5	8.5	31.0	31.0
Volume/Cap:	0.66	0.16	0.16	0.45	0.43	0.43	0.81	0.53	0.53	0.53	0.63	0.06
Delay/Veh:	47.0	22.6	22.6	43.0	25.3	25.3	62.4	23.8	23.8	42.1	25.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	22.6	22.6	43.0	25.3	25.3	62.4	23.8	23.8	42.1	25.8	19.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	5	4	4	4	10	10	9	14	14	5	17	1

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	289	0	0	416	0	0	0	0	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	289	0	0	416	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	290	0	0	422	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	305	0	0	444	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	305	0	0	444	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	153
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	873
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	873
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.238
Loss Time (sec):	12	Average Delay (sec/veh):	20.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	108	282	0	0	333	83	7	0	21	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:	108	282	0	0	333	83	7	0	21	0	0	0
Added Vol:	0	0	1	6	0	0	0	1	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	282	1	6	333	83	7	1	21	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	297	1	6	351	87	7	1	22	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	297	1	6	351	87	7	1	22	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	297	1	6	351	87	7	1	22	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.87	0.87	0.87	0.89	1.00	0.89
Lanes:	1.00	1.99	0.01	1.00	1.60	0.40	0.24	0.03	0.73	0.50	0.00	0.50
Final Sat.:	1805	3594	13	1805	2803	699	398	57	1195	847	0	847
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.13	0.13	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	17.8	37.1	37.1	15.9	35.2	35.2	25.0	25.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.32	0.20	0.20	0.02	0.32	0.32	0.07	0.07	0.07	0.00	0.00	0.00
Delay/Veh:	31.5	17.0	17.0	30.6	19.2	19.2	24.0	24.0	24.0	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	17.0	17.0	30.6	19.2	19.2	24.0	24.0	24.0	23.5	0.0	23.5
LOS by Move:	C	B	B	C	B	B	C	C	C	C	A	C
HCM2k95thQ:	5	5	5	0	8	8	1	1	1	0	0	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	389	0	0	354	0	0	0	0	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	389	0	0	354	0	0	0	0	0	0	0
Added Vol:	0	1	2	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	390	2	0	355	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	411	2	0	374	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	411	2	0	374	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	206
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	806
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	806
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

****

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148	
Loss Time (sec):	16	Average Delay (sec/veh):	29.5	
Optimal Cycle:	97	Level Of Service:	C	

****

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	252	25	29	278	47	41	54	10	97	170	97
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:	11	252	25	29	278	47	41	54	10	97	170	97
Added Vol:	0	1	0	0	0	0	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	253	25	29	278	47	42	54	10	97	170	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	266	26	31	293	49	44	57	11	102	179	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	266	26	31	293	49	44	57	11	102	179	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	266	26	31	293	49	44	57	11	102	179	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.71	0.29	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	3243	320	1805	3020	511	1805	1566	290	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.02	0.10	0.10	0.02	0.04	0.04	0.06	0.09	0.06
Crit Moves:	****				****			****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.03	0.32	0.32	0.09	0.40	0.40	0.10	0.14	0.14	0.22	0.37	0.25
Delay/Veh:	20.3	29.3	29.3	24.2	31.4	31.4	27.5	27.9	27.9	28.6	30.0	28.9
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:	20.3	29.3	29.3	24.2	31.4	31.4	27.5	27.9	27.9	28.6	30.0	28.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	0	7	7	1	9	9	2	3	3	5	8	5

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	105	Critical Vol./Cap.(X):	0.156
Loss Time (sec):	12	Average Delay (sec/veh):	17.2
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	102	245	5	2	276	133	58	1	54	3	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	245	5	2	276	133	58	1	54	3	2	8
Added Vol:	0	0	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	245	5	2	276	133	59	1	54	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	258	5	2	291	140	62	1	57	3	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	258	5	2	291	140	62	1	57	3	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	258	5	2	291	140	62	1	57	3	2	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.95	0.95	0.58	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.40	1.00
Final Sat.:	1064	3527	72	1102	3610	1615	1805	1900	1615	1107	738	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.00	0.08	0.09	0.03	0.00	0.04	0.00	0.00	0.01
Crit Moves:	****						****			****		
Green Time:	53.4	53.4	53.4	53.4	53.4	53.4	18.6	18.6	18.6	21.0	21.0	21.0
Volume/Cap:	0.20	0.14	0.14	0.00	0.16	0.17	0.19	0.00	0.20	0.01	0.01	0.03
Delay/Veh:	14.3	13.7	13.7	12.7	13.8	14.0	37.1	35.6	37.2	33.7	33.7	33.8
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:	14.3	13.7	13.7	12.7	13.8	14.0	37.1	35.6	37.2	33.7	33.7	33.8
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
HCM2k95thQ:	4	5	5	0	5	5	4	0	3	0	0	0

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	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	0	0	0	0	0	0	567	0	0	993	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	567	0	0	995	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	597	0	0	1047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	597	0	0	1047	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1121	1644	298	1346	1644	524	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	203	101	704	145	101	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	203	101	704	145	101	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.084	
Loss Time (sec):	12	Average Delay (sec/veh):	14.1	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	49	0	7	0	0	0	0	119	11	3	295	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:	49	0	7	0	0	0	0	119	11	3	295	0
Added Vol:	0	0	0	1	0	0	0	0	0	0	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	7	1	0	0	0	119	11	3	296	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	0	7	1	0	0	0	125	12	3	312	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	7	1	0	0	0	125	12	3	312	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	0	7	1	0	0	0	125	12	3	312	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.95	1.00	1.00	1.00	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.83	0.17	1.00	1.99	0.01
Final Sat.:	1562	0	1615	1809	0	0	1900	3262	301	1805	3582	24
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.09
Crit Moves:	****							****		****		
Green Time:	33.3	0.0	33.3	33.3	0.0	0.0	0.0	38.7	38.7	6.0	44.7	44.7
Volume/Cap:	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.09	0.03	0.18	0.18
Delay/Veh:	18.5	0.0	18.0	17.9	0.0	0.0	0.0	15.2	15.2	39.4	12.5	12.5
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:	18.5	0.0	18.0	17.9	0.0	0.0	0.0	15.2	15.2	39.4	12.5	12.5
LOS by Move:	B	A	B	B	A	A	A	B	B	D	B	B
HCM2k95thQ:	2	0	0	0	0	0	0	2	2	0	5	5

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.215
Loss Time (sec):	16	Average Delay (sec/veh):	44.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	106	392	238	194	145	71	338	178	785	1028	340
Added Vol:	0	0	1	0	1	0	0	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	106	393	238	195	145	71	338	179	787	1028	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	112	414	251	205	153	75	356	188	828	1082	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	112	414	251	205	153	75	356	188	828	1082	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	112	414	251	205	153	75	356	188	828	1082	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.77	0.89	0.89	0.95	0.95	0.85	0.59	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1463	1938	1441	1805	3610	1615	1118	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.26	0.17	0.11	0.11	0.04	0.10	0.12	0.74	0.30	0.22
Crit Moves:				****						****		
Green Time:	39.1	31.0	67.9	50.1	34.1	34.1	33.8	25.0	25.0	69.9	53.0	53.0
Volume/Cap:	0.27	0.23	0.45	0.49	0.37	0.37	0.31	0.47	0.56	1.14	0.68	0.50
Delay/Veh:	29.3	35.3	15.6	27.6	34.7	34.7	33.0	42.2	44.7	103.2	27.9	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	35.3	15.6	27.6	34.7	34.7	33.0	42.2	44.7	103.2	27.9	24.6
LOS by Move:	C	D	B	C	C	C	C	D	D	F	C	C
HCM2k95thQ:	6	6	17	13	11	11	5	12	13	63	27	16

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	16	Average Delay (sec/veh):	31.0
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1! 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	21	363	1	0	658	404	178	3	21	1	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	363	1	0	658	404	178	3	21	1	2	3
Added Vol:	0	0	0	0	1	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	363	1	0	659	406	179	3	21	1	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	382	1	0	694	427	188	3	22	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	382	1	0	694	427	188	3	22	1	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	382	1	0	694	427	188	3	22	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.87	0.03	1.10	0.17	0.33	0.50
Final Sat.:	1805	3600	10	1900	3610	1615	3351	52	1976	293	586	879
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.00	0.19	0.26	0.06	0.06	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****			****	
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.24	0.25	0.25	0.00	0.51	0.71	0.27	0.29	0.05	0.02	0.02	0.02
Delay/Veh:	56.2	22.3	22.3	0.0	29.3	35.7	40.0	40.2	38.0	35.4	35.4	35.4
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:	56.2	22.3	22.3	0.0	29.3	35.7	40.0	40.2	38.0	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	D	D	D	D	D	D	D
HCM2k95thQ:	2	9	9	0	19	25	6	7	1	0	0	0

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	16	Average Delay (sec/veh):	29.0
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	157	279	76	101	401	31	30	416	121	140	805	109
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:	157	279	76	101	401	31	30	416	121	140	805	109
Added Vol:	0	0	0	0	1	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	279	76	101	402	32	30	416	121	140	806	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	294	80	106	423	34	32	438	127	147	848	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	294	80	106	423	34	32	438	127	147	848	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	294	80	106	423	34	32	438	127	147	848	115
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.78	0.22	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	3502	3610	1615	3502	4752	378	1805	3610	1615	1805	3123	422
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.03	0.09	0.09	0.02	0.12	0.08	0.08	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	6.0	27.4	27.4	6.6	28.0	28.0	6.6	35.0	35.0	10.0	38.4	38.4
Volume/Cap:	0.75	0.28	0.17	0.44	0.30	0.30	0.25	0.33	0.21	0.78	0.67	0.67
Delay/Veh:	56.8	26.3	25.5	43.7	26.0	26.0	42.9	21.7	20.8	59.4	24.4	24.4
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:	56.8	26.3	25.5	43.7	26.0	26.0	42.9	21.7	20.8	59.4	24.4	24.4
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	8	7	4	4	8	8	2	9	5	12	23	23

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AM Existing Plus Project (2014) - (Weekday: Practice Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	16	Average Delay (sec/veh):	25.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	450	52	25	616	36	16	88	24	63	222	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	450	52	25	616	36	16	88	24	63	222	45
Added Vol:	2	0	0	0	0	1	0	0	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	450	52	25	616	37	16	88	25	63	223	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	474	55	26	648	39	17	93	26	66	235	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	474	55	26	648	39	17	93	26	66	235	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	474	55	26	648	39	17	93	26	66	235	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	2.00	2.69	0.31	1.00	2.83	0.17	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	3502	4575	529	1805	4849	291	1805	2719	772	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.01	0.13	0.13	0.01	0.03	0.03	0.04	0.12	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.32	0.35	0.35	0.21	0.45	0.45	0.14	0.09	0.09	0.55	0.32	0.08
Delay/Veh:	40.9	25.0	25.0	40.2	25.7	25.7	40.1	17.4	17.4	46.1	19.4	17.4
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:	40.9	25.0	25.0	40.2	25.7	25.7	40.1	17.4	17.4	46.1	19.4	17.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	3	9	9	2	11	11	1	2	2	5	9	2

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Linscott, Law and Greenspan, Engineers

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

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Intersection #38 SR-210 Ramps at Baseline Road

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Cycle (sec):	120	Critical Vol./Cap.(X):	1.189	
Loss Time (sec):	16	Average Delay (sec/veh):	110.9	
Optimal Cycle:	120	Level Of Service:	F	

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Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
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:	263	0	357	27	0	821	220	326	411	15	1084	523
Added Vol:	1	0	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	357	27	0	822	220	326	411	15	1084	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	278	0	376	28	0	865	232	343	433	16	1141	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	376	28	0	865	232	343	433	16	1141	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	0	376	28	0	865	232	343	433	16	1141	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.13	0.02	0.00	0.54	0.13	0.10	0.27	0.01	0.32	0.34
Crit Moves:	****					****	****					****
Green Time:	15.5	0.0	15.5	41.1	0.0	54.1	12.9	39.9	39.9	7.4	34.4	34.4
Volume/Cap:	1.19	0.00	1.02	0.05	0.00	1.19	1.19	0.29	0.81	0.14	1.10	1.19
Delay/Veh:	171.8	0.0	104.6	26.4	0.0	131.5	178.3	29.7	45.2	53.8	103	147.7
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:	171.8	0.0	104.6	26.4	0.0	131.5	178.3	29.7	45.2	53.8	103	147.7
LOS by Move:	F	A	F	C	A	F	F	C	D	D	F	F
HCM2k95thQ:	32	0	23	1	0	78	24	9	26	1	52	54

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Linscott, Law and Greenspan, Engineers

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

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Intersection #39 Central Avenue at Foothill Boulevard

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.352	
Loss Time (sec):	16	Average Delay (sec/veh):	29.5	
Optimal Cycle:	90	Level Of Service:	C	

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Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	1	0	1	0	1	0	2	0	1	2	0	1	1	0
Volume Module:																			
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1							
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	0	125	3	1	0	0	412	155	276	858	1							
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	230	0	125	3	1	0	0	412	155	276	859	1							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95							
PHF Volume:	242	0	132	3	1	0	0	434	163	291	904	1							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Reduced Vol:	242	0	132	3	1	0	0	434	163	291	904	1							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	242	0	132	3	1	0	0	434	163	291	904	1							
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900							
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.95	1.00	0.95	0.85	0.92	0.95	0.95							
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01							
Final Sat.:	2873	0	2357	1740	1740	0	1900	3610	1615	3502	3606	4							
Capacity Analysis Module:																			
Vol/Sat:	0.08	0.00	0.06	0.00	0.00	0.00	0.00	0.12	0.10	0.08	0.25	0.25							
Crit Moves:	****			****				****		****									
Green Time:	10.6	0.0	21.0	28.0	28.0	0.0	0.0	25.0	25.0	10.4	35.4	35.4							
Volume/Cap:	0.72	0.00	0.24	0.01	0.00	0.00	0.00	0.43	0.36	0.72	0.64	0.64							
Delay/Veh:	43.0	0.0	28.1	21.4	21.4	0.0	0.0	27.0	26.6	44.4	23.1	23.1							
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
AdjDel/Veh:	43.0	0.0	28.1	21.4	21.4	0.0	0.0	27.0	26.6	44.4	23.1	23.1							
LOS by Move:	D	A	C	C	C	A	A	C	C	D	C	C							
HCM2k95thQ:	11	0	5	0	0	0	0	11	8	11	21	21							

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Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16	Average Delay (sec/veh):	82.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	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:	393	482	133	234	525	73	95	968	108	173	1128	62
Added Vol:	0	0	0	1	0	0	0	1	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	482	133	235	525	73	95	969	108	173	1132	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	414	507	140	247	553	77	100	1020	114	182	1192	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	507	140	247	553	77	100	1020	114	182	1192	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	507	140	247	553	77	100	1020	114	182	1192	69
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	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1805	2739	756	1805	1900	1615	1805	3199	357	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.19	0.14	0.29	0.05	0.06	0.32	0.32	0.10	0.33	0.04
Crit Moves:	****				****			****		****		
Green Time:	25.4	37.6	37.6	19.9	32.2	32.2	6.7	35.3	35.3	11.2	39.8	39.8
Volume/Cap:	1.08	0.59	0.59	0.82	1.08	0.18	1.00	1.08	1.08	1.08	1.00	0.13
Delay/Veh:	117.9	35.6	35.6	65.0	109	33.9	145.1	96.0	96.0	148.2	65.0	28.1
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:	117.9	35.6	35.6	65.0	109	33.9	145.1	96.0	96.0	148.2	65.0	28.1
LOS by Move:	F	D	D	E	F	C	F	F	F	F	E	C
HCM2k95thQ:	39	20	20	20	48	4	13	51	51	21	48	4

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Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	12	Average Delay (sec/veh):	17.3
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	64	606	21	11	528	45	41	40	81	33	54	48
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:	64	606	21	11	528	45	41	40	81	33	54	48
Added Vol:	0	0	0	0	0	0	0	2	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	606	21	11	528	45	41	42	81	33	62	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	638	22	12	556	47	43	44	85	35	65	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	638	22	12	556	47	43	44	85	35	65	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	638	22	12	556	47	43	44	85	35	65	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.82	0.82	0.85	0.88	0.88	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.49	0.51	1.00	0.35	0.65	1.00
Final Sat.:	1805	1827	63	1805	1900	1615	773	792	1615	580	1090	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.29	0.03	0.06	0.06	0.05	0.06	0.06	0.03
Crit Moves:		****		****							****	
Green Time:	11.1	54.0	54.0	6.0	48.9	48.9	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.30	0.58	0.58	0.10	0.54	0.05	0.28	0.28	0.26	0.30	0.30	0.16
Delay/Veh:	36.7	11.8	11.8	39.8	13.9	9.7	31.0	31.0	30.8	31.1	31.1	30.0
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:	36.7	11.8	11.8	39.8	13.9	9.7	31.0	31.0	30.8	31.1	31.1	30.0
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	21	21	1	19	1	5	5	4	5	5	3

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	12	Average Delay (sec/veh):	19.1
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0	1 0	1 0	1 0	1	1 0	0	1 0
Volume Module:												
Base Vol:	104	494	194	42	572	72	42	39	96	187	59	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	494	194	42	572	72	42	39	96	187	59	116
Added Vol:	0	0	0	0	0	0	0	1	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	494	194	42	572	72	42	40	96	187	63	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	520	204	44	602	76	44	42	101	197	66	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	520	204	44	602	76	44	42	101	197	66	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	520	204	44	602	76	44	42	101	197	66	122
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	0.98	0.98	0.50	1.00	0.85	0.73	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.35	0.65
Final Sat.:	1805	1900	1615	1805	1659	209	941	1900	1615	1395	604	1112
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.13	0.02	0.36	0.36	0.05	0.02	0.06	0.14	0.11	0.11
Crit Moves:	****				****					****		
Green Time:	55.4	47.0	47.0	62.5	50.1	50.1	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.26	0.52	0.24	0.08	0.65	0.65	0.22	0.10	0.29	0.65	0.51	0.51
Delay/Veh:	9.3	14.6	11.9	6.1	15.3	15.3	29.5	28.4	29.9	37.2	32.2	32.2
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:	9.3	14.6	11.9	6.1	15.3	15.3	29.5	28.4	29.9	37.2	32.2	32.2
LOS by Move:	A	B	B	A	B	B	C	C	C	D	C	C
HCM2k95thQ:	3	17	6	1	24	24	2	2	5	12	10	10

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #10 College Avenue at Sixth Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.462	
Loss Time (sec):	0	Average Delay (sec/veh):	11.5	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	218	70	46	200	28	17	76	9	67	105	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	218	70	46	200	28	17	76	9	67	105	15
Added Vol:	0	0	0	0	0	0	0	2	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	218	70	46	200	28	17	78	9	67	113	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	229	74	48	211	29	18	82	9	71	119	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	229	74	48	211	29	18	82	9	71	119	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	229	74	48	211	29	18	82	9	71	119	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.17	0.73	0.10	0.16	0.75	0.09	0.34	0.58	0.08
Final Sat.:	25	496	159	111	483	68	92	421	49	204	345	46
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.44	0.44	0.44	0.20	0.20	0.20	0.35	0.35	0.35
Crit Moves:		****		****				****			****	
Delay/Veh:	12.0	12.0	12.0	11.8	11.8	11.8	9.9	9.9	9.9	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.8	11.8	11.8	9.9	9.9	9.9	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		12.0			11.8			9.9			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.8			9.9			11.2	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.7	0.7	0.7	0.7	0.7	0.7	0.2	0.2	0.2	0.4	0.4	0.4

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	12	Average Delay (sec/veh):	25.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	7	10	99	1	186	288	1289	7	25	805	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	10	99	1	186	288	1289	7	25	805	157
Added Vol:	0	0	1	0	0	0	0	2	0	4	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	7	11	99	1	186	288	1291	7	29	813	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	7	12	104	1	196	303	1359	7	31	856	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	7	12	104	1	196	303	1359	7	31	856	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	7	12	104	1	196	303	1359	7	31	856	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.70	0.30	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	1157	506	1615	1423	1900	1615	1805	3587	19	1805	2953	570
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.12	0.17	0.38	0.38	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	25.0	59.1	59.1	8.9	43.0	43.0
Volume/Cap:	0.06	0.06	0.03	0.31	0.00	0.51	0.71	0.67	0.67	0.20	0.71	0.71
Delay/Veh:	31.0	31.0	30.7	33.4	30.5	35.8	42.0	17.1	17.1	45.4	27.4	27.4
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:	31.0	31.0	30.7	33.4	30.5	35.8	42.0	17.1	17.1	45.4	27.4	27.4
LOS by Move:	C	C	C	C	C	D	D	B	B	D	C	C
HCM2k95thQ:	1	1	1	6	0	11	19	29	29	2	25	25

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	3	12	10	5	3	4	228	17	8	167	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	3	12	10	5	3	4	228	17	8	167	10
Added Vol:	0	0	0	0	0	0	0	2	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	3	12	10	5	3	4	230	17	8	175	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	3	13	11	5	3	4	242	18	8	184	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	13	11	5	3	4	242	18	8	184	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	3	13	11	5	3	4	242	18	8	184	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.10	0.39	0.55	0.28	0.17	0.01	0.92	0.07	0.04	0.91	0.05
Final Sat.:	359	67	269	373	187	112	14	778	57	34	754	43
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.31	0.31	0.31	0.24	0.24	0.24
Crit Moves:			****		****			****				****
Delay/Veh:	8.0	8.0	8.0	8.0	8.0	8.0	9.0	9.0	9.0	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.0	8.0	8.0	9.0	9.0	9.0	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.0			9.0			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.0			9.0			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	105	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	16	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	69	188	44	117	207	103	99	889	27	61	525	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	188	44	117	207	103	99	889	27	61	525	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	188	44	117	207	103	99	889	27	61	525	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	198	46	123	218	108	104	936	28	64	553	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	198	46	123	218	108	104	936	28	64	553	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	198	46	123	218	108	104	936	28	64	553	106
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.68	0.32
Final Sat.:	1805	2843	665	1805	1900	1615	1805	3490	106	1805	2955	568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.07	0.11	0.07	0.06	0.27	0.27	0.04	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	7.1	25.0	25.0	11.7	29.6	29.6	9.3	46.1	46.1	6.1	43.0	43.0
Volume/Cap:	0.59	0.29	0.29	0.61	0.41	0.24	0.65	0.61	0.61	0.61	0.46	0.46
Delay/Veh:	55.2	33.0	33.0	49.8	31.1	29.3	55.5	23.2	23.2	58.3	22.8	22.8
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:	55.2	33.0	33.0	49.8	31.1	29.3	55.5	23.2	23.2	58.3	22.8	22.8
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	7	7	7	8	11	5	9	23	23	6	15	15

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	16	Average Delay (sec/veh):	33.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	128	286	69	90	167	118	196	1121	118	68	732	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	286	69	90	167	118	196	1121	118	68	732	49
Added Vol:	11	15	11	0	3	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	301	80	90	170	118	196	1121	120	70	732	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	317	84	95	179	124	206	1180	126	74	771	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	317	84	95	179	124	206	1180	126	74	771	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	317	84	95	179	124	206	1180	126	74	771	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.89	0.89	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.58	0.42	1.00	1.18	0.82	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	3502	2764	735	1805	2001	1389	1805	3212	344	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.05	0.09	0.09	0.11	0.37	0.37	0.04	0.21	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.8	28.0	28.0	6.9	28.1	28.1	17.6	48.1	48.1	6.0	36.6	36.6
Volume/Cap:	0.65	0.43	0.43	0.80	0.33	0.33	0.68	0.80	0.80	0.71	0.61	0.09
Delay/Veh:	54.5	32.2	32.2	79.5	31.1	31.1	47.5	27.3	27.3	69.7	29.3	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	32.2	32.2	79.5	31.1	31.1	47.5	27.3	27.3	69.7	29.3	23.1
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2k95thQ:	5	11	11	10	8	8	12	32	32	5	19	2

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Claremont Boulevard at East Campus Driveway #2

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.1]

****

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	513	0	0	338	0	0	0	0	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	513	0	0	338	0	0	0	0	0	0	0
Added Vol:	0	30	0	0	8	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	543	0	0	346	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	572	0	0	364	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	572	0	0	364	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	286
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	717
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	717
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.1
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	12	Average Delay (sec/veh):	24.7
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	84	436	0	0	297	41	77	0	170	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:	84	436	0	0	297	41	77	0	170	0	0	0
Added Vol:	0	4	2	8	0	0	0	1	0	15	4	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	440	2	8	297	41	77	1	170	15	4	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	463	2	8	313	43	81	1	179	16	4	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	463	2	8	313	43	81	1	179	16	4	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	463	2	8	313	43	81	1	179	16	4	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.81	0.81	0.81	0.83	0.83	0.83
Lanes:	1.00	1.99	0.01	1.00	1.76	0.24	0.31	0.01	0.68	0.33	0.09	0.58
Final Sat.:	1805	3590	16	1805	3115	430	479	6	1057	524	140	908
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.00	0.10	0.10	0.17	0.17	0.17	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green Time:	12.0	25.6	25.6	11.0	24.6	24.6	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.37	0.45	0.45	0.04	0.37	0.37	0.37	0.37	0.37	0.07	0.07	0.07
Delay/Veh:	36.5	26.8	26.8	34.9	26.7	26.7	16.1	16.1	16.1	13.5	13.5	13.5
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:	36.5	26.8	26.8	34.9	26.7	26.7	16.1	16.1	16.1	13.5	13.5	13.5
LOS by Move:	D	C	C	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	4	10	10	0	8	8	9	9	9	2	2	2

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[10.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	521	0	0	465	0	0	0	0	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	521	0	0	465	0	0	0	0	0	0	0
Added Vol:	0	2	2	0	15	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	523	2	0	480	0	0	0	0	0	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	551	2	0	505	0	0	0	0	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	551	2	0	505	0	0	0	0	0	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	276
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	727
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	727
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	363	103	119	286	60	90	156	18	64	136	68
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:	14	363	103	119	286	60	90	156	18	64	136	68
Added Vol:	0	1	0	8	0	8	2	0	0	4	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	364	103	127	286	68	92	156	18	68	136	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	383	108	134	301	72	97	164	19	72	143	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	383	108	134	301	72	97	164	19	72	143	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
FinalVolume:	15	383	108	134	301	72	97	164	19	72	143	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.73	0.92	0.92	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.56	0.44	1.00	1.62	0.38	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	2721	770	1393	2832	673	1805	1678	194	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.10	0.11	0.11	0.05	0.10	0.10	0.04	0.08	0.05
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.04	0.55	0.55	0.50	0.44	0.44	0.21	0.38	0.38	0.15	0.29	0.18
Delay/Veh:	20.5	31.8	31.8	27.3	31.7	31.7	28.5	30.1	30.1	28.0	29.2	28.2
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:	20.5	31.8	31.8	27.3	31.7	31.7	28.5	30.1	30.1	28.0	29.2	28.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	13	13	6	9	9	5	9	9	3	7	3

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Linscott, Law and Greenspan, Engineers

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

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Intersection #31 Claremont Boulevard at First Street/Huntington Drive

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.219	
Loss Time (sec):	12	Average Delay (sec/veh):	23.1	
Optimal Cycle:	90	Level Of Service:	C	

****

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	69	318	5	2	286	67	159	2	128	2	2	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:	69	318	5	2	286	67	159	2	128	2	2	2
Added Vol:	0	0	0	0	0	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	318	5	2	286	71	160	2	128	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	335	5	2	301	75	168	2	135	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	335	5	2	301	75	168	2	135	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	335	5	2	301	75	168	2	135	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.49	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	998	3547	56	935	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.00	0.08	0.05	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****					****				****	
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	28.3	28.3	28.3	21.0	21.0	21.0
Volume/Cap:	0.23	0.30	0.30	0.01	0.26	0.15	0.30	0.00	0.26	0.01	0.01	0.01
Delay/Veh:	22.9	23.2	23.2	21.0	22.9	22.0	23.6	21.1	23.3	26.5	26.5	26.5
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:	22.9	23.2	23.2	21.0	22.9	22.0	23.6	21.1	23.3	26.5	26.5	26.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	7	7	0	6	3	7	0	6	0	0	0

****

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	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	0	0	0	0	0	0	1127	0	0	864	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1138	0	0	866	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1198	0	0	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1198	0	0	912	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1654	2109	599	1511	2109	456	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	91	52	450	113	52	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	91	52	450	113	52	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	105	Critical Vol./Cap.(X):	0.165
Loss Time (sec):	12	Average Delay (sec/veh):	11.9
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1	1 0
Volume Module:												
Base Vol:	28	0	20	0	0	0	0	344	41	19	243	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:	28	0	20	0	0	0	0	344	41	19	243	0
Added Vol:	0	0	0	15	0	4	0	8	0	0	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	20	15	0	4	0	352	41	19	245	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	0	21	16	0	4	0	371	43	20	258	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	21	16	0	4	0	371	43	20	258	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	21	16	0	4	0	371	43	20	258	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.85	0.83	1.00	0.83	1.00	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.79	0.00	0.21	1.00	1.79	0.21	1.00	1.98	0.02
Final Sat.:	1568	0	1615	1247	0	332	1900	3182	371	1805	3559	44
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.01	0.00	0.01	0.00	0.12	0.12	0.01	0.07	0.07
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	25.0	0.0	25.0	0.0	62.0	62.0	6.0	68.0	68.0
Volume/Cap:	0.08	0.00	0.05	0.05	0.00	0.05	0.00	0.20	0.20	0.19	0.11	0.11
Delay/Veh:	31.2	0.0	30.9	30.9	0.0	30.9	0.0	10.0	10.0	48.1	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	0.0	30.9	30.9	0.0	30.9	0.0	10.0	10.0	48.1	7.0	7.0
LOS by Move:	C	A	C	C	A	C	A	B	B	D	A	A
HCM2k95thQ:	2	0	1	1	0	1	0	6	6	1	3	3

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	90	Critical Vol./Cap.(X):	1.942
Loss Time (sec):	16	Average Delay (sec/veh):	67.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	142	1044	165	110	69	66	690	141	541	555	129
Added Vol:	4	4	15	0	1	0	0	0	1	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	146	1059	165	111	69	66	690	142	544	555	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	183	154	1115	174	117	73	69	726	149	573	584	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	154	1115	174	117	73	69	726	149	573	584	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	154	1115	174	117	73	69	726	149	573	584	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.82	0.90	0.90	0.95	0.95	0.85	0.35	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1554	1900	1615	1560	2099	1305	1805	3610	1615	670	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.69	0.11	0.06	0.06	0.04	0.20	0.09	0.85	0.16	0.08
Crit Moves:			****	****						****		
Green Time:	34.2	31.0	50.8	28.0	22.0	22.0	33.7	25.0	25.0	49.8	36.1	36.1
Volume/Cap:	0.40	0.23	1.22	0.42	0.23	0.23	0.17	0.72	0.33	1.17	0.40	0.21
Delay/Veh:	20.6	21.2	130.1	24.3	27.3	27.3	18.5	32.0	26.3	121.9	19.4	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	21.2	130.1	24.3	27.3	27.3	18.5	32.0	26.3	121.9	19.4	17.8
LOS by Move:	C	C	F	C	C	C	B	C	C	F	B	B
HCM2k95thQ:	8	6	88	8	5	5	3	20	7	43	11	5

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	16	Average Delay (sec/veh):	32.9
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	33	791	4	2	462	151	366	3	33	9	6	1
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:	33	791	4	2	462	151	366	3	33	9	6	1
Added Vol:	0	8	0	0	2	3	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	799	4	2	464	154	381	3	33	9	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	841	4	2	488	162	401	3	35	9	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	841	4	2	488	162	401	3	35	9	6	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	841	4	2	488	162	401	3	35	9	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.14	0.95	0.85	0.94	0.94	0.94	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.91	0.01	1.08	0.56	0.38	0.06
Final Sat.:	1805	3588	18	264	3610	1615	3423	26	1936	1032	688	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.01	0.14	0.10	0.12	0.12	0.02	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	6.0	34.8	34.8	28.8	28.8	28.8	26.2	26.2	26.2	28.0	28.0	28.0
Volume/Cap:	0.34	0.71	0.71	0.03	0.49	0.37	0.47	0.49	0.07	0.03	0.03	0.03
Delay/Veh:	49.5	32.6	32.6	28.0	32.4	31.3	33.9	34.1	30.1	28.5	28.5	28.5
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:	49.5	32.6	32.6	28.0	32.4	31.3	33.9	34.1	30.1	28.5	28.5	28.5
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	24	24	0	14	9	12	12	2	1	1	1

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	16	Average Delay (sec/veh):	29.5
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	187	530	137	131	362	43	67	880	181	106	634	184
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:	187	530	137	131	362	43	67	880	181	106	634	184
Added Vol:	0	4	0	0	1	1	4	8	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	534	137	131	363	44	71	888	181	106	636	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	197	562	144	138	382	46	75	935	191	112	669	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	562	144	138	382	46	75	935	191	112	669	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	562	144	138	382	46	75	935	191	112	669	194
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	2.68	0.32	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	3502	3610	1615	3502	4552	552	1805	3610	1615	1805	2705	783
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.09	0.04	0.08	0.08	0.04	0.26	0.12	0.06	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	7.6	28.7	28.7	6.9	28.0	28.0	6.4	35.0	35.0	8.4	37.0	37.0
Volume/Cap:	0.70	0.52	0.30	0.54	0.28	0.28	0.62	0.70	0.32	0.70	0.63	0.63
Delay/Veh:	50.4	27.8	25.7	44.9	25.9	25.9	52.6	27.3	21.8	55.3	24.5	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:	50.4	27.8	25.7	44.9	25.9	25.9	52.6	27.3	21.8	55.3	24.5	24.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	9	14	7	6	7	7	4	21	7	9	21	21

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	16	Average Delay (sec/veh):	26.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	77	753	82	28	601	19	43	215	82	62	151	41
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:	77	753	82	28	601	19	43	215	82	62	151	41
Added Vol:	3	0	0	0	0	1	4	4	15	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	753	82	28	601	20	47	219	97	62	152	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	793	86	29	633	21	49	231	102	65	160	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	793	86	29	633	21	49	231	102	65	160	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	793	86	29	633	21	49	231	102	65	160	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	2.71	0.29	1.00	2.90	0.10	1.00	1.39	0.61	1.00	1.00	1.00
Final Sat.:	3502	4607	502	1805	4995	166	1805	2387	1057	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.13	0.13	0.03	0.10	0.10	0.04	0.08	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.4	27.0	27.0	6.0	26.6	26.6	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.34	0.57	0.57	0.24	0.43	0.43	0.41	0.25	0.25	0.54	0.22	0.07
Delay/Veh:	40.6	27.2	27.2	40.9	25.8	25.8	42.6	18.7	18.7	45.7	18.5	17.3
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:	40.6	27.2	27.2	40.9	25.8	25.8	42.6	18.7	18.7	45.7	18.5	17.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	3	15	15	2	11	11	3	6	6	5	6	2

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.117
Loss Time (sec):	16	Average Delay (sec/veh):	73.5
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
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:	271	0	674	28	0	552	274	817	774	21	394	294
Added Vol:	2	0	0	0	0	2	8	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	674	28	0	554	282	817	782	21	394	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	287	0	709	29	0	583	297	860	823	22	415	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	709	29	0	583	297	860	823	22	415	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	0	709	29	0	583	297	860	823	22	415	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.02	0.00	0.36	0.16	0.24	0.51	0.01	0.11	0.19
Crit Moves:			****			****			****	****		
Green Time:	25.6	0.0	25.6	20.2	0.0	47.1	26.9	52.3	52.3	6.0	31.3	31.3
Volume/Cap:	0.75	0.00	1.17	0.10	0.00	0.92	0.73	0.55	1.17	0.24	0.44	0.73
Delay/Veh:	52.0	0.0	140.7	42.4	0.0	53.5	50.0	25.5	125.4	56.2	37.3	47.0
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:	52.0	0.0	140.7	42.4	0.0	53.5	50.0	25.5	125.4	56.2	37.3	47.0
LOS by Move:	D	A	F	D	A	D	D	C	F	E	D	D
HCM2k95thQ:	21	0	41	2	0	40	18	21	69	2	13	21

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PM Existing Plus Project (2014) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	16	Average Delay (sec/veh):	47.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
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:	276	2	431	14	7	0	1	942	287	303	616	1
Added Vol:	0	0	0	0	0	0	0	8	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	2	431	14	7	0	1	950	287	303	618	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	2	454	15	7	0	1	1000	302	319	651	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	2	454	15	7	0	1	1000	302	319	651	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	2	454	15	7	0	1	1000	302	319	651	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3604	6
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.17	0.01	0.00	0.00	0.00	0.28	0.19	0.09	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	28.5	28.5	40.3	28.0	28.0	0.0	10.3	35.7	35.7	11.8	37.2	37.2
Volume/Cap:	0.52	0.93	0.50	0.04	0.02	0.00	0.01	0.93	0.63	0.93	0.58	0.58
Delay/Veh:	40.1	61.9	32.1	35.6	35.4	0.0	50.2	54.7	39.0	84.8	35.6	35.6
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:	40.1	61.9	32.1	35.6	35.4	0.0	50.2	54.7	39.0	84.8	35.6	35.6
LOS by Move:	D	E	C	D	D	A	D	D	D	F	D	D
HCM2k95thQ:	14	30	16	1	0	0	0	38	19	17	20	20

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APPENDIX B-III

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing Plus Project (2014) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	37.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	25	25	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
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:	162	283	86	183	346	219	129	653	110	146	796	133
Added Vol:	0	0	0	1	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	283	86	184	346	219	129	654	110	146	796	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	298	91	194	364	231	136	688	116	154	838	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	298	91	194	364	231	136	688	116	154	838	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	298	91	194	364	231	136	688	116	154	838	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.53	0.47	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	3502	2672	812	1805	1900	1615	1805	3022	508	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.11	0.19	0.14	0.08	0.23	0.23	0.09	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	8.7	31.0	31.0	13.7	36.1	36.1	9.6	29.3	29.3	10.0	29.7	29.7
Volume/Cap:	0.56	0.36	0.36	0.78	0.53	0.40	0.78	0.78	0.78	0.85	0.78	0.29
Delay/Veh:	46.3	27.0	27.0	56.6	26.1	24.3	64.4	36.2	36.2	74.7	36.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	27.0	27.0	56.6	26.1	24.3	64.4	36.2	36.2	74.7	36.0	27.4
LOS by Move:	D	C	C	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	7	10	10	15	17	11	12	24	24	14	25	7

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AM Existing Plus Project (2014) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	16	Average Delay (sec/veh):	47.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
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:	263	0	357	27	0	821	220	326	411	15	1084	523
Added Vol:	1	0	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	357	27	0	822	220	326	411	15	1084	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	278	0	376	28	0	865	232	343	433	16	1141	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	376	28	0	865	232	343	433	16	1141	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	0	376	28	0	865	232	343	433	16	1141	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.13	0.02	0.00	0.30	0.13	0.10	0.27	0.01	0.32	0.34
Crit Moves:	****					****	****					****
Green Time:	16.2	0.0	16.2	18.5	0.0	32.0	13.5	40.3	40.3	9.0	35.8	35.8
Volume/Cap:	0.95	0.00	0.82	0.09	0.00	0.95	0.95	0.24	0.66	0.10	0.88	0.95
Delay/Veh:	81.1	0.0	51.4	33.8	0.0	52.3	87.2	19.8	27.0	42.0	37.5	57.0
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:	81.1	0.0	51.4	33.8	0.0	52.3	87.2	19.8	27.0	42.0	37.5	57.0
LOS by Move:	F	A	D	C	A	D	F	B	C	D	D	E
HCM2k95thQ:	23	0	16	2	0	34	16	7	20	1	35	36

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PM Existing Plus Project (2014) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	16	Average Delay (sec/veh):	56.8
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	25	25	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	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:	393	482	133	234	525	73	95	968	108	173	1128	62
Added Vol:	0	0	0	1	0	0	0	1	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	482	133	235	525	73	95	969	108	173	1132	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	414	507	140	247	553	77	100	1020	114	182	1192	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	507	140	247	553	77	100	1020	114	182	1192	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	507	140	247	553	77	100	1020	114	182	1192	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.57	0.43	1.00	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	3502	2739	756	1805	1900	1615	1805	3199	357	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.14	0.29	0.05	0.06	0.32	0.32	0.10	0.33	0.04
Crit Moves:		****		****				****		****		
Green Time:	13.8	31.0	31.0	16.7	33.9	33.9	7.4	38.9	38.9	12.3	43.9	43.9
Volume/Cap:	0.99	0.69	0.69	0.94	0.99	0.16	0.86	0.94	0.94	0.94	0.86	0.11
Delay/Veh:	90.4	39.8	39.8	88.5	74.4	30.1	98.2	51.1	51.1	99.1	38.8	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.4	39.8	39.8	88.5	74.4	30.1	98.2	51.1	51.1	99.1	38.8	23.1
LOS by Move:	F	D	D	F	E	C	F	D	D	F	D	C
HCM2k95thQ:	21	21	21	23	42	4	11	41	41	18	39	3

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PM Existing Plus Project (2014) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.909	
Loss Time (sec):	16	Average Delay (sec/veh):	44.4	
Optimal Cycle:	120	Level Of Service:	D	

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
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:	271	0	674	28	0	552	274	817	774	21	394	294
Added Vol:	2	0	0	0	0	2	8	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	674	28	0	554	282	817	782	21	394	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	287	0	709	29	0	583	297	860	823	22	415	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	709	29	0	583	297	860	823	22	415	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	0	709	29	0	583	297	860	823	22	415	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.02	0.00	0.21	0.16	0.24	0.51	0.01	0.11	0.19
Crit Moves:			****	****					****	****		
Green Time:	30.2	0.0	30.2	6.0	0.0	37.3	31.3	61.8	61.8	6.0	36.5	36.5
Volume/Cap:	0.63	0.00	0.99	0.33	0.00	0.66	0.63	0.46	0.99	0.24	0.38	0.63
Delay/Veh:	42.8	0.0	75.8	57.2	0.0	37.7	42.0	18.7	57.6	56.2	33.1	38.6
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:	42.8	0.0	75.8	57.2	0.0	37.7	42.0	18.7	57.6	56.2	33.1	38.6
LOS by Move:	D	A	E	E	A	D	D	B	E	E	C	D
HCM2k95thQ:	19	0	34	3	0	21	17	19	53	2	12	19

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APPENDIX B-IV

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	38.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
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:	162	283	86	183	346	219	129	653	110	146	796	133
Added Vol:	0	0	0	1	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	283	86	184	346	219	129	654	110	146	796	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	298	91	194	364	231	136	688	116	154	838	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	298	91	194	364	231	136	688	116	154	838	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	298	91	194	364	231	136	688	116	154	838	140
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	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1805	2672	812	1805	1900	1615	1805	3022	508	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.11	0.19	0.14	0.08	0.23	0.23	0.09	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.3	31.0	31.0	13.7	32.5	32.5	9.6	28.6	28.6	10.7	29.7	29.7
Volume/Cap:	0.77	0.36	0.36	0.78	0.59	0.44	0.78	0.80	0.80	0.80	0.78	0.29
Delay/Veh:	57.7	27.0	27.0	56.6	29.7	27.2	64.4	37.5	37.5	63.8	36.0	27.4
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:	57.7	27.0	27.0	56.6	29.7	27.2	64.4	37.5	37.5	63.8	36.0	27.4
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	13	10	10	15	18	11	12	25	25	13	25	7

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	47	464	25	9	482	38	45	59	67	29	47	23
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:	47	464	25	9	482	38	45	59	67	29	47	23
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	464	25	9	482	38	45	60	67	29	47	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	488	26	9	507	40	47	63	71	31	49	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	488	26	9	507	40	47	63	71	31	49	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	488	26	9	507	40	47	63	71	31	49	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.84	0.84	0.85	0.87	0.87	0.85
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.43	0.57	1.00	0.38	0.62	1.00
Final Sat.:	1805	1788	96	1805	1900	1615	687	916	1615	630	1021	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.01	0.27	0.02	0.07	0.07	0.04	0.05	0.05	0.01
Crit Moves:	****				****			****				
Green Time:	6.0	48.2	48.2	11.8	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.41	0.51	0.51	0.04	0.45	0.04	0.34	0.34	0.22	0.24	0.24	0.07
Delay/Veh:	42.6	13.8	13.8	34.2	10.1	7.4	31.6	31.6	30.5	30.6	30.6	29.3
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:	42.6	13.8	13.8	34.2	10.1	7.4	31.6	31.6	30.5	30.6	30.6	29.3
LOS by Move:	D	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	17	17	1	15	1	6	6	4	4	4	1

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	12	Average Delay (sec/veh):	14.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	524	180	44	486	20	2	19	52	78	15	60
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:	43	524	180	44	486	20	2	19	52	78	15	60
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	524	180	44	486	20	2	20	52	78	15	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	552	189	46	512	21	2	21	55	82	16	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	552	189	46	512	21	2	21	55	82	16	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	552	189	46	512	21	2	21	55	82	16	63
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	0.99	0.99	0.71	1.00	0.85	0.75	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.20	0.80
Final Sat.:	1805	1900	1615	1805	1814	75	1340	1900	1615	1427	334	1338
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.12	0.03	0.28	0.28	0.00	0.01	0.03	0.06	0.05	0.05
Crit Moves:		****		****						****		
Green Time:	74.0	64.0	64.0	63.7	57.7	57.7	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.07	0.45	0.18	0.08	0.49	0.49	0.01	0.06	0.19	0.32	0.26	0.26
Delay/Veh:	5.2	9.4	7.4	7.0	12.8	12.8	33.7	34.1	35.1	36.4	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	9.4	7.4	7.0	12.8	12.8	33.7	34.1	35.1	36.4	35.8	35.8
LOS by Move:	A	A	A	A	B	B	C	C	D	D	D	D
HCM2k95thQ:	1	16	5	1	18	18	0	1	3	5	5	5

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	168	30	19	202	22	20	51	17	35	79	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	168	30	19	202	22	20	51	17	35	79	36
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	168	30	19	202	22	20	52	17	35	79	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	177	32	20	213	23	21	55	18	37	83	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	177	32	20	213	23	21	55	18	37	83	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	177	32	20	213	23	21	55	18	37	83	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.08	0.83	0.09	0.22	0.59	0.19	0.23	0.53	0.24
Final Sat.:	28	587	105	57	603	66	143	373	122	155	349	159
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.35	0.35	0.35	0.15	0.15	0.15	0.24	0.24	0.24
Crit Moves:		****		****				****				****
Delay/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	8.9	8.9	8.9	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	8.9	8.9	8.9	9.4	9.4	9.4
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.7			10.2			8.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.2			8.9			9.4	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.1	0.1	0.1	0.3	0.3	0.3

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	12	Average Delay (sec/veh):	30.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	4	3	161	2	454	179	633	3	6	948	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	4	3	161	2	454	179	633	3	6	948	122
Added Vol:	0	0	1	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	4	161	2	454	179	634	3	6	948	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	4	4	169	2	478	188	667	3	6	998	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	4	169	2	478	188	667	3	6	998	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	4	169	2	478	188	667	3	6	998	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.77	0.23
Final Sat.:	904	904	1615	1448	1900	1615	1805	3589	17	1805	3144	405
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.30	0.10	0.19	0.19	0.00	0.32	0.32
Crit Moves:						****	****				****	
Green Time:	32.2	32.2	32.2	32.2	32.2	32.2	11.3	34.4	34.4	11.5	34.5	34.5
Volume/Cap:	0.01	0.01	0.01	0.33	0.00	0.83	0.83	0.49	0.49	0.03	0.83	0.83
Delay/Veh:	18.7	18.7	18.6	21.4	18.6	36.1	60.0	21.4	21.4	34.4	29.4	29.4
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:	18.7	18.7	18.6	21.4	18.6	36.1	60.0	21.4	21.4	34.4	29.4	29.4
LOS by Move:	B	B	B	C	B	D	E	C	C	C	C	C
HCM2k95thQ:	0	0	0	7	0	26	14	14	14	0	27	27

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	3	6	7	2	6	5	94	19	10	208	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	3	6	7	2	6	5	94	19	10	208	8
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	3	6	7	2	6	5	95	19	10	208	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	3	6	7	2	6	5	100	20	11	219	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	3	6	7	2	6	5	100	20	11	219	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	3	6	7	2	6	5	100	20	11	219	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.08	0.16	0.47	0.13	0.40	0.04	0.80	0.16	0.04	0.92	0.04
Final Sat.:	540	58	116	343	98	294	36	676	135	38	790	30
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.15	0.15	0.15	0.28	0.28	0.28
Crit Moves:	****				****		****					****
Delay/Veh:	8.0	8.0	8.0	7.6	7.6	7.6	7.9	7.9	7.9	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	7.6	7.6	7.6	7.9	7.9	7.9	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			7.6			7.9			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			7.6			7.9			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	16	Average Delay (sec/veh):	24.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	45	145	37	35	152	138	64	335	6	28	413	72
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:	45	145	37	35	152	138	64	335	6	28	413	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	145	37	35	152	138	64	335	6	28	413	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	153	39	37	160	145	67	353	6	29	435	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	153	39	37	160	145	67	353	6	29	435	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	153	39	37	160	145	67	353	6	29	435	76
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.59	0.41	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.70	0.30
Final Sat.:	1805	2790	712	1805	1900	1615	1805	3536	63	1805	3006	524
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.08	0.09	0.04	0.10	0.10	0.02	0.14	0.14
Crit Moves:	****					****	****				****	
Green Time:	6.2	25.1	25.1	6.0	25.0	25.0	8.8	33.3	33.3	9.5	34.0	34.0
Volume/Cap:	0.38	0.20	0.20	0.30	0.30	0.32	0.38	0.27	0.27	0.15	0.38	0.38
Delay/Veh:	42.1	24.8	24.8	41.4	26.0	26.2	39.4	19.9	19.9	37.0	20.5	20.5
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:	42.1	24.8	24.8	41.4	26.0	26.2	39.4	19.9	19.9	37.0	20.5	20.5
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2k95thQ:	4	4	4	2	7	6	4	7	7	2	11	11

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	16	Average Delay (sec/veh):	29.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	161	137	32	51	253	165	139	510	109	84	744	32
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:	161	137	32	51	253	165	139	510	109	84	744	32
Added Vol:	0	1	0	0	2	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	138	32	51	255	165	139	510	111	86	744	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	145	34	54	268	174	146	537	117	91	783	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	145	34	54	268	174	146	537	117	91	783	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	145	34	54	268	174	146	537	117	91	783	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.89	0.89	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	2.00	1.62	0.38	1.00	1.21	0.79	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	3502	2848	661	1805	2062	1335	1805	2885	628	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.13	0.13	0.08	0.19	0.19	0.05	0.22	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	9.0	31.5	31.5	8.5	31.0	31.0
Volume/Cap:	0.66	0.16	0.16	0.45	0.43	0.43	0.81	0.53	0.53	0.53	0.63	0.06
Delay/Veh:	47.0	22.6	22.6	43.0	25.3	25.3	62.4	23.8	23.8	42.1	25.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	22.6	22.6	43.0	25.3	25.3	62.4	23.8	23.8	42.1	25.8	19.8
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	5	4	4	4	10	10	9	14	14	5	17	1

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Claremont Boulevard at East Campus Driveway #2

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	289	0	0	416	0	0	0	0	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	289	0	0	416	0	0	0	0	0	0	0
Added Vol:	0	1	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	290	0	0	422	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	305	0	0	444	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	305	0	0	444	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	153
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	873
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	873
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.238
Loss Time (sec):	12	Average Delay (sec/veh):	20.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	108	282	0	0	333	83	7	0	21	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:	108	282	0	0	333	83	7	0	21	0	0	0
Added Vol:	0	0	1	6	0	0	0	1	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	282	1	6	333	83	7	1	21	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	297	1	6	351	87	7	1	22	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	297	1	6	351	87	7	1	22	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	297	1	6	351	87	7	1	22	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.87	0.87	0.87	0.89	1.00	0.89
Lanes:	1.00	1.99	0.01	1.00	1.60	0.40	0.24	0.03	0.73	0.50	0.00	0.50
Final Sat.:	1805	3594	13	1805	2803	699	398	57	1195	847	0	847
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.13	0.13	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	17.8	37.1	37.1	15.9	35.2	35.2	25.0	25.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.32	0.20	0.20	0.02	0.32	0.32	0.07	0.07	0.07	0.00	0.00	0.00
Delay/Veh:	31.5	17.0	17.0	30.6	19.2	19.2	24.0	24.0	24.0	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	17.0	17.0	30.6	19.2	19.2	24.0	24.0	24.0	23.5	0.0	23.5
LOS by Move:	C	B	B	C	B	B	C	C	C	C	A	C
HCM2k95thQ:	5	5	5	0	8	8	1	1	1	0	0	0

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	389	0	0	354	0	0	0	0	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	389	0	0	354	0	0	0	0	0	0	0
Added Vol:	0	1	2	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	390	2	0	355	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	411	2	0	374	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	411	2	0	374	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	206
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	806
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	806
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	29.5
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	252	25	29	278	47	41	54	10	97	170	97
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:	11	252	25	29	278	47	41	54	10	97	170	97
Added Vol:	0	1	0	0	0	0	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	253	25	29	278	47	42	54	10	97	170	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	266	26	31	293	49	44	57	11	102	179	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	266	26	31	293	49	44	57	11	102	179	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	266	26	31	293	49	44	57	11	102	179	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.71	0.29	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1805	3243	320	1805	3020	511	1805	1566	290	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.02	0.10	0.10	0.02	0.04	0.04	0.06	0.09	0.06
Crit Moves:	****				****			****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.03	0.32	0.32	0.09	0.40	0.40	0.10	0.14	0.14	0.22	0.37	0.25
Delay/Veh:	20.3	29.3	29.3	24.2	31.4	31.4	27.5	27.9	27.9	28.6	30.0	28.9
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:	20.3	29.3	29.3	24.2	31.4	31.4	27.5	27.9	27.9	28.6	30.0	28.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	0	7	7	1	9	9	2	3	3	5	8	5

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	105	Critical Vol./Cap.(X):	0.156
Loss Time (sec):	12	Average Delay (sec/veh):	17.2
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	102	245	5	2	276	133	58	1	54	3	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	245	5	2	276	133	58	1	54	3	2	8
Added Vol:	0	0	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	245	5	2	276	133	59	1	54	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	258	5	2	291	140	62	1	57	3	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	258	5	2	291	140	62	1	57	3	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	258	5	2	291	140	62	1	57	3	2	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.95	0.95	0.58	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.40	1.00
Final Sat.:	1064	3527	72	1102	3610	1615	1805	1900	1615	1107	738	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.00	0.08	0.09	0.03	0.00	0.04	0.00	0.00	0.01
Crit Moves:	****						****			****		
Green Time:	53.4	53.4	53.4	53.4	53.4	53.4	18.6	18.6	18.6	21.0	21.0	21.0
Volume/Cap:	0.20	0.14	0.14	0.00	0.16	0.17	0.19	0.00	0.20	0.01	0.01	0.03
Delay/Veh:	14.3	13.7	13.7	12.7	13.8	14.0	37.1	35.6	37.2	33.7	33.7	33.8
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:	14.3	13.7	13.7	12.7	13.8	14.0	37.1	35.6	37.2	33.7	33.7	33.8
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
HCM2k95thQ:	4	5	5	0	5	5	4	0	3	0	0	0

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	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	0	0	0	0	0	0	567	0	0	993	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	567	0	0	995	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	597	0	0	1047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	597	0	0	1047	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1121	1644	298	1346	1644	524	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	203	101	704	145	101	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	203	101	704	145	101	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.084	
Loss Time (sec):	12	Average Delay (sec/veh):	14.1	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	49	0	7	0	0	0	0	119	11	3	295	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:	49	0	7	0	0	0	0	119	11	3	295	0
Added Vol:	0	0	0	1	0	0	0	0	0	0	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	7	1	0	0	0	119	11	3	296	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	0	7	1	0	0	0	125	12	3	312	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	7	1	0	0	0	125	12	3	312	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	0	7	1	0	0	0	125	12	3	312	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.95	1.00	1.00	1.00	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.83	0.17	1.00	1.99	0.01
Final Sat.:	1562	0	1615	1809	0	0	1900	3262	301	1805	3582	24
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.09
Crit Moves:	****							****		****		
Green Time:	33.3	0.0	33.3	33.3	0.0	0.0	0.0	38.7	38.7	6.0	44.7	44.7
Volume/Cap:	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.09	0.03	0.18	0.18
Delay/Veh:	18.5	0.0	18.0	17.9	0.0	0.0	0.0	15.2	15.2	39.4	12.5	12.5
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:	18.5	0.0	18.0	17.9	0.0	0.0	0.0	15.2	15.2	39.4	12.5	12.5
LOS by Move:	B	A	B	B	A	A	A	B	B	D	B	B
HCM2k95thQ:	2	0	0	0	0	0	0	2	2	0	5	5

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.215
Loss Time (sec):	16	Average Delay (sec/veh):	44.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	106	392	238	194	145	71	338	178	785	1028	340
Added Vol:	0	0	1	0	1	0	0	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	106	393	238	195	145	71	338	179	787	1028	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	112	414	251	205	153	75	356	188	828	1082	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	112	414	251	205	153	75	356	188	828	1082	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	112	414	251	205	153	75	356	188	828	1082	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.77	0.89	0.89	0.95	0.95	0.85	0.59	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1463	1938	1441	1805	3610	1615	1118	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.26	0.17	0.11	0.11	0.04	0.10	0.12	0.74	0.30	0.22
Crit Moves:				****						****		
Green Time:	39.1	31.0	67.9	50.1	34.1	34.1	33.8	25.0	25.0	69.9	53.0	53.0
Volume/Cap:	0.27	0.23	0.45	0.49	0.37	0.37	0.31	0.47	0.56	1.14	0.68	0.50
Delay/Veh:	29.3	35.3	15.6	27.6	34.7	34.7	33.0	42.2	44.7	103.2	27.9	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	35.3	15.6	27.6	34.7	34.7	33.0	42.2	44.7	103.2	27.9	24.6
LOS by Move:	C	D	B	C	C	C	C	D	D	F	C	C
HCM2k95thQ:	6	6	17	13	11	11	5	12	13	63	27	16

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	16	Average Delay (sec/veh):	31.0
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	21	363	1	0	658	404	178	3	21	1	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	363	1	0	658	404	178	3	21	1	2	3
Added Vol:	0	0	0	0	1	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	363	1	0	659	406	179	3	21	1	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	382	1	0	694	427	188	3	22	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	382	1	0	694	427	188	3	22	1	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	382	1	0	694	427	188	3	22	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.87	0.03	1.10	0.17	0.33	0.50
Final Sat.:	1805	3600	10	1900	3610	1615	3351	52	1976	293	586	879
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.00	0.19	0.26	0.06	0.06	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****			****	
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.24	0.25	0.25	0.00	0.51	0.71	0.27	0.29	0.05	0.02	0.02	0.02
Delay/Veh:	56.2	22.3	22.3	0.0	29.3	35.7	40.0	40.2	38.0	35.4	35.4	35.4
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:	56.2	22.3	22.3	0.0	29.3	35.7	40.0	40.2	38.0	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	D	D	D	D	D	D	D
HCM2k95thQ:	2	9	9	0	19	25	6	7	1	0	0	0

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	16	Average Delay (sec/veh):	29.0
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	157	279	76	101	401	31	30	416	121	140	805	109
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:	157	279	76	101	401	31	30	416	121	140	805	109
Added Vol:	0	0	0	0	1	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	279	76	101	402	32	30	416	121	140	806	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	294	80	106	423	34	32	438	127	147	848	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	294	80	106	423	34	32	438	127	147	848	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	294	80	106	423	34	32	438	127	147	848	115
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.78	0.22	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	3502	3610	1615	3502	4752	378	1805	3610	1615	1805	3123	422
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.03	0.09	0.09	0.02	0.12	0.08	0.08	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	6.0	27.4	27.4	6.6	28.0	28.0	6.6	35.0	35.0	10.0	38.4	38.4
Volume/Cap:	0.75	0.28	0.17	0.44	0.30	0.30	0.25	0.33	0.21	0.78	0.67	0.67
Delay/Veh:	56.8	26.3	25.5	43.7	26.0	26.0	42.9	21.7	20.8	59.4	24.4	24.4
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:	56.8	26.3	25.5	43.7	26.0	26.0	42.9	21.7	20.8	59.4	24.4	24.4
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	8	7	4	4	8	8	2	9	5	12	23	23

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AM Existing Plus Project (2014) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	16	Average Delay (sec/veh):	25.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	450	52	25	616	36	16	88	24	63	222	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	450	52	25	616	36	16	88	24	63	222	45
Added Vol:	2	0	0	0	0	1	0	0	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	450	52	25	616	37	16	88	25	63	223	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	75	474	55	26	648	39	17	93	26	66	235	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	474	55	26	648	39	17	93	26	66	235	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	474	55	26	648	39	17	93	26	66	235	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	2.00	2.69	0.31	1.00	2.83	0.17	1.00	1.56	0.44	1.00	1.00	1.00
Final Sat.:	3502	4575	529	1805	4849	291	1805	2719	772	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.01	0.13	0.13	0.01	0.03	0.03	0.04	0.12	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.32	0.35	0.35	0.21	0.45	0.45	0.14	0.09	0.09	0.55	0.32	0.08
Delay/Veh:	40.9	25.0	25.0	40.2	25.7	25.7	40.1	17.4	17.4	46.1	19.4	17.4
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:	40.9	25.0	25.0	40.2	25.7	25.7	40.1	17.4	17.4	46.1	19.4	17.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	3	9	9	2	11	11	1	2	2	5	9	2

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AM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.189
Loss Time (sec):	16	Average Delay (sec/veh):	110.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
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:	263	0	357	27	0	821	220	326	411	15	1084	523
Added Vol:	1	0	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	357	27	0	822	220	326	411	15	1084	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	278	0	376	28	0	865	232	343	433	16	1141	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	376	28	0	865	232	343	433	16	1141	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	0	376	28	0	865	232	343	433	16	1141	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.13	0.02	0.00	0.54	0.13	0.10	0.27	0.01	0.32	0.34
Crit Moves:	****					****	****					****
Green Time:	15.5	0.0	15.5	41.1	0.0	54.1	12.9	39.9	39.9	7.4	34.4	34.4
Volume/Cap:	1.19	0.00	1.02	0.05	0.00	1.19	1.19	0.29	0.81	0.14	1.10	1.19
Delay/Veh:	171.8	0.0	104.6	26.4	0.0	131.5	178.3	29.7	45.2	53.8	103	147.7
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:	171.8	0.0	104.6	26.4	0.0	131.5	178.3	29.7	45.2	53.8	103	147.7
LOS by Move:	F	A	F	C	A	F	F	C	D	D	F	F
HCM2k95thQ:	32	0	23	1	0	78	24	9	26	1	52	54

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AM Existing Plus Project (2014) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	16	Average Delay (sec/veh):	29.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1
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	0	125	3	1	0	0	412	155	276	858	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	125	3	1	0	0	412	155	276	859	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	242	0	132	3	1	0	0	434	163	291	904	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	132	3	1	0	0	434	163	291	904	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	132	3	1	0	0	434	163	291	904	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.95	1.00	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2873	0	2357	1740	1740	0	1900	3610	1615	3502	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.00	0.00	0.00	0.00	0.12	0.10	0.08	0.25	0.25
Crit Moves:	****			****				****		****		
Green Time:	10.6	0.0	21.0	28.0	28.0	0.0	0.0	25.0	25.0	10.4	35.4	35.4
Volume/Cap:	0.72	0.00	0.24	0.01	0.00	0.00	0.00	0.43	0.36	0.72	0.64	0.64
Delay/Veh:	43.0	0.0	28.1	21.4	21.4	0.0	0.0	27.0	26.6	44.4	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	0.0	28.1	21.4	21.4	0.0	0.0	27.0	26.6	44.4	23.1	23.1
LOS by Move:	D	A	C	C	C	A	A	C	C	D	C	C
HCM2k95thQ:	11	0	5	0	0	0	0	11	8	11	21	21

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Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	1.084	
Loss Time (sec):	16	Average Delay (sec/veh):	82.6	
Optimal Cycle:	120	Level Of Service:	F	

****

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	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:	393	482	133	234	525	73	95	968	108	173	1128	62
Added Vol:	0	0	0	1	0	0	0	1	0	0	10	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	482	133	235	525	73	95	969	108	173	1138	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	414	507	140	247	553	77	100	1020	114	182	1198	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	507	140	247	553	77	100	1020	114	182	1198	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	507	140	247	553	77	100	1020	114	182	1198	76
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	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1805	2739	756	1805	1900	1615	1805	3199	357	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.19	0.14	0.29	0.05	0.06	0.32	0.32	0.10	0.33	0.05
Crit Moves:	****				****			****			****	
Green Time:	25.4	37.6	37.6	19.9	32.2	32.2	6.6	35.3	35.3	11.2	39.8	39.8
Volume/Cap:	1.08	0.59	0.59	0.82	1.08	0.18	1.00	1.08	1.08	1.08	1.00	0.14
Delay/Veh:	117.9	35.6	35.6	65.0	109	33.9	146.8	96.0	96.0	148.2	66.2	28.2
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:	117.9	35.6	35.6	65.0	109	33.9	146.8	96.0	96.0	148.2	66.2	28.2
LOS by Move:	F	D	D	E	F	C	F	F	F	F	E	C
HCM2k95thQ:	39	20	20	20	48	4	13	51	51	21	48	4

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Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	12	Average Delay (sec/veh):	17.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0		1 0	1 0	0	1	0 1	0	1 0 1
Volume Module:												
Base Vol:	64	606	21	11	528	45	41	40	81	33	54	48
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:	64	606	21	11	528	45	41	40	81	33	54	48
Added Vol:	0	0	0	0	0	0	0	2	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	606	21	11	528	45	41	42	81	33	73	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	638	22	12	556	47	43	44	85	35	77	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	638	22	12	556	47	43	44	85	35	77	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	638	22	12	556	47	43	44	85	35	77	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.82	0.82	0.85	0.89	0.89	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.49	0.51	1.00	0.31	0.69	1.00
Final Sat.:	1805	1827	63	1805	1900	1615	770	788	1615	527	1166	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.29	0.03	0.06	0.06	0.05	0.07	0.07	0.03
Crit Moves:		****		****							****	
Green Time:	11.1	54.0	54.0	6.0	48.9	48.9	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.30	0.58	0.58	0.10	0.54	0.05	0.28	0.28	0.26	0.33	0.33	0.16
Delay/Veh:	36.7	11.8	11.8	39.8	13.9	9.7	31.0	31.0	30.8	31.4	31.4	30.0
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:	36.7	11.8	11.8	39.8	13.9	9.7	31.0	31.0	30.8	31.4	31.4	30.0
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	21	21	1	19	1	5	5	4	6	6	3

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PM Existing Plus Project (2014) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	12	Average Delay (sec/veh):	19.2
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	104	494	194	42	572	72	42	39	96	187	59	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	494	194	42	572	72	42	39	96	187	59	116
Added Vol:	0	0	0	0	0	0	0	1	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	494	194	42	572	72	42	40	96	187	69	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	520	204	44	602	76	44	42	101	197	73	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	520	204	44	602	76	44	42	101	197	73	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	520	204	44	602	76	44	42	101	197	73	122
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	0.98	0.98	0.48	1.00	0.85	0.73	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.37	0.63
Final Sat.:	1805	1900	1615	1805	1659	209	914	1900	1615	1395	642	1079
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.13	0.02	0.36	0.36	0.05	0.02	0.06	0.14	0.11	0.11
Crit Moves:	****				****					****		
Green Time:	55.4	47.0	47.0	62.5	50.1	50.1	19.5	19.5	19.5	19.5	19.5	19.5
Volume/Cap:	0.26	0.52	0.24	0.08	0.65	0.65	0.22	0.10	0.29	0.65	0.52	0.52
Delay/Veh:	9.3	14.6	11.9	6.1	15.3	15.3	29.6	28.4	29.9	37.2	32.5	32.5
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:	9.3	14.6	11.9	6.1	15.3	15.3	29.6	28.4	29.9	37.2	32.5	32.5
LOS by Move:	A	B	B	A	B	B	C	C	C	D	C	C
HCM2k95thQ:	3	17	6	1	24	24	2	2	5	12	10	10

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	218	70	46	200	28	17	76	9	67	105	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	218	70	46	200	28	17	76	9	67	105	15
Added Vol:	0	0	0	0	0	0	0	2	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	218	70	46	200	28	17	78	9	67	124	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	229	74	48	211	29	18	82	9	71	131	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	229	74	48	211	29	18	82	9	71	131	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	229	74	48	211	29	18	82	9	71	131	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.17	0.73	0.10	0.16	0.75	0.09	0.33	0.60	0.07
Final Sat.:	25	491	158	110	478	67	91	418	48	193	358	43
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.44	0.44	0.44	0.20	0.20	0.20	0.36	0.36	0.36
Crit Moves:		****			****			****			****	
Delay/Veh:	12.1	12.1	12.1	11.9	11.9	11.9	10.0	10.0	10.0	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	11.9	11.9	11.9	10.0	10.0	10.0	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:		12.1			11.9			10.0			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			11.9			10.0			11.4	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.8	0.8	0.8	0.7	0.7	0.7	0.2	0.2	0.2	0.5	0.5	0.5

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	12	Average Delay (sec/veh):	25.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	7	10	99	1	186	288	1289	7	25	805	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	10	99	1	186	288	1289	7	25	805	157
Added Vol:	0	0	1	0	0	0	0	2	0	10	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	7	11	99	1	186	288	1291	7	35	824	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	7	12	104	1	196	303	1359	7	37	867	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	7	12	104	1	196	303	1359	7	37	867	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	7	12	104	1	196	303	1359	7	37	867	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.70	0.30	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	1157	506	1615	1423	1900	1615	1805	3587	19	1805	2959	564
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.12	0.17	0.38	0.38	0.02	0.29	0.29
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	24.8	59.1	59.1	8.9	43.2	43.2
Volume/Cap:	0.06	0.06	0.03	0.31	0.00	0.51	0.71	0.67	0.67	0.24	0.71	0.71
Delay/Veh:	31.0	31.0	30.7	33.4	30.5	35.8	42.4	17.1	17.1	45.7	27.4	27.4
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:	31.0	31.0	30.7	33.4	30.5	35.8	42.4	17.1	17.1	45.7	27.4	27.4
LOS by Move:	C	C	C	C	C	D	D	B	B	D	C	C
HCM2k95thQ:	1	1	1	6	0	11	19	29	29	2	25	25

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #22 Mills Avenue at Sixth Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.313	
Loss Time (sec):	0	Average Delay (sec/veh):	8.8	
Optimal Cycle:	0	Level Of Service:	A	

****

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	3	12	10	5	3	4	228	17	8	167	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	3	12	10	5	3	4	228	17	8	167	10
Added Vol:	0	0	0	0	0	0	0	2	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	3	12	10	5	3	4	230	17	8	186	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	3	13	11	5	3	4	242	18	8	196	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	13	11	5	3	4	242	18	8	196	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	3	13	11	5	3	4	242	18	8	196	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.10	0.39	0.55	0.28	0.17	0.01	0.92	0.07	0.04	0.91	0.05
Final Sat.:	356	67	267	371	185	111	13	774	57	33	758	41
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.31	0.31	0.31	0.26	0.26	0.26
Crit Moves:		****			****			****			****	
Delay/Veh:	8.0	8.0	8.0	8.1	8.1	8.1	9.1	9.1	9.1	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.1	8.1	8.1	9.1	9.1	9.1	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.1			9.1			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.1			9.1			8.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3

****

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	105	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	16	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	69	188	44	117	207	103	99	889	27	61	525	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	188	44	117	207	103	99	889	27	61	525	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	188	44	117	207	103	99	889	27	61	525	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	198	46	123	218	108	104	936	28	64	553	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	198	46	123	218	108	104	936	28	64	553	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	198	46	123	218	108	104	936	28	64	553	106
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.68	0.32
Final Sat.:	1805	2843	665	1805	1900	1615	1805	3490	106	1805	2955	568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.07	0.11	0.07	0.06	0.27	0.27	0.04	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	7.1	25.0	25.0	11.7	29.6	29.6	9.3	46.1	46.1	6.1	43.0	43.0
Volume/Cap:	0.59	0.29	0.29	0.61	0.41	0.24	0.65	0.61	0.61	0.61	0.46	0.46
Delay/Veh:	55.2	33.0	33.0	49.8	31.1	29.3	55.5	23.2	23.2	58.3	22.8	22.8
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:	55.2	33.0	33.0	49.8	31.1	29.3	55.5	23.2	23.2	58.3	22.8	22.8
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	7	7	7	8	11	5	9	23	23	6	15	15

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	16	Average Delay (sec/veh):	33.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	128	286	69	90	167	118	196	1121	118	68	732	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	286	69	90	167	118	196	1121	118	68	732	49
Added Vol:	29	38	29	0	3	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	324	98	90	170	118	196	1121	120	70	732	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	341	103	95	179	124	206	1180	126	74	771	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	341	103	95	179	124	206	1180	126	74	771	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	341	103	95	179	124	206	1180	126	74	771	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.89	0.89	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.54	0.46	1.00	1.18	0.82	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	3502	2675	809	1805	2001	1389	1805	3212	344	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.05	0.09	0.09	0.11	0.37	0.37	0.04	0.21	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.8	28.0	28.0	6.9	28.1	28.1	17.6	48.1	48.1	6.0	36.6	36.6
Volume/Cap:	0.73	0.48	0.48	0.80	0.33	0.33	0.68	0.80	0.80	0.71	0.61	0.09
Delay/Veh:	60.1	32.7	32.7	79.5	31.1	31.1	47.5	27.3	27.3	69.7	29.3	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	32.7	32.7	79.5	31.1	31.1	47.5	27.3	27.3	69.7	29.3	23.1
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2k95thQ:	6	12	12	10	8	8	12	32	32	5	19	2

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PM Existing Plus Project (2014) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.4]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	513	0	0	338	0	0	0	0	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	513	0	0	338	0	0	0	0	0	0	0
Added Vol:	0	76	0	0	8	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	589	0	0	346	0	0	0	0	0	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	620	0	0	364	0	0	0	0	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	620	0	0	364	0	0	0	0	0	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	310
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	692
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	692
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	12	Average Delay (sec/veh):	24.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	84	436	0	0	297	41	77	0	170	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:	84	436	0	0	297	41	77	0	170	0	0	0
Added Vol:	0	10	2	8	0	0	0	1	0	38	10	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	446	2	8	297	41	77	1	170	38	10	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	469	2	8	313	43	81	1	179	40	11	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	469	2	8	313	43	81	1	179	40	11	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	469	2	8	313	43	81	1	179	40	11	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.79	0.79	0.79	0.79	0.79	0.79
Lanes:	1.00	1.99	0.01	1.00	1.76	0.24	0.31	0.01	0.68	0.33	0.09	0.58
Final Sat.:	1805	3590	16	1805	3115	430	468	6	1032	496	130	874
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.00	0.10	0.10	0.17	0.17	0.17	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	11.8	25.3	25.3	10.8	24.3	24.3	41.9	41.9	41.9	41.9	41.9	41.9
Volume/Cap:	0.37	0.47	0.47	0.04	0.37	0.37	0.37	0.37	0.37	0.17	0.17	0.17
Delay/Veh:	36.7	27.1	27.1	35.1	26.9	26.9	15.9	15.9	15.9	14.1	14.1	14.1
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:	36.7	27.1	27.1	35.1	26.9	26.9	15.9	15.9	15.9	14.1	14.1	14.1
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	B
HCM2k95thQ:	4	11	11	0	8	8	9	9	9	4	4	4

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #29 Claremont Boulevard at East Campus Driveway #4

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.0]

****

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	521	0	0	465	0	0	0	0	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	521	0	0	465	0	0	0	0	0	0	0
Added Vol:	0	2	2	0	38	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	523	2	0	503	0	0	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	551	2	0	529	0	0	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	551	2	0	529	0	0	0	0	0	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	276
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	727
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	727
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	30.4
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	363	103	119	286	60	90	156	18	64	136	68
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:	14	363	103	119	286	60	90	156	18	64	136	68
Added Vol:	0	1	0	19	0	19	2	0	0	10	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	364	103	138	286	79	92	156	18	74	136	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	383	108	145	301	83	97	164	19	78	143	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	383	108	145	301	83	97	164	19	78	143	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
FinalVolume:	15	383	108	145	301	83	97	164	19	78	143	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.67	0.92	0.92	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.56	0.44	1.00	1.57	0.43	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	2721	770	1276	2738	756	1805	1678	194	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.11	0.11	0.11	0.05	0.10	0.10	0.04	0.08	0.05
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.04	0.55	0.55	0.54	0.46	0.46	0.21	0.38	0.38	0.17	0.29	0.18
Delay/Veh:	20.5	31.8	31.8	28.3	31.9	31.9	28.5	30.1	30.1	28.1	29.2	28.2
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:	20.5	31.8	31.8	28.3	31.9	31.9	28.5	30.1	30.1	28.1	29.2	28.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	13	13	7	10	10	5	9	9	4	7	3

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	90	Critical Vol./Cap.(X):	0.219
Loss Time (sec):	12	Average Delay (sec/veh):	23.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	69	318	5	2	286	67	159	2	128	2	2	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:	69	318	5	2	286	67	159	2	128	2	2	2
Added Vol:	0	0	0	0	0	10	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	318	5	2	286	77	160	2	128	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	335	5	2	301	81	168	2	135	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	335	5	2	301	81	168	2	135	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	335	5	2	301	81	168	2	135	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.49	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	998	3547	56	935	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.00	0.08	0.05	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****					****				****	
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	28.3	28.3	28.3	21.0	21.0	21.0
Volume/Cap:	0.23	0.30	0.30	0.01	0.26	0.16	0.30	0.00	0.26	0.01	0.01	0.01
Delay/Veh:	22.9	23.2	23.2	21.0	22.9	22.2	23.6	21.1	23.3	26.5	26.5	26.5
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:	22.9	23.2	23.2	21.0	22.9	22.2	23.6	21.1	23.3	26.5	26.5	26.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	7	7	0	6	3	7	0	6	0	0	0

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	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	0	0	0	0	0	0	1127	0	0	864	0
Added Vol:	0	0	0	0	0	0	0	29	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1156	0	0	866	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	1217	0	0	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1217	0	0	912	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1673	2128	608	1520	2128	456	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	88	50	443	112	50	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	88	50	443	112	50	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.191	
Loss Time (sec):	12	Average Delay (sec/veh):	10.4	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	28	0	20	0	0	0	0	344	41	19	243	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:	28	0	20	0	0	0	0	344	41	19	243	0
Added Vol:	0	0	0	38	0	10	0	19	0	0	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	20	38	0	10	0	363	41	19	245	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	0	21	40	0	11	0	382	43	20	258	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	21	40	0	11	0	382	43	20	258	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	21	40	0	11	0	382	43	20	258	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.85	0.77	1.00	0.77	1.00	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.79	0.00	0.21	1.00	1.80	0.20	1.00	1.98	0.02
Final Sat.:	1509	0	1615	1155	0	304	1900	3195	361	1805	3559	44
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.03	0.00	0.03	0.00	0.12	0.12	0.01	0.07	0.07
Crit Moves:				****				****		****		
Green Time:	16.2	0.0	16.2	16.2	0.0	16.2	0.0	55.8	55.8	6.0	61.8	61.8
Volume/Cap:	0.11	0.00	0.07	0.19	0.00	0.19	0.00	0.19	0.19	0.17	0.11	0.11
Delay/Veh:	31.1	0.0	30.8	31.7	0.0	31.7	0.0	7.4	7.4	40.3	4.8	4.8
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:	31.1	0.0	30.8	31.7	0.0	31.7	0.0	7.4	7.4	40.3	4.8	4.8
LOS by Move:	C	A	C	C	A	C	A	A	A	D	A	A
HCM2k95thQ:	2	0	1	3	0	3	0	5	5	1	3	3

****

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	90	Critical Vol./Cap.(X):	1.997
Loss Time (sec):	16	Average Delay (sec/veh):	73.4
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	142	1044	165	110	69	66	690	141	541	555	129
Added Vol:	10	10	38	0	1	0	0	0	1	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	152	1082	165	111	69	66	690	142	544	555	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	189	160	1139	174	117	73	69	726	149	573	584	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	160	1139	174	117	73	69	726	149	573	584	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	160	1139	174	117	73	69	726	149	573	584	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.82	0.90	0.90	0.95	0.95	0.85	0.34	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1559	1900	1615	1558	2099	1305	1805	3610	1615	650	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.71	0.11	0.06	0.06	0.04	0.20	0.09	0.88	0.16	0.08
Crit Moves:			****	****						****		
Green Time:	34.7	31.0	50.3	28.2	22.2	22.2	33.6	25.0	25.0	49.3	35.8	35.8
Volume/Cap:	0.41	0.24	1.26	0.42	0.23	0.23	0.17	0.72	0.33	1.19	0.41	0.21
Delay/Veh:	20.4	21.3	146.1	24.2	27.2	27.2	18.6	32.0	26.3	130.2	19.7	18.0
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:	20.4	21.3	146.1	24.2	27.2	27.2	18.6	32.0	26.3	130.2	19.7	18.0
LOS by Move:	C	C	F	C	C	C	B	C	C	F	B	B
HCM2k95thQ:	8	6	94	8	5	5	3	20	7	44	11	5

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	16	Average Delay (sec/veh):	33.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	33	791	4	2	462	151	366	3	33	9	6	1
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:	33	791	4	2	462	151	366	3	33	9	6	1
Added Vol:	0	19	0	0	2	3	38	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	810	4	2	464	154	404	3	33	9	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	853	4	2	488	162	425	3	35	9	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	853	4	2	488	162	425	3	35	9	6	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	853	4	2	488	162	425	3	35	9	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.14	0.95	0.85	0.95	0.95	0.95	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.92	0.01	1.07	0.56	0.38	0.06
Final Sat.:	1805	3589	18	272	3610	1615	3435	24	1930	1032	688	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.14	0.10	0.12	0.13	0.02	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	6.0	34.1	34.1	28.1	28.1	28.1	26.9	26.9	26.9	28.0	28.0	28.0
Volume/Cap:	0.34	0.73	0.73	0.03	0.51	0.38	0.48	0.51	0.07	0.03	0.03	0.03
Delay/Veh:	49.5	33.8	33.8	28.6	33.0	31.9	33.5	33.8	29.6	28.5	28.5	28.5
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:	49.5	33.8	33.8	28.6	33.0	31.9	33.5	33.8	29.6	28.5	28.5	28.5
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	3	25	25	0	14	9	12	13	2	1	1	1

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	16	Average Delay (sec/veh):	29.7
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	187	530	137	131	362	43	67	880	181	106	634	184
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:	187	530	137	131	362	43	67	880	181	106	634	184
Added Vol:	0	10	0	0	1	1	10	19	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	540	137	131	363	44	77	899	181	106	636	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	197	568	144	138	382	46	81	946	191	112	669	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	568	144	138	382	46	81	946	191	112	669	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	568	144	138	382	46	81	946	191	112	669	194
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	2.68	0.32	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	3502	3610	1615	3502	4552	552	1805	3610	1615	1805	2705	783
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.09	0.04	0.08	0.08	0.04	0.26	0.12	0.06	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	7.5	28.7	28.7	6.9	28.0	28.0	6.4	35.2	35.2	8.3	37.1	37.1
Volume/Cap:	0.71	0.52	0.30	0.54	0.28	0.28	0.67	0.71	0.32	0.71	0.63	0.63
Delay/Veh:	50.8	27.9	25.8	45.0	25.9	25.9	57.0	27.3	21.7	56.0	24.4	24.4
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:	50.8	27.9	25.8	45.0	25.9	25.9	57.0	27.3	21.7	56.0	24.4	24.4
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	9	14	7	6	7	7	5	22	7	9	21	21

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	16	Average Delay (sec/veh):	26.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	77	753	82	28	601	19	43	215	82	62	151	41
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:	77	753	82	28	601	19	43	215	82	62	151	41
Added Vol:	3	0	0	0	0	1	10	10	38	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	753	82	28	601	20	53	225	120	62	152	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	793	86	29	633	21	56	237	126	65	160	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	793	86	29	633	21	56	237	126	65	160	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	793	86	29	633	21	56	237	126	65	160	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.71	0.29	1.00	2.90	0.10	1.00	1.30	0.70	1.00	1.00	1.00
Final Sat.:	3502	4607	502	1805	4995	166	1805	2232	1190	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.13	0.13	0.03	0.11	0.11	0.04	0.08	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.4	27.0	27.0	6.0	26.6	26.6	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.34	0.57	0.57	0.24	0.43	0.43	0.46	0.27	0.27	0.54	0.22	0.07
Delay/Veh:	40.6	27.2	27.2	40.9	25.8	25.8	43.3	18.9	18.9	45.7	18.5	17.3
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:	40.6	27.2	27.2	40.9	25.8	25.8	43.3	18.9	18.9	45.7	18.5	17.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	3	15	15	2	11	11	3	7	7	5	6	2

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.118	
Loss Time (sec):	16	Average Delay (sec/veh):	73.4	
Optimal Cycle:	120	Level Of Service:	E	

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
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:	271	0	674	28	0	552	274	817	774	21	394	294
Added Vol:	2	0	0	0	0	2	19	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	674	28	0	554	293	817	793	21	394	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	287	0	709	29	0	583	308	860	835	22	415	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	709	29	0	583	308	860	835	22	415	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	0	709	29	0	583	308	860	835	22	415	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.02	0.00	0.36	0.17	0.24	0.52	0.01	0.11	0.19
Crit Moves:			****			****			****	****		
Green Time:	25.6	0.0	25.6	19.5	0.0	47.3	27.8	52.9	52.9	6.0	31.2	31.2
Volume/Cap:	0.75	0.00	1.17	0.10	0.00	0.92	0.74	0.54	1.17	0.24	0.44	0.74
Delay/Veh:	52.0	0.0	141.1	42.9	0.0	52.7	49.5	25.0	125.2	56.2	37.5	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	0.0	141.1	42.9	0.0	52.7	49.5	25.0	125.2	56.2	37.5	47.5
LOS by Move:	D	A	F	D	A	D	D	C	F	E	D	D
HCM2k95thQ:	21	0	41	2	0	40	19	21	70	2	13	21

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PM Existing Plus Project (2014) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	16	Average Delay (sec/veh):	47.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
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:	276	2	431	14	7	0	1	942	287	303	616	1
Added Vol:	0	0	0	0	0	0	0	19	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	2	431	14	7	0	1	961	287	303	618	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	2	454	15	7	0	1	1012	302	319	651	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	2	454	15	7	0	1	1012	302	319	651	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	2	454	15	7	0	1	1012	302	319	651	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3604	6
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.17	0.01	0.00	0.00	0.00	0.28	0.19	0.09	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	28.3	28.3	40.0	28.0	28.0	0.0	10.3	36.0	36.0	11.7	37.3	37.3
Volume/Cap:	0.52	0.93	0.50	0.04	0.02	0.00	0.01	0.93	0.62	0.93	0.58	0.58
Delay/Veh:	40.3	62.9	32.2	35.6	35.4	0.0	50.2	55.3	38.7	86.1	35.5	35.5
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:	40.3	62.9	32.2	35.6	35.4	0.0	50.2	55.3	38.7	86.1	35.5	35.5
LOS by Move:	D	E	C	D	D	A	D	E	D	F	D	D
HCM2k95thQ:	14	30	16	1	0	0	0	39	19	17	20	20

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APPENDIX B-V

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing Plus Project (2014) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	37.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	25	25	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
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:	162	283	86	183	346	219	129	653	110	146	796	133
Added Vol:	0	0	0	1	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	283	86	184	346	219	129	654	110	146	796	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	298	91	194	364	231	136	688	116	154	838	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	298	91	194	364	231	136	688	116	154	838	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	298	91	194	364	231	136	688	116	154	838	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.53	0.47	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	3502	2672	812	1805	1900	1615	1805	3022	508	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.11	0.19	0.14	0.08	0.23	0.23	0.09	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	8.7	31.0	31.0	13.7	36.1	36.1	9.6	29.3	29.3	10.0	29.7	29.7
Volume/Cap:	0.56	0.36	0.36	0.78	0.53	0.40	0.78	0.78	0.78	0.85	0.78	0.29
Delay/Veh:	46.3	27.0	27.0	56.6	26.1	24.3	64.4	36.2	36.2	74.7	36.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	27.0	27.0	56.6	26.1	24.3	64.4	36.2	36.2	74.7	36.0	27.4
LOS by Move:	D	C	C	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	7	10	10	15	17	11	12	24	24	14	25	7

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AM Existing Plus Project (2014) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	16	Average Delay (sec/veh):	47.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
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:	263	0	357	27	0	821	220	326	411	15	1084	523
Added Vol:	1	0	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	0	357	27	0	822	220	326	411	15	1084	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	278	0	376	28	0	865	232	343	433	16	1141	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	376	28	0	865	232	343	433	16	1141	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	0	376	28	0	865	232	343	433	16	1141	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.13	0.02	0.00	0.30	0.13	0.10	0.27	0.01	0.32	0.34
Crit Moves:	****					****	****					****
Green Time:	16.2	0.0	16.2	18.5	0.0	32.0	13.5	40.3	40.3	9.0	35.8	35.8
Volume/Cap:	0.95	0.00	0.82	0.09	0.00	0.95	0.95	0.24	0.66	0.10	0.88	0.95
Delay/Veh:	81.1	0.0	51.4	33.8	0.0	52.3	87.2	19.8	27.0	42.0	37.5	57.0
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:	81.1	0.0	51.4	33.8	0.0	52.3	87.2	19.8	27.0	42.0	37.5	57.0
LOS by Move:	F	A	D	C	A	D	F	B	C	D	D	E
HCM2k95thQ:	23	0	16	2	0	34	16	7	20	1	35	36

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PM Existing Plus Project (2014) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16	Average Delay (sec/veh):	82.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	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:	393	482	133	234	525	73	95	968	108	173	1128	62
Added Vol:	0	0	0	1	0	0	0	1	0	0	10	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	482	133	235	525	73	95	969	108	173	1138	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	414	507	140	247	553	77	100	1020	114	182	1198	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	507	140	247	553	77	100	1020	114	182	1198	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	507	140	247	553	77	100	1020	114	182	1198	76
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	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1805	2739	756	1805	1900	1615	1805	3199	357	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.19	0.14	0.29	0.05	0.06	0.32	0.32	0.10	0.33	0.05
Crit Moves:	****				****			****			****	
Green Time:	25.4	37.6	37.6	19.9	32.2	32.2	6.6	35.3	35.3	11.2	39.8	39.8
Volume/Cap:	1.08	0.59	0.59	0.82	1.08	0.18	1.00	1.08	1.08	1.08	1.00	0.14
Delay/Veh:	117.9	35.6	35.6	65.0	109	33.9	146.8	96.0	96.0	148.2	66.2	28.2
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:	117.9	35.6	35.6	65.0	109	33.9	146.8	96.0	96.0	148.2	66.2	28.2
LOS by Move:	F	D	D	E	F	C	F	F	F	F	E	C
HCM2k95thQ:	39	20	20	20	48	4	13	51	51	21	48	4

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PM Existing Plus Project (2014) - (Weekday: Game Day) - Mitigation
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Linscott, Law and Greenspan, Engineers

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

****

Intersection #38 SR-210 Ramps at Baseline Road

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.917	
Loss Time (sec):	16	Average Delay (sec/veh):	45.3	
Optimal Cycle:	120	Level Of Service:	D	

****

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
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:	271	0	674	28	0	552	274	817	774	21	394	294
Added Vol:	2	0	0	0	0	2	19	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	674	28	0	554	293	817	793	21	394	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	287	0	709	29	0	583	308	860	835	22	415	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	709	29	0	583	308	860	835	22	415	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	0	709	29	0	583	308	860	835	22	415	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.25	0.02	0.00	0.21	0.17	0.24	0.52	0.01	0.11	0.19
Crit Moves:			****	****					****	****		
Green Time:	30.0	0.0	30.0	6.0	0.0	38.1	32.1	62.0	62.0	6.0	36.0	36.0
Volume/Cap:	0.64	0.00	1.00	0.33	0.00	0.65	0.64	0.46	1.00	0.24	0.38	0.64
Delay/Veh:	43.2	0.0	78.7	57.2	0.0	36.8	41.7	18.6	60.1	56.2	33.5	39.3
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:	43.2	0.0	78.7	57.2	0.0	36.8	41.7	18.6	60.1	56.2	33.5	39.3
LOS by Move:	D	A	E	E	A	D	D	B	E	E	C	D
HCM2k95thQ:	19	0	35	3	0	20	18	18	55	2	12	19

****

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APPENDIX C

EXISTING (WEEKEND) TRAFFIC CONDITIONS
INTERSECTION LEVEL OF SERVICE CALCULATION
WORKSHEETS

APPENDIX C-I

EXISTING (WEEKEND) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	16	Average Delay (sec/veh):	28.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	77	109	48	74	129	113	111	756	107	61	743	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	79	112	49	76	133	116	114	779	110	63	765	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	112	49	76	133	116	114	779	110	63	765	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	118	52	80	140	123	120	820	116	66	806	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	118	52	80	140	123	120	820	116	66	806	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	118	52	80	140	123	120	820	116	66	806	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.88	0.88	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.39	0.61	1.00	1.07	0.93	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	3502	2391	1053	1805	1790	1568	1805	3102	439	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.04	0.08	0.08	0.07	0.26	0.26	0.04	0.22	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.7	28.0	28.0	6.5	27.8	27.8	9.0	38.5	38.5	6.0	35.5	35.5
Volume/Cap:	0.34	0.17	0.17	0.65	0.27	0.27	0.70	0.65	0.65	0.58	0.60	0.06
Delay/Veh:	42.9	24.9	24.9	54.9	25.9	25.9	54.2	23.9	23.9	50.6	24.7	19.1
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:	42.9	24.9	24.9	54.9	25.9	25.9	54.2	23.9	23.9	50.6	24.7	19.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	2	4	4	7	6	6	7	21	21	4	18	1

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AM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.5]

Street Name:	Claremont Boulevard									Ninth Street/East Campus Driveway					
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	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	57		216		0	0		270		29	33		0		72	0		0		0
Growth Adj:	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03
Initial Bse:	59		222		0	0		278		30	34		0		74	0		0		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	59		222		0	0		278		30	34		0		74	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:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	62		234		0	0		293		31	36		0		78	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	62		234		0	0		293		31	36		0		78	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8		6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	324	xxxx	xxxxx	xxxx	xxxx	xxxxx					549		666		162	xxxx	xxxx	xxxxx		
Potent Cap.:	1247	xxxx	xxxxx	xxxx	xxxx	xxxxx					470		383		860	xxxx	xxxx	xxxxx		
Move Cap.:	1247	xxxx	xxxxx	xxxx	xxxx	xxxxx					453		364		860	xxxx	xxxx	xxxxx		
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx					0.08		0.00		0.09	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	671	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			11.5			xxxxxx										
ApproachLOS:	*			*			B			*										

Note: Queue reported is the number of cars per lane.

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AM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	28.7
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	20	186	28	77	217	47	41	77	7	57	121	45
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	192	29	79	224	48	42	79	7	59	125	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	192	29	79	224	48	42	79	7	59	125	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	202	30	83	235	51	44	83	8	62	131	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	202	30	83	235	51	44	83	8	62	131	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	202	30	83	235	51	44	83	8	62	131	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.74	0.26	1.00	1.64	0.36	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	1805	3075	463	1805	2887	625	1805	1721	156	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.05	0.08	0.08	0.02	0.05	0.05	0.03	0.07	0.03
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.06	0.25	0.25	0.22	0.34	0.34	0.10	0.19	0.19	0.13	0.27	0.12
Delay/Veh:	20.4	28.7	28.7	25.1	30.8	30.8	27.5	28.3	28.3	27.8	29.0	27.7
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:	20.4	28.7	28.7	25.1	30.8	30.8	27.5	28.3	28.3	27.8	29.0	27.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	6	6	4	7	7	2	4	4	3	6	2

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AM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	100	Critical Vol./Cap.(X):	0.098
Loss Time (sec):	12	Average Delay (sec/veh):	11.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	35	0	15	0	0	0	0	167	25	10	214	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	15	0	0	0	0	172	26	10	220	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	15	0	0	0	0	172	26	10	220	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	16	0	0	0	0	181	27	11	232	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	16	0	0	0	0	181	27	11	232	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
FinalVolume:	38	0	16	0	0	0	0	181	27	11	232	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3080	461	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.06	0.01	0.06	0.00
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	0.0	0.0	0.0	0.0	57.0	57.0	6.0	63.0	0.0
Volume/Cap:	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.10	0.10	0.10	0.00
Delay/Veh:	28.8	0.0	28.5	0.0	0.0	0.0	0.0	9.8	9.8	44.9	7.3	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:	28.8	0.0	28.5	0.0	0.0	0.0	0.0	9.8	9.8	44.9	7.3	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	2	0	1	0	0	0	0	3	3	1	3	0

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AM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	16	Average Delay (sec/veh):	27.9
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	131	291	130	110	386	43	60	656	159	124	666	125
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	135	300	134	113	398	44	62	676	164	128	686	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	300	134	113	398	44	62	676	164	128	686	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	316	141	119	419	47	65	711	172	134	722	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	316	141	119	419	47	65	711	172	134	722	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	316	141	119	419	47	65	711	172	134	722	136
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.70	0.30	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	3502	3610	1615	3502	4597	512	1805	3610	1615	1805	2967	557
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.03	0.09	0.09	0.04	0.20	0.11	0.07	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	6.0	27.4	27.4	6.6	28.0	28.0	6.6	35.0	35.0	10.0	38.4	38.4
Volume/Cap:	0.64	0.30	0.30	0.49	0.31	0.31	0.52	0.53	0.29	0.71	0.60	0.60
Delay/Veh:	49.7	26.5	26.7	44.2	26.1	26.1	46.5	24.0	21.5	52.7	23.0	23.0
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:	49.7	26.5	26.7	44.2	26.1	26.1	46.5	24.0	21.5	52.7	23.0	23.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	7	8	7	5	8	8	4	15	7	10	20	20

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AM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.280	
Loss Time (sec):	16	Average Delay (sec/veh):	25.9	
Optimal Cycle:	90	Level Of Service:	C	

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	58	485	32	27	584	26	45	99	44	53	100	41
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	500	33	28	602	27	46	102	45	55	103	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	500	33	28	602	27	46	102	45	55	103	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	63	526	35	29	633	28	49	107	48	57	108	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	526	35	29	633	28	49	107	48	57	108	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	526	35	29	633	28	49	107	48	57	108	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	2.81	0.19	1.00	2.87	0.13	1.00	1.38	0.62	1.00	1.00	1.00
Final Sat.:	3502	4822	318	1805	4936	220	1805	2384	1060	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.02	0.13	0.13	0.03	0.05	0.05	0.03	0.06	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.27	0.37	0.37	0.23	0.43	0.43	0.41	0.12	0.12	0.48	0.15	0.07
Delay/Veh:	40.5	25.2	25.2	40.4	25.5	25.5	42.5	17.6	17.6	43.5	17.9	17.3
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:	40.5	25.2	25.2	40.4	25.5	25.5	42.5	17.6	17.6	43.5	17.9	17.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	2	9	9	2	11	11	3	3	3	4	4	2

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PM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	16	Average Delay (sec/veh):	27.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	73	84	35	49	126	61	124	633	74	65	659	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	75	87	36	50	130	63	128	652	76	67	679	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	87	36	50	130	63	128	652	76	67	679	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	79	91	38	53	137	66	134	686	80	70	714	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	91	38	53	137	66	134	686	80	70	714	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	91	38	53	137	66	134	686	80	70	714	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.41	0.59	1.00	1.35	0.65	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	3502	2436	1015	1805	2313	1120	1805	3180	372	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.03	0.06	0.06	0.07	0.22	0.22	0.04	0.20	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	9.9	38.1	38.1	6.9	35.1	35.1
Volume/Cap:	0.33	0.13	0.13	0.47	0.20	0.20	0.71	0.54	0.54	0.54	0.54	0.06
Delay/Veh:	42.9	24.6	24.6	45.9	25.6	25.6	53.2	22.1	22.1	46.9	24.0	19.4
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:	42.9	24.6	24.6	45.9	25.6	25.6	53.2	22.1	22.1	46.9	24.0	19.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	2	3	3	4	5	5	8	16	16	4	16	1

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PM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[10.8]

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
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 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	63	162	0	0	218	43	27	0	60	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	65	167	0	0	225	44	28	0	62	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	167	0	0	225	44	28	0	62	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	176	0	0	236	47	29	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	176	0	0	236	47	29	0	65	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	283	xxxx	xxxxx	xxxx	xxxx	xxxxx	484	572	141	xxxx	xxxx	xxxxx
Potent Cap.:	1291	xxxx	xxxxx	xxxx	xxxx	xxxxx	517	433	887	xxxx	xxxx	xxxxx
Move Cap.:	1291	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	410	887	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	713	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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PM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	28.5
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	25	138	42	54	171	72	58	82	13	37	98	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	26	142	43	56	176	74	60	84	13	38	101	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	142	43	56	176	74	60	84	13	38	101	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	150	46	59	185	78	63	89	14	40	106	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	150	46	59	185	78	63	89	14	40	106	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	150	46	59	185	78	63	89	14	40	106	42
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	0.91	0.91	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.53	0.47	1.00	1.41	0.59	1.00	0.86	0.14	1.00	1.00	1.00
Final Sat.:	1805	2671	813	1805	2429	1023	1805	1606	255	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.03	0.08	0.08	0.03	0.06	0.06	0.02	0.06	0.03
Crit Moves:	****				****			****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.07	0.22	0.22	0.15	0.32	0.32	0.14	0.21	0.21	0.09	0.22	0.10
Delay/Veh:	20.4	28.4	28.4	24.6	30.6	30.6	27.8	28.5	28.5	27.4	28.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	28.4	28.4	24.6	30.6	30.6	27.8	28.5	28.5	27.4	28.5	27.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	5	5	2	7	7	3	5	5	2	5	2

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PM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	100	Critical Vol./Cap.(X):	0.099
Loss Time (sec):	12	Average Delay (sec/veh):	11.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	35	0	15	0	0	0	0	172	25	10	168	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	15	0	0	0	0	177	26	10	173	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	15	0	0	0	0	177	26	10	173	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	16	0	0	0	0	186	27	11	182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	16	0	0	0	0	186	27	11	182	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
FinalVolume:	38	0	16	0	0	0	0	186	27	11	182	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3092	449	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.06	0.01	0.05	0.00
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	0.0	0.0	0.0	0.0	57.0	57.0	6.0	63.0	0.0
Volume/Cap:	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.11	0.10	0.08	0.00
Delay/Veh:	28.8	0.0	28.5	0.0	0.0	0.0	0.0	9.9	9.9	44.9	7.2	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:	28.8	0.0	28.5	0.0	0.0	0.0	0.0	9.9	9.9	44.9	7.2	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	2	0	1	0	0	0	0	3	3	1	2	0

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PM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	16	Average Delay (sec/veh):	26.5
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	139	285	94	78	285	31	40	571	117	87	563	100
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	143	294	97	80	294	32	41	588	121	90	580	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	294	97	80	294	32	41	588	121	90	580	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	309	102	85	309	34	43	619	127	94	610	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	309	102	85	309	34	43	619	127	94	610	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	309	102	85	309	34	43	619	127	94	610	108
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.71	0.29	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	4608	501	1805	3610	1615	1805	2995	532
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.06	0.02	0.07	0.07	0.02	0.17	0.08	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	5.9	27.1	27.1	6.5	27.7	27.7	5.9	34.6	34.6	5.9	34.6	34.6
Volume/Cap:	0.65	0.28	0.21	0.33	0.22	0.22	0.36	0.45	0.20	0.79	0.53	0.53
Delay/Veh:	48.0	24.4	23.9	40.9	23.4	23.4	42.6	21.0	18.9	71.3	22.0	22.0
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:	48.0	24.4	23.9	40.9	23.4	23.4	42.6	21.0	18.9	71.3	22.0	22.0
LOS by Move:	D	C	C	D	C	C	D	C	B	E	C	C
HCM2k95thQ:	7	7	4	3	5	5	2	12	5	9	16	16

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PM Existing (2014) - (Weekend)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	16	Average Delay (sec/veh):	25.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	35	464	46	24	458	18	37	110	48	41	116	27
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	478	47	25	472	19	38	113	49	42	119	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	478	47	25	472	19	38	113	49	42	119	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	503	50	26	497	20	40	119	52	44	126	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	503	50	26	497	20	40	119	52	44	126	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	503	50	26	497	20	40	119	52	44	126	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	2.73	0.27	1.00	2.89	0.11	1.00	1.39	0.61	1.00	1.00	1.00
Final Sat.:	3502	4658	462	1805	4961	195	1805	2398	1046	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.01	0.10	0.10	0.02	0.05	0.05	0.02	0.07	0.02
Crit Moves:		****		****			****				****	
Green Time:	6.4	27.0	27.0	6.0	26.6	26.6	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.15	0.36	0.36	0.22	0.34	0.34	0.33	0.13	0.13	0.37	0.17	0.05
Delay/Veh:	39.6	24.9	24.9	40.7	24.9	24.9	41.7	17.7	17.7	42.1	18.1	17.1
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:	39.6	24.9	24.9	40.7	24.9	24.9	41.7	17.7	17.7	42.1	18.1	17.1
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	1	9	9	2	8	8	2	3	3	3	5	1

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APPENDIX C-II

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL]) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	16	Average Delay (sec/veh):	31.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	77	109	48	74	129	113	111	756	107	61	743	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	79	112	49	76	133	116	114	779	110	63	765	32
Added Vol:	2	3	2	0	100	0	0	0	75	75	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	115	51	76	233	116	114	779	185	138	765	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	121	54	80	245	123	120	820	195	145	806	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	121	54	80	245	123	120	820	195	145	806	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	121	54	80	245	123	120	820	195	145	806	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	2.00	1.38	0.62	1.00	1.33	0.67	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	3502	2381	1063	1805	2287	1143	1805	2832	674	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.04	0.11	0.11	0.07	0.29	0.29	0.08	0.22	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	10.5	39.1	39.1	10.9	39.5	39.5
Volume/Cap:	0.37	0.18	0.18	0.74	0.39	0.39	0.63	0.74	0.74	0.74	0.57	0.05
Delay/Veh:	45.7	27.4	27.4	69.7	29.8	29.8	49.7	28.3	28.3	57.1	24.1	18.7
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:	45.7	27.4	27.4	69.7	29.8	29.8	49.7	28.3	28.3	57.1	24.1	18.7
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	B
HCM2k95thQ:	3	4	4	8	10	10	7	25	25	9	18	1

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AM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	12	Average Delay (sec/veh):	23.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	57	216	0	0	270	29	33	0	72	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59	222	0	0	278	30	34	0	74	0	0	0
Added Vol:	0	1	50	250	0	0	0	25	0	3	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	223	50	250	278	30	34	25	74	3	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	62	235	53	263	293	31	36	26	78	3	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	235	53	263	293	31	36	26	78	3	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	235	53	263	293	31	36	26	78	3	1	5
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	0.94	0.94	0.86	0.86	0.86	0.88	0.88	0.88
Lanes:	1.00	1.63	0.37	1.00	1.81	0.19	0.25	0.19	0.56	0.33	0.11	0.56
Final Sat.:	1805	2870	642	1805	3211	345	418	308	912	554	185	924
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.15	0.09	0.09	0.09	0.09	0.09	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	15.9	19.1	19.1	33.9	37.1	37.1	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.19	0.39	0.39	0.39	0.22	0.22	0.31	0.31	0.31	0.02	0.02	0.02
Delay/Veh:	31.9	30.8	30.8	20.8	17.2	17.2	26.1	26.1	26.1	23.6	23.6	23.6
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	30.8	30.8	20.8	17.2	17.2	26.1	26.1	26.1	23.6	23.6	23.6
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	7	7	10	6	6	6	6	6	0	0	0

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AM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	20	186	28	77	217	47	41	77	7	57	121	45
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	192	29	79	224	48	42	79	7	59	125	46
Added Vol:	0	25	0	2	0	2	50	0	0	1	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	217	29	81	224	50	92	79	7	60	125	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	228	30	86	235	53	97	83	8	63	131	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	228	30	86	235	53	97	83	8	63	131	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	228	30	86	235	53	97	83	8	63	131	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.76	0.24	1.00	1.63	0.37	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	1805	3128	417	1805	2863	646	1805	1721	156	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.05	0.08	0.08	0.05	0.05	0.05	0.03	0.07	0.06
Crit Moves:		****		****			****				****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.06	0.28	0.28	0.23	0.34	0.34	0.21	0.19	0.19	0.14	0.27	0.24
Delay/Veh:	20.4	29.0	29.0	25.1	30.8	30.8	28.5	28.3	28.3	27.8	29.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	29.0	29.0	25.1	30.8	30.8	28.5	28.3	28.3	27.8	29.0	28.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	6	6	4	7	7	5	4	4	3	6	5

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AM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec):	105	Critical Vol./Cap.(X):	0.101	
Loss Time (sec):	12	Average Delay (sec/veh):	10.8	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	35	0	15	0	0	0	0	167	25	10	214	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	15	0	0	0	0	172	26	10	220	0
Added Vol:	0	0	0	3	0	1	0	2	0	0	50	100
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	15	3	0	1	0	174	26	10	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	16	3	0	1	0	183	27	11	285	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	16	3	0	1	0	183	27	11	285	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
FinalVolume:	38	0	16	3	0	1	0	183	27	11	285	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.89	1.00	0.89	1.00	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	0.00	1.00	0.75	0.00	0.25	1.00	1.74	0.26	1.00	1.46	0.54
Final Sat.:	1556	0	1615	1266	0	422	1900	3085	457	1805	2530	936
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.06	0.01	0.11	0.11
Crit Moves:	****							****		****		
Green Time:	25.3	0.0	25.3	25.3	0.0	25.3	0.0	61.5	61.5	6.2	67.7	67.7
Volume/Cap:	0.10	0.00	0.04	0.01	0.00	0.01	0.00	0.10	0.10	0.10	0.17	0.17
Delay/Veh:	31.2	0.0	30.6	30.4	0.0	30.4	0.0	9.6	9.6	47.2	7.5	7.5
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:	31.2	0.0	30.6	30.4	0.0	30.4	0.0	9.6	9.6	47.2	7.5	7.5
LOS by Move:	C	A	C	C	A	C	A	A	A	D	A	A
HCM2k95thQ:	2	0	1	0	0	0	0	3	3	1	5	5

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AM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	16	Average Delay (sec/veh):	28.1
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	131	291	130	110	386	43	60	656	159	124	666	125
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	135	300	134	113	398	44	62	676	164	128	686	129
Added Vol:	0	1	0	0	25	25	1	2	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	301	134	113	423	69	63	678	164	128	736	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	317	141	119	445	73	66	713	172	134	775	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	317	141	119	445	73	66	713	172	134	775	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	317	141	119	445	73	66	713	172	134	775	136
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	2.58	0.42	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	4363	715	1805	3610	1615	1805	3005	526
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.03	0.10	0.10	0.04	0.20	0.11	0.07	0.26	0.26
Crit Moves:	****				****			****		****		
Green Time:	6.0	27.4	27.4	6.6	28.0	28.0	6.6	35.0	35.0	10.0	38.4	38.4
Volume/Cap:	0.64	0.30	0.30	0.49	0.35	0.35	0.53	0.54	0.29	0.71	0.64	0.64
Delay/Veh:	49.7	26.5	26.7	44.2	26.4	26.4	46.9	24.0	21.5	52.7	23.7	23.7
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:	49.7	26.5	26.7	44.2	26.4	26.4	46.9	24.0	21.5	52.7	23.7	23.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	7	8	7	5	9	9	4	15	7	10	21	21

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AM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	16	Average Delay (sec/veh):	27.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	58	485	32	27	584	26	45	99	44	53	100	41
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	500	33	28	602	27	46	102	45	55	103	42
Added Vol:	100	0	0	0	0	25	1	1	3	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	500	33	28	602	52	47	103	48	55	128	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	526	35	29	633	55	50	108	51	57	135	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	526	35	29	633	55	50	108	51	57	135	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	526	35	29	633	55	50	108	51	57	135	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.81	0.19	1.00	2.76	0.24	1.00	1.36	0.64	1.00	1.00	1.00
Final Sat.:	3502	4822	318	1805	4719	406	1805	2339	1098	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.02	0.13	0.13	0.03	0.05	0.05	0.03	0.07	0.03
Crit Moves:	****				****		****				****	
Green Time:	8.0	26.6	26.6	6.4	25.0	25.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.54	0.37	0.37	0.23	0.48	0.48	0.41	0.12	0.12	0.48	0.18	0.07
Delay/Veh:	41.2	25.2	25.2	40.4	27.4	27.4	42.6	17.7	17.7	43.5	18.2	17.3
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:	41.2	25.2	25.2	40.4	27.4	27.4	42.6	17.7	17.7	43.5	18.2	17.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	6	9	9	2	12	12	3	3	3	4	5	2

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PM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	16	Average Delay (sec/veh):	28.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	73	84	35	49	126	61	124	633	74	65	659	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	75	87	36	50	130	63	128	652	76	67	679	33
Added Vol:	103	137	103	0	1	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	224	139	50	131	63	128	652	77	68	679	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	188	235	146	53	138	66	134	686	81	72	714	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	235	146	53	138	66	134	686	81	72	714	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	235	146	53	138	66	134	686	81	72	714	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.23	0.77	1.00	1.35	0.65	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	3502	2096	1304	1805	2319	1114	1805	3176	376	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.03	0.06	0.06	0.07	0.22	0.22	0.04	0.20	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	8.5	33.8	33.8	6.2	31.5	31.5
Volume/Cap:	0.73	0.36	0.36	0.44	0.19	0.19	0.79	0.58	0.58	0.58	0.56	0.06
Delay/Veh:	51.2	24.3	24.3	43.0	23.2	23.2	61.9	23.0	23.0	47.1	24.3	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	24.3	24.3	43.0	23.2	23.2	61.9	23.0	23.0	47.1	24.3	19.4
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	6	8	8	4	5	5	8	16	16	4	15	1

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PM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	12	Average Delay (sec/veh):	22.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	63	162	0	0	218	43	27	0	60	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	65	167	0	0	225	44	28	0	62	0	0	0
Added Vol:	0	34	1	3	0	0	0	0	0	137	34	239
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	201	1	3	225	44	28	0	62	137	34	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	211	1	3	236	47	29	0	65	144	36	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	211	1	3	236	47	29	0	65	144	36	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	211	1	3	236	47	29	0	65	144	36	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.77	1.00	0.77	0.79	0.79	0.79
Lanes:	1.00	1.99	0.01	1.00	1.67	0.33	0.31	0.00	0.69	0.33	0.08	0.59
Final Sat.:	1805	3589	18	1805	2940	580	452	0	1005	502	125	875
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.00	0.08	0.08	0.06	0.00	0.06	0.29	0.29	0.29
Crit Moves:	****				****						****	
Green Time:	7.3	15.9	15.9	6.8	15.5	15.5	55.3	0.0	55.3	55.3	55.3	55.3
Volume/Cap:	0.47	0.33	0.33	0.02	0.47	0.47	0.11	0.00	0.11	0.47	0.47	0.47
Delay/Veh:	41.9	32.7	32.7	38.6	34.1	34.1	7.2	0.0	7.2	9.8	9.8	9.8
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:	41.9	32.7	32.7	38.6	34.1	34.1	7.2	0.0	7.2	9.8	9.8	9.8
LOS by Move:	D	C	C	D	C	C	A	A	A	A	A	A
HCM2k95thQ:	4	5	5	0	7	7	2	0	2	13	13	13

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PM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	25	138	42	54	171	72	58	82	13	37	98	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	26	142	43	56	176	74	60	84	13	38	101	40
Added Vol:	0	0	0	68	0	68	1	0	0	34	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	142	43	124	176	142	61	84	13	72	101	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	150	46	130	185	150	64	89	14	76	106	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	150	46	130	185	150	64	89	14	76	106	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	150	46	130	185	150	64	89	14	76	106	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.88	0.89	0.89	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.53	0.47	1.00	1.11	0.89	1.00	0.86	0.14	1.00	1.00	1.00
Final Sat.:	1805	2671	813	1679	1864	1504	1805	1606	255	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.08	0.10	0.10	0.04	0.06	0.06	0.04	0.06	0.03
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.08	0.22	0.22	0.33	0.42	0.42	0.14	0.21	0.21	0.16	0.22	0.10
Delay/Veh:	20.6	28.4	28.4	26.0	31.5	31.5	27.8	28.5	28.5	28.1	28.5	27.6
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:	20.6	28.4	28.4	26.0	31.5	31.5	27.8	28.5	28.5	28.1	28.5	27.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	5	5	6	8	8	3	5	5	3	5	2

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PM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	12	Average Delay (sec/veh):	19.1
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1	1 0
Volume Module:												
Base Vol:	35	0	15	0	0	0	0	172	25	10	168	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	15	0	0	0	0	177	26	10	173	0
Added Vol:	0	0	0	137	0	34	0	68	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	15	137	0	34	0	245	26	10	174	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	16	144	0	36	0	258	27	11	183	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	16	144	0	36	0	258	27	11	183	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	16	144	0	36	0	258	27	11	183	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.74	1.00	0.74	1.00	0.94	0.94	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.80	0.00	0.20	1.00	1.81	0.19	1.00	1.99	0.01
Final Sat.:	1442	0	1615	1127	0	280	1900	3221	338	1805	3586	21
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.13	0.00	0.13	0.00	0.08	0.08	0.01	0.05	0.05
Crit Moves:				****				****		****		
Green Time:	44.3	0.0	44.3	44.3	0.0	44.3	0.0	27.7	27.7	6.0	33.7	33.7
Volume/Cap:	0.05	0.00	0.02	0.26	0.00	0.26	0.00	0.26	0.26	0.09	0.14	0.14
Delay/Veh:	12.0	0.0	11.7	13.5	0.0	13.5	0.0	23.5	23.5	39.8	18.6	18.6
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:	12.0	0.0	11.7	13.5	0.0	13.5	0.0	23.5	23.5	39.8	18.6	18.6
LOS by Move:	B	A	B	B	A	B	A	C	C	D	B	B
HCM2k95thQ:	1	0	0	6	0	6	0	6	6	1	3	3

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PM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	16	Average Delay (sec/veh):	27.0
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	139	285	94	78	285	31	40	571	117	87	563	100
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	143	294	97	80	294	32	41	588	121	90	580	103
Added Vol:	0	34	0	0	0	0	34	68	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	328	97	80	294	32	75	656	121	90	581	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	345	102	85	309	34	79	691	127	94	611	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	345	102	85	309	34	79	691	127	94	611	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	345	102	85	309	34	79	691	127	94	611	108
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.71	0.29	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	4608	501	1805	3610	1615	1805	2996	531
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.06	0.02	0.07	0.07	0.04	0.19	0.08	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	5.9	27.1	27.1	6.5	27.7	27.7	5.9	34.6	34.6	5.9	34.6	34.6
Volume/Cap:	0.65	0.32	0.21	0.33	0.22	0.22	0.67	0.50	0.20	0.79	0.53	0.53
Delay/Veh:	48.0	24.7	23.9	40.9	23.4	23.4	54.9	21.6	18.9	71.3	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	24.7	23.9	40.9	23.4	23.4	54.9	21.6	18.9	71.3	22.1	22.1
LOS by Move:	D	C	C	D	C	C	D	C	B	E	C	C
HCM2k95thQ:	7	8	4	3	5	5	5	14	5	9	16	16

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PM Existing Plus Project (2014) - (Weekend: Game Day [Fall])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	16	Average Delay (sec/veh):	25.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	35	464	46	24	458	18	37	110	48	41	116	27
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	478	47	25	472	19	38	113	49	42	119	28
Added Vol:	1	0	0	0	0	0	34	34	137	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	478	47	25	472	19	72	147	186	42	119	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	503	50	26	497	20	76	155	196	44	126	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	503	50	26	497	20	76	155	196	44	126	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	503	50	26	497	20	76	155	196	44	126	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.87	0.87	0.95	1.00	0.85
Lanes:	2.00	2.73	0.27	1.00	2.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	4658	462	1805	4961	195	1805	1653	1653	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.01	0.10	0.10	0.04	0.09	0.12	0.02	0.07	0.02
Crit Moves:		****		****					****	****		
Green Time:	6.4	26.9	26.9	6.0	26.5	26.5	6.0	35.0	35.0	6.1	35.1	35.1
Volume/Cap:	0.16	0.36	0.36	0.22	0.34	0.34	0.63	0.24	0.31	0.36	0.17	0.05
Delay/Veh:	39.6	25.0	25.0	40.7	25.0	25.0	51.1	18.6	19.2	41.9	18.0	17.1
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:	39.6	25.0	25.0	40.7	25.0	25.0	51.1	18.6	19.2	41.9	18.0	17.1
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	1	9	9	2	8	8	4	6	8	3	5	1

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APPENDIX C-III

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL]) WITH MITIGATION TRAFFIC CONDITIONS

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APPENDIX C-IV

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING]) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	16	Average Delay (sec/veh):	29.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	77	109	48	74	129	113	111	756	107	61	743	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	79	112	49	76	133	116	114	779	110	63	765	32
Added Vol:	2	3	2	0	53	0	0	0	40	40	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	115	51	76	186	116	114	779	150	103	765	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	121	54	80	196	123	120	820	158	108	806	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	121	54	80	196	123	120	820	158	108	806	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	121	54	80	196	123	120	820	158	108	806	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.38	0.62	1.00	1.23	0.77	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	3502	2381	1063	1805	2091	1309	1805	2954	570	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.04	0.09	0.09	0.07	0.28	0.28	0.06	0.22	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	9.1	37.0	37.0	8.0	35.9	35.9
Volume/Cap:	0.35	0.17	0.17	0.70	0.32	0.32	0.70	0.71	0.71	0.71	0.59	0.06
Delay/Veh:	43.1	25.0	25.0	61.6	26.7	26.7	53.4	26.3	26.3	57.1	24.4	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:	43.1	25.0	25.0	61.6	26.7	26.7	53.4	26.3	26.3	57.1	24.4	18.8
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	B
HCM2k95thQ:	3	4	4	7	8	8	7	23	23	6	18	1

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AM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	12	Average Delay (sec/veh):	23.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	57	216	0	0	270	29	33	0	72	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59	222	0	0	278	30	34	0	74	0	0	0
Added Vol:	0	1	26	132	0	0	0	13	0	3	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	223	26	132	278	30	34	13	74	3	1	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	62	235	27	139	293	31	36	14	78	3	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	235	27	139	293	31	36	14	78	3	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	235	27	139	293	31	36	14	78	3	1	5
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	0.85	0.85	0.85	0.88	0.88	0.88
Lanes:	1.00	1.79	0.21	1.00	1.81	0.19	0.28	0.11	0.61	0.33	0.11	0.56
Final Sat.:	1805	3182	370	1805	3211	345	453	173	989	556	185	927
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.08	0.09	0.09	0.08	0.08	0.08	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	15.4	25.1	25.1	26.1	35.8	35.8	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.20	0.27	0.27	0.27	0.23	0.23	0.27	0.27	0.27	0.02	0.02	0.02
Delay/Veh:	32.4	25.4	25.4	24.8	18.0	18.0	24.4	24.4	24.4	22.3	22.3	22.3
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:	32.4	25.4	25.4	24.8	18.0	18.0	24.4	24.4	24.4	22.3	22.3	22.3
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	3	6	6	6	6	6	6	6	6	0	0	0

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AM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	28.7
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	20	186	28	77	217	47	41	77	7	57	121	45
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	192	29	79	224	48	42	79	7	59	125	46
Added Vol:	0	13	0	2	0	2	26	0	0	1	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	205	29	81	224	50	68	79	7	60	125	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	215	30	86	235	53	72	83	8	63	131	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	215	30	86	235	53	72	83	8	63	131	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	215	30	86	235	53	72	83	8	63	131	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.75	0.25	1.00	1.63	0.37	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	1805	3104	438	1805	2863	646	1805	1721	156	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.05	0.08	0.08	0.04	0.05	0.05	0.03	0.07	0.05
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.06	0.27	0.27	0.22	0.34	0.34	0.15	0.19	0.19	0.14	0.27	0.18
Delay/Veh:	20.4	28.9	28.9	25.1	30.8	30.8	28.0	28.3	28.3	27.8	29.0	28.3
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:	20.4	28.9	28.9	25.1	30.8	30.8	28.0	28.3	28.3	27.8	29.0	28.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	6	6	4	7	7	3	4	4	3	6	3

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AM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	100	Critical Vol./Cap.(X):	0.102
Loss Time (sec):	12	Average Delay (sec/veh):	11.1
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 0
Volume Module:												
Base Vol:	35	0	15	0	0	0	0	167	25	10	214	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	15	0	0	0	0	172	26	10	220	0
Added Vol:	0	0	0	3	0	1	0	2	0	0	26	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	15	3	0	1	0	174	26	10	246	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	16	3	0	1	0	183	27	11	259	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	16	3	0	1	0	183	27	11	259	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	16	3	0	1	0	183	27	11	259	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.89	1.00	0.89	1.00	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	0.00	1.00	0.75	0.00	0.25	1.00	1.74	0.26	1.00	1.65	0.35
Final Sat.:	1562	0	1615	1266	0	422	1900	3085	457	1805	2891	622
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.06	0.01	0.09	0.09
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	25.0	0.0	25.0	0.0	57.0	57.0	6.0	63.0	63.0
Volume/Cap:	0.10	0.00	0.04	0.01	0.00	0.01	0.00	0.10	0.10	0.10	0.14	0.14
Delay/Veh:	28.9	0.0	28.5	28.2	0.0	28.2	0.0	9.9	9.9	44.9	7.5	7.5
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:	28.9	0.0	28.5	28.2	0.0	28.2	0.0	9.9	9.9	44.9	7.5	7.5
LOS by Move:	C	A	C	C	A	C	A	A	A	D	A	A
HCM2k95thQ:	2	0	1	0	0	0	0	3	3	1	4	4

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AM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	16	Average Delay (sec/veh):	28.0
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	131	291	130	110	386	43	60	656	159	124	666	125
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	135	300	134	113	398	44	62	676	164	128	686	129
Added Vol:	0	1	0	0	13	13	1	2	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	301	134	113	411	57	63	678	164	128	712	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	317	141	119	432	60	66	713	172	134	749	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	317	141	119	432	60	66	713	172	134	749	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	317	141	119	432	60	66	713	172	134	749	136
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	2.63	0.37	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	3502	3610	1615	3502	4470	624	1805	3610	1615	1805	2987	540
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.03	0.10	0.10	0.04	0.20	0.11	0.07	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	6.0	27.4	27.4	6.6	28.0	28.0	6.6	35.0	35.0	10.0	38.4	38.4
Volume/Cap:	0.64	0.30	0.30	0.49	0.33	0.33	0.53	0.54	0.29	0.71	0.62	0.62
Delay/Veh:	49.7	26.5	26.7	44.2	26.3	26.3	46.9	24.0	21.5	52.7	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	26.5	26.7	44.2	26.3	26.3	46.9	24.0	21.5	52.7	23.3	23.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	7	8	7	5	8	8	4	15	7	10	21	21

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AM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	16	Average Delay (sec/veh):	26.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	58	485	32	27	584	26	45	99	44	53	100	41
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	500	33	28	602	27	46	102	45	55	103	42
Added Vol:	53	0	0	0	0	13	1	1	3	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	500	33	28	602	40	47	103	48	55	116	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	526	35	29	633	42	50	108	51	57	122	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	526	35	29	633	42	50	108	51	57	122	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	526	35	29	633	42	50	108	51	57	122	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.81	0.19	1.00	2.81	0.19	1.00	1.36	0.64	1.00	1.00	1.00
Final Sat.:	3502	4822	318	1805	4821	319	1805	2339	1098	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.13	0.13	0.03	0.05	0.05	0.03	0.06	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.8	26.6	26.6	6.4	26.2	26.2	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.45	0.37	0.37	0.23	0.45	0.45	0.41	0.12	0.12	0.48	0.17	0.07
Delay/Veh:	41.1	25.2	25.2	40.4	26.2	26.2	42.6	17.7	17.7	43.5	18.1	17.3
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:	41.1	25.2	25.2	40.4	26.2	26.2	42.6	17.7	17.7	43.5	18.1	17.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	5	9	9	2	11	11	3	3	3	4	4	2

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PM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	73	84	35	49	126	61	124	633	74	65	659	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	75	87	36	50	130	63	128	652	76	67	679	33
Added Vol:	49	65	49	0	1	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	152	85	50	131	63	128	652	77	68	679	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	159	90	53	138	66	134	686	81	72	714	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	159	90	53	138	66	134	686	81	72	714	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	159	90	53	138	66	134	686	81	72	714	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.28	0.72	1.00	1.35	0.65	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	3502	2187	1228	1805	2319	1114	1805	3176	376	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.06	0.06	0.07	0.22	0.22	0.04	0.20	0.02
Crit Moves:		****		****				****		****		
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	9.9	38.0	38.0	7.0	35.1	35.1
Volume/Cap:	0.54	0.25	0.25	0.47	0.21	0.21	0.71	0.54	0.54	0.54	0.54	0.06
Delay/Veh:	45.2	25.6	25.6	45.9	25.7	25.7	53.2	22.2	22.2	46.9	24.0	19.4
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:	45.2	25.6	25.6	45.9	25.7	25.7	53.2	22.2	22.2	46.9	24.0	19.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	4	6	6	4	5	5	8	17	17	4	16	1

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PM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	12	Average Delay (sec/veh):	22.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	63	162	0	0	218	43	27	0	60	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	65	167	0	0	225	44	28	0	62	0	0	0
Added Vol:	0	16	1	3	0	0	0	0	0	65	16	114
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	183	1	3	225	44	28	0	62	65	16	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	192	1	3	236	47	29	0	65	68	17	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	192	1	3	236	47	29	0	65	68	17	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	192	1	3	236	47	29	0	65	68	17	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.81	1.00	0.81	0.81	0.81	0.81
Lanes:	1.00	1.99	0.01	1.00	1.67	0.33	0.31	0.00	0.69	0.33	0.08	0.59
Final Sat.:	1805	3587	20	1805	2940	580	477	0	1059	512	126	898
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.00	0.08	0.08	0.06	0.00	0.06	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	11.7	25.6	25.6	11.0	24.9	24.9	41.4	0.0	41.4	41.4	41.4	41.4
Volume/Cap:	0.29	0.19	0.19	0.01	0.29	0.29	0.13	0.00	0.13	0.29	0.29	0.29
Delay/Veh:	36.1	24.4	24.4	34.8	25.8	25.8	14.1	0.0	14.1	15.4	15.4	15.4
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:	36.1	24.4	24.4	34.8	25.8	25.8	14.1	0.0	14.1	15.4	15.4	15.4
LOS by Move:	D	C	C	C	C	C	B	A	B	B	B	B
HCM2k95thQ:	3	4	4	0	6	6	3	0	3	7	7	7

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PM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	1.148
Loss Time (sec):	16	Average Delay (sec/veh):	28.6
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	138	42	54	171	72	58	82	13	37	98	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	26	142	43	56	176	74	60	84	13	38	101	40
Added Vol:	0	0	0	33	0	33	1	0	0	16	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	142	43	89	176	107	61	84	13	54	101	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	150	46	93	185	113	64	89	14	57	106	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	150	46	93	185	113	64	89	14	57	106	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	150	46	93	185	113	64	89	14	57	106	43
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	0.90	0.90	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.53	0.47	1.00	1.24	0.76	1.00	0.86	0.14	1.00	1.00	1.00
Final Sat.:	1805	2671	813	1805	2117	1288	1805	1606	255	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.05	0.09	0.09	0.04	0.06	0.06	0.03	0.06	0.03
Crit Moves:		****		****				****			****	
Green Time:	32.5	23.2	23.2	27.1	21.6	21.6	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.07	0.22	0.22	0.24	0.37	0.37	0.14	0.21	0.21	0.12	0.22	0.10
Delay/Veh:	20.5	28.4	28.4	25.3	31.0	31.0	27.8	28.5	28.5	27.7	28.5	27.6
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:	20.5	28.4	28.4	25.3	31.0	31.0	27.8	28.5	28.5	27.7	28.5	27.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	5	5	4	7	7	3	5	5	3	5	2

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PM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	12	Average Delay (sec/veh):	15.6
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1	0
Volume Module:												
Base Vol:	35	0	15	0	0	0	0	172	25	10	168	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	15	0	0	0	0	177	26	10	173	0
Added Vol:	0	0	0	65	0	16	0	33	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	15	65	0	16	0	210	26	10	174	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	16	68	0	17	0	221	27	11	183	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	16	68	0	17	0	221	27	11	183	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	16	68	0	17	0	221	27	11	183	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.85	0.77	1.00	0.77	1.00	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.80	0.00	0.20	1.00	1.78	0.22	1.00	1.99	0.01
Final Sat.:	1505	0	1615	1175	0	289	1900	3165	388	1805	3586	21
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.06	0.00	0.06	0.00	0.07	0.07	0.01	0.05	0.05
Crit Moves:				****				****		****		
Green Time:	32.7	0.0	32.7	32.7	0.0	32.7	0.0	39.3	39.3	6.0	45.3	45.3
Volume/Cap:	0.07	0.00	0.03	0.16	0.00	0.16	0.00	0.16	0.16	0.09	0.10	0.10
Delay/Veh:	18.8	0.0	18.4	19.5	0.0	19.5	0.0	15.4	15.4	39.8	11.7	11.7
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:	18.8	0.0	18.4	19.5	0.0	19.5	0.0	15.4	15.4	39.8	11.7	11.7
LOS by Move:	B	A	B	B	A	B	A	B	B	D	B	B
HCM2k95thQ:	1	0	1	3	0	3	0	4	4	1	3	3

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PM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	16	Average Delay (sec/veh):	26.6
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	139	285	94	78	285	31	40	571	117	87	563	100
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	143	294	97	80	294	32	41	588	121	90	580	103
Added Vol:	0	16	0	0	0	0	16	33	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	310	97	80	294	32	57	621	121	90	581	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	326	102	85	309	34	60	654	127	94	611	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	326	102	85	309	34	60	654	127	94	611	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	326	102	85	309	34	60	654	127	94	611	108
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	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.71	0.29	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	4608	501	1805	3610	1615	1805	2996	531
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.06	0.02	0.07	0.07	0.03	0.18	0.08	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	5.9	27.1	27.1	6.5	27.7	27.7	5.9	34.6	34.6	5.9	34.6	34.6
Volume/Cap:	0.65	0.30	0.21	0.33	0.22	0.22	0.51	0.47	0.20	0.79	0.53	0.53
Delay/Veh:	48.0	24.6	23.9	40.9	23.4	23.4	44.6	21.3	18.9	71.3	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	24.6	23.9	40.9	23.4	23.4	44.6	21.3	18.9	71.3	22.1	22.1
LOS by Move:	D	C	C	D	C	C	D	C	B	E	C	C
HCM2k95thQ:	7	7	4	3	5	5	3	13	5	9	16	16

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PM Existing Plus Project (2014) - (Weekend: Game Day [Spring])
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Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.268
Loss Time (sec):	16	Average Delay (sec/veh):	25.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	1 0 1	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	35	464	46	24	458	18	37	110	48	41	116	27
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	478	47	25	472	19	38	113	49	42	119	28
Added Vol:	1	0	0	0	0	0	16	16	65	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	478	47	25	472	19	54	129	114	42	119	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	503	50	26	497	20	57	136	120	44	126	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	503	50	26	497	20	57	136	120	44	126	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	503	50	26	497	20	57	136	120	44	126	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.88	0.88	0.95	1.00	0.85
Lanes:	2.00	2.73	0.27	1.00	2.89	0.11	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	3502	4658	462	1805	4961	195	1805	1781	1576	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.01	0.10	0.10	0.03	0.08	0.08	0.02	0.07	0.02
Crit Moves:		****		****			****				****	
Green Time:	6.1	25.5	25.5	6.0	25.4	25.4	7.5	36.2	36.2	6.2	35.0	35.0
Volume/Cap:	0.16	0.38	0.38	0.22	0.35	0.35	0.38	0.19	0.19	0.36	0.17	0.05
Delay/Veh:	39.9	26.0	26.0	40.7	25.9	25.9	40.7	17.4	17.4	41.7	18.1	17.1
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:	39.9	26.0	26.0	40.7	25.9	25.9	40.7	17.4	17.4	41.7	18.1	17.1
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2k95thQ:	1	9	9	2	8	8	3	5	5	3	5	1

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

APPENDIX C-V

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING]) WITH MITIGATION TRAFFIC CONDITIONS

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APPENDIX D

BASEBALL, SOFTBALL AND TRACK & FIELD GAME PATTERNS: HOME GAMES SCHEDULE

APPENDIX TABLE D-1
BASEBALL (BB), SOFTBALL (SB), TRACK FIELD (TF), AND MEN'S RUGBY (MR) GAME PATTERNS: HOME GAMES

Time of Day	Tuesday Feb. 04, 2014	Friday Feb. 07 2014	Friday Feb. 14 2014	Friday Feb. 21 2014	Tuesday Mar. 11, 2014	Friday Mar. 14, 2014	Friday Mar. 28, 2014	Friday Apr. 11, 2014	Wednesday Apr. 23, 2014	Tuesday Apr. 29, 2014	Friday May 2, 2014	Thursday May 08, 2014	Friday May 9, 2014	Saturday Jan. 25, 2014	Saturday Feb. 01, 2014	Saturday Feb. 08, 2014	Sunday Feb. 09, 2014	Saturday Feb. 15, 2014	Saturday Feb. 22, 2014	Sunday Mar. 02, 2014	Saturday Mar. 08, 2014	Saturday Mar. 22, 2014	Saturday Mar. 29, 2014	Sunday Mar. 30, 2014	Saturday Apr. 05, 2014	Saturday Apr. 19, 2014	Saturday May 10, 2014
9:30 AM																												
10:00 AM																												
10:30 AM															ALUMNI CLASSIC (TF) (10:00 AM - 4:00 PM)												
11:00 AM																												
11:30 AM													LINFIELD(SB) (11:00 AM - 1:00 PM)			WILLAMETTE (BB) (11:00 AM - 2:00 PM)	WILLAMETTE (BB) (11:00 AM - 2:00 PM)			OCCIDENTAL (BB) (11:00 AM - 2:00 PM)					POMONA-PITZER (BB) (11:00 AM - 1:30 PM)	CALTECH (BB) (11:00 AM - 1:30 PM)	
12:00 PM															VANGAURD (SB) (12:00 PM - 2:00PM)				CHAPMAN (SB) (12:00 PM - 2:00 PM)		LA VERNE (SB) (12:00 PM - 2:00 PM)	CHAPMAN (BB) (11:00 AM - 2:00 PM)	OCCIDENTAL (SB) (12:00 PM - 2:00 PM)	REDLANDS (SB) (12:00 PM - 2:00 PM)	WHITTIER (SB) (12:00 PM - 2:00 PM)		POMONA PITZER (SB) (12:00 PM - 2:30 PM)		REDLANDS(SB) (12:00 PM - 2:00 PM)
12:30 PM																												
1:00 PM														MEN'S RUGBY (MR) (1:00 PM - 3:30 PM)				MEN'S RUGBY (MR) (1:00 PM - 3:30 PM)						PACIFIC LUTHERAN (BB) (12:00 PM - 3:00 PM)				
1:30 PM																MEN'S RUGBY (MR) (1:00 PM - 3:30 PM)												
2:00 PM	MATER'S (BB) (2:00 PM - 4:30 PM)	WILLAMETTE (BB) (2:00 PM - 4:30 PM)				CAL LUTHERAN (SB) (2:00 PM - 4:00 PM)						CLAREMONT CLASSIC XI MULTI (TF) (2:00 PM - 6:00 PM)	CLAREMONT CLASSIC XI MULTI (TF) (2:00 PM - 6:00 PM)														
2:30 PM																												
3:00 PM			POMONA PITZER (BB) (2:30 PM - 5:00 PM)	WHITTIER (BB) (2:30 PM - 5:30 PM)	ITHACA (BB) (3:00 PM - 5:30 PM)		PACIFIC LUTHERAN (BB) (3:00 PM - 6:00 PM)	REDLANDS (BB) (3:00 PM - 6:00 PM)	CAL LUTHERAN (BB) (3:00 PM - 5:30 PM)	OCCIDENTAL (BB) (3:00 PM - 5:30 PM)						WHITMAN (BB) (3:00 PM - 5:30 PM)	MEN'S RUGBY (MR) (1:00 PM - 3:30 PM)		CHAPMAN (SB) (2:00 PM - 4:30 PM)			LA VERNE (SB) (2:00 PM - 4:00 PM)		OCCIDENTAL (SB) (2:00 PM - 4:30 PM)	REDLANDS (SB) (2:00 PM - 4:00 PM)				POMONA-PITZER (BB) (2:00 PM - 4:30 PM)		
3:30 PM						CAL LUTHERAN (SB) (4:00 PM - 6:00 PM)	LA VERNE (BB) (3:00 PM - 5:30 PM)												18TH ROSSI RELAYS (TF) (1:00 PM - 6:00 PM)		POMONA-PITZER (BB) (2:00 PM - 4:30 PM)									
4:00 PM																					CAL LUTHERAN/LA VERNE/OCCIDENTAL @ CMS (TF) (ALL DAY)							
4:30 PM											REDLANDS (SB) (4:30 PM - 6:30 PM)																
5:00 PM																												
5:30 PM																												
6:00 PM																												
6:30 PM																												
7:00 PM																												
7:30 PM																												
8:00 PM																												
8:30 PM																												
9:00 PM																												
9:30 PM																												
10:00 PM																												
10:30 PM																												
11:00 PM																												

APPENDIX E

YEAR 2020 (WEEKDAY) TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

YEAR 2020 CUMULATIVE (WEEKDAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.786	
Loss Time (sec):	16	Average Delay (sec/veh):	50.7	
Optimal Cycle:	90	Level Of Service:	D	

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Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	172	300	91	194	367	232	137	692	117	155	844	141
Added Vol:	40	39	21	22	81	0	0	162	89	9	203	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	339	112	216	448	232	137	854	206	164	1047	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	223	357	118	227	471	244	144	899	216	172	1102	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	357	118	227	471	244	144	899	216	172	1102	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	357	118	227	471	244	144	899	216	172	1102	156
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	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.50	0.50	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1805	2612	864	1805	1900	1615	1805	2825	680	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.13	0.25	0.15	0.08	0.32	0.32	0.10	0.31	0.10
Crit Moves:		****		****				****		****		
Green Time:	15.6	31.0	31.0	15.9	31.3	31.3	10.8	40.1	40.1	12.0	41.3	41.3
Volume/Cap:	0.91	0.51	0.51	0.91	0.91	0.56	0.85	0.91	0.91	0.91	0.85	0.27
Delay/Veh:	83.8	36.0	36.0	83.5	60.9	37.5	82.4	46.2	46.2	92.6	39.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	36.0	36.0	83.5	60.9	37.5	82.4	46.2	46.2	92.6	39.4	26.4
LOS by Move:	F	D	D	F	E	D	F	D	D	F	D	C
HCM2k95thQ:	20	15	15	21	34	15	14	39	39	17	36	8

****

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AM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	12	Average Delay (sec/veh):	17.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	47	464	25	9	482	38	45	59	67	29	47	23
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	50	492	27	10	511	40	48	63	71	31	50	24
Added Vol:	0	88	9	0	161	15	10	10	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	580	36	10	672	55	58	73	72	33	50	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	610	37	10	707	58	61	76	76	34	52	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	610	37	10	707	58	61	76	76	34	52	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	610	37	10	707	58	61	76	76	34	52	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.83	0.83	0.85	0.85	0.85	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.44	0.56	1.00	0.40	0.60	1.00
Final Sat.:	1805	1774	109	1805	1900	1615	695	874	1615	640	975	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.01	0.37	0.04	0.09	0.09	0.05	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	6.0	50.3	50.3	9.7	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.44	0.62	0.62	0.05	0.62	0.06	0.44	0.44	0.23	0.27	0.27	0.08
Delay/Veh:	42.9	14.5	14.5	36.1	12.5	7.5	32.5	32.5	30.6	30.9	30.9	29.4
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:	42.9	14.5	14.5	36.1	12.5	7.5	32.5	32.5	30.6	30.9	30.9	29.4
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	22	22	1	23	1	7	7	4	4	4	1

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AM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	12	Average Delay (sec/veh):	16.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0	1 0	1 0	1 0	1	1 0	0	1 0
Volume Module:												
Base Vol:	43	524	180	44	486	20	2	19	52	78	15	60
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	46	555	191	47	515	21	2	20	55	83	16	64
Added Vol:	4	66	130	102	66	0	0	18	5	30	4	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	621	321	149	581	21	2	38	60	113	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	654	338	156	612	22	2	40	63	119	21	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	654	338	156	612	22	2	40	63	119	21	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	654	338	156	612	22	2	40	63	119	21	93
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	1.00	0.65	1.00	0.85	0.74	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.18	0.82
Final Sat.:	1805	1900	1615	1805	1824	67	1229	1900	1615	1397	306	1361
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.21	0.09	0.34	0.34	0.00	0.02	0.04	0.08	0.07	0.07
Crit Moves:		****		****						****		
Green Time:	57.9	47.9	47.9	64.0	50.1	50.1	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.11	0.65	0.39	0.32	0.60	0.60	0.01	0.11	0.20	0.42	0.34	0.34
Delay/Veh:	7.4	16.5	12.7	8.5	14.3	14.3	28.9	29.5	30.3	32.5	31.5	31.5
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:	7.4	16.5	12.7	8.5	14.3	14.3	28.9	29.5	30.3	32.5	31.5	31.5
LOS by Move:	A	B	B	A	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	22	10	4	22	22	0	2	3	7	6	6

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AM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #10 College Avenue at Sixth Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440	
Loss Time (sec):	0	Average Delay (sec/veh):	11.6	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	168	30	19	202	22	20	51	17	35	79	36
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	178	32	20	214	23	21	54	18	37	84	38
Added Vol:	0	49	0	0	2	0	0	61	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	227	32	20	216	23	21	115	18	37	140	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	239	33	21	227	25	22	121	19	39	147	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	239	33	21	227	25	22	121	19	39	147	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	239	33	21	227	25	22	121	19	39	147	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.08	0.83	0.09	0.14	0.74	0.12	0.17	0.65	0.18
Final Sat.:	20	543	76	49	528	57	79	429	67	104	391	107
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.43	0.43	0.43	0.28	0.28	0.28	0.38	0.38	0.38
Crit Moves:		****			****			****			****	
Delay/Veh:	12.0	12.0	12.0	11.9	11.9	11.9	10.6	10.6	10.6	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.9	11.9	11.9	10.6	10.6	10.6	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.0			11.9			10.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.9			10.6			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.3	0.3	0.3	0.5	0.5	0.5

****

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AM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.974	
Loss Time (sec):	12	Average Delay (sec/veh):	43.6	
Optimal Cycle:	120	Level Of Service:	D	

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	4	4	3	161	2	454	179	633	3	6	948	122
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	4	3	171	2	481	190	671	3	6	1005	129
Added Vol:	0	0	1	21	1	11	0	173	0	4	297	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	4	192	3	492	190	844	3	10	1302	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	4	4	202	3	518	200	888	3	11	1370	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	4	202	3	518	200	888	3	11	1370	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	4	202	3	518	200	888	3	11	1370	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	902	902	1615	1446	1900	1615	1805	3593	14	1805	3220	340
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.32	0.11	0.25	0.25	0.01	0.43	0.43
Crit Moves:						****	****				****	
Green Time:	32.9	32.9	32.9	32.9	32.9	32.9	11.4	44.3	44.3	10.8	43.7	43.7
Volume/Cap:	0.02	0.02	0.01	0.42	0.01	0.97	0.97	0.56	0.56	0.06	0.97	0.97
Delay/Veh:	22.6	22.6	22.6	26.7	22.5	65.4	99.3	21.0	21.0	40.2	44.5	44.5
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:	22.6	22.6	22.6	26.7	22.5	65.4	99.3	21.0	21.0	40.2	44.5	44.5
LOS by Move:	C	C	C	C	C	E	F	C	C	D	D	D
HCM2k95thQ:	0	0	0	10	0	36	19	20	20	1	42	42

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Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	3	6	7	2	6	5	94	19	10	208	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	30	3	6	7	2	6	5	100	20	11	220	8
Added Vol:	2	0	0	1	0	1	2	51	9	0	86	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	3	6	8	2	7	7	151	29	11	306	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	3	7	9	2	8	8	159	31	11	323	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3	7	9	2	8	8	159	31	11	323	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	3	7	9	2	8	8	159	31	11	323	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.08	0.15	0.47	0.12	0.41	0.04	0.80	0.16	0.03	0.94	0.03
Final Sat.:	495	50	99	310	78	271	32	658	127	27	783	27
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.03	0.24	0.24	0.24	0.41	0.41	0.41
Crit Moves:	****				****				****		****	
Delay/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	8.6	8.6	8.6	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	8.6	8.6	8.6	10.1	10.1	10.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.4			8.1			8.6			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.1			8.6			10.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

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Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	16	Average Delay (sec/veh):	24.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	45	145	37	35	152	138	64	335	6	28	413	72
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	154	39	37	161	146	68	355	6	30	438	76
Added Vol:	0	96	3	5	34	9	0	48	0	0	53	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	250	42	42	195	155	68	403	6	30	491	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	263	44	44	205	163	71	424	7	31	517	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	263	44	44	205	163	71	424	7	31	517	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
FinalVolume:	50	263	44	44	205	163	71	424	7	31	517	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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.66	0.34
Final Sat.:	1805	3020	511	1805	1900	1615	1805	3547	56	1805	2927	592
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.11	0.10	0.04	0.12	0.12	0.02	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	6.0	25.0	25.0	6.0	25.0	25.0	7.9	33.4	33.4	9.6	35.1	35.1
Volume/Cap:	0.42	0.31	0.31	0.37	0.39	0.36	0.45	0.32	0.32	0.16	0.45	0.45
Delay/Veh:	42.7	25.9	25.9	42.1	26.8	26.6	41.1	20.3	20.3	37.0	20.6	20.6
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:	42.7	25.9	25.9	42.1	26.8	26.6	41.1	20.3	20.3	37.0	20.6	20.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	4	7	7	2	9	7	5	9	9	2	13	13

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Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	36.2
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	161	137	32	51	253	165	139	510	109	84	744	32
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	171	145	34	54	268	175	147	541	116	89	789	34
Added Vol:	16	74	46	0	258	4	6	143	45	81	290	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	219	80	54	526	179	153	684	161	170	1079	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	196	231	84	57	554	188	161	720	169	179	1135	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	231	84	57	554	188	161	720	169	179	1135	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	231	84	57	554	188	161	720	169	179	1135	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	2.00	1.47	0.53	1.00	1.49	0.51	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	3502	2540	926	1805	2592	881	1805	2842	667	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.03	0.21	0.21	0.09	0.25	0.25	0.10	0.31	0.02
Crit Moves:		****		****			****				****	
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	10.0	33.7	33.7	11.3	35.0	35.0
Volume/Cap:	0.81	0.31	0.31	0.50	0.74	0.74	0.85	0.71	0.71	0.83	0.85	0.06
Delay/Veh:	61.8	26.2	26.2	46.5	33.6	33.6	71.0	28.5	28.5	64.0	33.1	19.4
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:	61.8	26.2	26.2	46.5	33.6	33.6	71.0	28.5	28.5	64.0	33.1	19.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	B
HCM2k95thQ:	7	7	7	5	21	21	10	21	21	10	27	1

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Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0 289	0		0 416	0		0 0	0		0 0	0	
Growth Adj:	1.06 1.06	1.06		1.06 1.06	1.06		1.06 1.06	1.06		1.06 1.06	1.06	
Initial Bse:	0 306	0		0 441	0		0 0	0		0 0	0	
Added Vol:	0 137	0		0 384	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 443	0		0 825	0		0 0	0		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:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	0 467	0		0 868	0		0 0	0		0 0	0	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	0 467	0		0 868	0		0 0	0		0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	*		* *	*	
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 ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	108	282	0	0	333	83	7	0	21	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	114	299	0	0	353	88	7	0	22	0	0	0
Added Vol:	4	135	4	4	375	4	1	0	1	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	434	4	4	728	92	8	0	23	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	457	4	4	766	97	9	0	24	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	457	4	4	766	97	9	0	24	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	457	4	4	766	97	9	0	24	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.86	1.00	0.86	0.89	1.00	0.89
Lanes:	1.00	1.98	0.02	1.00	1.78	0.22	0.27	0.00	0.73	0.50	0.00	0.50
Final Sat.:	1805	3573	33	1805	3151	398	435	0	1203	846	0	846
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.00	0.24	0.24	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.7	37.1	37.1	15.9	41.3	41.3	25.0	0.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.53	0.31	0.31	0.01	0.53	0.53	0.07	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	38.9	17.9	17.9	30.6	17.8	17.8	24.0	0.0	24.0	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	17.9	17.9	30.6	17.8	17.8	24.0	0.0	24.0	23.5	0.0	23.5
LOS by Move:	D	B	B	C	B	B	C	A	C	C	A	C
HCM2k95thQ:	6	9	9	0	16	16	1	0	1	0	0	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	389	0	0	354	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	412	0	0	375	0	0	0	0	0	0	0
Added Vol:	0	144	0	0	377	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	556	0	0	752	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	586	0	0	792	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	586	0	0	792	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	293
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	710
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	710
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	16	Average Delay (sec/veh):	34.1
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	252	25	29	278	47	41	54	10	97	170	97
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	267	27	31	295	50	43	57	11	103	180	103
Added Vol:	8	125	16	25	351	1	4	43	1	55	83	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	392	43	56	646	51	47	100	12	158	263	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	413	45	59	680	53	50	106	12	166	277	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	413	45	59	680	53	50	106	12	166	277	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	413	45	59	680	53	50	106	12	166	277	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.85	0.15	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	3208	348	1805	3310	261	1805	1676	194	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.03	0.21	0.21	0.03	0.06	0.06	0.09	0.15	0.08
Crit Moves:	****				****			****			****	
Green Time:	45.3	39.3	39.3	52.7	42.7	42.7	25.0	25.0	25.0	30.3	30.3	30.3
Volume/Cap:	0.09	0.39	0.39	0.16	0.58	0.58	0.13	0.30	0.30	0.36	0.58	0.30
Delay/Veh:	24.5	31.4	31.4	20.4	32.0	32.0	38.8	40.6	40.6	37.4	41.0	36.7
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:	24.5	31.4	31.4	20.4	32.0	32.0	38.8	40.6	40.6	37.4	41.0	36.7
LOS by Move:	C	C	C	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	13	13	2	20	20	3	7	7	9	16	7

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Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	12	Average Delay (sec/veh):	19.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	102	245	5	2	276	133	58	1	54	3	2	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	108	260	5	2	293	141	61	1	57	3	2	8
Added Vol:	69	50	0	0	32	375	99	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	310	5	2	325	516	160	1	73	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	326	6	2	342	543	169	1	77	3	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	326	6	2	342	543	169	1	77	3	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	326	6	2	342	543	169	1	77	3	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.54	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.40	1.00
Final Sat.:	1005	3539	61	1018	3610	1615	1805	1900	1615	1107	738	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.00	0.09	0.34	0.09	0.00	0.05	0.00	0.00	0.01
Crit Moves:						****	****				****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	18.0	18.0	18.0	21.0	21.0	21.0
Volume/Cap:	0.33	0.17	0.17	0.00	0.17	0.60	0.60	0.00	0.30	0.02	0.02	0.03
Delay/Veh:	14.2	12.5	12.5	11.3	12.5	18.2	48.6	40.9	43.6	38.6	38.6	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	12.5	12.5	11.3	12.5	18.2	48.6	40.9	43.6	38.6	38.6	38.7
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	6	6	0	6	22	12	0	5	0	0	1

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Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[94.8]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
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	0	0	0	0	567	0	0	993	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	601	0	0	1053	0
Added Vol:	0	0	0	22	0	28	58	132	0	0	342	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	733	0	0	1395	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	23	0	29	61	772	0	0	1468	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	29	61	772	0	0	1468	114
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2033	2419	791	1582	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	51	33	337	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	45	28	337	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.51	0.00	0.09	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.0	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	88	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	94.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			94.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

****

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.202
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	49	0	7	0	0	0	0	119	11	3	295	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	52	0	7	0	0	0	0	126	12	3	313	0
Added Vol:	64	0	56	0	0	0	0	26	58	65	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	63	0	0	0	0	152	70	68	401	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	0	67	0	0	0	0	160	73	72	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	67	0	0	0	0	160	73	72	422	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
FinalVolume:	122	0	67	0	0	0	0	160	73	72	422	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.37	0.63	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2360	1080	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.04	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	30.1	0.0	30.1	0.0	0.0	0.0	0.0	30.2	30.2	17.7	47.9	0.0
Volume/Cap:	0.20	0.00	0.12	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.22	0.00
Delay/Veh:	21.5	0.0	20.9	0.0	0.0	0.0	0.0	21.4	21.4	30.5	11.2	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:	21.5	0.0	20.9	0.0	0.0	0.0	0.0	21.4	21.4	30.5	11.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	C	B	A
HCM2k95thQ:	5	0	3	0	0	0	0	5	5	3	6	0

****

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Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	2.563
Loss Time (sec):	16	Average Delay (sec/veh):	122.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	101	112	416	252	206	154	75	358	189	832	1090	360
Added Vol:	7	212	153	0	89	1	2	21	15	435	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	324	569	252	295	155	77	379	204	1267	1143	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	341	598	266	310	163	81	399	214	1334	1203	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	341	598	266	310	163	81	399	214	1334	1203	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	341	598	266	310	163	81	399	214	1334	1203	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.35	0.90	0.90	0.95	0.95	0.85	0.43	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	658	2244	1178	1805	3610	1615	808	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.37	0.40	0.14	0.14	0.05	0.11	0.13	1.65	0.33	0.23
Crit Moves:				****						****		
Green Time:	47.0	31.0	71.0	38.7	30.7	30.7	33.5	25.0	25.0	73.0	56.5	56.5
Volume/Cap:	0.37	0.70	0.63	1.15	0.54	0.54	0.37	0.53	0.64	1.77	0.71	0.50
Delay/Veh:	28.0	44.6	17.2	145.5	39.2	39.2	33.7	43.0	47.4	376.9	26.6	22.4
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:	28.0	44.6	17.2	145.5	39.2	39.2	33.7	43.0	47.4	376.9	26.6	22.4
LOS by Move:	C	D	B	F	D	D	C	D	D	F	C	C
HCM2k95thQ:	7	22	26	30	16	16	6	14	15	175	29	16

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Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	16	Average Delay (sec/veh):	60.1
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	21	363	1	0	658	404	178	3	21	1	2	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	22	385	1	0	697	428	189	3	22	1	2	3
Added Vol:	0	285	0	0	282	256	68	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	670	1	0	979	684	257	3	22	1	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	705	1	0	1031	720	270	3	23	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	705	1	0	1031	720	270	3	23	1	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	705	1	0	1031	720	270	3	23	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.17	0.33	0.50
Final Sat.:	1805	3604	6	1900	3610	1615	3409	40	1935	293	586	879
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.29	0.45	0.08	0.08	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****			****	
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.26	0.46	0.46	0.00	0.76	1.19	0.38	0.40	0.06	0.02	0.02	0.02
Delay/Veh:	56.4	24.9	24.9	0.0	35.4	138.4	41.2	41.4	38.1	35.4	35.4	35.4
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:	56.4	24.9	24.9	0.0	35.4	138.4	41.2	41.4	38.1	35.4	35.4	35.4
LOS by Move:	E	C	C	A	D	F	D	D	D	D	D	D
HCM2k95thQ:	2	18	18	0	32	67	9	10	1	0	0	0

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Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	16	Average Delay (sec/veh):	37.6
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	157	279	76	101	401	31	30	416	121	140	805	109
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	166	296	81	107	425	33	32	441	128	148	853	116
Added Vol:	152	257	43	12	180	64	9	76	69	71	234	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	553	124	119	605	97	41	517	197	219	1087	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	335	582	130	125	637	102	43	544	208	231	1145	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	582	130	125	637	102	43	544	208	231	1145	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	582	130	125	637	102	43	544	208	231	1145	145
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	2.59	0.41	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	3502	3610	1615	3502	4377	701	1805	3610	1615	1805	3150	398
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.08	0.04	0.15	0.15	0.02	0.15	0.13	0.13	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	13.3	33.3	33.3	8.0	28.0	28.0	6.9	35.0	35.0	17.7	45.9	45.9
Volume/Cap:	0.79	0.53	0.27	0.49	0.57	0.57	0.38	0.47	0.40	0.79	0.87	0.87
Delay/Veh:	57.0	32.4	29.4	50.6	36.4	36.4	51.6	30.4	29.9	58.3	35.3	35.3
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:	57.0	32.4	29.4	50.6	36.4	36.4	51.6	30.4	29.9	58.3	35.3	35.3
LOS by Move:	E	C	C	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	15	17	7	6	16	16	3	14	10	18	40	40

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Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	95	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	450	52	25	616	36	16	88	24	63	222	45
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	477	55	27	653	38	17	93	25	67	235	48
Added Vol:	61	430	7	0	317	28	18	22	43	9	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	907	62	27	970	66	35	115	68	76	300	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	955	65	28	1021	70	37	121	72	80	316	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	955	65	28	1021	70	37	121	72	80	316	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	955	65	28	1021	70	37	121	72	80	316	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.81	0.19	1.00	2.81	0.19	1.00	1.25	0.75	1.00	1.00	1.00
Final Sat.:	3502	4806	329	1805	4807	328	1805	2138	1270	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.02	0.21	0.21	0.02	0.06	0.06	0.04	0.17	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.1	30.6	30.6	7.4	31.9	31.9	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.63	0.62	0.62	0.20	0.63	0.63	0.32	0.15	0.15	0.70	0.45	0.08
Delay/Veh:	49.1	27.9	27.9	41.8	27.3	27.3	44.2	20.1	20.1	61.2	23.2	19.6
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:	49.1	27.9	27.9	41.8	27.3	27.3	44.2	20.1	20.1	61.2	23.2	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	B
HCM2k95thQ:	6	18	18	2	19	19	2	4	4	7	14	2

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Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.558
Loss Time (sec):	16	Average Delay (sec/veh):	236.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	279	0	378	29	0	870	233	346	436	16	1149	554
Added Vol:	162	0	39	15	0	233	57	31	87	27	94	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	0	417	44	0	1103	290	377	523	43	1243	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	0	439	46	0	1161	305	396	550	45	1308	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	0	439	46	0	1161	305	396	550	45	1308	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	0	439	46	0	1161	305	396	550	45	1308	605
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.15	0.03	0.00	0.72	0.17	0.11	0.34	0.03	0.36	0.37
Crit Moves:	****					****	****					****
Green Time:	19.8	0.0	19.8	42.3	0.0	55.4	13.0	35.9	35.9	6.0	28.8	28.8
Volume/Cap:	1.56	0.00	0.94	0.07	0.00	1.56	1.56	0.37	1.14	0.50	1.51	1.56
Delay/Veh:	317.2	0.0	76.0	25.8	0.0	290.1	328.2	33.3	127.4	59.9	280	309.2
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:	317.2	0.0	76.0	25.8	0.0	290.1	328.2	33.3	127.4	59.9	280	309.2
LOS by Move:	F	A	E	C	A	F	F	C	F	E	F	F
HCM2k95thQ:	61	0	23	2	0	140	41	11	48	5	84	77

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	16	Average Delay (sec/veh):	35.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	244	0	133	3	1	0	0	437	164	293	909	1
Added Vol:	44	0	24	0	0	13	14	99	27	19	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	157	3	1	13	14	536	191	312	1112	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	303	0	165	3	1	14	15	564	201	328	1171	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	165	3	1	14	15	564	201	328	1171	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	0	165	3	1	14	15	564	201	328	1171	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	0.84	0.84	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	0.75	0.25	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2873	0	2358	1190	397	1587	1805	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.01	0.01	0.16	0.12	0.09	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	15.9	0.0	32.5	28.0	28.0	28.0	6.0	38.5	38.5	16.6	49.1	49.1
Volume/Cap:	0.76	0.00	0.25	0.01	0.01	0.04	0.16	0.47	0.37	0.65	0.76	0.76
Delay/Veh:	53.2	0.0	31.9	33.0	33.0	33.2	52.9	30.5	29.5	49.4	30.3	30.3
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:	53.2	0.0	31.9	33.0	33.0	33.2	52.9	30.5	29.5	49.4	30.3	30.3
LOS by Move:	D	A	C	C	C	C	D	C	C	D	C	C
HCM2k95thQ:	15	0	7	0	0	1	1	16	11	13	33	33

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PM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.381
Loss Time (sec):	16	Average Delay (sec/veh):	161.3
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	62
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	417	511	141	248	557	77	101	1026	114	183	1196	66
Added Vol:	68	68	20	7	65	0	0	289	78	25	259	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	579	161	255	622	77	101	1315	192	208	1455	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	510	609	169	268	654	81	106	1384	203	219	1531	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	609	169	268	654	81	106	1384	203	219	1531	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	609	169	268	654	81	106	1384	203	219	1531	104
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	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	2731	760	1805	1900	1615	1805	3089	452	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.15	0.34	0.05	0.06	0.45	0.45	0.12	0.42	0.06
Crit Moves:	****				****			****		****		
Green Time:	24.6	34.6	34.6	19.9	29.9	29.9	6.0	38.9	38.9	10.6	43.5	43.5
Volume/Cap:	1.38	0.77	0.77	0.90	1.38	0.20	1.17	1.38	1.38	1.38	1.17	0.18
Delay/Veh:	235.1	42.9	42.9	76.4	229	35.8	204.6	217	217.3	260.2	123	26.2
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:	235.1	42.9	42.9	76.4	229	35.8	204.6	217	217.3	260.2	123	26.2
LOS by Move:	F	D	D	E	F	D	F	F	F	F	F	C
HCM2k95thQ:	59	27	27	23	73	5	16	91	91	30	72	5

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PM Cumulative (2020) - (Weekday)
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Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	64	606	21	11	528	45	41	40	81	33	54	48
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	642	22	12	560	48	43	42	86	35	57	51
Added Vol:	1	142	3	0	160	16	20	2	0	8	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	784	25	12	720	64	63	44	86	43	67	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	826	27	12	758	67	67	47	90	45	71	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	826	27	12	758	67	67	47	90	45	71	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	826	27	12	758	67	67	47	90	45	71	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.71	0.71	0.85	0.84	0.84	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.59	0.41	1.00	0.39	0.61	1.00
Final Sat.:	1805	1832	59	1805	1900	1615	794	555	1615	624	976	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.01	0.40	0.04	0.08	0.08	0.06	0.07	0.07	0.03
Crit Moves:		****		****				****				
Green Time:	9.2	64.0	64.0	6.0	60.8	60.8	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.44	0.70	0.70	0.11	0.66	0.07	0.47	0.47	0.31	0.40	0.40	0.18
Delay/Veh:	44.8	13.7	13.7	44.9	14.1	8.0	38.1	38.1	36.2	37.2	37.2	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	13.7	13.7	44.9	14.1	8.0	38.1	38.1	36.2	37.2	37.2	35.1
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	5	31	31	1	27	2	7	7	5	7	7	3

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Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	12	Average Delay (sec/veh):	24.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	104	494	194	42	572	72	42	39	96	187	59	116
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	110	524	206	45	606	76	45	41	102	198	63	123
Added Vol:	6	83	107	87	82	0	0	7	4	98	20	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	607	313	132	688	76	45	48	106	296	83	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	639	329	138	725	80	47	51	111	312	87	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	639	329	138	725	80	47	51	111	312	87	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	639	329	138	725	80	47	51	111	312	87	206
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	0.99	0.99	0.37	1.00	0.85	0.73	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	1900	1615	1805	1685	187	699	1900	1615	1379	503	1195
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.20	0.08	0.43	0.43	0.07	0.03	0.07	0.23	0.17	0.17
Crit Moves:	****				****					****		
Green Time:	51.0	43.7	43.7	57.6	46.3	46.3	24.4	24.4	24.4	24.4	24.4	24.4
Volume/Cap:	0.47	0.69	0.42	0.35	0.84	0.84	0.25	0.10	0.25	0.84	0.64	0.64
Delay/Veh:	16.0	20.2	15.3	11.2	25.0	25.0	26.3	24.7	26.0	45.9	31.9	31.9
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:	16.0	20.2	15.3	11.2	25.0	25.0	26.3	24.7	26.0	45.9	31.9	31.9
LOS by Move:	B	C	B	B	C	C	C	C	C	D	C	C
HCM2k95thQ:	4	23	11	4	36	36	3	2	5	20	15	15

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	218	70	46	200	28	17	76	9	67	105	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	231	74	49	212	30	18	81	10	71	111	16
Added Vol:	1	11	0	0	49	0	0	53	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	242	74	49	261	30	18	134	10	71	169	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	255	78	51	275	31	19	141	10	75	178	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	255	78	51	275	31	19	141	10	75	178	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	255	78	51	275	31	19	141	10	75	178	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.74	0.22	0.14	0.77	0.09	0.11	0.83	0.06	0.28	0.66	0.06
Final Sat.:	23	436	134	84	452	51	55	409	29	148	353	33
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.61	0.61	0.61	0.34	0.34	0.34	0.50	0.50	0.50
Crit Moves:		****				****		****		****		
Delay/Veh:	15.6	15.6	15.6	16.5	16.5	16.5	12.1	12.1	12.1	14.4	14.4	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	15.6	16.5	16.5	16.5	12.1	12.1	12.1	14.4	14.4	14.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:	15.6			16.5			12.1			14.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.6			16.5			12.1			14.4		
LOS by Appr:	C			C			B			B		
AllWayAvgQ:	1.1	1.1	1.1	1.2	1.2	1.2	0.4	0.4	0.4	0.8	0.8	0.8

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	12	Average Delay (sec/veh):	29.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	7	10	99	1	186	288	1289	7	25	805	157
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	7	11	105	1	197	305	1366	7	27	853	166
Added Vol:	0	1	4	18	0	2	10	388	0	2	297	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	15	123	1	199	315	1754	7	29	1150	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	9	15	129	1	210	332	1847	8	30	1211	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	9	15	129	1	210	332	1847	8	30	1211	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	9	15	129	1	210	332	1847	8	30	1211	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.67	0.33	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.72	0.28
Final Sat.:	1105	548	1615	1417	1900	1615	1805	3591	15	1805	3039	495
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.09	0.00	0.13	0.18	0.51	0.51	0.02	0.40	0.40
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	26.2	75.6	75.6	7.4	56.8	56.8
Volume/Cap:	0.08	0.08	0.05	0.44	0.00	0.62	0.84	0.82	0.82	0.27	0.84	0.84
Delay/Veh:	38.3	38.3	38.0	42.4	37.6	46.8	59.9	19.3	19.3	55.1	31.7	31.7
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:	38.3	38.3	38.0	42.4	37.6	46.8	59.9	19.3	19.3	55.1	31.7	31.7
LOS by Move:	D	D	D	D	D	D	E	B	B	E	C	C
HCM2k95thQ:	2	2	1	9	0	15	25	46	46	2	39	39

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PM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	3	12	10	5	3	4	228	17	8	167	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	3	13	11	5	3	4	242	18	8	177	11
Added Vol:	12	0	0	2	0	2	1	82	5	0	53	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3	13	13	5	5	5	324	23	8	230	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	30	3	13	13	6	5	6	341	24	9	242	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3	13	13	6	5	6	341	24	9	242	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	3	13	13	6	5	6	341	24	9	242	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.07	0.28	0.55	0.23	0.22	0.01	0.92	0.07	0.03	0.92	0.05
Final Sat.:	402	44	177	334	141	137	12	754	54	27	731	37
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.04	0.45	0.45	0.45	0.33	0.33	0.33
Crit Moves:	****				****			****			****	
Delay/Veh:	8.6	8.6	8.6	8.5	8.5	8.5	10.7	10.7	10.7	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.5	8.5	8.5	10.7	10.7	10.7	9.6	9.6	9.6
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.6			8.5			10.7			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.5			10.7			9.6		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5

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Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	95	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	16	Average Delay (sec/veh):	31.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	69	188	44	117	207	103	99	889	27	61	525	101
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	199	47	124	219	109	105	942	29	65	557	107
Added Vol:	0	78	0	18	100	4	16	77	0	0	70	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	277	47	142	319	113	121	1019	29	65	627	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	292	49	149	336	119	127	1073	30	68	659	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	292	49	149	336	119	127	1073	30	68	659	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	292	49	149	336	119	127	1073	30	68	659	126
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.68	0.32
Final Sat.:	1805	3022	508	1805	1900	1615	1805	3497	98	1805	2957	567
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.08	0.18	0.07	0.07	0.31	0.31	0.04	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	6.8	25.0	25.0	10.2	28.4	28.4	8.5	37.8	37.8	6.0	35.3	35.3
Volume/Cap:	0.59	0.37	0.37	0.77	0.59	0.25	0.79	0.77	0.77	0.60	0.60	0.60
Delay/Veh:	50.0	28.8	28.8	58.4	30.0	25.5	65.4	27.5	27.5	51.7	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	28.8	28.8	58.4	30.0	25.5	65.4	27.5	27.5	51.7	24.9	24.9
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	6	9	9	9	16	5	11	28	28	6	19	19

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Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	16	Average Delay (sec/veh):	56.4
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	1 0 1		1 0	1 0 1		1 0	1 0 2		0 1
Volume Module:												
Base Vol:	128	286	69	90	167	118	196	1121	118	68	732	49
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	136	303	73	95	177	125	208	1188	125	72	776	52
Added Vol:	34	186	66	0	238	6	4	376	29	86	280	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	489	139	95	415	131	212	1564	154	158	1056	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	515	146	100	437	138	223	1647	162	166	1111	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	515	146	100	437	138	223	1647	162	166	1111	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	515	146	100	437	138	223	1647	162	166	1111	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.56	0.44	1.00	1.52	0.48	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	3502	2718	773	1805	2645	835	1805	3244	319	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.06	0.17	0.17	0.12	0.51	0.51	0.09	0.31	0.03
Crit Moves:		****		****				****		****		
Green Time:	6.8	28.0	28.0	6.5	27.7	27.7	19.9	58.9	58.9	10.7	49.6	49.6
Volume/Cap:	0.90	0.81	0.81	1.03	0.72	0.72	0.74	1.03	1.03	1.03	0.74	0.08
Delay/Veh:	94.5	49.7	49.7	157.9	45.7	45.7	57.3	61.7	61.7	135.2	31.9	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:	94.5	49.7	49.7	157.9	45.7	45.7	57.3	61.7	61.7	135.2	31.9	21.4
LOS by Move:	F	D	D	F	D	D	E	E	E	F	C	C
HCM2k95thQ:	8	23	23	14	21	21	14	64	64	14	30	2

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Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	513	0	0	338	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	544	0	0	358	0	0	0	0	0	0	0
Added Vol:	0	286	0	0	354	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	0	0	712	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	873	0	0	750	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	873	0	0	750	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

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Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	12	Average Delay (sec/veh):	21.8
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	84	436	0	0	297	41	77	0	170	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	89	462	0	0	315	43	82	0	180	0	0	0
Added Vol:	2	279	1	2	351	2	4	0	4	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	741	1	2	666	45	86	0	184	4	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	780	1	2	701	48	90	0	194	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	780	1	2	701	48	90	0	194	4	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	780	1	2	701	48	90	0	194	4	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.82	1.00	0.82	0.85	1.00	0.85
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	0.32	0.00	0.68	0.50	0.00	0.50
Final Sat.:	1805	3605	5	1805	3345	228	492	0	1058	803	0	803
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.00	0.21	0.21	0.18	0.00	0.18	0.01	0.00	0.01
Crit Moves:		****		****			****					
Green Time:	10.9	39.0	39.0	6.0	34.1	34.1	33.0	0.0	33.0	33.0	0.0	33.0
Volume/Cap:	0.44	0.50	0.50	0.02	0.55	0.55	0.50	0.00	0.50	0.01	0.00	0.01
Delay/Veh:	38.2	18.7	18.7	39.3	22.4	22.4	22.8	0.0	22.8	18.1	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	18.7	18.7	39.3	22.4	22.4	22.8	0.0	22.8	18.1	0.0	18.1
LOS by Move:	D	B	B	D	C	C	C	A	C	B	A	B
HCM2k95thQ:	5	15	15	0	15	15	12	0	12	0	0	0

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PM Cumulative (2020) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	521	0	0	465	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	552	0	0	493	0	0	0	0	0	0	0
Added Vol:	0	282	0	0	358	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	834	0	0	851	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	878	0	0	896	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	878	0	0	896	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	439
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	571
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	571
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	16	Average Delay (sec/veh):	36.8
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	363	103	119	286	60	90	156	18	64	136	68
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	385	109	126	303	64	95	165	19	68	144	72
Added Vol:	2	260	55	15	340	4	1	76	8	54	46	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	645	164	141	643	68	96	241	27	122	190	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	679	173	149	677	71	101	254	29	128	200	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	679	173	149	677	71	101	254	29	128	200	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	679	173	149	677	71	101	254	29	128	200	98
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	0.94	0.94	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.59	0.41	1.00	1.81	0.19	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	2791	711	1805	3221	339	1805	1683	189	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.08	0.21	0.21	0.06	0.15	0.15	0.07	0.11	0.06
Crit Moves:		****		****				****			****	
Green Time:	46.4	36.6	36.6	53.0	39.3	39.3	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.06	0.76	0.76	0.54	0.62	0.62	0.26	0.69	0.69	0.33	0.48	0.28
Delay/Veh:	21.7	38.5	38.5	24.3	32.5	32.5	37.7	46.6	46.6	38.4	40.3	37.9
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:	21.7	38.5	38.5	24.3	32.5	32.5	37.7	46.6	46.6	38.4	40.3	37.9
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	26	26	7	21	21	6	19	19	7	12	6

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Linscott, Law and Greenspan, Engineers

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

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Intersection #31 Claremont Boulevard at First Street/Huntington Drive

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.599	
Loss Time (sec):	12	Average Delay (sec/veh):	30.0	
Optimal Cycle:	90	Level Of Service:	C	

****

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	69	318	5	2	286	67	159	2	128	2	2	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	337	5	2	303	71	169	2	136	2	2	2
Added Vol:	58	49	0	0	63	338	268	0	58	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	386	5	2	366	409	437	2	194	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	406	6	2	385	431	460	2	204	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	406	6	2	385	431	460	2	204	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	406	6	2	385	431	460	2	204	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.95	0.43	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	868	3554	49	823	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.00	0.11	0.27	0.25	0.00	0.13	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green Time:	31.7	31.7	31.7	31.7	31.7	31.7	30.3	30.3	30.3	21.0	21.0	21.0
Volume/Cap:	0.48	0.34	0.34	0.01	0.32	0.80	0.80	0.00	0.40	0.01	0.01	0.01
Delay/Veh:	26.3	24.0	24.0	21.1	23.8	37.0	37.3	22.1	25.7	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	24.0	24.0	21.1	23.8	37.0	37.3	22.1	25.7	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	D	D	C	C	C	C	C
HCM2k95thQ:	6	9	9	0	8	21	25	0	9	0	0	0

****

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Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 20.2 Worst Case Level Of Service: F[481.9]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
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			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	1195	0	0	916	0
Added Vol:	0	0	0	55	0	71	29	413	0	0	295	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1608	0	0	1211	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	58	0	75	31	1692	0	0	1275	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	58	0	75	31	1692	0	0	1275	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2210	3056	666	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	38	13	407	525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	37	12	407	525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.57	0.00	0.18	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	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	75	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	482	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			481.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.302	
Loss Time (sec):	12	Average Delay (sec/veh):	15.9	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	28	0	20	0	0	0	0	344	41	19	243	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	30	0	21	0	0	0	0	365	43	20	258	0
Added Vol:	64	0	34	0	0	0	0	81	66	49	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	55	0	0	0	0	446	109	69	315	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	0	58	0	0	0	0	469	115	73	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	58	0	0	0	0	469	115	73	331	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
FinalVolume:	99	0	58	0	0	0	0	469	115	73	331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.92	0.92	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2811	690	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.17	0.17	0.04	0.09	0.00
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	0.0	0.0	0.0	0.0	42.7	42.7	10.3	53.0	0.0
Volume/Cap:	0.20	0.00	0.13	0.00	0.00	0.00	0.00	0.35	0.35	0.35	0.16	0.00
Delay/Veh:	25.0	0.0	24.5	0.0	0.0	0.0	0.0	15.1	15.1	37.8	8.4	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:	25.0	0.0	24.5	0.0	0.0	0.0	0.0	15.1	15.1	37.8	8.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	4	0	3	0	0	0	0	10	10	4	4	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	105	Critical Vol./Cap.(X):	3.205
Loss Time (sec):	16	Average Delay (sec/veh):	156.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	180	151	1107	175	117	73	70	731	149	573	588	137
Added Vol:	6	197	397	1	271	2	1	52	16	406	44	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	348	1504	176	388	75	71	783	165	979	632	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	196	366	1583	185	408	79	75	825	174	1031	666	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	366	1583	185	408	79	75	825	174	1031	666	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	366	1583	185	408	79	75	825	174	1031	666	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.85	0.36	0.93	0.93	0.95	0.95	0.85	0.27	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1056	1900	1615	680	2951	572	1805	3610	1615	505	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.98	0.27	0.14	0.14	0.04	0.23	0.11	2.04	0.18	0.09
Crit Moves:			****	****						****		
Green Time:	35.2	31.0	64.8	27.5	21.5	21.5	36.4	25.0	25.0	63.8	47.4	47.4
Volume/Cap:	0.75	0.65	1.59	1.02	0.68	0.68	0.20	0.96	0.45	1.57	0.41	0.20
Delay/Veh:	38.8	35.0	289.9	108.9	41.1	41.1	23.7	60.8	35.0	294.2	19.5	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:	38.8	35.0	289.9	108.9	41.1	41.1	23.7	60.8	35.0	294.2	19.5	17.5
LOS by Move:	D	D	F	F	D	D	C	E	D	F	B	B
HCM2k95thQ:	14	20	183	19	16	16	4	32	10	117	14	5

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Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	16	Average Delay (sec/veh):	49.1
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	33	791	4	2	462	151	366	3	33	9	6	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	838	4	2	490	160	388	3	35	10	6	1
Added Vol:	0	404	0	0	442	231	188	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1242	4	2	932	391	576	3	35	10	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	1308	4	2	981	412	606	3	37	10	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1308	4	2	981	412	606	3	37	10	7	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1308	4	2	981	412	606	3	37	10	7	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.12	0.95	0.85	0.95	0.95	0.95	0.96	0.96	0.96
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.56	0.38	0.06
Final Sat.:	1805	3598	12	222	3610	1615	3476	19	1900	1031	687	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.01	0.27	0.25	0.17	0.18	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	16.8	51.0	51.0	34.2	34.2	34.2	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.15	0.86	0.86	0.04	0.95	0.89	0.84	0.87	0.09	0.04	0.04	0.04
Delay/Veh:	45.6	36.1	36.1	31.2	59.8	60.5	53.6	56.5	38.4	35.7	35.7	35.7
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:	45.6	36.1	36.1	31.2	59.8	60.5	53.6	56.5	38.4	35.7	35.7	35.7
LOS by Move:	D	D	D	C	E	E	D	E	D	D	D	D
HCM2k95thQ:	3	42	42	0	39	31	24	26	2	1	1	1

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	16	Average Delay (sec/veh):	44.4
Optimal Cycle:	105	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	187	530	137	131	362	43	67	880	181	106	634	184
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	198	562	145	139	384	46	71	933	192	112	672	195
Added Vol:	155	294	92	33	416	23	74	221	173	72	172	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	856	237	172	800	69	145	1154	365	184	844	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	372	901	250	181	842	72	153	1215	384	194	888	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	901	250	181	842	72	153	1215	384	194	888	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	901	250	181	842	72	153	1215	384	194	888	226
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	2.76	0.24	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	3502	3610	1615	3502	4720	405	1805	3610	1615	1805	2791	711
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.15	0.05	0.18	0.18	0.08	0.34	0.24	0.11	0.32	0.32
Crit Moves:	****				****			****		****		
Green Time:	12.7	33.4	33.4	7.3	28.0	28.0	11.2	40.4	40.4	12.9	42.1	42.1
Volume/Cap:	0.92	0.82	0.51	0.78	0.70	0.70	0.83	0.92	0.65	0.92	0.83	0.83
Delay/Veh:	73.4	40.6	32.4	65.8	38.9	38.9	74.9	43.4	31.4	87.6	35.4	35.4
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:	73.4	40.6	32.4	65.8	38.9	38.9	74.9	43.4	31.4	87.6	35.4	35.4
LOS by Move:	E	D	C	E	D	D	E	D	C	F	D	D
HCM2k95thQ:	18	30	14	10	21	21	9	33	18	18	34	34

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Linscott, Law and Greenspan, Engineers

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Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	77	753	82	28	601	19	43	215	82	62	151	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	798	87	30	637	20	46	228	87	66	160	43
Added Vol:	37	554	14	0	643	22	14	48	53	8	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1352	101	30	1280	42	60	276	140	74	207	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	1423	106	31	1347	44	63	290	147	78	218	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1423	106	31	1347	44	63	290	147	78	218	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1423	106	31	1347	44	63	290	147	78	218	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.79	0.21	1.00	2.90	0.10	1.00	1.33	0.67	1.00	1.00	1.00
Final Sat.:	3502	4778	357	1805	4997	164	1805	2276	1154	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.02	0.27	0.27	0.03	0.13	0.13	0.04	0.11	0.03
Crit Moves:		****		****				****		****		
Green Time:	9.2	50.7	50.7	6.0	47.5	47.5	6.2	35.0	35.0	7.3	36.1	36.1
Volume/Cap:	0.45	0.68	0.68	0.33	0.65	0.65	0.65	0.42	0.42	0.68	0.37	0.09
Delay/Veh:	51.6	26.4	26.4	54.6	27.9	27.9	67.3	32.2	32.2	67.6	30.9	27.9
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:	51.6	26.4	26.4	54.6	27.9	27.9	67.3	32.2	32.2	67.6	30.9	27.9
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	5	28	28	3	26	26	5	12	12	8	12	2

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.497
Loss Time (sec):	16	Average Delay (sec/veh):	157.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	287	0	714	30	0	585	290	866	820	22	418	312
Added Vol:	151	0	112	49	0	221	149	90	211	64	79	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	0	826	79	0	806	439	956	1031	86	497	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	461	0	870	83	0	849	463	1006	1086	91	523	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	0	870	83	0	849	463	1006	1086	91	523	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	0	870	83	0	849	463	1006	1086	91	523	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.31	0.05	0.00	0.53	0.26	0.28	0.67	0.05	0.14	0.24
Crit Moves:			****			****			****	****		
Green Time:	24.0	0.0	24.0	21.1	0.0	51.5	30.4	52.8	52.8	6.0	28.5	28.5
Volume/Cap:	1.28	0.00	1.53	0.26	0.00	1.22	1.01	0.63	1.53	1.01	0.61	1.01
Delay/Veh:	191.9	0.0	294.2	43.1	0.0	147.8	90.3	26.9	278.1	153.4	42.1	95.1
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:	191.9	0.0	294.2	43.1	0.0	147.8	90.3	26.9	278.1	153.4	42.1	95.1
LOS by Move:	F	A	F	D	A	F	F	C	F	F	D	F
HCM2k95thQ:	50	0	63	6	0	80	31	25	126	12	18	34

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Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	16	Average Delay (sec/veh):	75.8
Optimal Cycle:	108	Level Of Service:	E

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	293	2	457	15	7	0	1	999	304	321	653	1
Added Vol:	51	0	44	0	1	16	17	203	46	48	173	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	2	501	15	8	16	18	1202	350	369	826	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	362	2	527	16	9	17	19	1265	369	389	869	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	2	527	16	9	17	19	1265	369	389	869	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	2	527	16	9	17	19	1265	369	389	869	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.88	0.88	0.88	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.40	0.01	1.59	0.76	0.43	0.81	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2383	8	2697	1257	713	1355	1805	3610	1615	3502	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.20	0.01	0.01	0.01	0.01	0.35	0.23	0.11	0.24	0.24
Crit Moves:		****			****			****		****		
Green Time:	27.6	27.6	39.3	28.0	28.0	28.0	8.3	36.7	36.7	11.6	40.1	40.1
Volume/Cap:	0.66	1.14	0.60	0.05	0.05	0.05	0.15	1.14	0.75	1.14	0.72	0.72
Delay/Veh:	43.1	126	34.4	35.7	35.7	35.7	53.1	118	43.5	148.1	37.3	37.3
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:	43.1	126	34.4	35.7	35.7	35.7	53.1	118	43.5	148.1	37.3	37.3
LOS by Move:	D	F	C	D	D	D	D	F	D	F	D	D
HCM2k95thQ:	18	44	20	1	1	1	2	60	24	24	28	28

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APPENDIX E-II

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	16	Average Delay (sec/veh):	50.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	172	300	91	194	367	232	137	692	117	155	844	141
Added Vol:	40	39	21	22	81	0	0	163	89	9	204	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	339	112	216	448	232	137	855	206	164	1048	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	223	357	118	227	471	244	144	900	216	172	1103	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	357	118	227	471	244	144	900	216	172	1103	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	357	118	227	471	244	144	900	216	172	1103	156
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	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.50	0.50	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1805	2612	864	1805	1900	1615	1805	2826	679	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.13	0.25	0.15	0.08	0.32	0.32	0.10	0.31	0.10
Crit Moves:		****		****				****		****		
Green Time:	15.6	31.0	31.0	15.9	31.3	31.3	10.8	40.1	40.1	12.0	41.3	41.3
Volume/Cap:	0.91	0.51	0.51	0.91	0.91	0.56	0.85	0.91	0.91	0.91	0.85	0.27
Delay/Veh:	83.9	36.0	36.0	83.6	60.9	37.5	82.5	46.3	46.3	92.7	39.5	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	36.0	36.0	83.6	60.9	37.5	82.5	46.3	46.3	92.7	39.5	26.4
LOS by Move:	F	D	D	F	E	D	F	D	D	F	D	C
HCM2k95thQ:	20	15	15	21	34	15	14	39	39	17	36	8

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	17.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	47	464	25	9	482	38	45	59	67	29	47	23
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	50	492	27	10	511	40	48	63	71	31	50	24
Added Vol:	0	88	9	0	161	15	10	11	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	580	36	10	672	55	58	74	72	33	50	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	610	37	10	707	58	61	77	76	34	52	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	610	37	10	707	58	61	77	76	34	52	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	610	37	10	707	58	61	77	76	34	52	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.83	0.83	0.85	0.85	0.85	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.44	0.56	1.00	0.40	0.60	1.00
Final Sat.:	1805	1774	109	1805	1900	1615	690	879	1615	640	975	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.01	0.37	0.04	0.09	0.09	0.05	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	6.0	50.3	50.3	9.7	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.44	0.62	0.62	0.05	0.62	0.06	0.44	0.44	0.23	0.27	0.27	0.08
Delay/Veh:	42.9	14.5	14.5	36.1	12.5	7.5	32.6	32.6	30.6	30.9	30.9	29.4
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:	42.9	14.5	14.5	36.1	12.5	7.5	32.6	32.6	30.6	30.9	30.9	29.4
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	22	22	1	23	1	8	8	4	4	4	1

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	12	Average Delay (sec/veh):	16.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0	1 0	1 0	1 0	1	1 0	0	1 0
Volume Module:												
Base Vol:	43	524	180	44	486	20	2	19	52	78	15	60
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	46	555	191	47	515	21	2	20	55	83	16	64
Added Vol:	4	66	130	102	66	0	0	19	5	30	5	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	621	321	149	581	21	2	39	60	113	21	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	654	338	156	612	22	2	41	63	119	22	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	654	338	156	612	22	2	41	63	119	22	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	654	338	156	612	22	2	41	63	119	22	93
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	1.00	0.65	1.00	0.85	0.73	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	1900	1615	1805	1824	67	1226	1900	1615	1395	319	1351
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.21	0.09	0.34	0.34	0.00	0.02	0.04	0.09	0.07	0.07
Crit Moves:		****		****						****		
Green Time:	57.9	47.9	47.9	64.0	50.1	50.1	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.11	0.65	0.39	0.32	0.60	0.60	0.01	0.11	0.20	0.43	0.35	0.35
Delay/Veh:	7.4	16.5	12.7	8.5	14.3	14.3	28.9	29.6	30.3	32.5	31.6	31.6
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:	7.4	16.5	12.7	8.5	14.3	14.3	28.9	29.6	30.3	32.5	31.6	31.6
LOS by Move:	A	B	B	A	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	22	10	4	22	22	0	2	3	7	6	6

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	168	30	19	202	22	20	51	17	35	79	36
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	178	32	20	214	23	21	54	18	37	84	38
Added Vol:	0	49	0	0	2	0	0	62	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	227	32	20	216	23	21	116	18	37	140	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	239	33	21	227	25	22	122	19	39	147	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	239	33	21	227	25	22	122	19	39	147	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	239	33	21	227	25	22	122	19	39	147	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.08	0.83	0.09	0.14	0.75	0.11	0.17	0.65	0.18
Final Sat.:	20	543	76	49	528	57	79	430	67	104	391	107
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.43	0.43	0.43	0.28	0.28	0.28	0.38	0.38	0.38
Crit Moves:			****		****		****				****	
Delay/Veh:	12.0	12.0	12.0	12.0	12.0	12.0	10.6	10.6	10.6	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	12.0	12.0	12.0	10.6	10.6	10.6	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.0			12.0			10.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			12.0			10.6			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.3	0.3	0.3	0.5	0.5	0.5

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	12	Average Delay (sec/veh):	43.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	4	4	3	161	2	454	179	633	3	6	948	122
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	4	3	171	2	481	190	671	3	6	1005	129
Added Vol:	0	0	2	21	1	11	0	174	0	5	298	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	5	192	3	492	190	845	3	11	1303	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	4	5	202	3	518	200	889	3	12	1371	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	5	202	3	518	200	889	3	12	1371	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	5	202	3	518	200	889	3	12	1371	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	902	902	1615	1446	1900	1615	1805	3593	14	1805	3220	339
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.32	0.11	0.25	0.25	0.01	0.43	0.43
Crit Moves:						****	****				****	
Green Time:	32.9	32.9	32.9	32.9	32.9	32.9	11.4	44.3	44.3	10.7	43.7	43.7
Volume/Cap:	0.02	0.02	0.01	0.42	0.01	0.97	0.97	0.56	0.56	0.06	0.97	0.97
Delay/Veh:	22.6	22.6	22.6	26.7	22.5	65.5	99.4	21.0	21.0	40.2	44.6	44.6
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:	22.6	22.6	22.6	26.7	22.5	65.5	99.4	21.0	21.0	40.2	44.6	44.6
LOS by Move:	C	C	C	C	C	E	F	C	C	D	D	D
HCM2k95thQ:	0	0	0	10	0	36	19	20	20	1	42	42

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413	
Loss Time (sec):	0	Average Delay (sec/veh):	9.5	
Optimal Cycle:	0	Level Of Service:	A	

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	3	6	7	2	6	5	94	19	10	208	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	30	3	6	7	2	6	5	100	20	11	220	8
Added Vol:	2	0	0	1	0	1	2	52	9	0	87	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	3	6	8	2	7	7	152	29	11	307	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	3	7	9	2	8	8	160	31	11	324	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3	7	9	2	8	8	160	31	11	324	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	3	7	9	2	8	8	160	31	11	324	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.08	0.15	0.47	0.12	0.41	0.04	0.81	0.15	0.03	0.94	0.03
Final Sat.:	495	50	99	310	78	271	32	658	127	27	783	27
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.03	0.24	0.24	0.24	0.41	0.41	0.41
Crit Moves:	****				****		****					****
Delay/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	8.6	8.6	8.6	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	8.6	8.6	8.6	10.1	10.1	10.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.4			8.1			8.6			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.1			8.6			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	16	Average Delay (sec/veh):	24.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	45	145	37	35	152	138	64	335	6	28	413	72
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	154	39	37	161	146	68	355	6	30	438	76
Added Vol:	0	96	3	5	34	9	0	48	0	0	53	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	250	42	42	195	155	68	403	6	30	491	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	263	44	44	205	163	71	424	7	31	517	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	263	44	44	205	163	71	424	7	31	517	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
FinalVolume:	50	263	44	44	205	163	71	424	7	31	517	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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.66	0.34
Final Sat.:	1805	3020	511	1805	1900	1615	1805	3547	56	1805	2927	592
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.11	0.10	0.04	0.12	0.12	0.02	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	6.0	25.0	25.0	6.0	25.0	25.0	7.9	33.4	33.4	9.6	35.1	35.1
Volume/Cap:	0.42	0.31	0.31	0.37	0.39	0.36	0.45	0.32	0.32	0.16	0.45	0.45
Delay/Veh:	42.7	25.9	25.9	42.1	26.8	26.6	41.1	20.3	20.3	37.0	20.6	20.6
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:	42.7	25.9	25.9	42.1	26.8	26.6	41.1	20.3	20.3	37.0	20.6	20.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	4	7	7	2	9	7	5	9	9	2	13	13

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #26 Claremont Boulevard at Foothill Boulevard

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.634	
Loss Time (sec):	16	Average Delay (sec/veh):	36.4	
Optimal Cycle:	90	Level Of Service:	D	

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Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	161	137	32	51	253	165	139	510	109	84	744	32
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	171	145	34	54	268	175	147	541	116	89	789	34
Added Vol:	17	75	47	0	260	4	6	143	47	83	290	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	220	81	54	528	179	153	684	163	172	1079	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	232	85	57	556	188	161	720	171	181	1135	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	232	85	57	556	188	161	720	171	181	1135	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	232	85	57	556	188	161	720	171	181	1135	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	2.00	1.46	0.54	1.00	1.49	0.51	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	3502	2534	931	1805	2594	879	1805	2832	673	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.03	0.21	0.21	0.09	0.25	0.25	0.10	0.31	0.02
Crit Moves:		****		****			****				****	
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	10.0	33.6	33.6	11.4	35.0	35.0
Volume/Cap:	0.81	0.31	0.31	0.50	0.74	0.74	0.85	0.72	0.72	0.83	0.85	0.06
Delay/Veh:	62.3	26.2	26.2	46.5	33.6	33.6	71.0	28.7	28.7	64.2	33.1	19.4
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:	62.3	26.2	26.2	46.5	33.6	33.6	71.0	28.7	28.7	64.2	33.1	19.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	B
HCM2k95thQ:	7	7	7	5	21	21	10	21	21	10	27	1

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	289	0	0	416	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	306	0	0	441	0	0	0	0	0	0	0
Added Vol:	0	138	0	0	390	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	444	0	0	831	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	468	0	0	875	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	468	0	0	875	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	234
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	774
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	774
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	108	282	0	0	333	83	7	0	21	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	114	299	0	0	353	88	7	0	22	0	0	0
Added Vol:	4	135	5	10	375	4	1	1	1	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	434	5	10	728	92	8	1	23	2	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	457	5	11	766	97	9	1	24	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	457	5	11	766	97	9	1	24	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	457	5	11	766	97	9	1	24	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.87	0.87	0.87	0.88	1.00	0.88
Lanes:	1.00	1.98	0.02	1.00	1.78	0.22	0.26	0.03	0.71	0.50	0.00	0.50
Final Sat.:	1805	3562	41	1805	3151	398	424	50	1171	839	0	839
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.01	0.24	0.24	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	11.7	37.1	37.1	15.9	41.3	41.3	25.0	25.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.53	0.31	0.31	0.03	0.53	0.53	0.08	0.08	0.08	0.01	0.00	0.01
Delay/Veh:	38.9	18.0	18.0	30.7	17.8	17.8	24.0	24.0	24.0	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	18.0	18.0	30.7	17.8	17.8	24.0	24.0	24.0	23.5	0.0	23.5
LOS by Move:	D	B	B	C	B	B	C	C	C	C	A	C
HCM2k95thQ:	6	9	9	0	16	16	1	1	1	0	0	0

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	389	0	0	354	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	412	0	0	375	0	0	0	0	0	0	0
Added Vol:	0	145	2	0	378	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	557	2	0	753	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	587	2	0	793	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	587	2	0	793	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	294
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	708
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	708
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	16	Average Delay (sec/veh):	34.1
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	252	25	29	278	47	41	54	10	97	170	97
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	267	27	31	295	50	43	57	11	103	180	103
Added Vol:	8	125	16	26	351	1	5	43	1	55	83	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	392	43	57	646	51	48	100	12	158	263	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	413	45	60	680	53	51	106	12	166	277	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	413	45	60	680	53	51	106	12	166	277	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
FinalVolume:	21	413	45	60	680	53	51	106	12	166	277	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.85	0.15	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	3208	348	1805	3310	261	1805	1676	194	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.03	0.21	0.21	0.03	0.06	0.06	0.09	0.15	0.08
Crit Moves:	****				****			****			****	
Green Time:	45.3	39.3	39.3	52.7	42.7	42.7	25.0	25.0	25.0	30.3	30.3	30.3
Volume/Cap:	0.09	0.39	0.39	0.16	0.58	0.58	0.14	0.30	0.30	0.36	0.58	0.31
Delay/Veh:	24.5	31.4	31.4	20.4	32.0	32.0	38.9	40.6	40.6	37.4	41.0	36.8
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:	24.5	31.4	31.4	20.4	32.0	32.0	38.9	40.6	40.6	37.4	41.0	36.8
LOS by Move:	C	C	C	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	13	13	3	20	20	3	7	7	9	16	7

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	12	Average Delay (sec/veh):	19.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	102	245	5	2	276	133	58	1	54	3	2	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	108	260	5	2	293	141	61	1	57	3	2	8
Added Vol:	69	50	0	0	32	375	100	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	310	5	2	325	516	161	1	73	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	326	6	2	342	543	170	1	77	3	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	326	6	2	342	543	170	1	77	3	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	326	6	2	342	543	170	1	77	3	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.54	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.40	1.00
Final Sat.:	1005	3539	61	1018	3610	1615	1805	1900	1615	1107	738	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.00	0.09	0.34	0.09	0.00	0.05	0.00	0.00	0.01
Crit Moves:						****	****				****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	18.0	18.0	18.0	21.0	21.0	21.0
Volume/Cap:	0.33	0.17	0.17	0.00	0.17	0.60	0.60	0.00	0.30	0.02	0.02	0.03
Delay/Veh:	14.2	12.5	12.5	11.3	12.5	18.2	48.8	40.9	43.6	38.6	38.6	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	12.5	12.5	11.3	12.5	18.2	48.8	40.9	43.6	38.6	38.6	38.7
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	6	6	0	6	22	12	0	5	0	0	1

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[95.5]

****

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	601	0	0	1053	0
Added Vol:	0	0	0	22	0	28	58	133	0	0	344	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	734	0	0	1397	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	23	0	29	61	773	0	0	1470	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	29	61	773	0	0	1470	114
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1630	2479	386	2035	2422	792	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	69	30	618	51	33	336	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	56	26	618	45	28	336	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.09	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	87	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	95.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			95.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	12	Average Delay (sec/veh):	18.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	49	0	7	0	0	0	0	119	11	3	295	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	52	0	7	0	0	0	0	126	12	3	313	0
Added Vol:	64	0	56	1	0	0	0	26	58	65	89	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	63	1	0	0	0	152	70	68	402	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	0	67	1	0	0	0	160	73	72	423	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	67	1	0	0	0	160	73	72	423	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	67	1	0	0	0	160	73	72	423	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.94	1.00	1.00	1.00	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.37	0.63	1.00	1.99	0.01
Final Sat.:	1471	0	1615	1790	0	0	1900	2360	1080	1805	3589	18
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.04	0.12	0.12
Crit Moves:	****							****		****		
Green Time:	34.0	0.0	34.0	34.0	0.0	0.0	0.0	27.8	27.8	16.3	44.0	44.0
Volume/Cap:	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.22	0.22	0.22	0.24	0.24
Delay/Veh:	19.2	0.0	18.3	17.5	0.0	0.0	0.0	23.2	23.2	31.8	13.4	13.4
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:	19.2	0.0	18.3	17.5	0.0	0.0	0.0	23.2	23.2	31.8	13.4	13.4
LOS by Move:	B	A	B	B	A	A	A	C	C	C	B	B
HCM2k95thQ:	5	0	2	0	0	0	0	5	5	3	7	7

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	2.570
Loss Time (sec):	16	Average Delay (sec/veh):	122.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	101	112	416	252	206	154	75	358	189	832	1090	360
Added Vol:	7	212	154	0	89	1	2	21	16	438	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	324	570	252	295	155	77	379	205	1270	1143	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	341	599	266	310	163	81	399	215	1337	1203	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.35	0.90	0.90	0.95	0.95	0.85	0.42	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	657	2244	1178	1805	3610	1615	807	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.37	0.40	0.14	0.14	0.05	0.11	0.13	1.66	0.33	0.23
Crit Moves:				****						****		
Green Time:	47.0	31.0	71.0	38.6	30.7	30.7	33.5	25.0	25.0	73.0	56.6	56.6
Volume/Cap:	0.37	0.70	0.63	1.15	0.54	0.54	0.37	0.53	0.64	1.77	0.71	0.50
Delay/Veh:	28.0	44.6	17.2	146.0	39.2	39.2	33.7	43.0	47.5	378.5	26.5	22.4
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:	28.0	44.6	17.2	146.0	39.2	39.2	33.7	43.0	47.5	378.5	26.5	22.4
LOS by Move:	C	D	B	F	D	D	C	D	D	F	C	C
HCM2k95thQ:	7	22	26	30	16	16	6	14	15	176	29	16

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Linscott, Law and Greenspan, Engineers

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	60.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	21	363	1	0	658	404	178	3	21	1	2	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	22	385	1	0	697	428	189	3	22	1	2	3
Added Vol:	0	286	0	0	283	259	68	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	671	1	0	980	687	257	3	22	1	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	706	1	0	1032	723	270	3	23	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	706	1	0	1032	723	270	3	23	1	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	706	1	0	1032	723	270	3	23	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.17	0.33	0.50
Final Sat.:	1805	3604	6	1900	3610	1615	3409	40	1935	293	586	879
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.29	0.45	0.08	0.08	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****			****	
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.26	0.46	0.46	0.00	0.76	1.19	0.38	0.40	0.06	0.02	0.02	0.02
Delay/Veh:	56.4	24.9	24.9	0.0	35.4	140.5	41.2	41.4	38.1	35.4	35.4	35.4
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:	56.4	24.9	24.9	0.0	35.4	140.5	41.2	41.4	38.1	35.4	35.4	35.4
LOS by Move:	E	C	C	A	D	F	D	D	D	D	D	D
HCM2k95thQ:	2	18	18	0	32	68	9	10	1	0	0	0

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Linscott, Law and Greenspan, Engineers

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Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	16	Average Delay (sec/veh):	37.6
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	157	279	76	101	401	31	30	416	121	140	805	109
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	166	296	81	107	425	33	32	441	128	148	853	116
Added Vol:	152	257	43	12	180	65	9	76	69	71	235	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	553	124	119	605	98	41	517	197	219	1088	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	335	582	130	125	637	103	43	544	208	231	1146	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	582	130	125	637	103	43	544	208	231	1146	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	582	130	125	637	103	43	544	208	231	1146	145
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	2.58	0.42	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	3502	3610	1615	3502	4371	707	1805	3610	1615	1805	3150	398
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.08	0.04	0.15	0.15	0.02	0.15	0.13	0.13	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	13.3	33.3	33.3	8.0	28.0	28.0	6.9	35.0	35.0	17.7	45.9	45.9
Volume/Cap:	0.79	0.53	0.27	0.49	0.57	0.57	0.38	0.47	0.40	0.79	0.87	0.87
Delay/Veh:	57.0	32.4	29.4	50.6	36.4	36.4	51.7	30.4	29.9	58.3	35.4	35.4
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:	57.0	32.4	29.4	50.6	36.4	36.4	51.7	30.4	29.9	58.3	35.4	35.4
LOS by Move:	E	C	C	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	15	17	7	6	16	16	3	14	10	18	40	40

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Linscott, Law and Greenspan, Engineers

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Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	95	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	69	450	52	25	616	36	16	88	24	63	222	45
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	477	55	27	653	38	17	93	25	67	235	48
Added Vol:	63	430	7	0	317	29	18	22	44	9	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	907	62	27	970	67	35	115	69	76	300	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	955	65	28	1021	71	37	121	73	80	316	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	955	65	28	1021	71	37	121	73	80	316	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	955	65	28	1021	71	37	121	73	80	316	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.81	0.19	1.00	2.81	0.19	1.00	1.25	0.75	1.00	1.00	1.00
Final Sat.:	3502	4806	329	1805	4803	333	1805	2127	1281	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.02	0.21	0.21	0.02	0.06	0.06	0.04	0.17	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.1	30.6	30.6	7.4	31.9	31.9	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.63	0.62	0.62	0.20	0.63	0.63	0.32	0.15	0.15	0.70	0.45	0.08
Delay/Veh:	49.1	27.9	27.9	41.8	27.4	27.4	44.2	20.2	20.2	61.2	23.2	19.6
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:	49.1	27.9	27.9	41.8	27.4	27.4	44.2	20.2	20.2	61.2	23.2	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	B
HCM2k95thQ:	7	18	18	2	19	19	2	4	4	7	14	2

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Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.560
Loss Time (sec):	16	Average Delay (sec/veh):	237.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	279	0	378	29	0	870	233	346	436	16	1149	554
Added Vol:	163	0	39	15	0	234	57	31	87	27	94	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	417	44	0	1104	290	377	523	43	1243	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	0	439	46	0	1162	305	396	550	45	1308	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.15	0.03	0.00	0.72	0.17	0.11	0.34	0.03	0.36	0.37
Crit Moves:	****					****	****					****
Green Time:	19.8	0.0	19.8	42.4	0.0	55.4	13.0	35.8	35.8	6.0	28.8	28.8
Volume/Cap:	1.56	0.00	0.94	0.07	0.00	1.56	1.56	0.37	1.14	0.50	1.51	1.56
Delay/Veh:	317.8	0.0	75.7	25.8	0.0	290.7	328.8	33.4	127.9	59.9	281	309.8
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:	317.8	0.0	75.7	25.8	0.0	290.7	328.8	33.4	127.9	59.9	281	309.8
LOS by Move:	F	A	E	C	A	F	F	C	F	E	F	F
HCM2k95thQ:	61	0	23	2	0	141	41	11	48	5	84	77

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Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	16	Average Delay (sec/veh):	35.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	244	0	133	3	1	0	0	437	164	293	909	1
Added Vol:	44	0	24	0	0	13	14	99	27	19	204	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	157	3	1	13	14	536	191	312	1113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	303	0	165	3	1	14	15	564	201	328	1172	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	165	3	1	14	15	564	201	328	1172	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	0	165	3	1	14	15	564	201	328	1172	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	0.84	0.84	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	0.75	0.25	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2873	0	2358	1190	397	1587	1805	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.01	0.01	0.16	0.12	0.09	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	15.9	0.0	32.5	28.0	28.0	28.0	6.0	38.5	38.5	16.6	49.1	49.1
Volume/Cap:	0.76	0.00	0.25	0.01	0.01	0.04	0.16	0.47	0.37	0.65	0.76	0.76
Delay/Veh:	53.3	0.0	31.9	33.0	33.0	33.2	52.9	30.4	29.5	49.4	30.3	30.3
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:	53.3	0.0	31.9	33.0	33.0	33.2	52.9	30.4	29.5	49.4	30.3	30.3
LOS by Move:	D	A	C	C	C	C	D	C	C	D	C	C
HCM2k95thQ:	15	0	7	0	0	1	1	16	11	13	33	33

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.381
Loss Time (sec):	16	Average Delay (sec/veh):	161.6
Optimal Cycle:	120	Level Of Service:	F

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Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	62
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	417	511	141	248	557	77	101	1026	114	183	1196	66
Added Vol:	68	68	20	8	65	0	0	290	78	25	263	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	579	161	256	622	77	101	1316	192	208	1459	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	510	609	169	270	654	81	106	1385	203	219	1535	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	609	169	270	654	81	106	1385	203	219	1535	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	609	169	270	654	81	106	1385	203	219	1535	108
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	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	2731	760	1805	1900	1615	1805	3090	452	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.15	0.34	0.05	0.06	0.45	0.45	0.12	0.43	0.07
Crit Moves:	****				****			****		****		
Green Time:	24.6	34.5	34.5	20.0	29.9	29.9	6.0	39.0	39.0	10.6	43.5	43.5
Volume/Cap:	1.38	0.78	0.78	0.90	1.38	0.20	1.17	1.38	1.38	1.38	1.17	0.18
Delay/Veh:	235.3	43.0	43.0	76.6	229	35.9	205.6	217	217.4	260.4	124	26.3
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:	235.3	43.0	43.0	76.6	229	35.9	205.6	217	217.4	260.4	124	26.3
LOS by Move:	F	D	D	E	F	D	F	F	F	F	F	C
HCM2k95thQ:	59	27	27	23	73	5	16	91	91	30	72	5

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.619	
Loss Time (sec):	12	Average Delay (sec/veh):	19.1	
Optimal Cycle:	90	Level Of Service:	B	

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Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	64	606	21	11	528	45	41	40	81	33	54	48
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	642	22	12	560	48	43	42	86	35	57	51
Added Vol:	1	142	3	0	160	16	20	3	0	8	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	784	25	12	720	64	63	45	86	43	74	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	826	27	12	758	67	67	48	90	45	78	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	826	27	12	758	67	67	48	90	45	78	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	826	27	12	758	67	67	48	90	45	78	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.69	0.69	0.85	0.85	0.85	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.58	0.42	1.00	0.37	0.63	1.00
Final Sat.:	1805	1832	59	1805	1900	1615	770	551	1615	591	1020	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.01	0.40	0.04	0.09	0.09	0.06	0.08	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	9.2	64.0	64.0	6.0	60.8	60.8	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.44	0.70	0.70	0.11	0.66	0.07	0.48	0.48	0.31	0.43	0.43	0.18
Delay/Veh:	44.8	13.7	13.7	44.9	14.1	8.0	38.4	38.4	36.2	37.4	37.4	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	13.7	13.7	44.9	14.1	8.0	38.4	38.4	36.2	37.4	37.4	35.1
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	5	31	31	1	27	2	7	7	5	7	7	3

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	12	Average Delay (sec/veh):	24.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	104	494	194	42	572	72	42	39	96	187	59	116
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	110	524	206	45	606	76	45	41	102	198	63	123
Added Vol:	6	83	107	87	82	0	0	8	4	98	24	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	607	313	132	688	76	45	49	106	296	87	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	639	329	138	725	80	47	52	111	312	91	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	639	329	138	725	80	47	52	111	312	91	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	639	329	138	725	80	47	52	111	312	91	206
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	0.99	0.99	0.36	1.00	0.85	0.73	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	1.00	0.31	0.69
Final Sat.:	1805	1900	1615	1805	1685	187	688	1900	1615	1379	522	1181
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.20	0.08	0.43	0.43	0.07	0.03	0.07	0.23	0.17	0.17
Crit Moves:	****				****					****		
Green Time:	51.0	43.7	43.7	57.6	46.3	46.3	24.4	24.4	24.4	24.4	24.4	24.4
Volume/Cap:	0.47	0.69	0.42	0.35	0.84	0.84	0.25	0.10	0.25	0.84	0.65	0.65
Delay/Veh:	16.0	20.2	15.3	11.2	25.0	25.0	26.4	24.7	26.0	45.9	32.2	32.2
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:	16.0	20.2	15.3	11.2	25.0	25.0	26.4	24.7	26.0	45.9	32.2	32.2
LOS by Move:	B	C	B	B	C	C	C	C	C	D	C	C
HCM2k95thQ:	4	23	11	4	36	36	3	2	5	20	16	16

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Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	15.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	218	70	46	200	28	17	76	9	67	105	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	231	74	49	212	30	18	81	10	71	111	16
Added Vol:	1	11	0	0	49	0	0	55	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	242	74	49	261	30	18	136	10	71	176	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	255	78	51	275	31	19	143	10	75	186	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	255	78	51	275	31	19	143	10	75	186	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	255	78	51	275	31	19	143	10	75	186	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.74	0.22	0.14	0.77	0.09	0.11	0.83	0.06	0.27	0.67	0.06
Final Sat.:	23	432	133	84	448	51	54	408	29	144	358	32
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.61	0.61	0.61	0.35	0.35	0.35	0.52	0.52	0.52
Crit Moves:		****		****				****			****	
Delay/Veh:	15.8	15.8	15.8	16.7	16.7	16.7	12.2	12.2	12.2	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	15.8	16.7	16.7	16.7	12.2	12.2	12.2	14.8	14.8	14.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:		15.8			16.7			12.2			14.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			16.7			12.2			14.8	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.1	1.1	1.1	1.3	1.3	1.3	0.4	0.4	0.4	0.8	0.8	0.8

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Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	12	Average Delay (sec/veh):	29.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	7	10	99	1	186	288	1289	7	25	805	157
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	7	11	105	1	197	305	1366	7	27	853	166
Added Vol:	0	1	5	18	0	2	10	389	0	5	304	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	16	123	1	199	315	1755	7	32	1157	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	9	16	129	1	210	332	1848	8	33	1218	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	9	16	129	1	210	332	1848	8	33	1218	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	9	16	129	1	210	332	1848	8	33	1218	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.67	0.33	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.72	0.28
Final Sat.:	1105	548	1615	1417	1900	1615	1805	3591	15	1805	3042	493
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.09	0.00	0.13	0.18	0.51	0.51	0.02	0.40	0.40
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	26.1	75.6	75.6	7.4	56.9	56.9
Volume/Cap:	0.08	0.08	0.05	0.44	0.00	0.62	0.84	0.82	0.82	0.30	0.84	0.84
Delay/Veh:	38.3	38.3	38.1	42.4	37.6	46.8	60.4	19.3	19.3	55.4	31.8	31.8
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:	38.3	38.3	38.1	42.4	37.6	46.8	60.4	19.3	19.3	55.4	31.8	31.8
LOS by Move:	D	D	D	D	D	D	E	B	B	E	C	C
HCM2k95thQ:	2	2	1	9	0	15	25	47	47	2	40	40

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	3	12	10	5	3	4	228	17	8	167	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	3	13	11	5	3	4	242	18	8	177	11
Added Vol:	12	0	0	2	0	2	1	83	5	0	61	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3	13	13	5	5	5	325	23	8	238	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	30	3	13	13	6	5	6	342	24	9	251	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3	13	13	6	5	6	342	24	9	251	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	3	13	13	6	5	6	342	24	9	251	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.07	0.28	0.55	0.23	0.22	0.01	0.92	0.07	0.03	0.93	0.04
Final Sat.:	400	44	176	332	140	137	12	753	53	26	732	36
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.04	0.45	0.45	0.45	0.34	0.34	0.34
Crit Moves:	****				****			****			****	
Delay/Veh:	8.6	8.6	8.6	8.5	8.5	8.5	10.8	10.8	10.8	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.5	8.5	8.5	10.8	10.8	10.8	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.6			8.5			10.8			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.5			10.8			9.7	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	95	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	16	Average Delay (sec/veh):	31.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	69	188	44	117	207	103	99	889	27	61	525	101
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	199	47	124	219	109	105	942	29	65	557	107
Added Vol:	0	78	0	18	100	4	16	77	0	0	70	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	277	47	142	319	113	121	1019	29	65	627	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	292	49	149	336	119	127	1073	30	68	659	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	292	49	149	336	119	127	1073	30	68	659	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	292	49	149	336	119	127	1073	30	68	659	126
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.68	0.32
Final Sat.:	1805	3022	508	1805	1900	1615	1805	3497	98	1805	2957	567
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.08	0.18	0.07	0.07	0.31	0.31	0.04	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	6.8	25.0	25.0	10.2	28.4	28.4	8.5	37.8	37.8	6.0	35.3	35.3
Volume/Cap:	0.59	0.37	0.37	0.77	0.59	0.25	0.79	0.77	0.77	0.60	0.60	0.60
Delay/Veh:	50.0	28.8	28.8	58.4	30.0	25.5	65.4	27.5	27.5	51.7	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	28.8	28.8	58.4	30.0	25.5	65.4	27.5	27.5	51.7	24.9	24.9
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	6	9	9	9	16	5	11	28	28	6	19	19

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Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	16	Average Delay (sec/veh):	57.7
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	128	286	69	90	167	118	196	1121	118	68	732	49
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	136	303	73	95	177	125	208	1188	125	72	776	52
Added Vol:	45	201	77	0	242	6	4	376	32	89	280	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	504	150	95	419	131	212	1564	157	161	1056	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	190	531	158	100	441	138	223	1647	165	170	1111	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	531	158	100	441	138	223	1647	165	170	1111	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	531	158	100	441	138	223	1647	165	170	1111	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.54	0.46	1.00	1.52	0.48	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	3502	2687	800	1805	2651	829	1805	3235	325	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.06	0.17	0.17	0.12	0.51	0.51	0.09	0.31	0.03
Crit Moves:		****		****				****		****		
Green Time:	7.1	28.0	28.0	6.4	27.3	27.3	19.9	58.7	58.7	10.8	49.7	49.7
Volume/Cap:	0.92	0.85	0.85	1.04	0.73	0.73	0.74	1.04	1.04	1.04	0.74	0.08
Delay/Veh:	95.9	52.2	52.2	159.6	46.5	46.5	57.3	63.4	63.4	136.0	31.9	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:	95.9	52.2	52.2	159.6	46.5	46.5	57.3	63.4	63.4	136.0	31.9	21.4
LOS by Move:	F	D	D	F	D	D	E	E	E	F	C	C
HCM2k95thQ:	8	24	24	14	21	21	14	64	64	15	30	2

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Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.5]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	513	0	0	338	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	544	0	0	358	0	0	0	0	0	0	0
Added Vol:	0	316	0	0	362	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	860	0	0	720	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	905	0	0	758	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	905	0	0	758	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	453
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	560
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	560
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Linscott, Law and Greenspan, Engineers

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

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Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	12	Average Delay (sec/veh):	21.9
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	84	436	0	0	297	41	77	0	170	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	89	462	0	0	315	43	82	0	180	0	0	0
Added Vol:	2	283	3	10	351	2	4	1	4	19	4	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	745	3	10	666	45	86	1	184	19	4	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	784	3	11	701	48	90	1	194	20	4	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	784	3	11	701	48	90	1	194	20	4	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	784	3	11	701	48	90	1	194	20	4	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	0.31	0.01	0.68	0.36	0.07	0.57
Final Sat.:	1805	3592	14	1805	3345	228	482	6	1036	548	115	865
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.01	0.21	0.21	0.19	0.19	0.19	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	10.8	38.8	38.8	6.0	34.0	34.0	33.2	33.2	33.2	33.2	33.2	33.2
Volume/Cap:	0.44	0.51	0.51	0.09	0.56	0.56	0.51	0.51	0.51	0.10	0.10	0.10
Delay/Veh:	38.2	18.9	18.9	39.7	22.6	22.6	22.8	22.8	22.8	18.7	18.7	18.7
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:	38.2	18.9	18.9	39.7	22.6	22.6	22.8	22.8	22.8	18.7	18.7	18.7
LOS by Move:	D	B	B	D	C	C	C	C	C	B	B	B
HCM2k95thQ:	5	15	15	1	15	15	13	13	13	2	2	2

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Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.4]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	521	0	0	465	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	552	0	0	493	0	0	0	0	0	0	0
Added Vol:	0	283	2	0	373	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	835	2	0	866	0	0	0	0	0	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	879	2	0	911	0	0	0	0	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	879	2	0	911	0	0	0	0	0	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	441
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	16	Average Delay (sec/veh):	37.1
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	363	103	119	286	60	90	156	18	64	136	68
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	385	109	126	303	64	95	165	19	68	144	72
Added Vol:	2	261	55	22	340	11	3	76	8	58	46	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	646	164	148	643	75	98	241	27	126	190	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	680	173	156	677	79	104	254	29	132	200	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	680	173	156	677	79	104	254	29	132	200	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	680	173	156	677	79	104	254	29	132	200	99
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	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.59	0.41	1.00	1.79	0.21	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	2792	710	1805	3183	369	1805	1683	189	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.09	0.21	0.21	0.06	0.15	0.15	0.07	0.11	0.06
Crit Moves:		****		****				****			****	
Green Time:	45.8	36.2	36.2	53.0	39.3	39.3	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.06	0.77	0.77	0.56	0.62	0.62	0.26	0.69	0.69	0.34	0.48	0.28
Delay/Veh:	22.0	39.2	39.2	24.9	32.6	32.6	37.7	46.6	46.6	38.5	40.3	38.0
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:	22.0	39.2	39.2	24.9	32.6	32.6	37.7	46.6	46.6	38.5	40.3	38.0
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	26	26	8	21	21	6	19	19	8	12	6

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #31 Claremont Boulevard at First Street/Huntington Drive

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.602	
Loss Time (sec):	12	Average Delay (sec/veh):	30.1	
Optimal Cycle:	90	Level Of Service:	C	

****

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	69	318	5	2	286	67	159	2	128	2	2	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	337	5	2	303	71	169	2	136	2	2	2
Added Vol:	58	49	0	0	63	342	268	0	58	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	386	5	2	366	413	437	2	194	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	406	6	2	385	435	460	2	204	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	406	6	2	385	435	460	2	204	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	406	6	2	385	435	460	2	204	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.95	0.43	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	870	3554	49	825	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.00	0.11	0.27	0.25	0.00	0.13	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green Time:	31.9	31.9	31.9	31.9	31.9	31.9	30.1	30.1	30.1	21.0	21.0	21.0
Volume/Cap:	0.47	0.34	0.34	0.01	0.32	0.80	0.80	0.00	0.40	0.01	0.01	0.01
Delay/Veh:	26.1	23.9	23.9	21.0	23.6	37.1	37.7	22.2	25.9	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	23.9	23.9	21.0	23.6	37.1	37.7	22.2	25.9	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	D	D	C	C	C	C	C
HCM2k95thQ:	6	9	9	0	8	21	25	0	10	0	0	0

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Average Delay (sec/veh): 20.5 Worst Case Level Of Service: F[493.0]

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Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	1195	0	0	916	0
Added Vol:	0	0	0	55	0	71	29	424	0	0	298	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1619	0	0	1214	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	58	0	75	31	1704	0	0	1278	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	58	0	75	31	1704	0	0	1278	57
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2404	3099	852	2219	3071	667	1335	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	18	12	307	38	12	406	523	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	14	11	307	36	12	406	523	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.60	0.00	0.18	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	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	0	xxxxx	xxxx	74	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	493	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			493.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1	0
Volume Module:												
Base Vol:	28	0	20	0	0	0	0	344	41	19	243	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	30	0	21	0	0	0	0	365	43	20	258	0
Added Vol:	64	0	34	15	0	4	0	88	66	49	59	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	55	15	0	4	0	453	109	69	317	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	0	58	16	0	4	0	476	115	73	333	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	58	16	0	4	0	476	115	73	333	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	58	16	0	4	0	476	115	73	333	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.83	1.00	0.83	1.00	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.79	0.00	0.21	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1440	0	1615	1239	0	330	1900	2823	683	1805	3573	34
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.01	0.00	0.01	0.00	0.17	0.17	0.04	0.09	0.09
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	25.0	0.0	25.0	0.0	42.8	42.8	10.2	53.0	53.0
Volume/Cap:	0.25	0.00	0.13	0.05	0.00	0.05	0.00	0.36	0.36	0.36	0.16	0.16
Delay/Veh:	25.5	0.0	24.5	23.8	0.0	23.8	0.0	15.0	15.0	37.9	8.4	8.4
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:	25.5	0.0	24.5	23.8	0.0	23.8	0.0	15.0	15.0	37.9	8.4	8.4
LOS by Move:	C	A	C	C	A	C	A	B	B	D	A	A
HCM2k95thQ:	5	0	3	1	0	1	0	10	10	4	4	4

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	105	Critical Vol./Cap.(X):	3.242
Loss Time (sec):	16	Average Delay (sec/veh):	160.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	180	151	1107	175	117	73	70	731	149	573	588	137
Added Vol:	10	201	412	1	272	2	1	52	17	409	44	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	352	1519	176	389	75	71	783	166	982	632	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	200	370	1599	185	409	79	75	825	175	1034	666	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	370	1599	185	409	79	75	825	175	1034	666	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	370	1599	185	409	79	75	825	175	1034	666	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.85	0.35	0.93	0.93	0.95	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1056	1900	1615	672	2952	571	1805	3610	1615	501	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.99	0.28	0.14	0.14	0.04	0.23	0.11	2.06	0.18	0.09
Crit Moves:			****	****						****		
Green Time:	35.4	31.0	64.6	27.5	21.5	21.5	36.3	25.0	25.0	63.6	47.2	47.2
Volume/Cap:	0.75	0.66	1.61	1.03	0.68	0.68	0.20	0.96	0.46	1.59	0.41	0.20
Delay/Veh:	39.2	35.3	299.3	111.4	41.1	41.1	23.7	60.8	35.0	300.1	19.7	17.6
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:	39.2	35.3	299.3	111.4	41.1	41.1	23.7	60.8	35.0	300.1	19.7	17.6
LOS by Move:	D	D	F	F	D	D	C	E	D	F	B	B
HCM2k95thQ:	14	20	187	19	16	16	4	32	10	119	14	5

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #35 Monte Vista Avenue at Claremont Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.647	
Loss Time (sec):	16	Average Delay (sec/veh):	50.4	
Optimal Cycle:	120	Level Of Service:	D	

****

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	33	791	4	2	462	151	366	3	33	9	6	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	838	4	2	490	160	388	3	35	10	6	1
Added Vol:	0	412	0	0	444	234	203	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1250	4	2	934	394	591	3	35	10	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	1316	4	2	983	415	622	3	37	10	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1316	4	2	983	415	622	3	37	10	7	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1316	4	2	983	415	622	3	37	10	7	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.12	0.95	0.85	0.95	0.95	0.95	0.96	0.96	0.96
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.56	0.38	0.06
Final Sat.:	1805	3598	12	224	3610	1615	3482	18	1900	1031	687	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.27	0.26	0.18	0.18	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	17.0	51.0	51.0	34.0	34.0	34.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.14	0.86	0.86	0.04	0.96	0.91	0.86	0.89	0.09	0.04	0.04	0.04
Delay/Veh:	45.4	36.5	36.5	31.3	61.6	62.9	55.2	58.7	38.4	35.7	35.7	35.7
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:	45.4	36.5	36.5	31.3	61.6	62.9	55.2	58.7	38.4	35.7	35.7	35.7
LOS by Move:	D	D	D	C	E	E	E	E	D	D	D	D
HCM2k95thQ:	3	42	42	0	40	31	25	27	2	1	1	1

****

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #36 Monte Vista Avenue at Foothill Boulevard

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.856	
Loss Time (sec):	16	Average Delay (sec/veh):	44.7	
Optimal Cycle:	106	Level Of Service:	D	

****

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	187	530	137	131	362	43	67	880	181	106	634	184
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	198	562	145	139	384	46	71	933	192	112	672	195
Added Vol:	155	298	92	33	417	24	78	229	173	72	173	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	860	237	172	801	70	149	1162	365	184	845	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	372	905	250	181	843	73	157	1223	384	194	890	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	905	250	181	843	73	157	1223	384	194	890	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	905	250	181	843	73	157	1223	384	194	890	226
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	2.76	0.24	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	3502	3610	1615	3502	4715	410	1805	3610	1615	1805	2791	710
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.15	0.05	0.18	0.18	0.09	0.34	0.24	0.11	0.32	0.32
Crit Moves:	****				****			****		****		
Green Time:	12.7	33.4	33.4	7.3	28.0	28.0	11.4	40.5	40.5	12.8	41.9	41.9
Volume/Cap:	0.92	0.83	0.51	0.78	0.70	0.70	0.84	0.92	0.65	0.92	0.84	0.84
Delay/Veh:	74.3	40.8	32.4	66.3	39.0	39.0	75.1	43.8	31.3	88.6	35.7	35.7
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:	74.3	40.8	32.4	66.3	39.0	39.0	75.1	43.8	31.3	88.6	35.7	35.7
LOS by Move:	E	D	C	E	D	D	E	D	C	F	D	D
HCM2k95thQ:	18	30	14	10	21	21	9	33	18	18	34	34

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	110	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	16	Average Delay (sec/veh):	30.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	77	753	82	28	601	19	43	215	82	62	151	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	798	87	30	637	20	46	228	87	66	160	43
Added Vol:	40	554	14	0	643	23	17	52	68	8	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1352	101	30	1280	43	63	280	155	74	208	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	1423	106	31	1347	45	66	295	163	78	219	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1423	106	31	1347	45	66	295	163	78	219	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1423	106	31	1347	45	66	295	163	78	219	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.79	0.21	1.00	2.90	0.10	1.00	1.29	0.71	1.00	1.00	1.00
Final Sat.:	3502	4778	357	1805	4993	168	1805	2201	1218	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.02	0.27	0.27	0.04	0.13	0.13	0.04	0.12	0.03
Crit Moves:		****		****				****		****		
Green Time:	8.8	46.3	46.3	6.0	43.5	43.5	6.1	35.0	35.0	6.7	35.6	35.6
Volume/Cap:	0.46	0.71	0.71	0.32	0.68	0.68	0.66	0.42	0.42	0.71	0.36	0.09
Delay/Veh:	49.5	27.4	27.4	51.9	28.5	28.5	65.8	29.8	29.8	69.8	28.8	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:	49.5	27.4	27.4	51.9	28.5	28.5	65.8	29.8	29.8	69.8	28.8	26.0
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	5	28	28	3	26	26	5	12	12	8	11	2

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.499
Loss Time (sec):	16	Average Delay (sec/veh):	158.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	287	0	714	30	0	585	290	866	820	22	418	312
Added Vol:	153	0	112	49	0	222	157	90	219	64	79	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	826	79	0	807	447	956	1039	86	497	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	463	0	870	83	0	850	471	1006	1094	91	523	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	0	870	83	0	850	471	1006	1094	91	523	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	0	870	83	0	850	471	1006	1094	91	523	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.31	0.05	0.00	0.53	0.26	0.28	0.68	0.05	0.14	0.24
Crit Moves:			****			****			****	****		
Green Time:	24.0	0.0	24.0	20.8	0.0	51.6	30.8	53.2	53.2	6.0	28.4	28.4
Volume/Cap:	1.28	0.00	1.53	0.26	0.00	1.22	1.02	0.63	1.53	1.01	0.61	1.02
Delay/Veh:	194.8	0.0	294.9	43.4	0.0	147.2	90.6	26.6	278.5	153.4	42.2	96.1
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:	194.8	0.0	294.9	43.4	0.0	147.2	90.6	26.6	278.5	153.4	42.2	96.1
LOS by Move:	F	A	F	D	A	F	F	C	F	F	D	F
HCM2k95thQ:	51	0	63	6	0	80	32	25	127	12	18	34

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #39 Central Avenue at Foothill Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	16	Average Delay (sec/veh):	76.3
Optimal Cycle:	109	Level Of Service:	E

****

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	293	2	457	15	7	0	1	999	304	321	653	1
Added Vol:	51	0	44	0	1	16	17	210	46	48	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	2	501	15	8	16	18	1209	350	369	828	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	362	2	527	16	9	17	19	1272	369	389	872	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	2	527	16	9	17	19	1272	369	389	872	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	2	527	16	9	17	19	1272	369	389	872	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.88	0.88	0.88	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.40	0.01	1.59	0.76	0.43	0.81	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2383	8	2697	1257	713	1355	1805	3610	1615	3502	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.20	0.01	0.01	0.01	0.01	0.35	0.23	0.11	0.24	0.24
Crit Moves:		****			****			****		****		
Green Time:	27.5	27.5	39.1	28.0	28.0	28.0	8.3	36.9	36.9	11.6	40.2	40.2
Volume/Cap:	0.66	1.15	0.60	0.05	0.05	0.05	0.15	1.15	0.74	1.15	0.72	0.72
Delay/Veh:	43.2	127	34.5	35.7	35.7	35.7	53.1	119	43.3	149.4	37.2	37.2
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:	43.2	127	34.5	35.7	35.7	35.7	53.1	119	43.3	149.4	37.2	37.2
LOS by Move:	D	F	C	D	D	D	D	F	D	F	D	D
HCM2k95thQ:	18	44	20	1	1	1	2	60	24	24	28	28

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APPENDIX E-III

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative Plus Project (2020) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	16	Average Delay (sec/veh):	42.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	172	300	91	194	367	232	137	692	117	155	844	141
Added Vol:	40	39	21	22	81	0	0	163	89	9	204	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	339	112	216	448	232	137	855	206	164	1048	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	223	357	118	227	471	244	144	900	216	172	1103	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	357	118	227	471	244	144	900	216	172	1103	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	357	118	227	471	244	144	900	216	172	1103	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2612	864	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.13	0.13	0.15	0.08	0.25	0.13	0.10	0.31	0.10
Crit Moves:		****		****			****				****	
Green Time:	9.9	31.0	31.0	16.8	37.9	37.9	10.6	37.1	37.1	14.2	40.6	40.6
Volume/Cap:	0.74	0.51	0.51	0.86	0.40	0.46	0.86	0.77	0.42	0.77	0.86	0.27
Delay/Veh:	60.7	36.0	36.0	72.4	30.0	31.1	86.0	38.5	31.0	64.3	41.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	36.0	36.0	72.4	30.0	31.1	86.0	38.5	31.0	64.3	41.0	26.9
LOS by Move:	E	D	D	E	C	C	F	D	C	E	D	C
HCM2k95thQ:	11	15	15	20	13	13	14	29	12	15	37	8

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	12	Average Delay (sec/veh):	14.4
Optimal Cycle:	90	Level Of Service:	B

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Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	601	0	0	1053	0
Added Vol:	0	0	0	22	0	28	58	133	0	0	344	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	734	0	0	1397	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	23	0	29	61	773	0	0	1470	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	29	61	773	0	0	1470	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	0	29	61	773	0	0	1470	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.86	0.14
Final Sat.:	0	1900	0	694	0	883	1805	3610	0	1900	3314	256
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.21	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	6.0	83.0	0.0	0.0	77.0	77.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.16	0.68	0.31	0.00	0.00	0.69	0.69
Delay/Veh:	0.0	0.0	0.0	39.1	0.0	39.1	74.6	7.3	0.0	0.0	14.8	14.8
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:	0.0	0.0	0.0	39.1	0.0	39.1	74.6	7.3	0.0	0.0	14.8	14.8
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	3	0	3	5	11	0	0	32	32

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.347
Loss Time (sec):	16	Average Delay (sec/veh):	51.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	35	35	6	28	28	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	101	112	416	252	206	154	75	358	189	832	1090	360
Added Vol:	7	212	154	0	89	1	2	21	16	438	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	324	570	252	295	155	77	379	205	1270	1143	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	341	599	266	310	163	81	399	215	1337	1203	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.48	0.90	0.90	0.95	0.95	0.85	0.48	0.95	0.85
Lanes:	1.00	1.00	2.00	1.00	1.31	0.69	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	2842	903	2244	1178	1805	3610	1615	1820	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.21	0.29	0.14	0.14	0.05	0.11	0.13	0.73	0.33	0.23
Crit Moves:				****						****		
Green Time:	44.8	35.0	64.6	54.4	36.6	36.6	35.5	28.0	28.0	65.6	50.1	50.1
Volume/Cap:	0.31	0.62	0.39	0.78	0.45	0.45	0.46	0.47	0.57	1.16	0.80	0.56
Delay/Veh:	25.8	38.8	16.4	37.9	34.0	34.0	33.8	40.1	42.8	108.1	33.6	27.7
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:	25.8	38.8	16.4	37.9	34.0	34.0	33.8	40.1	42.8	108.1	33.6	27.7
LOS by Move:	C	D	B	D	C	C	C	D	D	F	C	C
HCM2k95thQ:	6	21	14	19	14	14	6	13	14	55	32	18

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Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	16	Average Delay (sec/veh):	78.6
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	279	0	378	29	0	870	233	346	436	16	1149	554
Added Vol:	163	0	39	15	0	234	57	31	87	27	94	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	417	44	0	1104	290	377	523	43	1243	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	0	439	46	0	1162	305	396	550	45	1308	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.15	0.03	0.00	0.41	0.17	0.11	0.34	0.03	0.36	0.37
Crit Moves:			****			****	****					****
Green Time:	17.1	0.0	17.1	26.6	0.0	45.3	18.8	49.6	66.8	10.6	41.5	41.5
Volume/Cap:	0.93	0.00	1.08	0.11	0.00	1.08	1.08	0.27	0.61	0.28	1.05	1.08
Delay/Veh:	74.8	0.0	119.9	37.4	0.0	89.9	127.8	23.3	19.2	52.1	78.2	101.5
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:	74.8	0.0	119.9	37.4	0.0	89.9	127.8	23.3	19.2	52.1	78.2	101.5
LOS by Move:	E	A	F	D	A	F	F	C	B	D	E	F
HCM2k95thQ:	22	0	27	3	0	55	27	9	24	4	55	51

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	16	Average Delay (sec/veh):	72.7
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	62
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	417	511	141	248	557	77	101	1026	114	183	1196	66
Added Vol:	68	68	20	8	65	0	0	290	78	25	263	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	579	161	256	622	77	101	1316	192	208	1459	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	510	609	169	270	654	81	106	1385	203	219	1535	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	609	169	270	654	81	106	1385	203	219	1535	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	609	169	270	654	81	106	1385	203	219	1535	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2731	760	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.15	0.18	0.05	0.06	0.38	0.13	0.12	0.43	0.07
Crit Moves:		****		****				****		****		
Green Time:	18.3	31.0	31.0	16.7	29.3	29.3	6.8	42.8	42.8	13.6	49.5	49.5
Volume/Cap:	0.95	0.86	0.86	1.08	0.74	0.21	1.03	1.08	0.35	1.08	1.03	0.16
Delay/Veh:	78.2	51.1	51.1	130.2	45.2	36.3	153.9	86.9	28.8	137.9	66.9	22.3
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:	78.2	51.1	51.1	130.2	45.2	36.3	153.9	86.9	28.8	137.9	66.9	22.3
LOS by Move:	E	D	D	F	D	D	F	F	C	F	E	C
HCM2k95thQ:	24	30	30	28	23	5	14	59	11	24	61	5

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Linscott, Law and Greenspan, Engineers

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	12	Average Delay (sec/veh):	14.7
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	1195	0	0	916	0
Added Vol:	0	0	0	55	0	71	29	424	0	0	298	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1619	0	0	1214	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	58	0	75	31	1704	0	0	1278	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	75	31	1704	0	0	1278	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	75	31	1704	0	0	1278	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	0	1900	0	665	0	859	1805	3610	0	1900	3436	153
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.47	0.00	0.00	0.37	0.37
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	9.8	83.0	0.0	0.0	73.2	73.2
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.42	0.21	0.68	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	42.1	0.0	42.1	52.1	11.6	0.0	0.0	15.1	15.1
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:	0.0	0.0	0.0	42.1	0.0	42.1	52.1	11.6	0.0	0.0	15.1	15.1
LOS by Move:	A	A	A	D	A	D	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	9	2	30	0	0	27	27

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

****

Cycle (sec):	115						Critical Vol./Cap.(X):						1.062			
Loss Time (sec):	16						Average Delay (sec/veh):						43.5			
Optimal Cycle:	120						Level Of Service:						D			

****

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road									
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:		Ovl			Include			Include			Include					
Min. Green:	6	35	35	6	28	28	6	28	28	6	25	25				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 1	0 2	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1				
Volume Module:																
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	180	151	1107	175	117	73	70	731	149	573	588	137				
Added Vol:	10	201	412	1	272	2	1	52	17	409	44	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	190	352	1519	176	389	75	71	783	166	982	632	138				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	200	370	1599	185	409	79	75	825	175	1034	666	145				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	370	1599	185	409	79	75	825	175	1034	666	145				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	200	370	1599	185	409	79	75	825	175	1034	666	145				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	0.75	0.64	0.93	0.93	0.95	0.95	0.85	0.76	0.95	0.85				
Lanes:	1.00	1.00	2.00	1.00	1.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	1805	1900	2842	1225	2952	571	1805	3610	1615	2887	3610	1615				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.19	0.56	0.15	0.14	0.14	0.04	0.23	0.11	0.36	0.18	0.09				
Crit Moves:		****		****				****		****						
Green Time:	48.3	35.0	61.7	39.7	30.4	30.4	38.6	28.0	28.0	58.7	44.1	44.1				
Volume/Cap:	0.52	0.64	1.05	0.63	0.52	0.52	0.21	0.94	0.45	0.79	0.48	0.23				
Delay/Veh:	24.0	37.0	63.4	32.8	36.7	36.7	26.8	59.9	37.7	26.6	27.0	24.2				
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:	24.0	37.0	63.4	32.8	36.7	36.7	26.8	59.9	37.7	26.6	27.0	24.2				
LOS by Move:	C	D	E	C	D	D	C	E	D	C	C	C				
HCM2k95thQ:	11	22	66	12	15	15	4	33	11	27	17	7				

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	16	Average Delay (sec/veh):	29.4
Optimal Cycle:	120	Level Of Service:	C

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	2	1 0	0	2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	287	0	714	30	0	585	290	866	820	22	418	312
Added Vol:	153	0	112	49	0	222	157	90	219	64	79	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	826	79	0	807	447	956	1039	86	497	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	463	0	870	83	0	850	471	1006	1094	91	523	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	0	870	83	0	850	471	1006	1094	91	523	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	0	870	83	0	850	471	1006	1094	91	523	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.31	0.05	0.00	0.30	0.26	0.28	0.68	0.05	0.14	0.24
Crit Moves:			****	****					****	****		
Green Time:	41.1	0.0	41.1	6.2	0.0	47.8	41.7	73.3	114.4	6.8	38.4	38.4
Volume/Cap:	0.39	0.00	0.89	0.89	0.00	0.75	0.75	0.46	0.71	0.89	0.45	0.75
Delay/Veh:	30.1	0.0	47.8	116.3	0.0	33.8	39.7	12.8	2.0	112.6	32.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	0.0	47.8	116.3	0.0	33.8	39.7	12.8	2.0	112.6	32.7	42.7
LOS by Move:	C	A	D	F	A	C	D	B	A	F	C	D
HCM2k95thQ:	13	0	35	10	0	29	25	18	11	11	15	25

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APPENDIX E-IV

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	16	Average Delay (sec/veh):	50.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	172	300	91	194	367	232	137	692	117	155	844	141
Added Vol:	40	39	21	22	81	0	0	163	89	9	204	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	339	112	216	448	232	137	855	206	164	1048	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	223	357	118	227	471	244	144	900	216	172	1103	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	357	118	227	471	244	144	900	216	172	1103	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	357	118	227	471	244	144	900	216	172	1103	156
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	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.50	0.50	1.00	1.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1805	2612	864	1805	1900	1615	1805	2826	679	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.13	0.25	0.15	0.08	0.32	0.32	0.10	0.31	0.10
Crit Moves:		****		****				****		****		
Green Time:	15.6	31.0	31.0	15.9	31.3	31.3	10.8	40.1	40.1	12.0	41.3	41.3
Volume/Cap:	0.91	0.51	0.51	0.91	0.91	0.56	0.85	0.91	0.91	0.91	0.85	0.27
Delay/Veh:	83.9	36.0	36.0	83.6	60.9	37.5	82.5	46.3	46.3	92.7	39.5	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	36.0	36.0	83.6	60.9	37.5	82.5	46.3	46.3	92.7	39.5	26.4
LOS by Move:	F	D	D	F	E	D	F	D	D	F	D	C
HCM2k95thQ:	20	15	15	21	34	15	14	39	39	17	36	8

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	17.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	47	464	25	9	482	38	45	59	67	29	47	23
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	50	492	27	10	511	40	48	63	71	31	50	24
Added Vol:	0	88	9	0	161	15	10	11	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	580	36	10	672	55	58	74	72	33	50	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	610	37	10	707	58	61	77	76	34	52	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	610	37	10	707	58	61	77	76	34	52	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	610	37	10	707	58	61	77	76	34	52	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.83	0.83	0.85	0.85	0.85	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.44	0.56	1.00	0.40	0.60	1.00
Final Sat.:	1805	1774	109	1805	1900	1615	690	879	1615	640	975	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.01	0.37	0.04	0.09	0.09	0.05	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	6.0	50.3	50.3	9.7	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.44	0.62	0.62	0.05	0.62	0.06	0.44	0.44	0.23	0.27	0.27	0.08
Delay/Veh:	42.9	14.5	14.5	36.1	12.5	7.5	32.6	32.6	30.6	30.9	30.9	29.4
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:	42.9	14.5	14.5	36.1	12.5	7.5	32.6	32.6	30.6	30.9	30.9	29.4
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	4	22	22	1	23	1	8	8	4	4	4	1

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	12	Average Delay (sec/veh):	16.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	43	524	180	44	486	20	2	19	52	78	15	60
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	46	555	191	47	515	21	2	20	55	83	16	64
Added Vol:	4	66	130	102	66	0	0	19	5	30	5	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	621	321	149	581	21	2	39	60	113	21	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	654	338	156	612	22	2	41	63	119	22	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	654	338	156	612	22	2	41	63	119	22	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	654	338	156	612	22	2	41	63	119	22	93
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	1.00	0.65	1.00	0.85	0.73	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	1900	1615	1805	1824	67	1226	1900	1615	1395	319	1351
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.21	0.09	0.34	0.34	0.00	0.02	0.04	0.09	0.07	0.07
Crit Moves:		****		****						****		
Green Time:	57.9	47.9	47.9	64.0	50.1	50.1	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.11	0.65	0.39	0.32	0.60	0.60	0.01	0.11	0.20	0.43	0.35	0.35
Delay/Veh:	7.4	16.5	12.7	8.5	14.3	14.3	28.9	29.6	30.3	32.5	31.6	31.6
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:	7.4	16.5	12.7	8.5	14.3	14.3	28.9	29.6	30.3	32.5	31.6	31.6
LOS by Move:	A	B	B	A	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	22	10	4	22	22	0	2	3	7	6	6

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #10 College Avenue at Sixth Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

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Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	168	30	19	202	22	20	51	17	35	79	36
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	178	32	20	214	23	21	54	18	37	84	38
Added Vol:	0	49	0	0	2	0	0	62	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	227	32	20	216	23	21	116	18	37	140	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	239	33	21	227	25	22	122	19	39	147	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	239	33	21	227	25	22	122	19	39	147	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	239	33	21	227	25	22	122	19	39	147	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.08	0.83	0.09	0.14	0.75	0.11	0.17	0.65	0.18
Final Sat.:	20	543	76	49	528	57	79	430	67	104	391	107
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.43	0.43	0.43	0.28	0.28	0.28	0.38	0.38	0.38
Crit Moves:			****		****		****				****	
Delay/Veh:	12.0	12.0	12.0	12.0	12.0	12.0	10.6	10.6	10.6	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	12.0	12.0	12.0	10.6	10.6	10.6	11.4	11.4	11.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.0			12.0			10.6			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			12.0			10.6			11.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	0.3	0.3	0.3	0.5	0.5	0.5

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	12	Average Delay (sec/veh):	43.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	4	3	161	2	454	179	633	3	6	948	122
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	4	3	171	2	481	190	671	3	6	1005	129
Added Vol:	0	0	2	21	1	11	0	174	0	5	298	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	5	192	3	492	190	845	3	11	1303	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	4	5	202	3	518	200	889	3	12	1371	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	5	202	3	518	200	889	3	12	1371	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	5	202	3	518	200	889	3	12	1371	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	902	902	1615	1446	1900	1615	1805	3593	14	1805	3220	339
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.32	0.11	0.25	0.25	0.01	0.43	0.43
Crit Moves:						****	****				****	
Green Time:	32.9	32.9	32.9	32.9	32.9	32.9	11.4	44.3	44.3	10.7	43.7	43.7
Volume/Cap:	0.02	0.02	0.01	0.42	0.01	0.97	0.97	0.56	0.56	0.06	0.97	0.97
Delay/Veh:	22.6	22.6	22.6	26.7	22.5	65.5	99.4	21.0	21.0	40.2	44.6	44.6
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:	22.6	22.6	22.6	26.7	22.5	65.5	99.4	21.0	21.0	40.2	44.6	44.6
LOS by Move:	C	C	C	C	C	E	F	C	C	D	D	D
HCM2k95thQ:	0	0	0	10	0	36	19	20	20	1	42	42

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	3	6	7	2	6	5	94	19	10	208	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	30	3	6	7	2	6	5	100	20	11	220	8
Added Vol:	2	0	0	1	0	1	2	52	9	0	87	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	3	6	8	2	7	7	152	29	11	307	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	3	7	9	2	8	8	160	31	11	324	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3	7	9	2	8	8	160	31	11	324	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	3	7	9	2	8	8	160	31	11	324	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.08	0.15	0.47	0.12	0.41	0.04	0.81	0.15	0.03	0.94	0.03
Final Sat.:	495	50	99	310	78	271	32	658	127	27	783	27
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.03	0.24	0.24	0.24	0.41	0.41	0.41
Crit Moves:	****				****		****					****
Delay/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	8.6	8.6	8.6	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	8.6	8.6	8.6	10.1	10.1	10.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.4			8.1			8.6			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.1			8.6			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	16	Average Delay (sec/veh):	24.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	45	145	37	35	152	138	64	335	6	28	413	72
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	154	39	37	161	146	68	355	6	30	438	76
Added Vol:	0	96	3	5	34	9	0	48	0	0	53	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	250	42	42	195	155	68	403	6	30	491	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	263	44	44	205	163	71	424	7	31	517	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	263	44	44	205	163	71	424	7	31	517	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
FinalVolume:	50	263	44	44	205	163	71	424	7	31	517	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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.66	0.34
Final Sat.:	1805	3020	511	1805	1900	1615	1805	3547	56	1805	2927	592
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.11	0.10	0.04	0.12	0.12	0.02	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	6.0	25.0	25.0	6.0	25.0	25.0	7.9	33.4	33.4	9.6	35.1	35.1
Volume/Cap:	0.42	0.31	0.31	0.37	0.39	0.36	0.45	0.32	0.32	0.16	0.45	0.45
Delay/Veh:	42.7	25.9	25.9	42.1	26.8	26.6	41.1	20.3	20.3	37.0	20.6	20.6
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:	42.7	25.9	25.9	42.1	26.8	26.6	41.1	20.3	20.3	37.0	20.6	20.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	4	7	7	2	9	7	5	9	9	2	13	13

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #26 Claremont Boulevard at Foothill Boulevard

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.634	
Loss Time (sec):	16	Average Delay (sec/veh):	36.4	
Optimal Cycle:	90	Level Of Service:	D	

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Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	1 0 1		1 0	1 0 1		1 0	1 0 2		0 1
Volume Module:												
Base Vol:	161	137	32	51	253	165	139	510	109	84	744	32
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	171	145	34	54	268	175	147	541	116	89	789	34
Added Vol:	17	75	47	0	260	4	6	143	47	83	290	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	220	81	54	528	179	153	684	163	172	1079	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	232	85	57	556	188	161	720	171	181	1135	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	232	85	57	556	188	161	720	171	181	1135	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	232	85	57	556	188	161	720	171	181	1135	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	2.00	1.46	0.54	1.00	1.49	0.51	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	3502	2534	931	1805	2594	879	1805	2832	673	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.03	0.21	0.21	0.09	0.25	0.25	0.10	0.31	0.02
Crit Moves:		****		****			****				****	
Green Time:	6.6	28.0	28.0	6.0	27.4	27.4	10.0	33.6	33.6	11.4	35.0	35.0
Volume/Cap:	0.81	0.31	0.31	0.50	0.74	0.74	0.85	0.72	0.72	0.83	0.85	0.06
Delay/Veh:	62.3	26.2	26.2	46.5	33.6	33.6	71.0	28.7	28.7	64.2	33.1	19.4
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:	62.3	26.2	26.2	46.5	33.6	33.6	71.0	28.7	28.7	64.2	33.1	19.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	B
HCM2k95thQ:	7	7	7	5	21	21	10	21	21	10	27	1

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Claremont Boulevard at East Campus Driveway #2

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	289	0	0	416	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	306	0	0	441	0	0	0	0	0	0	0
Added Vol:	0	138	0	0	390	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	444	0	0	831	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	468	0	0	875	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	468	0	0	875	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	234
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	774
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	774
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	108	282	0	0	333	83	7	0	21	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	114	299	0	0	353	88	7	0	22	0	0	0
Added Vol:	4	135	5	10	375	4	1	1	1	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	434	5	10	728	92	8	1	23	2	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	457	5	11	766	97	9	1	24	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	457	5	11	766	97	9	1	24	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	457	5	11	766	97	9	1	24	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.87	0.87	0.87	0.88	1.00	0.88
Lanes:	1.00	1.98	0.02	1.00	1.78	0.22	0.26	0.03	0.71	0.50	0.00	0.50
Final Sat.:	1805	3562	41	1805	3151	398	424	50	1171	839	0	839
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.01	0.24	0.24	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	11.7	37.1	37.1	15.9	41.3	41.3	25.0	25.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.53	0.31	0.31	0.03	0.53	0.53	0.08	0.08	0.08	0.01	0.00	0.01
Delay/Veh:	38.9	18.0	18.0	30.7	17.8	17.8	24.0	24.0	24.0	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	18.0	18.0	30.7	17.8	17.8	24.0	24.0	24.0	23.5	0.0	23.5
LOS by Move:	D	B	B	C	B	B	C	C	C	C	A	C
HCM2k95thQ:	6	9	9	0	16	16	1	1	1	0	0	0

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Linscott, Law and Greenspan, Engineers

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

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Intersection #29 Claremont Boulevard at East Campus Driveway #4

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	389	0	0	354	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	412	0	0	375	0	0	0	0	0	0	0
Added Vol:	0	145	2	0	378	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	557	2	0	753	0	0	0	0	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	587	2	0	793	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	587	2	0	793	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	294
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	708
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	708
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.958	
Loss Time (sec):	16	Average Delay (sec/veh):	34.1	
Optimal Cycle:	97	Level Of Service:	C	

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	11	252	25	29	278	47	41	54	10	97	170	97
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	267	27	31	295	50	43	57	11	103	180	103
Added Vol:	8	125	16	26	351	1	5	43	1	55	83	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	392	43	57	646	51	48	100	12	158	263	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	413	45	60	680	53	51	106	12	166	277	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	413	45	60	680	53	51	106	12	166	277	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
FinalVolume:	21	413	45	60	680	53	51	106	12	166	277	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.80	0.20	1.00	1.85	0.15	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	3208	348	1805	3310	261	1805	1676	194	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.03	0.21	0.21	0.03	0.06	0.06	0.09	0.15	0.08
Crit Moves:	****				****			****			****	
Green Time:	45.3	39.3	39.3	52.7	42.7	42.7	25.0	25.0	25.0	30.3	30.3	30.3
Volume/Cap:	0.09	0.39	0.39	0.16	0.58	0.58	0.14	0.30	0.30	0.36	0.58	0.31
Delay/Veh:	24.5	31.4	31.4	20.4	32.0	32.0	38.9	40.6	40.6	37.4	41.0	36.8
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:	24.5	31.4	31.4	20.4	32.0	32.0	38.9	40.6	40.6	37.4	41.0	36.8
LOS by Move:	C	C	C	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	13	13	3	20	20	3	7	7	9	16	7

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Linscott, Law and Greenspan, Engineers

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

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Intersection #31 Claremont Boulevard at First Street/Huntington Drive

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.484	
Loss Time (sec):	12	Average Delay (sec/veh):	19.9	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	102	245	5	2	276	133	58	1	54	3	2	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	108	260	5	2	293	141	61	1	57	3	2	8
Added Vol:	69	50	0	0	32	375	100	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	310	5	2	325	516	161	1	73	3	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	326	6	2	342	543	170	1	77	3	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	326	6	2	342	543	170	1	77	3	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	326	6	2	342	543	170	1	77	3	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.54	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.40	1.00
Final Sat.:	1005	3539	61	1018	3610	1615	1805	1900	1615	1107	738	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.00	0.09	0.34	0.09	0.00	0.05	0.00	0.00	0.01
Crit Moves:						****	****				****	
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	18.0	18.0	18.0	21.0	21.0	21.0
Volume/Cap:	0.33	0.17	0.17	0.00	0.17	0.60	0.60	0.00	0.30	0.02	0.02	0.03
Delay/Veh:	14.2	12.5	12.5	11.3	12.5	18.2	48.8	40.9	43.6	38.6	38.6	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	12.5	12.5	11.3	12.5	18.2	48.8	40.9	43.6	38.6	38.6	38.7
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	6	6	0	6	22	12	0	5	0	0	1

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

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Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[95.5]

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Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	601	0	0	1053	0
Added Vol:	0	0	0	22	0	28	58	133	0	0	344	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	734	0	0	1397	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	23	0	29	61	773	0	0	1470	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	29	61	773	0	0	1470	114
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1630	2479	386	2035	2422	792	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	69	30	618	51	33	336	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	56	26	618	45	28	336	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.09	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	87	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	95.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			95.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	12	Average Delay (sec/veh):	18.4
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	49	0	7	0	0	0	0	119	11	3	295	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	52	0	7	0	0	0	0	126	12	3	313	0
Added Vol:	64	0	56	1	0	0	0	26	58	65	89	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	63	1	0	0	0	152	70	68	402	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	0	67	1	0	0	0	160	73	72	423	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	67	1	0	0	0	160	73	72	423	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	0	67	1	0	0	0	160	73	72	423	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.94	1.00	1.00	1.00	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.37	0.63	1.00	1.99	0.01
Final Sat.:	1471	0	1615	1790	0	0	1900	2360	1080	1805	3589	18
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.04	0.12	0.12
Crit Moves:	****							****		****		
Green Time:	34.0	0.0	34.0	34.0	0.0	0.0	0.0	27.8	27.8	16.3	44.0	44.0
Volume/Cap:	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.22	0.22	0.22	0.24	0.24
Delay/Veh:	19.2	0.0	18.3	17.5	0.0	0.0	0.0	23.2	23.2	31.8	13.4	13.4
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:	19.2	0.0	18.3	17.5	0.0	0.0	0.0	23.2	23.2	31.8	13.4	13.4
LOS by Move:	B	A	B	B	A	A	A	C	C	C	B	B
HCM2k95thQ:	5	0	2	0	0	0	0	5	5	3	7	7

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	2.570
Loss Time (sec):	16	Average Delay (sec/veh):	122.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	101	112	416	252	206	154	75	358	189	832	1090	360
Added Vol:	7	212	154	0	89	1	2	21	16	438	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	324	570	252	295	155	77	379	205	1270	1143	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	341	599	266	310	163	81	399	215	1337	1203	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.35	0.90	0.90	0.95	0.95	0.85	0.42	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	657	2244	1178	1805	3610	1615	807	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.37	0.40	0.14	0.14	0.05	0.11	0.13	1.66	0.33	0.23
Crit Moves:				****						****		
Green Time:	47.0	31.0	71.0	38.6	30.7	30.7	33.5	25.0	25.0	73.0	56.6	56.6
Volume/Cap:	0.37	0.70	0.63	1.15	0.54	0.54	0.37	0.53	0.64	1.77	0.71	0.50
Delay/Veh:	28.0	44.6	17.2	146.0	39.2	39.2	33.7	43.0	47.5	378.5	26.5	22.4
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:	28.0	44.6	17.2	146.0	39.2	39.2	33.7	43.0	47.5	378.5	26.5	22.4
LOS by Move:	C	D	B	F	D	D	C	D	D	F	C	C
HCM2k95thQ:	7	22	26	30	16	16	6	14	15	176	29	16

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	60.8
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	21	363	1	0	658	404	178	3	21	1	2	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	22	385	1	0	697	428	189	3	22	1	2	3
Added Vol:	0	286	0	0	283	259	68	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	671	1	0	980	687	257	3	22	1	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	706	1	0	1032	723	270	3	23	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	706	1	0	1032	723	270	3	23	1	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	706	1	0	1032	723	270	3	23	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.17	0.33	0.50
Final Sat.:	1805	3604	6	1900	3610	1615	3409	40	1935	293	586	879
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.29	0.45	0.08	0.08	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****			****	
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.26	0.46	0.46	0.00	0.76	1.19	0.38	0.40	0.06	0.02	0.02	0.02
Delay/Veh:	56.4	24.9	24.9	0.0	35.4	140.5	41.2	41.4	38.1	35.4	35.4	35.4
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:	56.4	24.9	24.9	0.0	35.4	140.5	41.2	41.4	38.1	35.4	35.4	35.4
LOS by Move:	E	C	C	A	D	F	D	D	D	D	D	D
HCM2k95thQ:	2	18	18	0	32	68	9	10	1	0	0	0

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #36 Monte Vista Avenue at Foothill Boulevard

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.609	
Loss Time (sec):	16	Average Delay (sec/veh):	37.6	
Optimal Cycle:	91	Level Of Service:	D	

****

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	157	279	76	101	401	31	30	416	121	140	805	109
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	166	296	81	107	425	33	32	441	128	148	853	116
Added Vol:	152	257	43	12	180	65	9	76	69	71	235	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	553	124	119	605	98	41	517	197	219	1088	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	335	582	130	125	637	103	43	544	208	231	1146	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	582	130	125	637	103	43	544	208	231	1146	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	582	130	125	637	103	43	544	208	231	1146	145
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	2.58	0.42	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	3502	3610	1615	3502	4371	707	1805	3610	1615	1805	3150	398
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.08	0.04	0.15	0.15	0.02	0.15	0.13	0.13	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	13.3	33.3	33.3	8.0	28.0	28.0	6.9	35.0	35.0	17.7	45.9	45.9
Volume/Cap:	0.79	0.53	0.27	0.49	0.57	0.57	0.38	0.47	0.40	0.79	0.87	0.87
Delay/Veh:	57.0	32.4	29.4	50.6	36.4	36.4	51.7	30.4	29.9	58.3	35.4	35.4
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:	57.0	32.4	29.4	50.6	36.4	36.4	51.7	30.4	29.9	58.3	35.4	35.4
LOS by Move:	E	C	C	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	15	17	7	6	16	16	3	14	10	18	40	40

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #37 Monte Vista Avenue at Arrow Route

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	450	52	25	616	36	16	88	24	63	222	45
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	477	55	27	653	38	17	93	25	67	235	48
Added Vol:	63	430	7	0	317	29	18	22	44	9	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	907	62	27	970	67	35	115	69	76	300	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	955	65	28	1021	71	37	121	73	80	316	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	955	65	28	1021	71	37	121	73	80	316	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	955	65	28	1021	71	37	121	73	80	316	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.81	0.19	1.00	2.81	0.19	1.00	1.25	0.75	1.00	1.00	1.00
Final Sat.:	3502	4806	329	1805	4803	333	1805	2127	1281	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.02	0.21	0.21	0.02	0.06	0.06	0.04	0.17	0.03
Crit Moves:	****				****		****				****	
Green Time:	6.1	30.6	30.6	7.4	31.9	31.9	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.63	0.62	0.62	0.20	0.63	0.63	0.32	0.15	0.15	0.70	0.45	0.08
Delay/Veh:	49.1	27.9	27.9	41.8	27.4	27.4	44.2	20.2	20.2	61.2	23.2	19.6
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:	49.1	27.9	27.9	41.8	27.4	27.4	44.2	20.2	20.2	61.2	23.2	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	B
HCM2k95thQ:	7	18	18	2	19	19	2	4	4	7	14	2

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.560
Loss Time (sec):	16	Average Delay (sec/veh):	237.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	279	0	378	29	0	870	233	346	436	16	1149	554
Added Vol:	163	0	39	15	0	234	57	31	87	27	94	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	417	44	0	1104	290	377	523	43	1243	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	0	439	46	0	1162	305	396	550	45	1308	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.15	0.03	0.00	0.72	0.17	0.11	0.34	0.03	0.36	0.37
Crit Moves:	****					****	****					****
Green Time:	19.8	0.0	19.8	42.4	0.0	55.4	13.0	35.8	35.8	6.0	28.8	28.8
Volume/Cap:	1.56	0.00	0.94	0.07	0.00	1.56	1.56	0.37	1.14	0.50	1.51	1.56
Delay/Veh:	317.8	0.0	75.7	25.8	0.0	290.7	328.8	33.4	127.9	59.9	281	309.8
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:	317.8	0.0	75.7	25.8	0.0	290.7	328.8	33.4	127.9	59.9	281	309.8
LOS by Move:	F	A	E	C	A	F	F	C	F	E	F	F
HCM2k95thQ:	61	0	23	2	0	141	41	11	48	5	84	77

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	16	Average Delay (sec/veh):	35.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	244	0	133	3	1	0	0	437	164	293	909	1
Added Vol:	44	0	24	0	0	13	14	99	27	19	204	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	157	3	1	13	14	536	191	312	1113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	303	0	165	3	1	14	15	564	201	328	1172	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	165	3	1	14	15	564	201	328	1172	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	0	165	3	1	14	15	564	201	328	1172	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	0.84	0.84	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	0.75	0.25	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2873	0	2358	1190	397	1587	1805	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.01	0.01	0.16	0.12	0.09	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	15.9	0.0	32.5	28.0	28.0	28.0	6.0	38.5	38.5	16.6	49.1	49.1
Volume/Cap:	0.76	0.00	0.25	0.01	0.01	0.04	0.16	0.47	0.37	0.65	0.76	0.76
Delay/Veh:	53.3	0.0	31.9	33.0	33.0	33.2	52.9	30.4	29.5	49.4	30.3	30.3
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:	53.3	0.0	31.9	33.0	33.0	33.2	52.9	30.4	29.5	49.4	30.3	30.3
LOS by Move:	D	A	C	C	C	C	D	C	C	D	C	C
HCM2k95thQ:	15	0	7	0	0	1	1	16	11	13	33	33

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.381	
Loss Time (sec):	16	Average Delay (sec/veh):	161.9	
Optimal Cycle:	120	Level Of Service:	F	

****

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	62
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	417	511	141	248	557	77	101	1026	114	183	1196	66
Added Vol:	68	68	20	8	65	0	0	290	78	25	269	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	579	161	256	622	77	101	1316	192	208	1465	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	510	609	169	270	654	81	106	1385	203	219	1542	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	609	169	270	654	81	106	1385	203	219	1542	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	609	169	270	654	81	106	1385	203	219	1542	113
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	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1805	2731	760	1805	1900	1615	1805	3090	452	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.15	0.34	0.05	0.06	0.45	0.45	0.12	0.43	0.07
Crit Moves:	****				****			****			****	
Green Time:	24.6	34.5	34.5	20.0	29.9	29.9	6.0	39.0	39.0	10.6	43.5	43.5
Volume/Cap:	1.38	0.78	0.78	0.90	1.38	0.20	1.18	1.38	1.38	1.38	1.18	0.19
Delay/Veh:	235.3	43.0	43.0	76.6	229	35.9	207.2	217	217.4	260.4	126	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	235.3	43.0	43.0	76.6	229	35.9	207.2	217	217.4	260.4	126	26.4
LOS by Move:	F	D	D	E	F	D	F	F	F	F	F	C
HCM2k95thQ:	59	27	27	23	73	5	16	91	91	30	73	6

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Linscott, Law and Greenspan, Engineers

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

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Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624	
Loss Time (sec):	12	Average Delay (sec/veh):	19.2	
Optimal Cycle:	90	Level Of Service:	B	

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Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	64	606	21	11	528	45	41	40	81	33	54	48
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	642	22	12	560	48	43	42	86	35	57	51
Added Vol:	1	142	3	0	160	16	20	3	0	8	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	784	25	12	720	64	63	45	86	43	86	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	826	27	12	758	67	67	48	90	45	91	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	826	27	12	758	67	67	48	90	45	91	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	826	27	12	758	67	67	48	90	45	91	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.66	0.66	0.85	0.86	0.86	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.58	0.42	1.00	0.33	0.67	1.00
Final Sat.:	1805	1832	59	1805	1900	1615	732	524	1615	545	1093	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.01	0.40	0.04	0.09	0.09	0.06	0.08	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	9.2	64.0	64.0	6.0	60.8	60.8	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.44	0.70	0.70	0.11	0.66	0.07	0.51	0.51	0.31	0.46	0.46	0.18
Delay/Veh:	44.8	13.7	13.7	44.9	14.1	8.0	38.9	38.9	36.2	37.8	37.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	13.7	13.7	44.9	14.1	8.0	38.9	38.9	36.2	37.8	37.8	35.1
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	5	31	31	1	27	2	8	8	5	8	8	3

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Linscott, Law and Greenspan, Engineers

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

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Intersection #3 Indian Hill Boulevard at First Street

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Cycle (sec):	90	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	12	Average Delay (sec/veh):	24.9
Optimal Cycle:	90	Level Of Service:	C

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Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	104	494	194	42	572	72	42	39	96	187	59	116
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	110	524	206	45	606	76	45	41	102	198	63	123
Added Vol:	6	83	107	87	82	0	0	8	4	98	29	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	607	313	132	688	76	45	49	106	296	92	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	639	329	138	725	80	47	52	111	312	96	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	639	329	138	725	80	47	52	111	312	96	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	639	329	138	725	80	47	52	111	312	96	206
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	0.99	0.99	0.35	1.00	0.85	0.73	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	1.00	0.32	0.68
Final Sat.:	1805	1900	1615	1805	1685	187	671	1900	1615	1379	543	1163
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.20	0.08	0.43	0.43	0.07	0.03	0.07	0.23	0.18	0.18
Crit Moves:	****				****					****		
Green Time:	51.0	43.7	43.7	57.6	46.3	46.3	24.4	24.4	24.4	24.4	24.4	24.4
Volume/Cap:	0.47	0.69	0.42	0.35	0.84	0.84	0.26	0.10	0.25	0.84	0.66	0.66
Delay/Veh:	16.0	20.2	15.3	11.2	25.0	25.0	26.5	24.7	26.0	45.9	32.5	32.5
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:	16.0	20.2	15.3	11.2	25.0	25.0	26.5	24.7	26.0	45.9	32.5	32.5
LOS by Move:	B	C	B	B	C	C	C	C	C	D	C	C
HCM2k95thQ:	4	23	11	4	36	36	3	2	5	20	16	16

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #10 College Avenue at Sixth Street

****

Cycle (sec):	100			Critical Vol./Cap.(X):			0.619									
Loss Time (sec):	0			Average Delay (sec/veh):			15.6									
Optimal Cycle:	0			Level Of Service:			C									

****

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	218	70	46	200	28	17	76	9	67	105	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	231	74	49	212	30	18	81	10	71	111	16
Added Vol:	1	11	0	0	49	0	0	55	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	242	74	49	261	30	18	136	10	71	188	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	255	78	51	275	31	19	143	10	75	198	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	255	78	51	275	31	19	143	10	75	198	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	255	78	51	275	31	19	143	10	75	198	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.74	0.22	0.14	0.77	0.09	0.11	0.83	0.06	0.26	0.68	0.06
Final Sat.:	22	428	131	83	444	50	54	404	28	138	366	31
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.62	0.62	0.62	0.35	0.35	0.35	0.54	0.54	0.54
Crit Moves:		****		****			****					****
Delay/Veh:	16.1	16.1	16.1	17.0	17.0	17.0	12.4	12.4	12.4	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	17.0	17.0	17.0	12.4	12.4	12.4	15.4	15.4	15.4
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		16.1			17.0			12.4			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.1			17.0			12.4			15.4	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	1.2	1.2	1.2	1.3	1.3	1.3	0.4	0.4	0.4	0.9	0.9	0.9

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	12	Average Delay (sec/veh):	30.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	7	10	99	1	186	288	1289	7	25	805	157
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	7	11	105	1	197	305	1366	7	27	853	166
Added Vol:	0	1	5	18	0	2	10	389	0	11	316	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	16	123	1	199	315	1755	7	38	1169	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	9	16	129	1	210	332	1848	8	39	1231	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	9	16	129	1	210	332	1848	8	39	1231	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	9	16	129	1	210	332	1848	8	39	1231	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.67	0.33	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.72	0.28
Final Sat.:	1105	548	1615	1417	1900	1615	1805	3591	15	1805	3046	488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.09	0.00	0.13	0.18	0.51	0.51	0.02	0.40	0.40
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	26.0	75.6	75.6	7.4	57.0	57.0
Volume/Cap:	0.08	0.08	0.05	0.44	0.00	0.62	0.85	0.82	0.82	0.36	0.85	0.85
Delay/Veh:	38.3	38.3	38.1	42.4	37.6	46.8	61.2	19.3	19.3	56.0	32.1	32.1
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:	38.3	38.3	38.1	42.4	37.6	46.8	61.2	19.3	19.3	56.0	32.1	32.1
LOS by Move:	D	D	D	D	D	D	E	B	B	E	C	C
HCM2k95thQ:	2	2	1	9	0	15	25	47	47	3	40	40

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #22 Mills Avenue at Sixth Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	3	12	10	5	3	4	228	17	8	167	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	3	13	11	5	3	4	242	18	8	177	11
Added Vol:	12	0	0	2	0	2	1	83	5	0	73	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3	13	13	5	5	5	325	23	8	250	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	30	3	13	13	6	5	6	342	24	9	263	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3	13	13	6	5	6	342	24	9	263	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	3	13	13	6	5	6	342	24	9	263	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.07	0.28	0.55	0.23	0.22	0.01	0.92	0.07	0.03	0.93	0.04
Final Sat.:	398	44	175	330	139	136	12	751	53	25	735	34
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.04	0.46	0.46	0.46	0.36	0.36	0.36
Crit Moves:	****				****			****			****	
Delay/Veh:	8.7	8.7	8.7	8.5	8.5	8.5	10.8	10.8	10.8	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.5	8.5	8.5	10.8	10.8	10.8	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.7			8.5			10.8			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			8.5			10.8			9.8	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	16	Average Delay (sec/veh):	31.3
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	69	188	44	117	207	103	99	889	27	61	525	101
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	199	47	124	219	109	105	942	29	65	557	107
Added Vol:	0	78	0	18	100	4	16	77	0	0	70	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	277	47	142	319	113	121	1019	29	65	627	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	292	49	149	336	119	127	1073	30	68	659	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	292	49	149	336	119	127	1073	30	68	659	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	292	49	149	336	119	127	1073	30	68	659	126
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.68	0.32
Final Sat.:	1805	3022	508	1805	1900	1615	1805	3497	98	1805	2957	567
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.08	0.18	0.07	0.07	0.31	0.31	0.04	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	6.8	25.0	25.0	10.2	28.4	28.4	8.5	37.8	37.8	6.0	35.3	35.3
Volume/Cap:	0.59	0.37	0.37	0.77	0.59	0.25	0.79	0.77	0.77	0.60	0.60	0.60
Delay/Veh:	50.0	28.8	28.8	58.4	30.0	25.5	65.4	27.5	27.5	51.7	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	28.8	28.8	58.4	30.0	25.5	65.4	27.5	27.5	51.7	24.9	24.9
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	6	9	9	9	16	5	11	28	28	6	19	19

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	16	Average Delay (sec/veh):	58.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	128	286	69	90	167	118	196	1121	118	68	732	49
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	136	303	73	95	177	125	208	1188	125	72	776	52
Added Vol:	63	224	95	0	242	6	4	376	32	89	280	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	527	168	95	419	131	212	1564	157	161	1056	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	555	177	100	441	138	223	1647	165	170	1111	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	555	177	100	441	138	223	1647	165	170	1111	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	555	177	100	441	138	223	1647	165	170	1111	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.52	0.48	1.00	1.52	0.48	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	3502	2638	842	1805	2651	829	1805	3235	325	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.06	0.17	0.17	0.12	0.51	0.51	0.09	0.31	0.03
Crit Moves:		****		****				****		****		
Green Time:	7.7	28.0	28.0	6.4	26.8	26.8	19.9	58.7	58.7	10.8	49.7	49.7
Volume/Cap:	0.93	0.90	0.90	1.04	0.75	0.75	0.74	1.04	1.04	1.04	0.74	0.08
Delay/Veh:	98.2	57.8	57.8	159.6	47.5	47.5	57.3	63.4	63.4	136.0	31.9	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:	98.2	57.8	57.8	159.6	47.5	47.5	57.3	63.4	63.4	136.0	31.9	21.4
LOS by Move:	F	E	E	F	D	D	E	E	E	F	C	C
HCM2k95thQ:	9	26	26	14	22	22	14	64	64	15	30	2

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Claremont Boulevard at East Campus Driveway #2

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.9]

****

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	513	0	0	338	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	544	0	0	358	0	0	0	0	0	0	0
Added Vol:	0	363	0	0	362	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	907	0	0	720	0	0	0	0	0	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	955	0	0	758	0	0	0	0	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	955	0	0	758	0	0	0	0	0	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	477
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	540
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	540
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	12	Average Delay (sec/veh):	22.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	84	436	0	0	297	41	77	0	170	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	89	462	0	0	315	43	82	0	180	0	0	0
Added Vol:	2	288	3	10	351	2	4	1	4	42	10	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	750	3	10	666	45	86	1	184	42	10	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	790	3	11	701	48	90	1	194	44	11	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	790	3	11	701	48	90	1	194	44	11	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	790	3	11	701	48	90	1	194	44	11	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.78	0.78	0.78	0.77	0.77	0.77
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	0.31	0.01	0.68	0.34	0.08	0.58
Final Sat.:	1805	3592	14	1805	3345	228	470	5	1010	500	119	845
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.01	0.21	0.21	0.19	0.19	0.19	0.09	0.09	0.09
Crit Moves:		****		****				****				
Green Time:	10.7	38.4	38.4	6.0	33.7	33.7	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.45	0.51	0.51	0.09	0.56	0.56	0.51	0.51	0.51	0.24	0.24	0.24
Delay/Veh:	38.3	19.2	19.2	39.7	22.8	22.8	22.7	22.7	22.7	19.6	19.6	19.6
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:	38.3	19.2	19.2	39.7	22.8	22.8	22.7	22.7	22.7	19.6	19.6	19.6
LOS by Move:	D	B	B	D	C	C	C	C	C	B	B	B
HCM2k95thQ:	5	15	15	1	15	15	13	13	13	5	5	5

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #29 Claremont Boulevard at East Campus Driveway #4

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.4]

****

Street Name:	Claremont Boulevard									East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	521	0	0	465	0	0	0	0	0	0	0								
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06								
Initial Bse:	0	552	0	0	493	0	0	0	0	0	0	0								
Added Vol:	0	283	2	0	397	0	0	0	0	0	0	10								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	835	2	0	890	0	0	0	0	0	0	10								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	879	2	0	937	0	0	0	0	0	0	11								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	879	2	0	937	0	0	0	0	0	0	11								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	441								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4										
ApproachLOS:	*			*			*			B										

****

Note: Queue reported is the number of cars per lane.

****

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	16	Average Delay (sec/veh):	37.5
Optimal Cycle:	97	Level Of Service:	D

****

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	363	103	119	286	60	90	156	18	64	136	68
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	385	109	126	303	64	95	165	19	68	144	72
Added Vol:	2	261	55	34	340	23	3	76	8	64	46	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	646	164	160	643	87	98	241	27	132	190	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	680	173	169	677	91	104	254	29	139	200	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	680	173	169	677	91	104	254	29	139	200	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	680	173	169	677	91	104	254	29	139	200	99
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	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.59	0.41	1.00	1.76	0.24	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1805	2792	710	1805	3124	421	1805	1683	189	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.09	0.22	0.22	0.06	0.15	0.15	0.08	0.11	0.06
Crit Moves:		****		****				****			****	
Green Time:	44.9	35.4	35.4	53.0	39.5	39.5	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.06	0.79	0.79	0.59	0.63	0.63	0.26	0.69	0.69	0.35	0.48	0.28
Delay/Veh:	22.5	40.4	40.4	26.0	32.7	32.7	37.7	46.6	46.6	38.7	40.3	38.0
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:	22.5	40.4	40.4	26.0	32.7	32.7	37.7	46.6	46.6	38.7	40.3	38.0
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	26	26	8	21	21	6	19	19	8	12	6

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	95	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	12	Average Delay (sec/veh):	30.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	69	318	5	2	286	67	159	2	128	2	2	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	337	5	2	303	71	169	2	136	2	2	2
Added Vol:	58	49	0	0	63	348	268	0	58	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	386	5	2	366	419	437	2	194	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	406	6	2	385	441	460	2	204	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	406	6	2	385	441	460	2	204	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	406	6	2	385	441	460	2	204	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.95	0.44	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	872	3554	49	827	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.00	0.11	0.27	0.25	0.00	0.13	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green Time:	32.1	32.1	32.1	32.1	32.1	32.1	29.9	29.9	29.9	21.0	21.0	21.0
Volume/Cap:	0.47	0.34	0.34	0.01	0.32	0.81	0.81	0.00	0.40	0.01	0.01	0.01
Delay/Veh:	25.9	23.7	23.7	20.9	23.5	37.4	38.4	22.3	26.0	28.9	28.9	28.9
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:	25.9	23.7	23.7	20.9	23.5	37.4	38.4	22.3	26.0	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	D	D	C	C	C	C	C
HCM2k95thQ:	6	9	9	0	8	22	26	0	10	0	0	0

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Average Delay (sec/veh): 20.9 Worst Case Level Of Service: F[504.6]

****

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	1195	0	0	916	0
Added Vol:	0	0	0	55	0	71	29	442	0	0	298	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1637	0	0	1214	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	58	0	75	31	1723	0	0	1278	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	58	0	75	31	1723	0	0	1278	57
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2423	3118	861	2229	3090	667	1335	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	17	12	303	37	12	406	523	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	13	11	303	36	11	406	523	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.62	0.00	0.18	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	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	0	xxxxx	xxxx	73	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	505	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			504.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.327	
Loss Time (sec):	12	Average Delay (sec/veh):	16.3	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1	0
Volume Module:												
Base Vol:	28	0	20	0	0	0	0	344	41	19	243	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	30	0	21	0	0	0	0	365	43	20	258	0
Added Vol:	64	0	34	38	0	10	0	100	66	49	59	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	55	38	0	10	0	465	109	69	317	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	0	58	40	0	11	0	489	115	73	333	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	58	40	0	11	0	489	115	73	333	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	58	40	0	11	0	489	115	73	333	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.77	1.00	0.77	1.00	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.79	0.00	0.21	1.00	1.62	0.38	1.00	1.98	0.02
Final Sat.:	1393	0	1615	1162	0	306	1900	2837	668	1805	3573	34
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.03	0.00	0.03	0.00	0.17	0.17	0.04	0.09	0.09
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	25.0	0.0	25.0	0.0	43.0	43.0	10.0	53.0	53.0
Volume/Cap:	0.25	0.00	0.13	0.12	0.00	0.12	0.00	0.36	0.36	0.36	0.16	0.16
Delay/Veh:	25.6	0.0	24.5	24.4	0.0	24.4	0.0	15.0	15.0	38.1	8.4	8.4
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:	25.6	0.0	24.5	24.4	0.0	24.4	0.0	15.0	15.0	38.1	8.4	8.4
LOS by Move:	C	A	C	C	A	C	A	B	B	D	A	A
HCM2k95thQ:	5	0	3	2	0	2	0	10	10	4	4	4

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	105	Critical Vol./Cap.(X):	3.294
Loss Time (sec):	16	Average Delay (sec/veh):	167.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	180	151	1107	175	117	73	70	731	149	573	588	137
Added Vol:	16	206	436	1	272	2	1	52	17	409	44	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	357	1543	176	389	75	71	783	166	982	632	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	375	1624	185	409	79	75	825	175	1034	666	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	375	1624	185	409	79	75	825	175	1034	666	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	375	1624	185	409	79	75	825	175	1034	666	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	1.00	0.85	0.36	0.93	0.93	0.95	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1072	1900	1615	676	2952	571	1805	3610	1615	494	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	1.01	0.27	0.14	0.14	0.04	0.23	0.11	2.09	0.18	0.09
Crit Moves:			****	****						****		
Green Time:	35.9	31.0	64.1	27.7	21.7	21.7	36.2	25.0	25.0	63.1	46.8	46.8
Volume/Cap:	0.75	0.67	1.65	1.02	0.67	0.67	0.20	0.96	0.46	1.61	0.41	0.20
Delay/Veh:	38.7	35.6	316.8	109.3	40.9	40.9	23.8	60.8	35.0	310.1	19.9	17.9
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:	38.7	35.6	316.8	109.3	40.9	40.9	23.8	60.8	35.0	310.1	19.9	17.9
LOS by Move:	D	D	F	F	D	D	C	E	D	F	B	B
HCM2k95thQ:	15	21	195	19	16	16	4	32	10	120	14	5

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	16	Average Delay (sec/veh):	52.4
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	33	791	4	2	462	151	366	3	33	9	6	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	838	4	2	490	160	388	3	35	10	6	1
Added Vol:	0	424	0	0	444	234	226	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1262	4	2	934	394	614	3	35	10	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	1329	4	2	983	415	646	3	37	10	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1329	4	2	983	415	646	3	37	10	7	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1329	4	2	983	415	646	3	37	10	7	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.12	0.95	0.85	0.95	0.95	0.95	0.96	0.96	0.96
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.94	0.01	1.05	0.56	0.38	0.06
Final Sat.:	1805	3598	12	226	3610	1615	3486	17	1896	1031	687	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.27	0.26	0.19	0.19	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	17.4	51.0	51.0	33.6	33.6	33.6	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.14	0.87	0.87	0.04	0.97	0.92	0.89	0.92	0.09	0.04	0.04	0.04
Delay/Veh:	45.0	37.1	37.1	31.7	64.6	65.4	58.6	63.1	38.4	35.7	35.7	35.7
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:	45.0	37.1	37.1	31.7	64.6	65.4	58.6	63.1	38.4	35.7	35.7	35.7
LOS by Move:	D	D	D	C	E	E	E	E	D	D	D	D
HCM2k95thQ:	3	43	43	0	40	32	27	28	2	1	1	1

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	16	Average Delay (sec/veh):	45.2
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	187	530	137	131	362	43	67	880	181	106	634	184
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	198	562	145	139	384	46	71	933	192	112	672	195
Added Vol:	155	304	92	33	417	24	84	240	173	72	173	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	866	237	172	801	70	155	1173	365	184	845	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	372	911	250	181	843	73	163	1235	384	194	890	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	911	250	181	843	73	163	1235	384	194	890	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	911	250	181	843	73	163	1235	384	194	890	226
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	2.76	0.24	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	3502	3610	1615	3502	4715	410	1805	3610	1615	1805	2791	710
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.15	0.05	0.18	0.18	0.09	0.34	0.24	0.11	0.32	0.32
Crit Moves:	****				****			****		****		
Green Time:	12.6	33.4	33.4	7.2	28.0	28.0	11.8	40.6	40.6	12.8	41.6	41.6
Volume/Cap:	0.93	0.83	0.51	0.79	0.70	0.70	0.84	0.93	0.64	0.93	0.84	0.84
Delay/Veh:	75.5	41.2	32.4	67.1	39.0	39.0	75.2	44.4	31.1	90.1	36.3	36.3
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:	75.5	41.2	32.4	67.1	39.0	39.0	75.2	44.4	31.1	90.1	36.3	36.3
LOS by Move:	E	D	C	E	D	D	E	D	C	F	D	D
HCM2k95thQ:	18	30	14	10	21	21	10	33	18	18	35	35

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Linscott, Law and Greenspan, Engineers

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

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Intersection #37 Monte Vista Avenue at Arrow Route

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Cycle (sec):	110	Critical Vol./Cap.(X):	0.587	
Loss Time (sec):	16	Average Delay (sec/veh):	30.7	
Optimal Cycle:	90	Level Of Service:	C	

****

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	77	753	82	28	601	19	43	215	82	62	151	41
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	798	87	30	637	20	46	228	87	66	160	43
Added Vol:	40	554	14	0	643	23	23	57	91	8	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1352	101	30	1280	43	69	285	178	74	208	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	1423	106	31	1347	45	72	300	187	78	219	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1423	106	31	1347	45	72	300	187	78	219	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1423	106	31	1347	45	72	300	187	78	219	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.89	0.95	1.00	0.85
Lanes:	2.00	2.79	0.21	1.00	2.90	0.10	1.00	1.23	0.77	1.00	1.00	1.00
Final Sat.:	3502	4778	357	1805	4993	168	1805	2093	1307	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.02	0.27	0.27	0.04	0.14	0.14	0.04	0.12	0.03
Crit Moves:		****		****				****		****		
Green Time:	8.8	46.3	46.3	6.0	43.5	43.5	6.1	35.0	35.0	6.7	35.6	35.6
Volume/Cap:	0.46	0.71	0.71	0.32	0.68	0.68	0.72	0.45	0.45	0.71	0.36	0.09
Delay/Veh:	49.5	27.4	27.4	51.9	28.5	28.5	73.6	30.1	30.1	69.8	28.8	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:	49.5	27.4	27.4	51.9	28.5	28.5	73.6	30.1	30.1	69.8	28.8	26.0
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	5	28	28	3	26	26	5	13	13	8	11	2

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.500
Loss Time (sec):	16	Average Delay (sec/veh):	158.1
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	287	0	714	30	0	585	290	866	820	22	418	312
Added Vol:	153	0	112	49	0	222	168	90	230	64	79	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	826	79	0	807	458	956	1050	86	497	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	463	0	870	83	0	850	483	1006	1106	91	523	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	0	870	83	0	850	483	1006	1106	91	523	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	0	870	83	0	850	483	1006	1106	91	523	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.31	0.05	0.00	0.53	0.27	0.28	0.68	0.05	0.14	0.24
Crit Moves:			****			****			****	****		
Green Time:	24.0	0.0	24.0	20.3	0.0	51.7	31.4	53.7	53.7	6.0	28.3	28.3
Volume/Cap:	1.28	0.00	1.53	0.27	0.00	1.22	1.02	0.62	1.53	1.01	0.61	1.02
Delay/Veh:	195.1	0.0	295.3	43.9	0.0	145.9	90.9	26.2	278.6	153.4	42.4	97.3
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:	195.1	0.0	295.3	43.9	0.0	145.9	90.9	26.2	278.6	153.4	42.4	97.3
LOS by Move:	F	A	F	D	A	F	F	C	F	F	D	F
HCM2k95thQ:	51	0	63	6	0	80	33	24	128	12	18	35

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	16	Average Delay (sec/veh):	77.4
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	293	2	457	15	7	0	1	999	304	321	653	1
Added Vol:	51	0	44	0	1	16	17	222	46	48	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	2	501	15	8	16	18	1221	350	369	828	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	362	2	527	16	9	17	19	1285	369	389	872	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	2	527	16	9	17	19	1285	369	389	872	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	2	527	16	9	17	19	1285	369	389	872	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.88	0.88	0.88	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.40	0.01	1.59	0.76	0.43	0.81	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2383	8	2697	1257	713	1355	1805	3610	1615	3502	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.20	0.01	0.01	0.01	0.01	0.36	0.23	0.11	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	27.4	27.4	39.0	28.0	28.0	28.0	8.3	37.0	37.0	11.6	40.3	40.3
Volume/Cap:	0.66	1.15	0.60	0.05	0.05	0.05	0.15	1.15	0.74	1.15	0.72	0.72
Delay/Veh:	43.4	130	34.7	35.7	35.7	35.7	53.1	121	43.0	151.5	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:	43.4	130	34.7	35.7	35.7	35.7	53.1	121	43.0	151.5	37.1	37.1
LOS by Move:	D	F	C	D	D	D	D	F	D	F	D	D
HCM2k95thQ:	18	44	20	1	1	1	2	61	24	24	28	28

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APPENDIX E-V

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative Plus Project (2020) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.753	
Loss Time (sec):	16	Average Delay (sec/veh):	42.3	
Optimal Cycle:	90	Level Of Service:	D	

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Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	162	283	86	183	346	219	129	653	110	146	796	133
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	172	300	91	194	367	232	137	692	117	155	844	141
Added Vol:	40	39	21	22	81	0	0	163	89	9	204	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	339	112	216	448	232	137	855	206	164	1048	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	223	357	118	227	471	244	144	900	216	172	1103	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	357	118	227	471	244	144	900	216	172	1103	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	357	118	227	471	244	144	900	216	172	1103	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2612	864	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.13	0.13	0.15	0.08	0.25	0.13	0.10	0.31	0.10
Crit Moves:		****		****			****				****	
Green Time:	9.9	31.0	31.0	16.8	37.9	37.9	10.6	37.1	37.1	14.2	40.6	40.6
Volume/Cap:	0.74	0.51	0.51	0.86	0.40	0.46	0.86	0.77	0.42	0.77	0.86	0.27
Delay/Veh:	60.7	36.0	36.0	72.4	30.0	31.1	86.0	38.5	31.0	64.3	41.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	36.0	36.0	72.4	30.0	31.1	86.0	38.5	31.0	64.3	41.0	26.9
LOS by Move:	E	D	D	E	C	C	F	D	C	E	D	C
HCM2k95thQ:	11	15	15	20	13	13	14	29	12	15	37	8

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AM Cumulative Plus Project (2020) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	12	Average Delay (sec/veh):	14.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	567	0	0	993	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	601	0	0	1053	0
Added Vol:	0	0	0	22	0	28	58	133	0	0	344	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	734	0	0	1397	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	23	0	29	61	773	0	0	1470	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	29	61	773	0	0	1470	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	0	29	61	773	0	0	1470	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.86	0.14
Final Sat.:	0	1900	0	694	0	883	1805	3610	0	1900	3314	256
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.21	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	6.0	83.0	0.0	0.0	77.0	77.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.16	0.68	0.31	0.00	0.00	0.69	0.69
Delay/Veh:	0.0	0.0	0.0	39.1	0.0	39.1	74.6	7.3	0.0	0.0	14.8	14.8
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:	0.0	0.0	0.0	39.1	0.0	39.1	74.6	7.3	0.0	0.0	14.8	14.8
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	3	0	3	5	11	0	0	32	32

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AM Cumulative Plus Project (2020) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.347
Loss Time (sec):	16	Average Delay (sec/veh):	51.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	35	35	6	28	28	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	1	1 0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	95	106	392	238	194	145	71	338	178	785	1028	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	101	112	416	252	206	154	75	358	189	832	1090	360
Added Vol:	7	212	154	0	89	1	2	21	16	438	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	324	570	252	295	155	77	379	205	1270	1143	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	341	599	266	310	163	81	399	215	1337	1203	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	341	599	266	310	163	81	399	215	1337	1203	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.48	0.90	0.90	0.95	0.95	0.85	0.48	0.95	0.85
Lanes:	1.00	1.00	2.00	1.00	1.31	0.69	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	2842	903	2244	1178	1805	3610	1615	1820	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.21	0.29	0.14	0.14	0.05	0.11	0.13	0.73	0.33	0.23
Crit Moves:				****						****		
Green Time:	44.8	35.0	64.6	54.4	36.6	36.6	35.5	28.0	28.0	65.6	50.1	50.1
Volume/Cap:	0.31	0.62	0.39	0.78	0.45	0.45	0.46	0.47	0.57	1.16	0.80	0.56
Delay/Veh:	25.8	38.8	16.4	37.9	34.0	34.0	33.8	40.1	42.8	108.1	33.6	27.7
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:	25.8	38.8	16.4	37.9	34.0	34.0	33.8	40.1	42.8	108.1	33.6	27.7
LOS by Move:	C	D	B	D	C	C	C	D	D	F	C	C
HCM2k95thQ:	6	21	14	19	14	14	6	13	14	55	32	18

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Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	16	Average Delay (sec/veh):	78.6
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	263	0	357	27	0	821	220	326	411	15	1084	523
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	279	0	378	29	0	870	233	346	436	16	1149	554
Added Vol:	163	0	39	15	0	234	57	31	87	27	94	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	417	44	0	1104	290	377	523	43	1243	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	0	439	46	0	1162	305	396	550	45	1308	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	0	439	46	0	1162	305	396	550	45	1308	605
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.15	0.03	0.00	0.41	0.17	0.11	0.34	0.03	0.36	0.37
Crit Moves:			****			****	****					****
Green Time:	17.1	0.0	17.1	26.6	0.0	45.3	18.8	49.6	66.8	10.6	41.5	41.5
Volume/Cap:	0.93	0.00	1.08	0.11	0.00	1.08	1.08	0.27	0.61	0.28	1.05	1.08
Delay/Veh:	74.8	0.0	119.9	37.4	0.0	89.9	127.8	23.3	19.2	52.1	78.2	101.5
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:	74.8	0.0	119.9	37.4	0.0	89.9	127.8	23.3	19.2	52.1	78.2	101.5
LOS by Move:	E	A	F	D	A	F	F	C	B	D	E	F
HCM2k95thQ:	22	0	27	3	0	55	27	9	24	4	55	51

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Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	16	Average Delay (sec/veh):	27.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	1	0	1	0	1	0	2	0	1	1	0
Volume Module:																
Base Vol:	230	0	125	3	1	0	0	412	155	276	858	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	244	0	133	3	1	0	0	437	164	293	909	1
Added Vol:	44	0	24	0	0	13	14	99	27	19	204	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	157	3	1	13	14	536	191	312	1113	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	303	0	165	3	1	14	15	564	201	328	1172	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	165	3	1	14	15	564	201	328	1172	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	0	165	3	1	14	15	564	201	328	1172	1
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	0.84	0.84	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	0.75	0.25	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2873	0	2358	1190	397	1587	1805	3610	1615	3502	3607	3
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.01	0.01	0.16	0.12	0.09	0.32	0.32
Crit Moves:	****				****			****				****				
Green Time:	28.0	0.0	45.5	6.0	6.0	6.0	6.0	42.5	42.5	17.5	54.0	54.0
Volume/Cap:	0.41	0.00	0.17	0.05	0.05	0.16	0.15	0.40	0.32	0.59	0.66	0.66
Delay/Veh:	34.4	0.0	20.4	49.4	49.4	50.2	50.3	24.7	24.0	44.6	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	0.0	20.4	49.4	49.4	50.2	50.3	24.7	24.0	44.6	22.1	22.1
LOS by Move:	C	A	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	10	0	5	0	0	1	1	14	9	12	28	28

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Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	1.013	
Loss Time (sec):	16	Average Delay (sec/veh):	72.9	
Optimal Cycle:	120	Level Of Service:	E	

****

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	393	482	133	234	525	73	95	968	108	173	1128	62
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	417	511	141	248	557	77	101	1026	114	183	1196	66
Added Vol:	68	68	20	8	65	0	0	290	78	25	269	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	579	161	256	622	77	101	1316	192	208	1465	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	510	609	169	270	654	81	106	1385	203	219	1542	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	609	169	270	654	81	106	1385	203	219	1542	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	609	169	270	654	81	106	1385	203	219	1542	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2731	760	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.15	0.18	0.05	0.06	0.38	0.13	0.12	0.43	0.07
Crit Moves:		****		****				****		****		
Green Time:	18.3	31.0	31.0	16.7	29.3	29.3	6.8	42.8	42.8	13.6	49.5	49.5
Volume/Cap:	0.95	0.86	0.86	1.08	0.74	0.21	1.03	1.08	0.35	1.08	1.03	0.17
Delay/Veh:	78.2	51.1	51.1	130.2	45.2	36.3	155.1	86.9	28.8	137.9	68.0	22.4
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:	78.2	51.1	51.1	130.2	45.2	36.3	155.1	86.9	28.8	137.9	68.0	22.4
LOS by Move:	E	D	D	F	D	D	F	F	C	F	E	C
HCM2k95thQ:	24	30	30	28	23	5	14	59	11	24	61	5

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Linscott, Law and Greenspan, Engineers

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	14.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1127	0	0	864	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	1195	0	0	916	0
Added Vol:	0	0	0	55	0	71	29	442	0	0	298	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1637	0	0	1214	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	58	0	75	31	1723	0	0	1278	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	75	31	1723	0	0	1278	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	75	31	1723	0	0	1278	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	0	1900	0	665	0	859	1805	3610	0	1900	3436	153
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.48	0.00	0.00	0.37	0.37
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	9.8	83.0	0.0	0.0	73.2	73.2
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.42	0.21	0.69	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	42.1	0.0	42.1	52.1	11.7	0.0	0.0	15.1	15.1
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:	0.0	0.0	0.0	42.1	0.0	42.1	52.1	11.7	0.0	0.0	15.1	15.1
LOS by Move:	A	A	A	D	A	D	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	9	0	9	2	31	0	0	27	27

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Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	115	Critical Vol./Cap.(X):	1.065
Loss Time (sec):	16	Average Delay (sec/veh):	45.2
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	35	35	6	28	28	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	170	142	1044	165	110	69	66	690	141	541	555	129
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	180	151	1107	175	117	73	70	731	149	573	588	137
Added Vol:	16	206	436	1	272	2	1	52	17	409	44	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	357	1543	176	389	75	71	783	166	982	632	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	207	375	1624	185	409	79	75	825	175	1034	666	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	375	1624	185	409	79	75	825	175	1034	666	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	375	1624	185	409	79	75	825	175	1034	666	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.64	0.93	0.93	0.95	0.95	0.85	0.76	0.95	0.85
Lanes:	1.00	1.00	2.00	1.00	1.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	2842	1215	2952	571	1805	3610	1615	2887	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.57	0.15	0.14	0.14	0.04	0.23	0.11	0.36	0.18	0.09
Crit Moves:		****		****				****		****		
Green Time:	48.3	35.0	61.7	39.4	30.1	30.1	38.6	28.0	28.0	58.7	44.1	44.1
Volume/Cap:	0.53	0.65	1.06	0.64	0.53	0.53	0.21	0.94	0.45	0.79	0.48	0.23
Delay/Veh:	24.3	37.3	69.0	33.4	36.9	36.9	26.8	59.9	37.7	26.6	27.0	24.2
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:	24.3	37.3	69.0	33.4	36.9	36.9	26.8	59.9	37.7	26.6	27.0	24.2
LOS by Move:	C	D	E	C	D	D	C	E	D	C	C	C
HCM2k95thQ:	12	22	69	13	15	15	4	33	11	27	17	7

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PM Cumulative Plus Project (2020) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	16	Average Delay (sec/veh):	29.6
Optimal Cycle:	120	Level Of Service:	C

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	271	0	674	28	0	552	274	817	774	21	394	294
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	287	0	714	30	0	585	290	866	820	22	418	312
Added Vol:	153	0	112	49	0	222	168	90	230	64	79	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	826	79	0	807	458	956	1050	86	497	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	463	0	870	83	0	850	483	1006	1106	91	523	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	0	870	83	0	850	483	1006	1106	91	523	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	0	870	83	0	850	483	1006	1106	91	523	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.31	0.05	0.00	0.30	0.27	0.28	0.68	0.05	0.14	0.24
Crit Moves:			****	****					****	****		
Green Time:	40.8	0.0	40.8	6.1	0.0	48.4	42.3	73.6	114.3	6.7	38.0	38.0
Volume/Cap:	0.39	0.00	0.90	0.90	0.00	0.74	0.76	0.45	0.72	0.90	0.46	0.76
Delay/Veh:	30.4	0.0	49.1	119.1	0.0	33.1	39.7	12.6	2.1	115.2	33.1	43.4
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:	30.4	0.0	49.1	119.1	0.0	33.1	39.7	12.6	2.1	115.2	33.1	43.4
LOS by Move:	C	A	D	F	A	C	D	B	A	F	C	D
HCM2k95thQ:	13	0	35	11	0	28	26	18	12	11	15	25

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PM Cumulative Plus Project (2020) - (Weekday: Game Day) - Mitigation
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Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	16	Average Delay (sec/veh):	36.0
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	276	2	431	14	7	0	1	942	287	303	616	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	293	2	457	15	7	0	1	999	304	321	653	1
Added Vol:	51	0	44	0	1	16	17	222	46	48	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	2	501	15	8	16	18	1221	350	369	828	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	362	2	527	16	9	17	19	1285	369	389	872	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	2	527	16	9	17	19	1285	369	389	872	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	2	527	16	9	17	19	1285	369	389	872	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.88	0.88	0.88	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.40	0.01	1.59	0.76	0.43	0.81	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2383	8	2697	1257	713	1355	1805	3610	1615	3502	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.20	0.01	0.01	0.01	0.01	0.36	0.23	0.11	0.24	0.24
Crit Moves:		****			****			****		****		
Green Time:	28.1	28.1	40.0	6.0	6.0	6.0	9.9	38.0	38.0	11.9	40.0	40.0
Volume/Cap:	0.54	0.94	0.49	0.21	0.21	0.21	0.11	0.94	0.60	0.94	0.61	0.61
Delay/Veh:	30.8	51.0	22.6	45.3	45.3	45.3	41.3	42.0	26.6	72.3	24.5	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:	30.8	51.0	22.6	45.3	45.3	45.3	41.3	42.0	26.6	72.3	24.5	24.5
LOS by Move:	C	D	C	D	D	D	D	D	C	E	C	C
HCM2k95thQ:	14	31	15	2	2	2	1	41	18	18	21	21

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APPENDIX F

YEAR 2030 (WEEKDAY) TRAFFIC CONDITIONS
INTERSECTION LEVEL OF SERVICE CALCULATION
WORKSHEETS

APPENDIX F-I

YEAR 2030 CUMULATIVE (WEEKDAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.115
Loss Time (sec):	16	Average Delay (sec/veh):	79.7
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	217	404	232	264	637	246	102	890	271	215	951	197
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:	217	404	232	264	637	246	102	890	271	215	951	197
Added Vol:	18	9	0	14	36	0	0	21	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	413	232	278	673	246	102	911	344	215	951	197
User Adj:	1.00	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:	235	413	232	278	673	246	102	911	344	215	951	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	413	232	278	673	246	102	911	344	215	951	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	413	232	278	673	246	102	911	344	215	951	197
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	1.00	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.28	0.72	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1805	2187	1228	1805	1900	1615	1805	2513	949	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.15	0.35	0.15	0.06	0.36	0.36	0.12	0.26	0.12
Crit Moves:	****				****			****		****		
Green Time:	14.0	32.7	32.7	19.5	38.1	38.1	9.2	39.0	39.0	12.8	42.7	42.7
Volume/Cap:	1.11	0.69	0.69	0.95	1.11	0.48	0.74	1.11	1.11	1.11	0.74	0.34
Delay/Veh:	149.1	41.5	41.5	88.7	113	33.7	73.4	105	104.6	152.5	36.1	28.7
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:	149.1	41.5	41.5	88.7	113	33.7	73.4	105	104.6	152.5	36.1	28.7
LOS by Move:	F	D	D	F	F	C	E	F	F	F	D	C
HCM2k95thQ:	26	22	22	25	58	14	10	57	57	25	30	10

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	12	Average Delay (sec/veh):	18.6
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	64	635	34	12	659	52	62	81	92	40	64	31
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:	64	635	34	12	659	52	62	81	92	40	64	31
Added Vol:	0	24	9	0	94	0	0	10	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	659	43	12	753	52	62	91	92	42	64	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	659	43	12	753	52	62	91	92	42	64	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	659	43	12	753	52	62	91	92	42	64	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	659	43	12	753	52	62	91	92	42	64	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.83	0.83	0.85	0.84	0.84	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.41	0.59	1.00	0.40	0.60	1.00
Final Sat.:	1805	1768	115	1805	1900	1615	638	936	1615	629	958	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.40	0.03	0.10	0.10	0.06	0.07	0.07	0.02
Crit Moves:	****				****			****				
Green Time:	6.0	50.9	50.9	9.1	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.53	0.66	0.66	0.07	0.66	0.05	0.49	0.49	0.28	0.33	0.33	0.10
Delay/Veh:	45.1	15.1	15.1	36.8	13.4	7.5	33.1	33.1	31.0	31.5	31.5	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:	45.1	15.1	15.1	36.8	13.4	7.5	33.1	33.1	31.0	31.5	31.5	29.5
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	5	25	25	1	25	1	8	8	5	6	6	2

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	59	717	246	60	665	27	3	26	71	107	21	82
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:	59	717	246	60	665	27	3	26	71	107	21	82
Added Vol:	0	9	122	94	2	0	0	11	0	29	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	726	368	154	667	27	3	37	71	136	21	106
User Adj:	1.00	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:	59	726	368	154	667	27	3	37	71	136	21	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	726	368	154	667	27	3	37	71	136	21	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	726	368	154	667	27	3	37	71	136	21	106
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	0.99	0.99	0.62	1.00	0.85	0.74	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.17	0.83
Final Sat.:	1805	1900	1615	1805	1815	73	1170	1900	1615	1402	275	1388
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.23	0.09	0.37	0.37	0.00	0.02	0.04	0.10	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	58.3	49.0	49.0	64.0	50.8	50.8	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.14	0.70	0.42	0.36	0.65	0.65	0.01	0.10	0.22	0.48	0.38	0.38
Delay/Veh:	8.1	17.3	12.4	10.0	14.9	14.9	28.9	29.5	30.5	33.2	31.9	31.9
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:	8.1	17.3	12.4	10.0	14.9	14.9	28.9	29.5	30.5	33.2	31.9	31.9
LOS by Move:	A	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	25	11	4	24	24	0	2	4	8	7	7

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	230	41	26	276	30	27	70	23	48	108	49
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:	11	230	41	26	276	30	27	70	23	48	108	49
Added Vol:	0	49	0	0	2	0	0	19	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	279	41	26	278	30	27	89	23	48	113	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	279	41	26	278	30	27	89	23	48	113	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	279	41	26	278	30	27	89	23	48	113	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	279	41	26	278	30	27	89	23	48	113	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.08	0.83	0.09	0.19	0.64	0.17	0.23	0.54	0.23
Final Sat.:	21	542	80	50	534	58	105	345	89	130	307	133
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.52	0.52	0.52	0.26	0.26	0.26	0.37	0.37	0.37
Crit Moves:		****			****			****			****	
Delay/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	10.7	10.7	10.7	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	10.7	10.7	10.7	11.6	11.6	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.3			13.5			10.7			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.3			13.5			10.7			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.9	0.9	0.9	0.9	0.9	0.9	0.3	0.3	0.3	0.5	0.5	0.5

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	1.041
Loss Time (sec):	12	Average Delay (sec/veh):	60.9
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	4	4	3	158	2	544	219	792	3	10	1492	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	4	3	158	2	544	219	792	3	10	1492	97
Added Vol:	0	0	0	21	0	11	0	0	0	0	78	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	3	179	2	555	219	792	3	10	1570	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	4	3	179	2	555	219	792	3	10	1570	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	3	179	2	555	219	792	3	10	1570	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	3	179	2	555	219	792	3	10	1570	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	904	904	1615	1448	1900	1615	1805	3593	14	1805	3359	218
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.34	0.12	0.22	0.22	0.01	0.47	0.47
Crit Moves:						****	****				****	
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	13.4	52.6	52.6	12.4	51.6	51.6
Volume/Cap:	0.01	0.01	0.01	0.37	0.00	1.04	1.04	0.48	0.48	0.05	1.04	1.04
Delay/Veh:	25.9	25.9	25.9	29.9	25.8	88.6	124.0	21.9	21.9	46.1	65.6	65.6
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:	25.9	25.9	25.9	29.9	25.8	88.6	124.0	21.9	21.9	46.1	65.6	65.6
LOS by Move:	C	C	C	C	C	F	F	C	C	D	E	E
HCM2k95thQ:	0	0	0	10	0	45	23	19	19	1	57	57

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	4	8	10	3	8	7	129	26	14	285	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	4	8	10	3	8	7	129	26	14	285	11
Added Vol:	2	0	0	1	0	1	2	9	9	0	35	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	4	8	11	3	9	9	138	35	14	320	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	4	8	11	3	9	9	138	35	14	320	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	4	8	11	3	9	9	138	35	14	320	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	4	8	11	3	9	9	138	35	14	320	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.08	0.15	0.48	0.13	0.39	0.05	0.76	0.19	0.04	0.92	0.04
Final Sat.:	498	50	100	316	86	258	40	616	156	34	768	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.22	0.22	0.22	0.42	0.42	0.42
Crit Moves:		****			****		****				****	
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.5	8.5	8.5	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.5	8.5	8.5	10.2	10.2	10.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.5			8.1			8.5			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.1			8.5			10.2	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	16	Average Delay (sec/veh):	25.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	62	198	51	48	208	189	88	458	8	38	565	98
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:	62	198	51	48	208	189	88	458	8	38	565	98
Added Vol:	0	52	0	3	12	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	250	51	51	220	189	88	458	8	38	565	111
User Adj:	1.00	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:	62	250	51	51	220	189	88	458	8	38	565	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	250	51	51	220	189	88	458	8	38	565	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	250	51	51	220	189	88	458	8	38	565	111
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.67	0.33
Final Sat.:	1805	2923	596	1805	1900	1615	1805	3537	62	1805	2942	578
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.03	0.12	0.12	0.05	0.13	0.13	0.02	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	6.1	25.1	25.1	6.0	25.0	25.0	8.7	33.4	33.4	9.5	34.2	34.2
Volume/Cap:	0.51	0.31	0.31	0.42	0.42	0.42	0.51	0.35	0.35	0.20	0.51	0.51
Delay/Veh:	43.9	25.8	25.8	42.7	27.1	27.2	41.0	20.6	20.6	37.3	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	25.8	25.8	42.7	27.1	27.2	41.0	20.6	20.6	37.3	21.7	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	5	7	7	3	9	8	6	10	10	2	15	15

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	16	Average Delay (sec/veh):	39.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	124	175	91	94	320	217	202	665	114	185	1061	83
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:	124	175	91	94	320	217	202	665	114	185	1061	83
Added Vol:	5	64	17	0	251	0	0	0	21	68	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	239	108	94	571	217	202	665	135	253	1139	83
User Adj:	1.00	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:	129	239	108	94	571	217	202	665	135	253	1139	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	239	108	94	571	217	202	665	135	253	1139	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	239	108	94	571	217	202	665	135	253	1139	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.38	0.62	1.00	1.45	0.55	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	3502	2370	1071	1805	2509	953	1805	2926	594	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.23	0.23	0.11	0.23	0.23	0.14	0.32	0.05
Crit Moves:		****		****			****				****	
Green Time:	6.6	28.0	28.0	6.1	27.5	27.5	13.1	33.3	33.3	16.7	36.8	36.8
Volume/Cap:	0.56	0.36	0.36	0.86	0.83	0.83	0.86	0.68	0.68	0.84	0.86	0.14
Delay/Veh:	48.3	29.1	29.1	91.1	40.2	40.2	67.7	30.5	30.5	59.2	34.8	21.1
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:	48.3	29.1	29.1	91.1	40.2	40.2	67.7	30.5	30.5	59.2	34.8	21.1
LOS by Move:	D	C	C	F	D	D	E	C	C	E	C	C
HCM2k95thQ:	4	9	9	10	26	26	13	20	20	14	29	3

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	395	0	0	569	0	0	0	0	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	395	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	87	0	0	340	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	482	0	0	909	0	0	0	0	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	482	0	0	909	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	482	0	0	909	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	12	Average Delay (sec/veh):	21.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	148	386	0	0	456	114	10	0	29	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:	148	386	0	0	456	114	10	0	29	0	0	0
Added Vol:	4	85	4	4	331	4	1	0	1	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	471	4	4	787	118	11	0	30	1	0	1
User Adj:	1.00	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:	152	471	4	4	787	118	11	0	30	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	471	4	4	787	118	11	0	30	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	471	4	4	787	118	11	0	30	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.86	1.00	0.86	0.89	1.00	0.89
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	0.27	0.00	0.73	0.50	0.00	0.50
Final Sat.:	1805	3576	30	1805	3080	462	438	0	1194	846	0	846
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.00	0.26	0.26	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	13.1	37.1	37.1	15.9	39.9	39.9	25.0	0.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.58	0.32	0.32	0.01	0.58	0.58	0.09	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	39.0	18.0	18.0	30.6	19.3	19.3	24.2	0.0	24.2	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	18.0	18.0	30.6	19.3	19.3	24.2	0.0	24.2	23.5	0.0	23.5
LOS by Move:	D	B	B	C	B	B	C	A	C	C	A	C
HCM2k95thQ:	8	9	9	0	17	17	2	0	2	0	0	0

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	532	0	0	484	0	0	0	0	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	532	0	0	484	0	0	0	0	0	0	0
Added Vol:	0	93	0	0	333	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	625	0	0	817	0	0	0	0	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	625	0	0	817	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	625	0	0	817	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	313
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	689
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	689
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	16	Average Delay (sec/veh):	33.2
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	15	345	34	40	380	64	56	74	14	133	233	133
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:	15	345	34	40	380	64	56	74	14	133	233	133
Added Vol:	8	85	8	1	331	1	4	1	1	32	31	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	430	42	41	711	65	60	75	15	165	264	137
User Adj:	1.00	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:	23	430	42	41	711	65	60	75	15	165	264	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	430	42	41	711	65	60	75	15	165	264	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	430	42	41	711	65	60	75	15	165	264	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.83	0.17	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1805	3246	317	1805	3265	298	1805	1544	309	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.02	0.22	0.22	0.03	0.05	0.05	0.09	0.14	0.08
Crit Moves:	****				****			****			****	
Green Time:	44.3	38.3	38.3	51.5	41.5	41.5	25.0	25.0	25.0	26.5	26.5	26.5
Volume/Cap:	0.10	0.40	0.40	0.11	0.60	0.60	0.15	0.22	0.22	0.40	0.60	0.37
Delay/Veh:	23.1	29.7	29.7	18.7	30.8	30.8	36.6	37.3	37.3	38.1	41.9	37.8
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:	23.1	29.7	29.7	18.7	30.8	30.8	36.6	37.3	37.3	38.1	41.9	37.8
LOS by Move:	C	C	C	B	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	12	12	2	21	21	4	5	5	9	15	8

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	12	Average Delay (sec/veh):	20.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	140	335	7	3	378	182	79	1	74	4	3	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	335	7	3	378	182	79	1	74	4	3	11
Added Vol:	57	8	0	0	1	363	93	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	343	7	3	379	545	172	1	89	4	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	343	7	3	379	545	172	1	89	4	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	343	7	3	379	545	172	1	89	4	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	343	7	3	379	545	172	1	89	4	3	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.95	0.95	0.53	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.57	0.43	1.00
Final Sat.:	963	3527	72	998	3610	1615	1805	1900	1615	1055	791	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.10	0.00	0.10	0.34	0.10	0.00	0.06	0.00	0.00	0.01
Crit Moves:						****	****				****	
Green Time:	63.9	63.9	63.9	63.9	63.9	63.9	18.1	18.1	18.1	21.0	21.0	21.0
Volume/Cap:	0.37	0.17	0.17	0.01	0.19	0.61	0.61	0.00	0.35	0.02	0.02	0.04
Delay/Veh:	14.7	12.6	12.6	11.4	12.7	18.3	48.9	40.9	44.1	38.6	38.6	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	12.6	12.6	11.4	12.7	18.3	48.9	40.9	44.1	38.6	38.6	38.7
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2k95thQ:	8	6	6	0	7	23	13	0	6	0	0	1

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[99.0]

****

Street Name:	East Campus Driveway #1						Foothill Boulevard					
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 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	22	0	28	58	776	0	0	1358	108
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	22	0	28	58	776	0	0	1358	108
Added Vol:	0	0	0	0	0	0	0	17	0	0	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	793	0	0	1504	108
User Adj:	1.00	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	22	0	28	58	793	0	0	1504	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	28	58	793	0	0	1504	108
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2071	2467	806	1612	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	48	31	329	410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	43	26	329	410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.52	0.00	0.09	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	83	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	99.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			99.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.210
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0 0	0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	131	0	66	0	0	0	0	163	73	69	404	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:	131	0	66	0	0	0	0	163	73	69	404	0
Added Vol:	0	0	0	0	0	0	0	10	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	66	0	0	0	0	173	73	69	471	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:	131	0	66	0	0	0	0	173	73	69	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	66	0	0	0	0	173	73	69	471	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
FinalVolume:	131	0	66	0	0	0	0	173	73	69	471	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.41	0.59	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2424	1023	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.04	0.13	0.00
Crit Moves:	****							****		****		
Green Time:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	30.6	30.6	16.4	46.9	0.0
Volume/Cap:	0.21	0.00	0.12	0.00	0.00	0.00	0.00	0.21	0.21	0.21	0.25	0.00
Delay/Veh:	21.0	0.0	20.2	0.0	0.0	0.0	0.0	21.2	21.2	31.6	11.9	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:	21.0	0.0	20.2	0.0	0.0	0.0	0.0	21.2	21.2	31.6	11.9	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	C	B	A
HCM2k95thQ:	5	0	3	0	0	0	0	5	5	3	7	0

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	4.318
Loss Time (sec):	16	Average Delay (sec/veh):	238.9
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	108	530	299	188	149	88	518	199	1392	775	348
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:	82	108	530	299	188	149	88	518	199	1392	775	348
Added Vol:	0	0	65	0	11	0	0	0	0	299	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	108	595	299	199	149	88	518	199	1691	775	348
User Adj:	1.00	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:	82	108	595	299	199	149	88	518	199	1691	775	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	108	595	299	199	149	88	518	199	1691	775	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	108	595	299	199	149	88	518	199	1691	775	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.66	0.89	0.89	0.95	0.95	0.85	0.27	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1256	1932	1447	1805	3610	1615	508	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.37	0.24	0.10	0.10	0.05	0.14	0.12	3.33	0.21	0.22
Crit Moves:				****						****		
Green Time:	37.7	31.0	71.8	46.2	31.5	31.5	37.4	25.0	25.0	73.8	53.4	53.4
Volume/Cap:	0.25	0.22	0.62	0.66	0.39	0.39	0.27	0.69	0.59	2.37	0.48	0.48
Delay/Veh:	30.1	35.2	16.5	37.3	36.7	36.7	30.3	46.6	45.7	652.8	23.8	24.1
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:	30.1	35.2	16.5	37.3	36.7	36.7	30.3	46.6	45.7	652.8	23.8	24.1
LOS by Move:	C	D	B	D	D	D	C	D	D	F	C	C
HCM2k95thQ:	5	6	25	18	11	11	5	19	14	268	18	16

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	16	Average Delay (sec/veh):	82.4
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	29	497	1	0	900	553	244	4	29	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	497	1	0	900	553	244	4	29	1	3	4
Added Vol:	0	1	0	0	59	251	64	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	498	1	0	959	804	308	4	29	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	498	1	0	959	804	308	4	29	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	498	1	0	959	804	308	4	29	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	498	1	0	959	804	308	4	29	1	3	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.12	0.38	0.50
Final Sat.:	1805	3603	7	1900	3610	1615	3397	42	1946	220	661	881
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.00	0.27	0.50	0.09	0.10	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****		****		
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.32	0.33	0.33	0.00	0.71	1.33	0.44	0.46	0.07	0.02	0.02	0.02
Delay/Veh:	57.1	23.1	23.1	0.0	33.7	196.1	41.7	42.1	38.2	35.4	35.4	35.4
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:	57.1	23.1	23.1	0.0	33.7	196.1	41.7	42.1	38.2	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	F	D	D	D	D	D	D
HCM2k95thQ:	3	12	12	0	29	84	11	11	2	0	0	0

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	16	Average Delay (sec/veh):	34.4
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	237	477	147	156	615	106	89	616	132	191	922	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:	237	477	147	156	615	106	89	616	132	191	922	178
Added Vol:	0	0	0	0	0	59	1	17	0	1	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	477	147	156	615	165	90	633	132	192	1009	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:	237	477	147	156	615	165	90	633	132	192	1009	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	477	147	156	615	165	90	633	132	192	1009	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
FinalVolume:	237	477	147	156	615	165	90	633	132	192	1009	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	0.88	0.88	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.37	0.63	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	3959	1062	1805	3610	1615	1805	3001	529
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.09	0.04	0.16	0.16	0.05	0.18	0.08	0.11	0.34	0.34
Crit Moves:	****				****			****		****		
Green Time:	8.2	29.2	29.2	7.0	28.0	28.0	7.0	35.0	35.0	12.8	40.8	40.8
Volume/Cap:	0.83	0.45	0.31	0.64	0.55	0.55	0.71	0.50	0.23	0.83	0.82	0.82
Delay/Veh:	63.2	29.2	28.0	50.7	31.2	31.2	62.8	25.9	23.2	63.9	30.3	30.3
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:	63.2	29.2	28.0	50.7	31.2	31.2	62.8	25.9	23.2	63.9	30.3	30.3
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	12	12	7	7	15	15	6	15	5	15	33	33

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	16	Average Delay (sec/veh):	27.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	1 0 1	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	94	616	71	34	843	49	22	120	33	86	304	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:	94	616	71	34	843	49	22	120	33	86	304	62
Added Vol:	21	0	0	0	0	1	0	9	1	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	616	71	34	843	50	22	129	34	86	350	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	616	71	34	843	50	22	129	34	86	350	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	616	71	34	843	50	22	129	34	86	350	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	616	71	34	843	50	22	129	34	86	350	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	2.00	2.69	0.31	1.00	2.83	0.17	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	3502	4581	528	1805	4857	288	1805	2768	730	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.17	0.17	0.01	0.05	0.05	0.05	0.18	0.04
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.49	0.45	0.45	0.27	0.58	0.58	0.18	0.12	0.12	0.71	0.47	0.10
Delay/Veh:	42.2	26.0	26.0	40.7	27.2	27.2	40.4	17.7	17.7	59.5	21.1	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:	42.2	26.0	26.0	40.7	27.2	27.2	40.4	17.7	17.7	59.5	21.1	17.5
LOS by Move:	D	C	C	D	C	C	D	B	B	E	C	B
HCM2k95thQ:	5	11	11	2	15	15	1	3	3	8	14	2

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec): 120 Critical Vol./Cap.(X): 1.744
Loss Time (sec): 16 Average Delay (sec/veh): 298.0
Optimal Cycle: 120 Level Of Service: F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	2	1 0	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	360	0	488	37	0	1123	301	446	562	21	1483	715
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:	360	0	488	37	0	1123	301	446	562	21	1483	715
Added Vol:	114	0	0	0	0	179	24	0	40	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	0	488	37	0	1302	325	446	602	21	1489	715
User Adj:	1.00	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:	474	0	488	37	0	1302	325	446	602	21	1489	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	0	488	37	0	1302	325	446	602	21	1489	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	0	488	37	0	1302	325	446	602	21	1489	715
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.17	0.02	0.00	0.81	0.18	0.12	0.37	0.01	0.41	0.44
Crit Moves:	****					****	****					****
Green Time:	18.1	0.0	18.1	43.1	0.0	55.5	12.4	36.9	36.9	6.0	30.5	30.5
Volume/Cap:	1.74	0.00	1.14	0.06	0.00	1.74	1.74	0.40	1.21	0.23	1.62	1.74
Delay/Veh:	400.7	0.0	138.7	25.2	0.0	372.7	409.9	33.1	155.2	56.1	331	389.6
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:	400.7	0.0	138.7	25.2	0.0	372.7	409.9	33.1	155.2	56.1	331	389.6
LOS by Move:	F	A	F	C	A	F	F	C	F	E	F	F
HCM2k95thQ:	67	0	30	2	0	173	46	12	56	2	100	97

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AM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	315	0	171	4	1	0	0	564	212	378	1174	1
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:	315	0	171	4	1	0	0	564	212	378	1174	1
Added Vol:	0	0	0	0	0	0	0	17	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	0	171	4	1	0	0	581	212	378	1262	1
User Adj:	1.00	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:	315	0	171	4	1	0	0	581	212	378	1262	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	171	4	1	0	0	581	212	378	1262	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	0	171	4	1	0	0	581	212	378	1262	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.91	0.95	1.00	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2874	0	2357	1736	1736	0	1900	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.13	0.11	0.35	0.35
Crit Moves:	****			****			****				****	
Green Time:	15.7	0.0	31.9	28.0	28.0	0.0	0.0	34.1	34.1	16.2	50.3	50.3
Volume/Cap:	0.77	0.00	0.25	0.01	0.00	0.00	0.00	0.52	0.42	0.73	0.77	0.77
Delay/Veh:	50.9	0.0	29.9	30.6	30.6	0.0	0.0	31.7	30.7	50.3	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	0.0	29.9	30.6	30.6	0.0	0.0	31.7	30.7	50.3	27.2	27.2
LOS by Move:	D	A	C	C	C	A	A	C	C	D	C	C
HCM2k95thQ:	15	0	7	0	0	0	0	16	11	15	34	34

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.587
Loss Time (sec):	16	Average Delay (sec/veh):	194.8
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
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:	542	895	247	207	724	123	92	1138	525	262	1183	198
Added Vol:	52	26	0	2	30	0	0	4	60	0	21	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	921	247	209	754	123	92	1142	585	262	1204	212
User Adj:	1.00	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:	594	921	247	209	754	123	92	1142	585	262	1204	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	921	247	209	754	123	92	1142	585	262	1204	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	921	247	209	754	123	92	1142	585	262	1204	212
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	1.00	0.85	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.32	0.68	1.00	2.00	1.00
Final Sat.:	1805	2755	739	1805	1900	1615	1805	2265	1160	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.40	0.08	0.05	0.50	0.50	0.15	0.33	0.13
Crit Moves:	****				****			****		****		
Green Time:	24.9	40.8	40.8	14.1	30.0	30.0	6.5	38.1	38.1	11.0	42.6	42.6
Volume/Cap:	1.59	0.98	0.98	0.98	1.59	0.30	0.94	1.59	1.59	1.59	0.94	0.37
Delay/Veh:	324.0	61.4	61.4	109.7	319	37.0	127.9	309	309.4	345.3	50.7	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	324.0	61.4	61.4	109.7	319	37.0	127.9	309	309.4	345.3	50.7	29.1
LOS by Move:	F	E	E	F	F	D	F	F	F	F	D	C
HCM2k95thQ:	76	46	46	21	95	7	12	113	113	39	44	11

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	12	Average Delay (sec/veh):	20.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	88	829	29	15	722	62	56	55	111	45	74	66
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:	88	829	29	15	722	62	56	55	111	45	74	66
Added Vol:	0	64	3	0	85	0	0	2	0	8	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	893	32	15	807	62	56	57	111	53	84	66
User Adj:	1.00	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:	88	893	32	15	807	62	56	57	111	53	84	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	893	32	15	807	62	56	57	111	53	84	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	893	32	15	807	62	56	57	111	53	84	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.70	0.70	0.85	0.81	0.81	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.50	0.50	1.00	0.39	0.61	1.00
Final Sat.:	1805	1825	65	1805	1900	1615	655	667	1615	597	946	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.01	0.42	0.04	0.09	0.09	0.07	0.09	0.09	0.04
Crit Moves:		****		****							****	
Green Time:	8.9	69.0	69.0	6.0	66.1	66.1	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.58	0.74	0.74	0.15	0.67	0.06	0.50	0.50	0.40	0.52	0.52	0.24
Delay/Veh:	51.5	14.6	14.6	47.7	14.1	7.5	41.1	41.1	39.7	41.4	41.4	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	14.6	14.6	47.7	14.1	7.5	41.1	41.1	39.7	41.4	41.4	38.0
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	7	35	35	1	30	2	8	8	7	9	9	4

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	12	Average Delay (sec/veh):	30.1
Optimal Cycle:	116	Level Of Service:	C

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	142	676	265	57	782	98	57	53	131	256	81	159
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:	142	676	265	57	782	98	57	53	131	256	81	159
Added Vol:	0	3	103	85	8	0	0	2	0	87	10	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	679	368	142	790	98	57	55	131	343	91	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	679	368	142	790	98	57	55	131	343	91	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	679	368	142	790	98	57	55	131	343	91	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	679	368	142	790	98	57	55	131	343	91	224
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	0.98	0.98	0.33	1.00	0.85	0.72	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1805	1900	1615	1805	1663	206	633	1900	1615	1374	490	1207
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.23	0.08	0.47	0.47	0.09	0.03	0.08	0.25	0.19	0.19
Crit Moves:	****				****					****		
Green Time:	51.7	44.1	44.1	57.8	46.1	46.1	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.60	0.73	0.47	0.39	0.93	0.93	0.33	0.11	0.30	0.93	0.69	0.69
Delay/Veh:	21.6	21.2	15.6	12.2	35.0	35.0	27.6	24.8	26.5	61.0	33.9	33.9
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:	21.6	21.2	15.6	12.2	35.0	35.0	27.6	24.8	26.5	61.0	33.9	33.9
LOS by Move:	C	C	B	B	C	C	C	C	C	E	C	C
HCM2k95thQ:	5	25	12	5	45	45	3	2	6	24	17	17

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	19.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	15	298	96	63	274	38	23	104	12	92	144	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	298	96	63	274	38	23	104	12	92	144	21
Added Vol:	0	10	0	0	48	0	0	7	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	308	96	63	322	38	23	111	12	92	161	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	308	96	63	322	38	23	111	12	92	161	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	308	96	63	322	38	23	111	12	92	161	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	308	96	63	322	38	23	111	12	92	161	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.15	0.76	0.09	0.16	0.76	0.08	0.33	0.59	0.08
Final Sat.:	21	429	134	86	439	52	69	332	36	168	293	38
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.73	0.73	0.73	0.33	0.33	0.33	0.55	0.55	0.55
Crit Moves:		****		****				****			****	
Delay/Veh:	21.1	21.1	21.1	22.2	22.2	22.2	12.6	12.6	12.6	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	21.1	22.2	22.2	22.2	12.6	12.6	12.6	16.1	16.1	16.1
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		21.1			22.2			12.6			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.1			22.2			12.6			16.1	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	2.0	2.0	2.0	2.1	2.1	2.1	0.3	0.3	0.3	0.9	0.9	0.9

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	12	Average Delay (sec/veh):	36.6
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	10	2	6	105	1	188	403	1372	14	10	1325	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	6	105	1	188	403	1372	14	10	1325	169
Added Vol:	0	0	0	18	0	2	10	76	0	0	13	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	6	123	1	190	413	1448	14	10	1338	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2	6	123	1	190	413	1448	14	10	1338	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2	6	123	1	190	413	1448	14	10	1338	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2	6	123	1	190	413	1448	14	10	1338	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.83	0.17	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.76	0.24
Final Sat.:	1389	278	1615	1442	1900	1615	1805	3572	35	1805	3116	429
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.00	0.12	0.23	0.41	0.41	0.01	0.43	0.43
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	28.9	73.9	73.9	9.1	54.1	54.1
Volume/Cap:	0.03	0.03	0.02	0.41	0.00	0.56	0.95	0.66	0.66	0.07	0.95	0.95
Delay/Veh:	37.9	37.9	37.8	42.0	37.6	44.8	75.9	15.6	15.6	51.7	44.5	44.5
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:	37.9	37.9	37.8	42.0	37.6	44.8	75.9	15.6	15.6	51.7	44.5	44.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	D	D
HCM2k95thQ:	1	1	0	8	0	13	33	32	32	1	47	47

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	22	4	16	14	7	4	5	312	23	11	228	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	4	16	14	7	4	5	312	23	11	228	14
Added Vol:	8	0	0	2	0	2	1	35	3	0	13	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	4	16	16	7	6	6	347	26	11	241	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	4	16	16	7	6	6	347	26	11	241	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	4	16	16	7	6	6	347	26	11	241	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	4	16	16	7	6	6	347	26	11	241	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.08	0.32	0.55	0.24	0.21	0.02	0.91	0.07	0.04	0.90	0.06
Final Sat.:	372	50	199	334	146	125	13	745	56	32	712	44
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.47	0.47	0.47	0.34	0.34	0.34
Crit Moves:	****			****					****	****		
Delay/Veh:	8.6	8.6	8.6	8.6	8.6	8.6	11.0	11.0	11.0	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.6	8.6	8.6	11.0	11.0	11.0	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.6			8.6			11.0			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.6			11.0			9.7		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	257	60	160	283	141	135	1216	37	83	718	138
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:	94	257	60	160	283	141	135	1216	37	83	718	138
Added Vol:	0	41	0	9	38	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	298	60	169	321	141	135	1216	37	83	718	149
User Adj:	1.00	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:	94	298	60	169	321	141	135	1216	37	83	718	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	298	60	169	321	141	135	1216	37	83	718	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	298	60	169	321	141	135	1216	37	83	718	149
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.66	0.34
Final Sat.:	1805	2930	590	1805	1900	1615	1805	3489	106	1805	2912	604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.17	0.09	0.07	0.35	0.35	0.05	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	7.0	25.0	25.0	11.2	29.2	29.2	10.1	41.8	41.8	6.0	37.7	37.7
Volume/Cap:	0.74	0.41	0.41	0.83	0.58	0.30	0.74	0.83	0.83	0.77	0.65	0.65
Delay/Veh:	66.5	31.6	31.6	68.2	31.7	27.8	58.9	30.2	30.2	73.7	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	31.6	31.6	68.2	31.7	27.8	58.9	30.2	30.2	73.7	26.9	26.9
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2k95thQ:	9	10	10	11	16	6	11	35	35	8	22	22

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.072
Loss Time (sec):	16	Average Delay (sec/veh):	73.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	141	309	269	177	157	169	272	1345	100	239	1125	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:	141	309	269	177	157	169	272	1345	100	239	1125	90
Added Vol:	15	172	48	0	226	0	0	76	18	58	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	481	317	177	383	169	272	1421	118	297	1138	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	481	317	177	383	169	272	1421	118	297	1138	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	481	317	177	383	169	272	1421	118	297	1138	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	481	317	177	383	169	272	1421	118	297	1138	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.21	0.79	1.00	1.39	0.61	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	3502	2045	1348	1805	2390	1054	1805	3293	273	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.10	0.16	0.16	0.15	0.43	0.43	0.16	0.32	0.06
Crit Moves:		****		****				****		****		
Green Time:	7.5	28.0	28.0	10.7	31.2	31.2	21.1	47.2	47.2	18.0	44.2	44.2
Volume/Cap:	0.71	1.01	1.01	1.10	0.62	0.62	0.86	1.10	1.10	1.10	0.86	0.15
Delay/Veh:	65.7	79.9	79.9	153.4	40.4	40.4	67.9	91.1	91.1	133.7	40.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	79.9	79.9	153.4	40.4	40.4	67.9	91.1	91.1	133.7	40.7	25.5
LOS by Move:	E	E	E	F	D	D	E	F	F	F	D	C
HCM2k95thQ:	6	32	32	21	18	18	19	62	62	24	32	4

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #27 Claremont Boulevard at East Campus Driveway #2

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 0			0 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	702	0	0	462	0	0	0	0	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	702	0	0	462	0	0	0	0	0	0	0
Added Vol:	0	234	0	0	301	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	0	0	763	0	0	0	0	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	936	0	0	763	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	936	0	0	763	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	12	Average Delay (sec/veh):	23.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	115	596	0	0	406	56	105	0	233	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:	115	596	0	0	406	56	105	0	233	0	0	0
Added Vol:	2	226	1	2	298	2	4	0	4	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	822	1	2	704	58	109	0	237	4	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	822	1	2	704	58	109	0	237	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	822	1	2	704	58	109	0	237	4	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	822	1	2	704	58	109	0	237	4	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.81	1.00	0.81	0.84	1.00	0.84
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	0.32	0.00	0.68	0.50	0.00	0.50
Final Sat.:	1805	3606	4	1805	3299	272	486	0	1058	799	0	799
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.00	0.21	0.21	0.22	0.00	0.22	0.01	0.00	0.01
Crit Moves:		****		****			****					
Green Time:	10.1	36.3	36.3	6.0	32.2	32.2	35.7	0.0	35.7	35.7	0.0	35.7
Volume/Cap:	0.58	0.57	0.57	0.02	0.60	0.60	0.57	0.00	0.57	0.01	0.00	0.01
Delay/Veh:	42.1	21.3	21.3	39.3	24.3	24.3	22.3	0.0	22.3	16.5	0.0	16.5
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:	42.1	21.3	21.3	39.3	24.3	24.3	22.3	0.0	22.3	16.5	0.0	16.5
LOS by Move:	D	C	C	D	C	C	C	A	C	B	A	B
HCM2k95thQ:	6	16	16	0	16	16	15	0	15	0	0	0

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #29 Claremont Boulevard at East Campus Driveway #4

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	713	0	0	636	0	0	0	0	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	713	0	0	636	0	0	0	0	0	0	0
Added Vol:	0	229	0	0	306	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	942	0	0	942	0	0	0	0	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	942	0	0	942	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	942	0	0	942	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	471
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	545
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	545
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	16	Average Delay (sec/veh):	37.5
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	19	497	141	163	391	82	123	213	25	88	186	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	497	141	163	391	82	123	213	25	88	186	93
Added Vol:	2	226	22	4	298	4	1	30	8	28	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	723	163	167	689	86	124	243	33	116	192	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	723	163	167	689	86	124	243	33	116	192	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	723	163	167	689	86	124	243	33	116	192	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	723	163	167	689	86	124	243	33	116	192	95
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	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.63	0.37	1.00	1.78	0.22	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1805	2863	646	1805	3155	394	1805	1643	223	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.09	0.22	0.22	0.07	0.15	0.15	0.06	0.10	0.06
Crit Moves:		****		****				****			****	
Green Time:	49.6	39.5	39.5	58.0	43.9	43.9	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.07	0.77	0.77	0.57	0.60	0.60	0.33	0.71	0.71	0.31	0.49	0.28
Delay/Veh:	21.8	39.3	39.3	24.7	31.6	31.6	40.9	50.1	50.1	40.7	42.8	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	39.3	39.3	24.7	31.6	31.6	40.9	50.1	50.1	40.7	42.8	40.4
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	27	27	8	21	21	8	20	20	7	12	6

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	95	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	12	Average Delay (sec/veh):	30.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	94	435	7	3	391	92	218	3	175	3	3	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	435	7	3	391	92	218	3	175	3	3	3
Added Vol:	51	2	0	0	8	327	248	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	437	7	3	399	419	466	3	214	3	3	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	437	7	3	399	419	466	3	214	3	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	437	7	3	399	419	466	3	214	3	3	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	437	7	3	399	419	466	3	214	3	3	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.95	0.95	0.40	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	840	3546	57	768	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.00	0.11	0.26	0.26	0.00	0.13	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green Time:	31.1	31.1	31.1	31.1	31.1	31.1	30.9	30.9	30.9	21.0	21.0	21.0
Volume/Cap:	0.53	0.38	0.38	0.01	0.34	0.79	0.79	0.00	0.41	0.01	0.01	0.01
Delay/Veh:	27.9	24.7	24.7	21.6	24.4	37.1	36.4	21.6	25.4	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	24.7	24.7	21.6	24.4	37.1	36.4	21.6	25.4	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	D	D	C	C	C	C	C
HCM2k95thQ:	7	10	10	0	9	21	25	0	10	0	0	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 16.2 Worst Case Level Of Service: F[399.3]

Street Name:	East Campus Driveway #1									Foothill Boulevard								
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	55	0	71	29	1542	0	0	1182	54								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	55	0	71	29	1542	0	0	1182	54								
Added Vol:	0	0	0	0	0	0	0	124	0	0	71	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	55	0	71	29	1666	0	0	1253	54								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	55	0	71	29	1666	0	0	1253	54								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	55	0	71	29	1666	0	0	1253	54								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	2171	3004	654	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	41	14	414	536	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	39	13	414	536	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	1.40	0.00	0.17	0.05	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	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	80	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	399	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			399.3			xxxxxx			xxxxxx										
ApproachLOS:	*			F			*			*										

Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.327	
Loss Time (sec):	12	Average Delay (sec/veh):	15.8	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	0	25	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	102	0	61	0	0	0	0	471	122	75	332	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:	102	0	61	0	0	0	0	471	122	75	332	0
Added Vol:	0	0	0	0	0	0	0	56	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	61	0	0	0	0	527	122	75	368	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:	102	0	61	0	0	0	0	527	122	75	368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	61	0	0	0	0	527	122	75	368	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
FinalVolume:	102	0	61	0	0	0	0	527	122	75	368	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.92	0.92	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2849	660	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.18	0.18	0.04	0.10	0.00
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	0.0	0.0	0.0	0.0	43.3	43.3	9.7	53.0	0.0
Volume/Cap:	0.20	0.00	0.14	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.17	0.00
Delay/Veh:	25.1	0.0	24.5	0.0	0.0	0.0	0.0	15.0	15.0	38.6	8.5	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:	25.1	0.0	24.5	0.0	0.0	0.0	0.0	15.0	15.0	38.6	8.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	4	0	3	0	0	0	0	11	11	4	5	0

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	100	Critical Vol./Cap.(X):	4.806
Loss Time (sec):	16	Average Delay (sec/veh):	243.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	232	174	1705	232	109	53	52	1042	188	1183	854	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:	232	174	1705	232	109	53	52	1042	188	1183	854	205
Added Vol:	0	10	219	0	2	0	0	0	0	234	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	184	1924	232	111	53	52	1042	188	1417	854	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:	232	184	1924	232	111	53	52	1042	188	1417	854	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	184	1924	232	111	53	52	1042	188	1417	854	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
FinalVolume:	232	184	1924	232	111	53	52	1042	188	1417	854	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.85	0.66	0.90	0.90	0.95	0.95	0.85	0.22	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1349	1900	1615	1259	2326	1111	1805	3610	1615	423	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	1.19	0.18	0.05	0.05	0.03	0.29	0.12	3.35	0.24	0.13
Crit Moves:			****	****						****		
Green Time:	29.1	31.0	65.9	22.5	16.5	16.5	36.6	25.0	25.0	64.9	48.3	48.3
Volume/Cap:	0.66	0.31	1.81	0.85	0.29	0.29	0.14	1.15	0.47	2.00	0.49	0.26
Delay/Veh:	35.7	26.7	384.0	58.2	36.9	36.9	20.9	120	32.7	465.1	17.7	15.5
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:	35.7	26.7	384.0	58.2	36.9	36.9	20.9	120	32.7	465.1	17.7	15.5
LOS by Move:	D	C	F	E	D	D	C	F	C	F	B	B
HCM2k95thQ:	14	9	245	18	5	5	2	47	10	193	17	7

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	54.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	45	1082	5	3	632	207	501	4	45	12	8	1
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:	45	1082	5	3	632	207	501	4	45	12	8	1
Added Vol:	0	58	0	0	10	226	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1140	5	3	642	433	673	4	45	12	8	1
User Adj:	1.00	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:	45	1140	5	3	642	433	673	4	45	12	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1140	5	3	642	433	673	4	45	12	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1140	5	3	642	433	673	4	45	12	8	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.16	0.95	0.85	0.95	0.95	0.95	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.57	0.38	0.05
Final Sat.:	1805	3591	16	304	3610	1615	3465	20	1910	1049	699	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.18	0.27	0.19	0.20	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	11.0	36.0	36.0	25.0	25.0	25.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.24	0.93	0.93	0.04	0.75	1.13	0.82	0.85	0.10	0.04	0.04	0.04
Delay/Veh:	43.8	45.0	45.0	31.0	40.7	124.7	43.7	46.2	31.2	28.6	28.6	28.6
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:	43.8	45.0	45.0	31.0	40.7	124.7	43.7	46.2	31.2	28.6	28.6	28.6
LOS by Move:	D	D	D	C	D	F	D	D	C	C	C	C
HCM2k95thQ:	3	38	38	0	21	39	23	25	2	1	1	1

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	16	Average Delay (sec/veh):	52.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	229	843	217	281	921	200	188	1293	201	154	967	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:	229	843	217	281	921	200	188	1293	201	154	967	269
Added Vol:	0	0	1	0	0	10	58	66	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	843	218	281	921	210	246	1359	201	154	1028	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:	229	843	218	281	921	210	246	1359	201	154	1028	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	843	218	281	921	210	246	1359	201	154	1028	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
FinalVolume:	229	843	218	281	921	210	246	1359	201	154	1028	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	1.59	0.41
Final Sat.:	3502	3610	1615	3502	4106	936	1805	3610	1615	1805	2773	726
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.13	0.08	0.22	0.22	0.14	0.38	0.12	0.09	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	7.0	26.2	26.2	8.8	28.0	28.0	14.5	44.0	44.0	10.0	39.5	39.5
Volume/Cap:	0.99	0.94	0.54	0.96	0.84	0.84	0.99	0.90	0.30	0.90	0.99	0.99
Delay/Veh:	103.7	55.5	35.7	88.4	41.3	41.3	97.8	35.8	20.5	87.7	53.7	53.7
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:	103.7	55.5	35.7	88.4	41.3	41.3	97.8	35.8	20.5	87.7	53.7	53.7
LOS by Move:	F	E	D	F	D	D	F	D	C	F	D	D
HCM2k95thQ:	14	32	13	15	27	27	15	34	8	15	46	46

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	95	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	16	Average Delay (sec/veh):	28.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	105	1030	112	38	822	26	59	294	112	85	207	56
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	1030	112	38	822	26	59	294	112	85	207	56
Added Vol:	4	0	0	0	0	0	1	35	20	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	1030	112	38	822	26	60	329	132	85	238	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	1030	112	38	822	26	60	329	132	85	238	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1030	112	38	822	26	60	329	132	85	238	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	1030	112	38	822	26	60	329	132	85	238	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	2.71	0.29	1.00	2.91	0.09	1.00	1.43	0.57	1.00	1.00	1.00
Final Sat.:	3502	4608	501	1805	5003	158	1805	2466	989	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.16	0.16	0.03	0.13	0.13	0.05	0.13	0.03
Crit Moves:		****		****				****		****		
Green Time:	7.2	31.4	31.4	6.0	30.2	30.2	6.1	35.0	35.0	6.6	35.5	35.5
Volume/Cap:	0.41	0.68	0.68	0.33	0.52	0.52	0.52	0.36	0.36	0.68	0.33	0.09
Delay/Veh:	42.9	28.5	28.5	44.3	26.8	26.8	47.1	22.0	22.0	56.9	21.6	19.4
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:	42.9	28.5	28.5	44.3	26.8	26.8	47.1	22.0	22.0	56.9	21.6	19.4
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	B
HCM2k95thQ:	4	21	21	3	15	15	4	10	10	8	10	2

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.591
Loss Time (sec):	16	Average Delay (sec/veh):	186.5
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	371	0	922	38	0	755	375	1118	1059	29	539	402
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:	371	0	922	38	0	755	375	1118	1059	29	539	402
Added Vol:	88	0	0	0	0	145	84	6	129	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	459	0	922	38	0	900	459	1124	1188	29	540	402
User Adj:	1.00	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:	459	0	922	38	0	900	459	1124	1188	29	540	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	0	922	38	0	900	459	1124	1188	29	540	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	0	922	38	0	900	459	1124	1188	29	540	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.32	0.02	0.00	0.56	0.25	0.31	0.74	0.02	0.15	0.25
Crit Moves:			****			****			****	****		
Green Time:	23.3	0.0	23.3	21.8	0.0	51.5	29.8	52.9	52.9	6.0	29.1	29.1
Volume/Cap:	1.31	0.00	1.67	0.12	0.00	1.30	1.03	0.71	1.67	0.32	0.62	1.03
Delay/Veh:	206.2	0.0	357.3	41.2	0.0	178.5	94.3	28.7	340.8	57.1	41.8	97.5
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:	206.2	0.0	357.3	41.2	0.0	178.5	94.3	28.7	340.8	57.1	41.8	97.5
LOS by Move:	F	A	F	D	A	F	F	C	F	E	D	F
HCM2k95thQ:	52	0	71	2	0	91	31	28	149	3	18	36

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PM General Plan Buildout (2030) - (Weekday)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	16	Average Delay (sec/veh):	93.0
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	378	3	590	19	10	0	1	1289	393	415	843	1
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:	378	3	590	19	10	0	1	1289	393	415	843	1
Added Vol:	0	0	0	0	0	0	0	67	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	3	590	19	10	0	1	1356	393	415	904	1
User Adj:	1.00	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:	378	3	590	19	10	0	1	1356	393	415	904	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	3	590	19	10	0	1	1356	393	415	904	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	3	590	19	10	0	1	1356	393	415	904	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.22	0.01	0.01	0.00	0.00	0.38	0.24	0.12	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	28.0	28.0	39.5	28.0	28.0	0.0	8.0	36.5	36.5	11.5	40.1	40.1
Volume/Cap:	0.69	1.23	0.66	0.05	0.02	0.00	0.01	1.23	0.80	1.23	0.75	0.75
Delay/Veh:	43.5	162	35.6	35.7	35.5	0.0	52.3	155	47.4	182.7	38.2	38.2
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:	43.5	162	35.6	35.7	35.5	0.0	52.3	155	47.4	182.7	38.2	38.2
LOS by Move:	D	F	D	D	D	A	D	F	D	F	D	D
HCM2k95thQ:	19	51	22	1	1	0	0	70	27	27	29	29

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APPENDIX F-II

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Indian Hill Boulevard at Foothill Boulevard

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.115	
Loss Time (sec):	16	Average Delay (sec/veh):	79.8	
Optimal Cycle:	120	Level Of Service:	E	

****

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	217	404	232	264	637	246	102	890	271	215	951	197
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:	217	404	232	264	637	246	102	890	271	215	951	197
Added Vol:	18	9	0	15	36	0	0	22	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	413	232	279	673	246	102	912	344	215	951	197
User Adj:	1.00	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:	235	413	232	279	673	246	102	912	344	215	951	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	413	232	279	673	246	102	912	344	215	951	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	413	232	279	673	246	102	912	344	215	951	197
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	1.00	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.28	0.72	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1805	2187	1228	1805	1900	1615	1805	2514	948	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.15	0.35	0.15	0.06	0.36	0.36	0.12	0.26	0.12
Crit Moves:	****				****			****			****	
Green Time:	14.0	32.6	32.6	19.5	38.1	38.1	9.2	39.0	39.0	12.8	42.7	42.7
Volume/Cap:	1.11	0.69	0.69	0.95	1.11	0.48	0.74	1.11	1.11	1.11	0.74	0.34
Delay/Veh:	149.3	41.5	41.5	89.0	113	33.7	73.3	105	104.7	152.6	36.1	28.7
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:	149.3	41.5	41.5	89.0	113	33.7	73.3	105	104.7	152.6	36.1	28.7
LOS by Move:	F	D	D	F	F	C	E	F	F	F	D	C
HCM2k95thQ:	26	22	22	25	58	14	10	57	57	25	30	10

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	12	Average Delay (sec/veh):	18.6
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	64	635	34	12	659	52	62	81	92	40	64	31
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:	64	635	34	12	659	52	62	81	92	40	64	31
Added Vol:	0	24	9	0	94	0	0	11	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	659	43	12	753	52	62	92	92	42	64	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	659	43	12	753	52	62	92	92	42	64	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	659	43	12	753	52	62	92	92	42	64	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	659	43	12	753	52	62	92	92	42	64	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.83	0.83	0.85	0.84	0.84	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.40	0.60	1.00	0.40	0.60	1.00
Final Sat.:	1805	1768	115	1805	1900	1615	636	943	1615	629	958	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.40	0.03	0.10	0.10	0.06	0.07	0.07	0.02
Crit Moves:	****				****			****				
Green Time:	6.0	50.9	50.9	9.1	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.53	0.66	0.66	0.07	0.66	0.05	0.49	0.49	0.28	0.33	0.33	0.10
Delay/Veh:	45.1	15.1	15.1	36.8	13.4	7.5	33.1	33.1	31.0	31.5	31.5	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:	45.1	15.1	15.1	36.8	13.4	7.5	33.1	33.1	31.0	31.5	31.5	29.5
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	5	25	25	1	25	1	9	9	5	6	6	2

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	59	717	246	60	665	27	3	26	71	107	21	82
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:	59	717	246	60	665	27	3	26	71	107	21	82
Added Vol:	0	9	122	94	2	0	0	11	0	29	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	726	368	154	667	27	3	37	71	136	21	106
User Adj:	1.00	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:	59	726	368	154	667	27	3	37	71	136	21	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	726	368	154	667	27	3	37	71	136	21	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	726	368	154	667	27	3	37	71	136	21	106
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	0.99	0.99	0.62	1.00	0.85	0.74	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.17	0.83
Final Sat.:	1805	1900	1615	1805	1815	73	1170	1900	1615	1402	275	1388
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.23	0.09	0.37	0.37	0.00	0.02	0.04	0.10	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	58.3	49.0	49.0	64.0	50.8	50.8	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.14	0.70	0.42	0.36	0.65	0.65	0.01	0.10	0.22	0.48	0.38	0.38
Delay/Veh:	8.1	17.3	12.4	10.0	14.9	14.9	28.9	29.5	30.5	33.2	31.9	31.9
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:	8.1	17.3	12.4	10.0	14.9	14.9	28.9	29.5	30.5	33.2	31.9	31.9
LOS by Move:	A	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	25	11	4	24	24	0	2	4	8	7	7

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	230	41	26	276	30	27	70	23	48	108	49
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:	11	230	41	26	276	30	27	70	23	48	108	49
Added Vol:	0	49	0	0	2	0	0	21	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	279	41	26	278	30	27	91	23	48	113	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	279	41	26	278	30	27	91	23	48	113	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	279	41	26	278	30	27	91	23	48	113	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	279	41	26	278	30	27	91	23	48	113	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.08	0.83	0.09	0.19	0.65	0.16	0.23	0.54	0.23
Final Sat.:	21	541	80	50	533	57	103	348	88	130	307	133
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.52	0.52	0.52	0.26	0.26	0.26	0.37	0.37	0.37
Crit Moves:		****			****			****				****
Delay/Veh:	13.4	13.4	13.4	13.5	13.5	13.5	10.7	10.7	10.7	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	13.5	13.5	13.5	10.7	10.7	10.7	11.6	11.6	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.4			13.5			10.7			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			13.5			10.7			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.9	0.9	0.9	0.9	0.9	0.9	0.3	0.3	0.3	0.5	0.5	0.5

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #21 Mills Avenue at Foothill Boulevard

****

Cycle (sec):	115			Critical Vol./Cap.(X):			1.041						
Loss Time (sec):	12			Average Delay (sec/veh):			60.9						
Optimal Cycle:	120			Level Of Service:			E						

****

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	4	3	158	2	544	219	792	3	10	1492	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	4	3	158	2	544	219	792	3	10	1492	97
Added Vol:	0	0	1	21	0	11	0	1	0	0	78	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	4	179	2	555	219	793	3	10	1570	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	4	4	179	2	555	219	793	3	10	1570	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	4	179	2	555	219	793	3	10	1570	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	4	179	2	555	219	793	3	10	1570	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	904	904	1615	1448	1900	1615	1805	3593	14	1805	3359	218
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.34	0.12	0.22	0.22	0.01	0.47	0.47
Crit Moves:						****	****				****	
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	13.4	52.6	52.6	12.4	51.6	51.6
Volume/Cap:	0.01	0.01	0.01	0.37	0.00	1.04	1.04	0.48	0.48	0.05	1.04	1.04
Delay/Veh:	25.9	25.9	25.9	29.9	25.8	88.6	124.0	21.9	21.9	46.1	65.6	65.6
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:	25.9	25.9	25.9	29.9	25.8	88.6	124.0	21.9	21.9	46.1	65.6	65.6
LOS by Move:	C	C	C	C	C	F	F	C	C	D	E	E
HCM2k95thQ:	0	0	0	10	0	45	23	19	19	1	57	57

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	4	8	10	3	8	7	129	26	14	285	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	4	8	10	3	8	7	129	26	14	285	11
Added Vol:	2	0	0	1	0	1	2	10	9	0	35	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	4	8	11	3	9	9	139	35	14	320	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	4	8	11	3	9	9	139	35	14	320	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	4	8	11	3	9	9	139	35	14	320	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	4	8	11	3	9	9	139	35	14	320	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.08	0.15	0.48	0.13	0.39	0.05	0.76	0.19	0.04	0.92	0.04
Final Sat.:	497	50	99	316	86	258	40	617	155	34	768	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.23	0.23	0.23	0.42	0.42	0.42
Crit Moves:		****			****			****			****	
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.5	8.5	8.5	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.5	8.5	8.5	10.2	10.2	10.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.5			8.1			8.5			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.1			8.5			10.2	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	16	Average Delay (sec/veh):	25.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	62	198	51	48	208	189	88	458	8	38	565	98
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:	62	198	51	48	208	189	88	458	8	38	565	98
Added Vol:	0	52	0	3	12	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	250	51	51	220	189	88	458	8	38	565	111
User Adj:	1.00	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:	62	250	51	51	220	189	88	458	8	38	565	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	250	51	51	220	189	88	458	8	38	565	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	250	51	51	220	189	88	458	8	38	565	111
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.67	0.33
Final Sat.:	1805	2923	596	1805	1900	1615	1805	3537	62	1805	2942	578
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.03	0.12	0.12	0.05	0.13	0.13	0.02	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	6.1	25.1	25.1	6.0	25.0	25.0	8.7	33.4	33.4	9.5	34.2	34.2
Volume/Cap:	0.51	0.31	0.31	0.42	0.42	0.42	0.51	0.35	0.35	0.20	0.51	0.51
Delay/Veh:	43.9	25.8	25.8	42.7	27.1	27.2	41.0	20.6	20.6	37.3	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	25.8	25.8	42.7	27.1	27.2	41.0	20.6	20.6	37.3	21.7	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	5	7	7	3	9	8	6	10	10	2	15	15

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692	
Loss Time (sec):	16	Average Delay (sec/veh):	39.5	
Optimal Cycle:	90	Level Of Service:	D	

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	124	175	91	94	320	217	202	665	114	185	1061	83
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:	124	175	91	94	320	217	202	665	114	185	1061	83
Added Vol:	6	65	18	0	253	0	0	0	23	70	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	240	109	94	573	217	202	665	137	255	1139	83
User Adj:	1.00	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:	130	240	109	94	573	217	202	665	137	255	1139	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	240	109	94	573	217	202	665	137	255	1139	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	240	109	94	573	217	202	665	137	255	1139	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.38	0.62	1.00	1.45	0.55	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	3502	2366	1074	1805	2511	951	1805	2916	601	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.23	0.23	0.11	0.23	0.23	0.14	0.32	0.05
Crit Moves:		****		****			****				****	
Green Time:	6.6	28.0	28.0	6.1	27.5	27.5	13.1	33.2	33.2	16.7	36.8	36.8
Volume/Cap:	0.56	0.36	0.36	0.86	0.83	0.83	0.86	0.69	0.69	0.84	0.86	0.14
Delay/Veh:	48.5	29.1	29.1	91.1	40.3	40.3	67.7	30.7	30.7	59.4	34.8	21.1
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:	48.5	29.1	29.1	91.1	40.3	40.3	67.7	30.7	30.7	59.4	34.8	21.1
LOS by Move:	D	C	C	F	D	D	E	C	C	E	C	C
HCM2k95thQ:	4	9	9	10	26	26	13	20	20	14	29	3

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Claremont Boulevard at East Campus Driveway #2

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Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	395	0	0	569	0	0	0	0	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	395	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	88	0	0	346	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	0	0	915	0	0	0	0	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	483	0	0	915	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	483	0	0	915	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	242
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	766
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	766
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	12	Average Delay (sec/veh):	21.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	148	386	0	0	456	114	10	0	29	2	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:	148	386	0	0	456	114	10	0	29	0	0	0
Added Vol:	4	85	5	10	331	4	1	1	1	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	471	5	10	787	118	11	1	30	2	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:	152	471	5	10	787	118	11	1	30	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	471	5	10	787	118	11	1	30	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	471	5	10	787	118	11	1	30	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.86	0.86	0.86	0.88	1.00	0.88
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	0.26	0.02	0.72	0.50	0.00	0.50
Final Sat.:	1805	3565	38	1805	3080	462	429	39	1170	839	0	839
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.01	0.26	0.26	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	13.1	37.1	37.1	15.9	39.9	39.9	25.0	25.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.58	0.32	0.32	0.03	0.58	0.58	0.09	0.09	0.09	0.01	0.00	0.01
Delay/Veh:	39.0	18.0	18.0	30.7	19.3	19.3	24.2	24.2	24.2	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	18.0	18.0	30.7	19.3	19.3	24.2	24.2	24.2	23.5	0.0	23.5
LOS by Move:	D	B	B	C	B	B	C	C	C	C	A	C
HCM2k95thQ:	8	9	9	0	17	17	2	2	2	0	0	0

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	532	0	0	484	0	0	0	0	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	532	0	0	484	0	0	0	0	0	0	0
Added Vol:	0	94	2	0	334	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	626	2	0	818	0	0	0	0	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	626	2	0	818	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	626	2	0	818	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	314
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	688
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	688
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	16	Average Delay (sec/veh):	33.2
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	15	345	34	40	380	64	56	74	14	133	233	133
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:	15	345	34	40	380	64	56	74	14	133	233	133
Added Vol:	8	85	8	1	331	1	5	1	1	32	31	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	430	42	41	711	65	61	75	15	165	264	139
User Adj:	1.00	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:	23	430	42	41	711	65	61	75	15	165	264	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	430	42	41	711	65	61	75	15	165	264	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	430	42	41	711	65	61	75	15	165	264	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.83	0.17	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1805	3246	317	1805	3265	298	1805	1544	309	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.02	0.22	0.22	0.03	0.05	0.05	0.09	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	44.3	38.3	38.3	51.5	41.5	41.5	25.0	25.0	25.0	26.5	26.5	26.5
Volume/Cap:	0.10	0.40	0.40	0.11	0.60	0.60	0.16	0.22	0.22	0.40	0.60	0.37
Delay/Veh:	23.1	29.7	29.7	18.7	30.8	30.8	36.6	37.3	37.3	38.1	41.9	37.9
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:	23.1	29.7	29.7	18.7	30.8	30.8	36.6	37.3	37.3	38.1	41.9	37.9
LOS by Move:	C	C	C	B	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	12	12	2	21	21	4	5	5	9	15	8

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	115	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	12	Average Delay (sec/veh):	20.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	140	335	7	3	378	182	79	1	74	4	3	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	335	7	3	378	182	79	1	74	4	3	11
Added Vol:	57	8	0	0	1	363	93	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	343	7	3	379	545	172	1	89	4	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	343	7	3	379	545	172	1	89	4	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	343	7	3	379	545	172	1	89	4	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	343	7	3	379	545	172	1	89	4	3	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.95	0.95	0.53	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.57	0.43	1.00
Final Sat.:	963	3527	72	998	3610	1615	1805	1900	1615	1055	791	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.10	0.00	0.10	0.34	0.10	0.00	0.06	0.00	0.00	0.01
Crit Moves:						****	****				****	
Green Time:	63.9	63.9	63.9	63.9	63.9	63.9	18.1	18.1	18.1	21.0	21.0	21.0
Volume/Cap:	0.37	0.17	0.17	0.01	0.19	0.61	0.61	0.00	0.35	0.02	0.02	0.04
Delay/Veh:	14.7	12.6	12.6	11.4	12.7	18.3	48.9	40.9	44.1	38.6	38.6	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	12.6	12.6	11.4	12.7	18.3	48.9	40.9	44.1	38.6	38.6	38.7
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2k95thQ:	8	6	6	0	7	23	13	0	6	0	0	1

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[99.7]

****

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	22	0	28	58	776	0	0	1358	108
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	22	0	28	58	776	0	0	1358	108
Added Vol:	0	0	0	0	0	0	0	18	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	794	0	0	1506	108
User Adj:	1.00	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	22	0	28	58	794	0	0	1506	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	28	58	794	0	0	1506	108
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1663	2524	397	2073	2470	807	1614	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	65	28	608	48	31	329	410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	53	24	608	42	26	329	410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.09	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	83	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	99.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			99.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.230	
Loss Time (sec):	12	Average Delay (sec/veh):	18.6	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name: College Park Drive/East Campus Dr | Arrow Route

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	131	0	66	0	0	0	0	163	73	69	404	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:	131	0	66	0	0	0	0	163	73	69	404	0
Added Vol:	0	0	0	1	0	0	0	11	0	0	69	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	66	1	0	0	0	174	73	69	473	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:	131	0	66	1	0	0	0	174	73	69	473	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	66	1	0	0	0	174	73	69	473	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	0	66	1	0	0	0	174	73	69	473	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.94	1.00	1.00	1.00	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.41	0.59	1.00	1.99	0.01
Final Sat.:	1467	0	1615	1794	0	0	1900	2431	1020	1805	3591	15
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.04	0.13	0.13
Crit Moves:	****							****		****		
Green Time:	35.0	0.0	35.0	35.0	0.0	0.0	0.0	28.0	28.0	15.0	43.0	43.0
Volume/Cap:	0.23	0.00	0.11	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.28	0.28
Delay/Veh:	18.7	0.0	17.6	16.8	0.0	0.0	0.0	23.1	23.1	32.9	14.2	14.2
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:	18.7	0.0	17.6	16.8	0.0	0.0	0.0	23.1	23.1	32.9	14.2	14.2
LOS by Move:	B	A	B	B	A	A	A	C	C	C	B	B
HCM2k95thQ:	5	0	2	0	0	0	0	5	5	3	8	8

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

****

Cycle (sec):	120	Critical Vol./Cap.(X):	4.328
Loss Time (sec):	16	Average Delay (sec/veh):	239.7
Optimal Cycle:	120	Level Of Service:	F

****

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	108	530	299	188	149	88	518	199	1392	775	348
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:	82	108	530	299	188	149	88	518	199	1392	775	348
Added Vol:	0	0	65	0	11	0	0	0	1	302	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	108	595	299	199	149	88	518	200	1694	775	348
User Adj:	1.00	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:	82	108	595	299	199	149	88	518	200	1694	775	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	108	595	299	199	149	88	518	200	1694	775	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	108	595	299	199	149	88	518	200	1694	775	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.66	0.89	0.89	0.95	0.95	0.85	0.27	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1255	1932	1447	1805	3610	1615	507	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.37	0.24	0.10	0.10	0.05	0.14	0.12	3.34	0.21	0.22
Crit Moves:				****						****		
Green Time:	37.7	31.0	71.8	46.2	31.5	31.5	37.4	25.0	25.0	73.8	53.4	53.4
Volume/Cap:	0.25	0.22	0.62	0.66	0.39	0.39	0.27	0.69	0.59	2.38	0.48	0.48
Delay/Veh:	30.1	35.2	16.5	37.3	36.7	36.7	30.3	46.6	45.8	654.5	23.8	24.1
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:	30.1	35.2	16.5	37.3	36.7	36.7	30.3	46.6	45.8	654.5	23.8	24.1
LOS by Move:	C	D	B	D	D	D	C	D	D	F	C	C
HCM2k95thQ:	5	6	25	18	11	11	5	19	14	269	18	16

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #35 Monte Vista Avenue at Claremont Boulevard

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.711	
Loss Time (sec):	16	Average Delay (sec/veh):	82.9	
Optimal Cycle:	100	Level Of Service:	F	

****

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1! 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	29	497	1	0	900	553	244	4	29	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	497	1	0	900	553	244	4	29	1	3	4
Added Vol:	0	1	0	0	61	253	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	498	1	0	961	806	309	4	29	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	498	1	0	961	806	309	4	29	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	498	1	0	961	806	309	4	29	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	498	1	0	961	806	309	4	29	1	3	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.12	0.38	0.50
Final Sat.:	1805	3603	7	1900	3610	1615	3397	41	1945	220	661	881
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.00	0.27	0.50	0.09	0.10	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****		****		
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.32	0.33	0.33	0.00	0.71	1.33	0.44	0.46	0.07	0.02	0.02	0.02
Delay/Veh:	57.1	23.1	23.1	0.0	33.7	197.5	41.8	42.1	38.2	35.4	35.4	35.4
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:	57.1	23.1	23.1	0.0	33.7	197.5	41.8	42.1	38.2	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	F	D	D	D	D	D	D
HCM2k95thQ:	3	12	12	0	29	85	11	11	2	0	0	0

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #36 Monte Vista Avenue at Foothill Boulevard

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601	
Loss Time (sec):	16	Average Delay (sec/veh):	34.4	
Optimal Cycle:	91	Level Of Service:	C	

****

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	237	477	147	156	615	106	89	616	132	191	922	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:	237	477	147	156	615	106	89	616	132	191	922	178
Added Vol:	0	0	0	0	1	60	1	17	0	1	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	477	147	156	616	166	90	633	132	192	1010	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:	237	477	147	156	616	166	90	633	132	192	1010	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	477	147	156	616	166	90	633	132	192	1010	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
FinalVolume:	237	477	147	156	616	166	90	633	132	192	1010	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	0.88	0.88	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.36	0.64	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	3955	1066	1805	3610	1615	1805	3002	529
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.09	0.04	0.16	0.16	0.05	0.18	0.08	0.11	0.34	0.34
Crit Moves:	****				****			****			****	
Green Time:	8.2	29.2	29.2	7.0	28.0	28.0	7.0	35.0	35.0	12.8	40.8	40.8
Volume/Cap:	0.83	0.45	0.31	0.64	0.56	0.56	0.71	0.50	0.23	0.83	0.82	0.82
Delay/Veh:	63.2	29.2	28.0	50.7	31.2	31.2	62.8	25.9	23.2	63.9	30.4	30.4
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:	63.2	29.2	28.0	50.7	31.2	31.2	62.8	25.9	23.2	63.9	30.4	30.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	12	12	7	7	15	15	6	15	5	15	33	33

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	16	Average Delay (sec/veh):	27.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	94	616	71	34	843	49	22	120	33	86	304	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:	94	616	71	34	843	49	22	120	33	86	304	62
Added Vol:	23	0	0	0	0	2	0	9	2	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	616	71	34	843	51	22	129	35	86	351	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	616	71	34	843	51	22	129	35	86	351	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	616	71	34	843	51	22	129	35	86	351	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	616	71	34	843	51	22	129	35	86	351	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	2.00	2.69	0.31	1.00	2.83	0.17	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	3502	4581	528	1805	4847	293	1805	2749	746	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.17	0.17	0.01	0.05	0.05	0.05	0.18	0.04
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.50	0.45	0.45	0.27	0.58	0.58	0.18	0.12	0.12	0.71	0.48	0.10
Delay/Veh:	42.3	26.0	26.0	40.7	27.3	27.3	40.4	17.7	17.7	59.5	21.1	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:	42.3	26.0	26.0	40.7	27.3	27.3	40.4	17.7	17.7	59.5	21.1	17.5
LOS by Move:	D	C	C	D	C	C	D	B	B	E	C	B
HCM2k95thQ:	5	11	11	2	16	16	1	3	3	8	14	2

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.746
Loss Time (sec):	16	Average Delay (sec/veh):	298.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	360	0	488	37	0	1123	301	446	562	21	1483	715
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:	360	0	488	37	0	1123	301	446	562	21	1483	715
Added Vol:	116	0	0	0	0	180	24	0	41	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	488	37	0	1303	325	446	603	21	1489	715
User Adj:	1.00	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:	476	0	488	37	0	1303	325	446	603	21	1489	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	0	488	37	0	1303	325	446	603	21	1489	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	0	488	37	0	1303	325	446	603	21	1489	715
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.17	0.02	0.00	0.81	0.18	0.12	0.37	0.01	0.41	0.44
Crit Moves:	****					****	****					****
Green Time:	18.1	0.0	18.1	43.1	0.0	55.4	12.4	36.8	36.8	6.0	30.4	30.4
Volume/Cap:	1.75	0.00	1.14	0.06	0.00	1.75	1.75	0.40	1.22	0.23	1.63	1.75
Delay/Veh:	401.5	0.0	137.3	25.2	0.0	373.6	410.8	33.1	156.8	56.1	332	390.5
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:	401.5	0.0	137.3	25.2	0.0	373.6	410.8	33.1	156.8	56.1	332	390.5
LOS by Move:	F	A	F	C	A	F	F	C	F	E	F	F
HCM2k95thQ:	68	0	30	2	0	173	46	12	56	2	100	97

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	315	0	171	4	1	0	0	564	212	378	1174	1
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:	315	0	171	4	1	0	0	564	212	378	1174	1
Added Vol:	0	0	0	0	0	0	0	17	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	0	171	4	1	0	0	581	212	378	1263	1
User Adj:	1.00	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:	315	0	171	4	1	0	0	581	212	378	1263	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	171	4	1	0	0	581	212	378	1263	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	0	171	4	1	0	0	581	212	378	1263	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.91	0.95	1.00	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2874	0	2357	1736	1736	0	1900	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.13	0.11	0.35	0.35
Crit Moves:	****			****			****				****	
Green Time:	15.7	0.0	31.9	28.0	28.0	0.0	0.0	34.1	34.1	16.2	50.3	50.3
Volume/Cap:	0.77	0.00	0.25	0.01	0.00	0.00	0.00	0.52	0.42	0.73	0.77	0.77
Delay/Veh:	51.0	0.0	29.9	30.6	30.6	0.0	0.0	31.7	30.7	50.3	27.2	27.2
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:	51.0	0.0	29.9	30.6	30.6	0.0	0.0	31.7	30.7	50.3	27.2	27.2
LOS by Move:	D	A	C	C	C	A	A	C	C	D	C	C
HCM2k95thQ:	15	0	7	0	0	0	0	16	11	15	34	34

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.587
Loss Time (sec): 16 Average Delay (sec/veh): 194.7
Optimal Cycle: 120 Level Of Service: F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
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:	542	895	247	207	724	123	92	1138	525	262	1183	198
Added Vol:	52	26	0	3	30	0	0	4	60	0	24	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	921	247	210	754	123	92	1142	585	262	1207	216
User Adj:	1.00	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:	594	921	247	210	754	123	92	1142	585	262	1207	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	921	247	210	754	123	92	1142	585	262	1207	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	921	247	210	754	123	92	1142	585	262	1207	216
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	1.00	0.85	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.32	0.68	1.00	2.00	1.00
Final Sat.:	1805	2755	739	1805	1900	1615	1805	2265	1160	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.40	0.08	0.05	0.50	0.50	0.15	0.33	0.13
Crit Moves:	****				****			****			****	
Green Time:	24.9	40.7	40.7	14.2	30.0	30.0	6.5	38.1	38.1	11.0	42.6	42.6
Volume/Cap:	1.59	0.98	0.98	0.98	1.59	0.30	0.94	1.59	1.59	1.59	0.94	0.38
Delay/Veh:	324.0	61.8	61.8	109.9	319	37.0	128.6	309	309.4	345.3	51.1	29.2
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:	324.0	61.8	61.8	109.9	319	37.0	128.6	309	309.4	345.3	51.1	29.2
LOS by Move:	F	E	E	F	F	D	F	F	F	F	D	C
HCM2k95thQ:	76	46	46	22	95	7	12	113	113	39	45	12

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	12	Average Delay (sec/veh):	20.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	88	829	29	15	722	62	56	55	111	45	74	66
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:	88	829	29	15	722	62	56	55	111	45	74	66
Added Vol:	0	64	3	0	85	0	0	3	0	8	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	893	32	15	807	62	56	58	111	53	91	66
User Adj:	1.00	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:	88	893	32	15	807	62	56	58	111	53	91	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	893	32	15	807	62	56	58	111	53	91	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	893	32	15	807	62	56	58	111	53	91	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.71	0.71	0.85	0.84	0.84	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.49	0.51	1.00	0.37	0.63	1.00
Final Sat.:	1805	1825	65	1805	1900	1615	663	686	1615	588	1010	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.01	0.42	0.04	0.08	0.08	0.07	0.09	0.09	0.04
Crit Moves:		****		****							****	
Green Time:	8.7	64.0	64.0	6.0	61.3	61.3	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.56	0.76	0.76	0.14	0.69	0.06	0.47	0.47	0.38	0.50	0.50	0.23
Delay/Veh:	48.5	15.6	15.6	45.1	14.8	7.8	38.2	38.2	36.9	38.3	38.3	35.5
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:	48.5	15.6	15.6	45.1	14.8	7.8	38.2	38.2	36.9	38.3	38.3	35.5
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	7	36	36	1	30	2	7	7	7	9	9	4

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	12	Average Delay (sec/veh):	30.2
Optimal Cycle:	116	Level Of Service:	C

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	142	676	265	57	782	98	57	53	131	256	81	159
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:	142	676	265	57	782	98	57	53	131	256	81	159
Added Vol:	0	3	103	85	8	0	0	3	0	87	14	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	679	368	142	790	98	57	56	131	343	95	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	679	368	142	790	98	57	56	131	343	95	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	679	368	142	790	98	57	56	131	343	95	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	679	368	142	790	98	57	56	131	343	95	224
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	0.98	0.98	0.33	1.00	0.85	0.72	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	1900	1615	1805	1663	206	621	1900	1615	1374	506	1194
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.23	0.08	0.47	0.47	0.09	0.03	0.08	0.25	0.19	0.19
Crit Moves:	****				****					****		
Green Time:	51.7	44.1	44.1	57.8	46.1	46.1	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.60	0.73	0.47	0.39	0.93	0.93	0.34	0.11	0.30	0.93	0.70	0.70
Delay/Veh:	21.7	21.2	15.6	12.2	35.0	35.0	27.7	24.8	26.5	61.0	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	21.2	15.6	12.2	35.0	35.0	27.7	24.8	26.5	61.0	34.2	34.2
LOS by Move:	C	C	B	B	C	C	C	C	C	E	C	C
HCM2k95thQ:	5	25	12	5	45	45	3	2	6	24	17	17

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	0	Average Delay (sec/veh):	19.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	15	298	96	63	274	38	23	104	12	92	144	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	298	96	63	274	38	23	104	12	92	144	21
Added Vol:	0	10	0	0	48	0	0	8	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	308	96	63	322	38	23	112	12	92	169	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	308	96	63	322	38	23	112	12	92	169	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	308	96	63	322	38	23	112	12	92	169	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	308	96	63	322	38	23	112	12	92	169	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.15	0.76	0.09	0.16	0.76	0.08	0.33	0.60	0.07
Final Sat.:	21	426	133	85	436	51	68	329	35	163	299	37
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.74	0.74	0.74	0.34	0.34	0.34	0.57	0.57	0.57
Crit Moves:		****		****				****			****	
Delay/Veh:	21.5	21.5	21.5	22.6	22.6	22.6	12.7	12.7	12.7	16.5	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	21.5	21.5	22.6	22.6	22.6	12.7	12.7	12.7	16.5	16.5	16.5
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		21.5			22.6			12.7			16.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.5			22.6			12.7			16.5	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	2.0	2.0	2.0	2.2	2.2	2.2	0.3	0.3	0.3	1.0	1.0	1.0

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	12	Average Delay (sec/veh):	36.9
Optimal Cycle:	103	Level Of Service:	D

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	10	2	6	105	1	188	403	1372	14	10	1325	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	6	105	1	188	403	1372	14	10	1325	169
Added Vol:	0	0	1	18	0	2	10	78	0	4	20	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	7	123	1	190	413	1450	14	14	1345	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2	7	123	1	190	413	1450	14	14	1345	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2	7	123	1	190	413	1450	14	14	1345	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2	7	123	1	190	413	1450	14	14	1345	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.83	0.17	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.76	0.24
Final Sat.:	1389	278	1615	1442	1900	1615	1805	3572	34	1805	3118	427
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.00	0.12	0.23	0.41	0.41	0.01	0.43	0.43
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	28.8	73.9	73.9	9.1	54.2	54.2
Volume/Cap:	0.03	0.03	0.02	0.41	0.00	0.56	0.95	0.66	0.66	0.10	0.95	0.95
Delay/Veh:	37.9	37.9	37.8	42.0	37.6	44.8	76.7	15.6	15.6	52.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	37.9	37.8	42.0	37.6	44.8	76.7	15.6	15.6	52.0	44.9	44.9
LOS by Move:	D	D	D	D	D	D	E	B	B	D	D	D
HCM2k95thQ:	1	1	0	8	0	13	33	32	32	1	48	48

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	22	4	16	14	7	4	5	312	23	11	228	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	4	16	14	7	4	5	312	23	11	228	14
Added Vol:	8	0	0	2	0	2	1	37	3	0	21	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	4	16	16	7	6	6	349	26	11	249	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	4	16	16	7	6	6	349	26	11	249	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	4	16	16	7	6	6	349	26	11	249	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	4	16	16	7	6	6	349	26	11	249	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.08	0.32	0.55	0.24	0.21	0.01	0.92	0.07	0.04	0.91	0.05
Final Sat.:	370	49	197	332	145	125	13	744	55	32	713	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.47	0.47	0.47	0.35	0.35	0.35
Crit Moves:	****					****		****			****	
Delay/Veh:	8.7	8.7	8.7	8.6	8.6	8.6	11.0	11.0	11.0	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.6	8.6	8.6	11.0	11.0	11.0	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.7			8.6			11.0			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.6			11.0			9.8		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	257	60	160	283	141	135	1216	37	83	718	138
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:	94	257	60	160	283	141	135	1216	37	83	718	138
Added Vol:	0	41	0	9	38	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	298	60	169	321	141	135	1216	37	83	718	149
User Adj:	1.00	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:	94	298	60	169	321	141	135	1216	37	83	718	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	298	60	169	321	141	135	1216	37	83	718	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	298	60	169	321	141	135	1216	37	83	718	149
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.66	0.34
Final Sat.:	1805	2930	590	1805	1900	1615	1805	3489	106	1805	2912	604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.17	0.09	0.07	0.35	0.35	0.05	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	7.0	25.0	25.0	11.2	29.2	29.2	10.1	41.8	41.8	6.0	37.7	37.7
Volume/Cap:	0.74	0.41	0.41	0.83	0.58	0.30	0.74	0.83	0.83	0.77	0.65	0.65
Delay/Veh:	66.5	31.6	31.6	68.2	31.7	27.8	58.9	30.2	30.2	73.7	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	31.6	31.6	68.2	31.7	27.8	58.9	30.2	30.2	73.7	26.9	26.9
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2k95thQ:	9	10	10	11	16	6	11	35	35	8	22	22

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	16	Average Delay (sec/veh):	76.0
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	141	309	269	177	157	169	272	1345	100	239	1125	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:	141	309	269	177	157	169	272	1345	100	239	1125	90
Added Vol:	26	187	59	0	229	0	0	76	20	61	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	496	328	177	386	169	272	1421	120	300	1138	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	496	328	177	386	169	272	1421	120	300	1138	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	496	328	177	386	169	272	1421	120	300	1138	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	496	328	177	386	169	272	1421	120	300	1138	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.20	0.80	1.00	1.39	0.61	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	3502	2043	1351	1805	2395	1049	1805	3289	278	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.10	0.16	0.16	0.15	0.43	0.43	0.17	0.32	0.06
Crit Moves:		****		****				****		****		
Green Time:	7.5	28.0	28.0	10.7	31.2	31.2	21.1	47.2	47.2	18.1	44.2	44.2
Volume/Cap:	0.76	1.04	1.04	1.10	0.62	0.62	0.86	1.10	1.10	1.10	0.86	0.15
Delay/Veh:	70.1	89.0	89.0	154.7	40.5	40.5	67.8	92.5	92.5	134.7	40.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	89.0	89.0	154.7	40.5	40.5	67.8	92.5	92.5	134.7	40.7	25.5
LOS by Move:	E	F	F	F	D	D	E	F	F	F	D	C
HCM2k95thQ:	7	34	34	21	19	19	19	63	63	25	32	4

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.8]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	702	0	0	462	0	0	0	0	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	702	0	0	462	0	0	0	0	0	0	0
Added Vol:	0	264	0	0	309	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	966	0	0	771	0	0	0	0	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	966	0	0	771	0	0	0	0	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	966	0	0	771	0	0	0	0	0	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	483
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	535
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	535
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	12	Average Delay (sec/veh):	23.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	115	596	0	0	406	56	105	0	233	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:	115	596	0	0	406	56	105	0	233	0	0	0
Added Vol:	2	230	3	10	298	2	4	1	4	19	4	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	826	3	10	704	58	109	1	237	19	4	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	826	3	10	704	58	109	1	237	19	4	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	826	3	10	704	58	109	1	237	19	4	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	826	3	10	704	58	109	1	237	19	4	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	0.31	0.01	0.68	0.36	0.07	0.57
Final Sat.:	1805	3593	13	1805	3299	272	477	4	1038	542	114	856
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.01	0.21	0.21	0.23	0.23	0.23	0.04	0.04	0.04
Crit Moves:		****		****				****				
Green Time:	10.0	36.1	36.1	6.0	32.1	32.1	35.9	35.9	35.9	35.9	35.9	35.9
Volume/Cap:	0.58	0.57	0.57	0.08	0.60	0.60	0.57	0.57	0.57	0.09	0.09	0.09
Delay/Veh:	42.3	21.5	21.5	39.7	24.5	24.5	22.4	22.4	22.4	16.9	16.9	16.9
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:	42.3	21.5	21.5	39.7	24.5	24.5	22.4	22.4	22.4	16.9	16.9	16.9
LOS by Move:	D	C	C	D	C	C	C	C	C	B	B	B
HCM2k95thQ:	6	17	17	1	16	16	15	15	15	2	2	2

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.7]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	713	0	0	636	0	0	0	0	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	713	0	0	636	0	0	0	0	0	0	0
Added Vol:	0	231	2	0	321	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	944	2	0	957	0	0	0	0	0	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	944	2	0	957	0	0	0	0	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	944	2	0	957	0	0	0	0	0	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	473
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	543
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	543
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	16	Average Delay (sec/veh):	37.8
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	19	497	141	163	391	82	123	213	25	88	186	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	497	141	163	391	82	123	213	25	88	186	93
Added Vol:	2	227	22	11	298	11	3	30	8	32	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	724	163	174	689	93	126	243	33	120	192	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	724	163	174	689	93	126	243	33	120	192	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	724	163	174	689	93	126	243	33	120	192	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	724	163	174	689	93	126	243	33	120	192	96
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	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.63	0.37	1.00	1.76	0.24	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1805	2864	645	1805	3123	422	1805	1643	223	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.10	0.22	0.22	0.07	0.15	0.15	0.07	0.10	0.06
Crit Moves:		****		****				****			****	
Green Time:	49.1	39.1	39.1	58.0	44.0	44.0	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.07	0.78	0.78	0.58	0.60	0.60	0.34	0.71	0.71	0.32	0.49	0.29
Delay/Veh:	22.1	39.9	39.9	25.3	31.7	31.7	41.0	50.1	50.1	40.8	42.8	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	39.9	39.9	25.3	31.7	31.7	41.0	50.1	50.1	40.8	42.8	40.4
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	28	28	9	22	22	8	20	20	7	12	6

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec):	95	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	12	Average Delay (sec/veh):	30.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	94	435	7	3	391	92	218	3	175	3	3	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	435	7	3	391	92	218	3	175	3	3	3
Added Vol:	51	2	0	0	8	331	249	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	437	7	3	399	423	467	3	214	3	3	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	437	7	3	399	423	467	3	214	3	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	437	7	3	399	423	467	3	214	3	3	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	437	7	3	399	423	467	3	214	3	3	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.95	0.95	0.41	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	840	3546	57	770	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.00	0.11	0.26	0.26	0.00	0.13	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green Time:	31.2	31.2	31.2	31.2	31.2	31.2	30.8	30.8	30.8	21.0	21.0	21.0
Volume/Cap:	0.53	0.38	0.38	0.01	0.34	0.80	0.80	0.00	0.41	0.01	0.01	0.01
Delay/Veh:	27.8	24.6	24.6	21.5	24.3	37.3	36.8	21.7	25.5	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	24.6	24.6	21.5	24.3	37.3	36.8	21.7	25.5	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	D	D	C	C	C	C	C
HCM2k95thQ:	7	10	10	0	9	21	26	0	10	0	0	0

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 16.5 Worst Case Level Of Service: F[407.4]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	0	0	55	0	71	29	1542	0	0	1182	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	71	29	1542	0	0	1182	54
Added Vol:	0	0	0	0	0	0	0	135	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1677	0	0	1255	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	71	29	1677	0	0	1255	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	55	0	71	29	1677	0	0	1255	54
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2363	3044	839	2179	3017	655	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	19	13	313	40	13	414	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	15	12	313	39	13	414	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.42	0.00	0.17	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	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	0	xxxxx	xxxx	79	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	407	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			407.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 12 Average Delay (sec/veh): 15.9
Optimal Cycle: 90 Level Of Service: B

****

Street Name: College Park Drive/East Campus Dr Arrow Route

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	102	0	61	0	0	0	0	471	122	75	332	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:	102	0	61	0	0	0	0	471	122	75	332	0
Added Vol:	0	0	0	15	0	4	0	63	0	0	37	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	61	15	0	4	0	534	122	75	369	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	61	15	0	4	0	534	122	75	369	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	61	15	0	4	0	534	122	75	369	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	0	61	15	0	4	0	534	122	75	369	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.83	1.00	0.83	1.00	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.79	0.00	0.21	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1438	0	1615	1241	0	331	1900	2856	653	1805	3577	29
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.01	0.00	0.01	0.00	0.19	0.19	0.04	0.10	0.10
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	25.0	0.0	25.0	0.0	43.4	43.4	9.6	53.0	53.0
Volume/Cap:	0.26	0.00	0.14	0.04	0.00	0.04	0.00	0.39	0.39	0.39	0.18	0.18
Delay/Veh:	25.6	0.0	24.5	23.8	0.0	23.8	0.0	15.0	15.0	38.7	8.5	8.5
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:	25.6	0.0	24.5	23.8	0.0	23.8	0.0	15.0	15.0	38.7	8.5	8.5
LOS by Move:	C	A	C	C	A	C	A	B	B	D	A	A
HCM2k95thQ:	5	0	3	1	0	1	0	11	11	4	5	5

****

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	105	Critical Vol./Cap.(X):	4.690
Loss Time (sec):	16	Average Delay (sec/veh):	247.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	232	174	1705	232	109	53	52	1042	188	1183	854	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:	232	174	1705	232	109	53	52	1042	188	1183	854	205
Added Vol:	4	14	234	0	3	0	0	0	1	237	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	188	1939	232	112	53	52	1042	189	1420	854	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:	236	188	1939	232	112	53	52	1042	189	1420	854	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	188	1939	232	112	53	52	1042	189	1420	854	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
FinalVolume:	236	188	1939	232	112	53	52	1042	189	1420	854	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.66	0.90	0.90	0.95	0.95	0.85	0.23	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1379	1900	1615	1260	2333	1104	1805	3610	1615	431	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	1.20	0.18	0.05	0.05	0.03	0.29	0.12	3.29	0.24	0.13
Crit Moves:			****	****						****		
Green Time:	31.1	31.0	68.9	23.7	17.5	17.5	37.2	25.0	25.0	67.9	50.7	50.7
Volume/Cap:	0.66	0.34	1.83	0.85	0.29	0.29	0.15	1.21	0.49	1.96	0.49	0.26
Delay/Veh:	36.2	29.3	395.4	59.1	38.6	38.6	22.7	146	35.5	446.7	18.6	16.3
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:	36.2	29.3	395.4	59.1	38.6	38.6	22.7	146	35.5	446.7	18.6	16.3
LOS by Move:	D	C	F	E	D	D	C	F	D	F	B	B
HCM2k95thQ:	15	9	253	18	5	5	2	52	11	193	17	7

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	55.9
Optimal Cycle:	100	Level Of Service:	E

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	45	1082	5	3	632	207	501	4	45	12	8	1
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:	45	1082	5	3	632	207	501	4	45	12	8	1
Added Vol:	0	65	0	0	12	229	187	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1147	5	3	644	436	688	4	45	12	8	1
User Adj:	1.00	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:	45	1147	5	3	644	436	688	4	45	12	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1147	5	3	644	436	688	4	45	12	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1147	5	3	644	436	688	4	45	12	8	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.16	0.95	0.85	0.95	0.95	0.95	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.57	0.38	0.05
Final Sat.:	1805	3591	16	304	3610	1615	3468	19	1907	1049	699	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.18	0.27	0.20	0.21	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	11.0	36.0	36.0	25.0	25.0	25.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.24	0.93	0.93	0.04	0.75	1.13	0.83	0.87	0.10	0.04	0.04	0.04
Delay/Veh:	43.8	45.8	45.8	31.0	40.8	127.5	44.9	47.6	31.2	28.6	28.6	28.6
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:	43.8	45.8	45.8	31.0	40.8	127.5	44.9	47.6	31.2	28.6	28.6	28.6
LOS by Move:	D	D	D	C	D	F	D	D	C	C	C	C
HCM2k95thQ:	3	39	39	0	21	40	24	26	2	1	1	1

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	16	Average Delay (sec/veh):	52.7
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	229	843	217	281	921	200	188	1293	201	154	967	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:	229	843	217	281	921	200	188	1293	201	154	967	269
Added Vol:	0	4	1	0	1	11	62	74	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	847	218	281	922	211	250	1367	201	154	1030	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:	229	847	218	281	922	211	250	1367	201	154	1030	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	847	218	281	922	211	250	1367	201	154	1030	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
FinalVolume:	229	847	218	281	922	211	250	1367	201	154	1030	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	1.59	0.41
Final Sat.:	3502	3610	1615	3502	4103	939	1805	3610	1615	1805	2774	724
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.13	0.08	0.22	0.22	0.14	0.38	0.12	0.09	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	6.9	26.1	26.1	8.8	28.0	28.0	14.7	44.1	44.1	9.9	39.4	39.4
Volume/Cap:	0.99	0.94	0.54	0.96	0.84	0.84	0.99	0.90	0.30	0.90	0.99	0.99
Delay/Veh:	105.3	56.5	35.8	88.7	41.4	41.4	98.8	36.2	20.4	88.7	55.0	55.0
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:	105.3	56.5	35.8	88.7	41.4	41.4	98.8	36.2	20.4	88.7	55.0	55.0
LOS by Move:	F	E	D	F	D	D	F	D	C	F	E	E
HCM2k95thQ:	14	32	13	15	27	27	15	34	8	15	46	46

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	95	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	16	Average Delay (sec/veh):	28.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	105	1030	112	38	822	26	59	294	112	85	207	56
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	1030	112	38	822	26	59	294	112	85	207	56
Added Vol:	7	0	0	0	0	1	5	39	35	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1030	112	38	822	27	64	333	147	85	239	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1030	112	38	822	27	64	333	147	85	239	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1030	112	38	822	27	64	333	147	85	239	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1030	112	38	822	27	64	333	147	85	239	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	2.71	0.29	1.00	2.90	0.10	1.00	1.39	0.61	1.00	1.00	1.00
Final Sat.:	3502	4608	501	1805	4997	164	1805	2389	1055	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.16	0.16	0.04	0.14	0.14	0.05	0.13	0.03
Crit Moves:		****		****				****		****		
Green Time:	7.2	31.4	31.4	6.0	30.2	30.2	6.1	35.0	35.0	6.6	35.5	35.5
Volume/Cap:	0.42	0.68	0.68	0.33	0.52	0.52	0.55	0.38	0.38	0.68	0.34	0.09
Delay/Veh:	42.9	28.5	28.5	44.3	26.8	26.8	48.8	22.2	22.2	56.9	21.6	19.4
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:	42.9	28.5	28.5	44.3	26.8	26.8	48.8	22.2	22.2	56.9	21.6	19.4
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	B
HCM2k95thQ:	4	21	21	3	15	15	4	10	10	8	10	2

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.592
Loss Time (sec):	16	Average Delay (sec/veh):	186.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	371	0	922	38	0	755	375	1118	1059	29	539	402
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:	371	0	922	38	0	755	375	1118	1059	29	539	402
Added Vol:	89	0	0	0	0	146	92	6	136	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	922	38	0	901	467	1124	1195	29	540	402
User Adj:	1.00	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:	460	0	922	38	0	901	467	1124	1195	29	540	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	922	38	0	901	467	1124	1195	29	540	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	0	922	38	0	901	467	1124	1195	29	540	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.32	0.02	0.00	0.56	0.26	0.31	0.74	0.02	0.15	0.25
Crit Moves:			****			****			****	****		
Green Time:	23.3	0.0	23.3	21.5	0.0	51.7	30.2	53.2	53.2	6.0	29.0	29.0
Volume/Cap:	1.31	0.00	1.67	0.12	0.00	1.30	1.03	0.70	1.67	0.32	0.62	1.03
Delay/Veh:	207.6	0.0	357.6	41.5	0.0	177.8	94.9	28.4	340.9	57.1	41.9	98.8
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:	207.6	0.0	357.6	41.5	0.0	177.8	94.9	28.4	340.9	57.1	41.9	98.8
LOS by Move:	F	A	F	D	A	F	F	C	F	E	D	F
HCM2k95thQ:	52	0	71	2	0	91	31	28	150	3	18	36

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 16 Average Delay (sec/veh): 93.6
Optimal Cycle: 120 Level Of Service: F

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	378	3	590	19	10	0	1	1289	393	415	843	1
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:	378	3	590	19	10	0	1	1289	393	415	843	1
Added Vol:	0	0	0	0	0	0	0	74	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	3	590	19	10	0	1	1363	393	415	906	1
User Adj:	1.00	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:	378	3	590	19	10	0	1	1363	393	415	906	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	3	590	19	10	0	1	1363	393	415	906	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	3	590	19	10	0	1	1363	393	415	906	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.22	0.01	0.01	0.00	0.00	0.38	0.24	0.12	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	27.9	27.9	39.4	28.0	28.0	0.0	8.0	36.6	36.6	11.5	40.1	40.1
Volume/Cap:	0.69	1.24	0.66	0.05	0.02	0.00	0.01	1.24	0.80	1.24	0.75	0.75
Delay/Veh:	43.6	164	35.7	35.7	35.5	0.0	52.3	156	47.1	184.0	38.2	38.2
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:	43.6	164	35.7	35.7	35.5	0.0	52.3	156	47.1	184.0	38.2	38.2
LOS by Move:	D	F	D	D	D	A	D	F	D	F	D	D
HCM2k95thQ:	19	51	22	1	1	0	0	70	27	27	29	29

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APPENDIX F-III

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) WITH MITIGATION TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 16 Average Delay (sec/veh): 44.3
Optimal Cycle: 100 Level Of Service: D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	217	404	232	264	637	246	102	890	271	215	951	197
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:	217	404	232	264	637	246	102	890	271	215	951	197
Added Vol:	18	9	0	15	36	0	0	22	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	413	232	279	673	246	102	912	344	215	951	197
User Adj:	1.00	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:	235	413	232	279	673	246	102	912	344	215	951	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	413	232	279	673	246	102	912	344	215	951	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	413	232	279	673	246	102	912	344	215	951	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2187	1228	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.15	0.19	0.15	0.06	0.25	0.21	0.12	0.26	0.12
Crit Moves:		****		****				****		****		
Green Time:	11.0	31.0	31.0	20.0	40.0	40.0	8.3	32.6	32.6	15.4	39.7	39.7
Volume/Cap:	0.70	0.70	0.70	0.89	0.54	0.44	0.78	0.89	0.75	0.89	0.76	0.35
Delay/Veh:	56.9	40.3	40.3	71.8	30.6	29.4	77.9	49.2	44.3	79.7	36.3	28.5
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:	56.9	40.3	40.3	71.8	30.6	29.4	77.9	49.2	44.3	79.7	36.3	28.5
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	11	21	21	23	19	13	11	33	23	19	30	10

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12	Average Delay (sec/veh):	14.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	0	0	0	22	0	28	58	776	0	0	1358	108
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	22	0	28	58	776	0	0	1358	108
Added Vol:	0	0	0	0	0	0	0	18	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	794	0	0	1506	108
User Adj:	1.00	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	22	0	28	58	794	0	0	1506	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	28	58	794	0	0	1506	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	28	58	794	0	0	1506	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.87	0.13
Final Sat.:	0	1900	0	695	0	885	1805	3610	0	1900	3335	239
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.22	0.00	0.00	0.45	0.45
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	6.0	83.0	0.0	0.0	77.0	77.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.15	0.64	0.32	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	39.0	70.7	7.4	0.0	0.0	15.1	15.1
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:	0.0	0.0	0.0	39.0	0.0	39.0	70.7	7.4	0.0	0.0	15.1	15.1
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	3	0	3	4	11	0	0	33	33

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
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Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec): 120 Critical Vol./Cap.(X): 1.644
Loss Time (sec): 16 Average Delay (sec/veh): 71.7
Optimal Cycle: 120 Level Of Service: E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	35	35	6	28	28	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1	1 0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	82	108	530	299	188	149	88	518	199	1392	775	348
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:	82	108	530	299	188	149	88	518	199	1392	775	348
Added Vol:	0	0	65	0	11	0	0	0	1	302	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	108	595	299	199	149	88	518	200	1694	775	348
User Adj:	1.00	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:	82	108	595	299	199	149	88	518	200	1694	775	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	108	595	299	199	149	88	518	200	1694	775	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	108	595	299	199	149	88	518	200	1694	775	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.66	0.89	0.89	0.95	0.95	0.85	0.50	0.95	0.85
Lanes:	1.00	1.00	2.00	2.00	1.14	0.86	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	2842	2503	1932	1447	1805	3610	1615	1882	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.21	0.12	0.10	0.10	0.05	0.14	0.12	0.90	0.21	0.22
Crit Moves:	****				****					****		
Green Time:	46.2	35.0	69.8	40.0	33.9	33.9	39.1	28.0	28.0	67.8	51.8	51.8
Volume/Cap:	0.22	0.19	0.36	0.44	0.36	0.36	0.27	0.61	0.53	1.28	0.50	0.50
Delay/Veh:	25.2	32.1	13.4	29.8	34.7	34.7	29.1	42.5	41.7	157.6	25.0	25.3
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:	25.2	32.1	13.4	29.8	34.7	34.7	29.1	42.5	41.7	157.6	25.0	25.3
LOS by Move:	C	C	B	C	C	C	C	D	D	F	C	C
HCM2k95thQ:	4	6	12	9	11	11	5	18	13	82	19	16

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
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Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	16	Average Delay (sec/veh):	31.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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			Ovl			Include			Include		
Min. Green:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	29	497	1	0	900	553	244	4	29	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	497	1	0	900	553	244	4	29	1	3	4
Added Vol:	0	1	0	0	61	253	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	498	1	0	961	806	309	4	29	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	498	1	0	961	806	309	4	29	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	498	1	0	961	806	309	4	29	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	498	1	0	961	806	309	4	29	1	3	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.12	0.38	0.50
Final Sat.:	1805	3603	7	1900	3610	1615	3397	41	1945	220	661	881
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.00	0.27	0.50	0.09	0.10	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****		****		
Green Time:	6.0	51.0	51.0	0.0	45.0	70.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.32	0.33	0.33	0.00	0.71	0.86	0.44	0.46	0.07	0.02	0.02	0.02
Delay/Veh:	57.1	23.1	23.1	0.0	33.7	28.6	41.8	42.1	38.2	35.4	35.4	35.4
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:	57.1	23.1	23.1	0.0	33.7	28.6	41.8	42.1	38.2	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	C	D	D	D	D	D	D
HCM2k95thQ:	3	12	12	0	29	44	11	11	2	0	0	0

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	110	Critical Vol./Cap.(X):	1.231
Loss Time (sec):	16	Average Delay (sec/veh):	74.2
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	360	0	488	37	0	1123	301	446	562	21	1483	715
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:	360	0	488	37	0	1123	301	446	562	21	1483	715
Added Vol:	116	0	0	0	0	180	24	0	41	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	488	37	0	1303	325	446	603	21	1489	715
User Adj:	1.00	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:	476	0	488	37	0	1303	325	446	603	21	1489	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	0	488	37	0	1303	325	446	603	21	1489	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	0	488	37	0	1303	325	446	603	21	1489	715
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.17	0.02	0.00	0.46	0.18	0.12	0.37	0.01	0.29	0.44
Crit Moves:			****			****	****					****
Green Time:	16.0	0.0	16.0	24.9	0.0	41.7	16.8	43.7	59.8	9.4	36.3	61.1
Volume/Cap:	0.93	0.00	1.18	0.09	0.00	1.21	1.18	0.31	0.69	0.14	0.87	0.80
Delay/Veh:	70.6	0.0	149.2	33.7	0.0	137.3	157.5	22.9	20.6	47.0	39.8	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:	70.6	0.0	149.2	33.7	0.0	137.3	157.5	22.9	20.6	47.0	39.8	24.5
LOS by Move:	E	A	F	C	A	F	F	C	C	D	D	C
HCM2k95thQ:	22	0	30	2	0	67	30	10	26	2	34	35

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	16	Average Delay (sec/veh):	74.9
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
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:	542	895	247	207	724	123	92	1138	525	262	1183	198
Added Vol:	52	26	0	3	30	0	0	4	60	0	24	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	921	247	210	754	123	92	1142	585	262	1207	216
User Adj:	1.00	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:	594	921	247	210	754	123	92	1142	585	262	1207	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	921	247	210	754	123	92	1142	585	262	1207	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	921	247	210	754	123	92	1142	585	262	1207	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2755	739	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.12	0.21	0.08	0.05	0.32	0.36	0.15	0.33	0.13
Crit Moves:		****		****					****	****		
Green Time:	20.6	36.3	36.3	12.6	28.3	28.3	7.3	39.3	39.3	15.8	47.8	47.8
Volume/Cap:	0.99	1.11	1.11	1.11	0.88	0.32	0.84	0.97	1.11	1.11	0.84	0.34
Delay/Veh:	83.3	103	103.1	150.0	55.2	38.4	96.6	58.0	111.5	141.7	37.2	25.4
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:	83.3	103	103.1	150.0	55.2	38.4	96.6	58.0	111.5	141.7	37.2	25.4
LOS by Move:	F	F	F	F	E	D	F	E	F	F	D	C
HCM2k95thQ:	28	54	54	24	30	8	11	44	52	28	39	11

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PM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day) - Mitiga
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 14.5
Optimal Cycle: 90 Level Of Service: B

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	55	0	71	29	1542	0	0	1182	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	71	29	1542	0	0	1182	54
Added Vol:	0	0	0	0	0	0	0	135	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1677	0	0	1255	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	71	29	1677	0	0	1255	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	71	29	1677	0	0	1255	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	71	29	1677	0	0	1255	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1900	0	667	0	861	1805	3610	0	1900	3440	148
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.46	0.00	0.00	0.36	0.36
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	10.0	83.0	0.0	0.0	73.0	73.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.40	0.19	0.67	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	41.8	0.0	41.8	51.9	11.4	0.0	0.0	15.0	15.0
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	0.0	0.0	41.8	0.0	41.8	51.9	11.4	0.0	0.0	15.0	15.0
LOS by Move:	A	A	A	D	A	D	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	8	0	8	2	30	0	0	25	25

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	115	Critical Vol./Cap.(X):	1.062
Loss Time (sec):	16	Average Delay (sec/veh):	75.9
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	35	35	6	28	28	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1	1 0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	232	174	1705	232	109	53	52	1042	188	1183	854	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:	232	174	1705	232	109	53	52	1042	188	1183	854	205
Added Vol:	4	14	234	0	3	0	0	0	1	237	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	188	1939	232	112	53	52	1042	189	1420	854	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:	236	188	1939	232	112	53	52	1042	189	1420	854	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	188	1939	232	112	53	52	1042	189	1420	854	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
FinalVolume:	236	188	1939	232	112	53	52	1042	189	1420	854	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.75	0.80	0.90	0.90	0.95	0.95	0.85	0.78	0.95	0.85
Lanes:	1.00	1.00	2.00	2.00	1.36	0.64	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1493	1900	2842	3044	2333	1104	1805	3610	1615	2970	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.68	0.08	0.05	0.05	0.03	0.29	0.12	0.48	0.24	0.13
Crit Moves:		****		****				****		****		
Green Time:	42.5	31.6	64.1	34.9	28.0	28.0	38.7	28.0	28.0	64.5	49.8	49.8
Volume/Cap:	0.51	0.36	1.22	0.43	0.20	0.20	0.16	1.19	0.48	0.89	0.55	0.29
Delay/Veh:	27.5	34.0	131.9	30.5	34.7	34.7	26.3	138	38.2	24.9	24.6	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:	27.5	34.0	131.9	30.5	34.7	34.7	26.3	138	38.2	24.9	24.6	21.4
LOS by Move:	C	C	F	C	C	C	C	F	D	C	C	C
HCM2k95thQ:	13	10	99	8	5	5	3	52	12	39	21	9

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Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	16	Average Delay (sec/veh):	40.1
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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			Ovl			Include			Include		
Min. Green:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	45	1082	5	3	632	207	501	4	45	12	8	1
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:	45	1082	5	3	632	207	501	4	45	12	8	1
Added Vol:	0	65	0	0	12	229	187	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1147	5	3	644	436	688	4	45	12	8	1
User Adj:	1.00	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:	45	1147	5	3	644	436	688	4	45	12	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1147	5	3	644	436	688	4	45	12	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1147	5	3	644	436	688	4	45	12	8	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.16	0.95	0.85	0.95	0.95	0.95	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.57	0.38	0.05
Final Sat.:	1805	3591	16	304	3610	1615	3468	19	1907	1049	699	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.18	0.27	0.20	0.21	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	16.0	41.0	41.0	25.0	25.0	50.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.17	0.86	0.86	0.04	0.78	0.59	0.87	0.91	0.10	0.04	0.04	0.04
Delay/Veh:	41.5	37.5	37.5	33.4	45.0	23.7	50.9	55.1	33.6	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	37.5	37.5	33.4	45.0	23.7	50.9	55.1	33.6	31.0	31.0	31.0
LOS by Move:	D	D	D	C	D	C	D	E	C	C	C	C
HCM2k95thQ:	3	36	36	0	23	21	26	28	2	1	1	1

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Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	16	Average Delay (sec/veh):	55.2
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	371	0	922	38	0	755	375	1118	1059	29	539	402
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:	371	0	922	38	0	755	375	1118	1059	29	539	402
Added Vol:	89	0	0	0	0	146	92	6	136	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	922	38	0	901	467	1124	1195	29	540	402
User Adj:	1.00	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:	460	0	922	38	0	901	467	1124	1195	29	540	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	922	38	0	901	467	1124	1195	29	540	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	0	922	38	0	901	467	1124	1195	29	540	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.32	0.02	0.00	0.32	0.26	0.31	0.74	0.02	0.10	0.25
Crit Moves:			****			****			****	****		
Green Time:	32.1	0.0	32.1	5.8	0.0	40.9	35.2	60.2	92.2	6.0	31.0	36.7
Volume/Cap:	0.49	0.00	1.21	0.44	0.00	0.93	0.88	0.62	0.96	0.32	0.40	0.81
Delay/Veh:	37.5	0.0	152.1	59.1	0.0	52.9	56.4	22.3	29.7	57.1	37.1	48.4
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:	37.5	0.0	152.1	59.1	0.0	52.9	56.4	22.3	29.7	57.1	37.1	48.4
LOS by Move:	D	A	F	E	A	D	E	C	C	E	D	D
HCM2k95thQ:	14	0	53	4	0	37	27	25	59	3	12	28

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APPENDIX F-IV

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.115
Loss Time (sec):	16	Average Delay (sec/veh):	79.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	217	404	232	264	637	246	102	890	271	215	951	197
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:	217	404	232	264	637	246	102	890	271	215	951	197
Added Vol:	18	9	0	15	36	0	0	22	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	413	232	279	673	246	102	912	344	215	951	197
User Adj:	1.00	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:	235	413	232	279	673	246	102	912	344	215	951	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	413	232	279	673	246	102	912	344	215	951	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	413	232	279	673	246	102	912	344	215	951	197
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	1.00	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.28	0.72	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00
Final Sat.:	1805	2187	1228	1805	1900	1615	1805	2514	948	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.15	0.35	0.15	0.06	0.36	0.36	0.12	0.26	0.12
Crit Moves:	****				****			****		****		
Green Time:	14.0	32.6	32.6	19.5	38.1	38.1	9.2	39.0	39.0	12.8	42.7	42.7
Volume/Cap:	1.11	0.69	0.69	0.95	1.11	0.48	0.74	1.11	1.11	1.11	0.74	0.34
Delay/Veh:	149.3	41.5	41.5	89.0	113	33.7	73.3	105	104.7	152.6	36.1	28.7
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:	149.3	41.5	41.5	89.0	113	33.7	73.3	105	104.7	152.6	36.1	28.7
LOS by Move:	F	D	D	F	F	C	E	F	F	F	D	C
HCM2k95thQ:	26	22	22	25	58	14	10	57	57	25	30	10

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.611	
Loss Time (sec):	12	Average Delay (sec/veh):	18.6	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	64	635	34	12	659	52	62	81	92	40	64	31
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:	64	635	34	12	659	52	62	81	92	40	64	31
Added Vol:	0	24	9	0	94	0	0	11	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	659	43	12	753	52	62	92	92	42	64	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	659	43	12	753	52	62	92	92	42	64	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	659	43	12	753	52	62	92	92	42	64	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	659	43	12	753	52	62	92	92	42	64	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.83	0.83	0.85	0.84	0.84	0.85
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	0.40	0.60	1.00	0.40	0.60	1.00
Final Sat.:	1805	1768	115	1805	1900	1615	636	943	1615	629	958	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.40	0.03	0.10	0.10	0.06	0.07	0.07	0.02
Crit Moves:	****				****			****				
Green Time:	6.0	50.9	50.9	9.1	54.0	54.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.53	0.66	0.66	0.07	0.66	0.05	0.49	0.49	0.28	0.33	0.33	0.10
Delay/Veh:	45.1	15.1	15.1	36.8	13.4	7.5	33.1	33.1	31.0	31.5	31.5	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:	45.1	15.1	15.1	36.8	13.4	7.5	33.1	33.1	31.0	31.5	31.5	29.5
LOS by Move:	D	B	B	D	B	A	C	C	C	C	C	C
HCM2k95thQ:	5	25	25	1	25	1	9	9	5	6	6	2

****

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0	1 0	1 0	1 0	1	1 0	0	1 0
Volume Module:												
Base Vol:	59	717	246	60	665	27	3	26	71	107	21	82
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:	59	717	246	60	665	27	3	26	71	107	21	82
Added Vol:	0	9	122	94	2	0	0	11	0	29	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	726	368	154	667	27	3	37	71	136	21	106
User Adj:	1.00	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:	59	726	368	154	667	27	3	37	71	136	21	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	726	368	154	667	27	3	37	71	136	21	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	726	368	154	667	27	3	37	71	136	21	106
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	0.99	0.99	0.62	1.00	0.85	0.74	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00	0.17	0.83
Final Sat.:	1805	1900	1615	1805	1815	73	1170	1900	1615	1402	275	1388
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.23	0.09	0.37	0.37	0.00	0.02	0.04	0.10	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	58.3	49.0	49.0	64.0	50.8	50.8	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.14	0.70	0.42	0.36	0.65	0.65	0.01	0.10	0.22	0.48	0.38	0.38
Delay/Veh:	8.1	17.3	12.4	10.0	14.9	14.9	28.9	29.5	30.5	33.2	31.9	31.9
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:	8.1	17.3	12.4	10.0	14.9	14.9	28.9	29.5	30.5	33.2	31.9	31.9
LOS by Move:	A	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	25	11	4	24	24	0	2	4	8	7	7

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	230	41	26	276	30	27	70	23	48	108	49
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:	11	230	41	26	276	30	27	70	23	48	108	49
Added Vol:	0	49	0	0	2	0	0	21	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	279	41	26	278	30	27	91	23	48	113	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	279	41	26	278	30	27	91	23	48	113	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	279	41	26	278	30	27	91	23	48	113	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	279	41	26	278	30	27	91	23	48	113	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.08	0.83	0.09	0.19	0.65	0.16	0.23	0.54	0.23
Final Sat.:	21	541	80	50	533	57	103	348	88	130	307	133
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.52	0.52	0.52	0.26	0.26	0.26	0.37	0.37	0.37
Crit Moves:		****			****			****				****
Delay/Veh:	13.4	13.4	13.4	13.5	13.5	13.5	10.7	10.7	10.7	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	13.5	13.5	13.5	10.7	10.7	10.7	11.6	11.6	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.4			13.5			10.7			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			13.5			10.7			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.9	0.9	0.9	0.9	0.9	0.9	0.3	0.3	0.3	0.5	0.5	0.5

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #21 Mills Avenue at Foothill Boulevard

Cycle (sec): 115 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 12 Average Delay (sec/veh): 60.9
Optimal Cycle: 120 Level Of Service: E

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	4	4	3	158	2	544	219	792	3	10	1492	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	4	3	158	2	544	219	792	3	10	1492	97
Added Vol:	0	0	1	21	0	11	0	1	0	0	78	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	4	179	2	555	219	793	3	10	1570	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	4	4	179	2	555	219	793	3	10	1570	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	4	179	2	555	219	793	3	10	1570	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	4	179	2	555	219	793	3	10	1570	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	904	904	1615	1448	1900	1615	1805	3593	14	1805	3359	218
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.34	0.12	0.22	0.22	0.01	0.47	0.47
Crit Moves:						****	****				****	
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	13.4	52.6	52.6	12.4	51.6	51.6
Volume/Cap:	0.01	0.01	0.01	0.37	0.00	1.04	1.04	0.48	0.48	0.05	1.04	1.04
Delay/Veh:	25.9	25.9	25.9	29.9	25.8	88.6	124.0	21.9	21.9	46.1	65.6	65.6
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:	25.9	25.9	25.9	29.9	25.8	88.6	124.0	21.9	21.9	46.1	65.6	65.6
LOS by Move:	C	C	C	C	C	F	F	C	C	D	E	E
HCM2k95thQ:	0	0	0	10	0	45	23	19	19	1	57	57

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	4	8	10	3	8	7	129	26	14	285	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	4	8	10	3	8	7	129	26	14	285	11
Added Vol:	2	0	0	1	0	1	2	10	9	0	35	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	4	8	11	3	9	9	139	35	14	320	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	4	8	11	3	9	9	139	35	14	320	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	4	8	11	3	9	9	139	35	14	320	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	4	8	11	3	9	9	139	35	14	320	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.08	0.15	0.48	0.13	0.39	0.05	0.76	0.19	0.04	0.92	0.04
Final Sat.:	497	50	99	316	86	258	40	617	155	34	768	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.23	0.23	0.23	0.42	0.42	0.42
Crit Moves:		****			****			****			****	
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.5	8.5	8.5	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.5	8.5	8.5	10.2	10.2	10.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.5			8.1			8.5			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.1			8.5			10.2	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	16	Average Delay (sec/veh):	25.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	62	198	51	48	208	189	88	458	8	38	565	98
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:	62	198	51	48	208	189	88	458	8	38	565	98
Added Vol:	0	52	0	3	12	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	250	51	51	220	189	88	458	8	38	565	111
User Adj:	1.00	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:	62	250	51	51	220	189	88	458	8	38	565	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	250	51	51	220	189	88	458	8	38	565	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	250	51	51	220	189	88	458	8	38	565	111
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.67	0.33
Final Sat.:	1805	2923	596	1805	1900	1615	1805	3537	62	1805	2942	578
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.03	0.12	0.12	0.05	0.13	0.13	0.02	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	6.1	25.1	25.1	6.0	25.0	25.0	8.7	33.4	33.4	9.5	34.2	34.2
Volume/Cap:	0.51	0.31	0.31	0.42	0.42	0.42	0.51	0.35	0.35	0.20	0.51	0.51
Delay/Veh:	43.9	25.8	25.8	42.7	27.1	27.2	41.0	20.6	20.6	37.3	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	25.8	25.8	42.7	27.1	27.2	41.0	20.6	20.6	37.3	21.7	21.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	5	7	7	3	9	8	6	10	10	2	15	15

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #26 Claremont Boulevard at Foothill Boulevard

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.692	
Loss Time (sec):	16	Average Delay (sec/veh):	39.5	
Optimal Cycle:	90	Level Of Service:	D	

****

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	124	175	91	94	320	217	202	665	114	185	1061	83
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:	124	175	91	94	320	217	202	665	114	185	1061	83
Added Vol:	6	65	18	0	253	0	0	0	23	70	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	240	109	94	573	217	202	665	137	255	1139	83
User Adj:	1.00	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:	130	240	109	94	573	217	202	665	137	255	1139	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	240	109	94	573	217	202	665	137	255	1139	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	240	109	94	573	217	202	665	137	255	1139	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	2.00	1.38	0.62	1.00	1.45	0.55	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	3502	2366	1074	1805	2511	951	1805	2916	601	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.23	0.23	0.11	0.23	0.23	0.14	0.32	0.05
Crit Moves:		****		****			****				****	
Green Time:	6.6	28.0	28.0	6.1	27.5	27.5	13.1	33.2	33.2	16.7	36.8	36.8
Volume/Cap:	0.56	0.36	0.36	0.86	0.83	0.83	0.86	0.69	0.69	0.84	0.86	0.14
Delay/Veh:	48.5	29.1	29.1	91.1	40.3	40.3	67.7	30.7	30.7	59.4	34.8	21.1
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:	48.5	29.1	29.1	91.1	40.3	40.3	67.7	30.7	30.7	59.4	34.8	21.1
LOS by Move:	D	C	C	F	D	D	E	C	C	E	C	C
HCM2k95thQ:	4	9	9	10	26	26	13	20	20	14	29	3

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #27 Claremont Boulevard at East Campus Driveway #2

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	395	0	0	569	0	0	0	0	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	395	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	88	0	0	346	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	0	0	915	0	0	0	0	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	483	0	0	915	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	483	0	0	915	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	242
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	766
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	766
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	12	Average Delay (sec/veh):	21.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	148	386	0	0	456	114	10	0	29	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:	148	386	0	0	456	114	10	0	29	0	0	0
Added Vol:	4	85	5	10	331	4	1	1	1	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	471	5	10	787	118	11	1	30	2	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:	152	471	5	10	787	118	11	1	30	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	471	5	10	787	118	11	1	30	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	471	5	10	787	118	11	1	30	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.86	0.86	0.86	0.88	1.00	0.88
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26	0.26	0.02	0.72	0.50	0.00	0.50
Final Sat.:	1805	3565	38	1805	3080	462	429	39	1170	839	0	839
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.01	0.26	0.26	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	13.1	37.1	37.1	15.9	39.9	39.9	25.0	25.0	25.0	25.0	0.0	25.0
Volume/Cap:	0.58	0.32	0.32	0.03	0.58	0.58	0.09	0.09	0.09	0.01	0.00	0.01
Delay/Veh:	39.0	18.0	18.0	30.7	19.3	19.3	24.2	24.2	24.2	23.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	18.0	18.0	30.7	19.3	19.3	24.2	24.2	24.2	23.5	0.0	23.5
LOS by Move:	D	B	B	C	B	B	C	C	C	C	A	C
HCM2k95thQ:	8	9	9	0	17	17	2	2	2	0	0	0

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #29 Claremont Boulevard at East Campus Driveway #4

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	532	0	0	484	0	0	0	0	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	532	0	0	484	0	0	0	0	0	0	0
Added Vol:	0	94	2	0	334	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	626	2	0	818	0	0	0	0	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	626	2	0	818	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	626	2	0	818	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	314
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	688
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	688
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	115	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	16	Average Delay (sec/veh):	33.2
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	15	345	34	40	380	64	56	74	14	133	233	133
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:	15	345	34	40	380	64	56	74	14	133	233	133
Added Vol:	8	85	8	1	331	1	5	1	1	32	31	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	430	42	41	711	65	61	75	15	165	264	139
User Adj:	1.00	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:	23	430	42	41	711	65	61	75	15	165	264	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	430	42	41	711	65	61	75	15	165	264	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	430	42	41	711	65	61	75	15	165	264	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.82	0.18	1.00	1.83	0.17	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1805	3246	317	1805	3265	298	1805	1544	309	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.02	0.22	0.22	0.03	0.05	0.05	0.09	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	44.3	38.3	38.3	51.5	41.5	41.5	25.0	25.0	25.0	26.5	26.5	26.5
Volume/Cap:	0.10	0.40	0.40	0.11	0.60	0.60	0.16	0.22	0.22	0.40	0.60	0.37
Delay/Veh:	23.1	29.7	29.7	18.7	30.8	30.8	36.6	37.3	37.3	38.1	41.9	37.9
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:	23.1	29.7	29.7	18.7	30.8	30.8	36.6	37.3	37.3	38.1	41.9	37.9
LOS by Move:	C	C	C	B	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	12	12	2	21	21	4	5	5	9	15	8

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

Cycle (sec): 115 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 90 Level Of Service: C

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	140	335	7	3	378	182	79	1	74	4	3	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	335	7	3	378	182	79	1	74	4	3	11
Added Vol:	57	8	0	0	1	363	93	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	343	7	3	379	545	172	1	89	4	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	343	7	3	379	545	172	1	89	4	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	343	7	3	379	545	172	1	89	4	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	343	7	3	379	545	172	1	89	4	3	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.95	0.95	0.53	0.95	0.85	0.95	1.00	0.85	0.97	0.97	0.85
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	0.57	0.43	1.00
Final Sat.:	963	3527	72	998	3610	1615	1805	1900	1615	1055	791	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.10	0.00	0.10	0.34	0.10	0.00	0.06	0.00	0.00	0.01
Crit Moves:						****	****				****	
Green Time:	63.9	63.9	63.9	63.9	63.9	63.9	18.1	18.1	18.1	21.0	21.0	21.0
Volume/Cap:	0.37	0.17	0.17	0.01	0.19	0.61	0.61	0.00	0.35	0.02	0.02	0.04
Delay/Veh:	14.7	12.6	12.6	11.4	12.7	18.3	48.9	40.9	44.1	38.6	38.6	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	12.6	12.6	11.4	12.7	18.3	48.9	40.9	44.1	38.6	38.6	38.7
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2k95thQ:	8	6	6	0	7	23	13	0	6	0	0	1

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[99.7]

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	22	0	28	58	776	0	0	1358	108
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	22	0	28	58	776	0	0	1358	108
Added Vol:	0	0	0	0	0	0	0	18	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	794	0	0	1506	108
User Adj:	1.00	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	22	0	28	58	794	0	0	1506	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	28	58	794	0	0	1506	108
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1663	2524	397	2073	2470	807	1614	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	65	28	608	48	31	329	410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	53	24	608	42	26	329	410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.09	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	83	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	99.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			99.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

Cycle (sec): 90 Critical Vol./Cap.(X): 0.230
Loss Time (sec): 12 Average Delay (sec/veh): 18.6
Optimal Cycle: 90 Level Of Service: B

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 0	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	131	0	66	0	0	0	0	163	73	69	404	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:	131	0	66	0	0	0	0	163	73	69	404	0
Added Vol:	0	0	0	1	0	0	0	11	0	0	69	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	66	1	0	0	0	174	73	69	473	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:	131	0	66	1	0	0	0	174	73	69	473	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	66	1	0	0	0	174	73	69	473	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	0	66	1	0	0	0	174	73	69	473	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	0.94	1.00	1.00	1.00	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.41	0.59	1.00	1.99	0.01
Final Sat.:	1467	0	1615	1794	0	0	1900	2431	1020	1805	3591	15
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.04	0.13	0.13
Crit Moves:	****							****		****		
Green Time:	35.0	0.0	35.0	35.0	0.0	0.0	0.0	28.0	28.0	15.0	43.0	43.0
Volume/Cap:	0.23	0.00	0.11	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.28	0.28
Delay/Veh:	18.7	0.0	17.6	16.8	0.0	0.0	0.0	23.1	23.1	32.9	14.2	14.2
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:	18.7	0.0	17.6	16.8	0.0	0.0	0.0	23.1	23.1	32.9	14.2	14.2
LOS by Move:	B	A	B	B	A	A	A	C	C	C	B	B
HCM2k95thQ:	5	0	2	0	0	0	0	5	5	3	8	8

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	4.328
Loss Time (sec):	16	Average Delay (sec/veh):	239.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	82	108	530	299	188	149	88	518	199	1392	775	348
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:	82	108	530	299	188	149	88	518	199	1392	775	348
Added Vol:	0	0	65	0	11	0	0	0	1	302	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	108	595	299	199	149	88	518	200	1694	775	348
User Adj:	1.00	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:	82	108	595	299	199	149	88	518	200	1694	775	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	108	595	299	199	149	88	518	200	1694	775	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	108	595	299	199	149	88	518	200	1694	775	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.66	0.89	0.89	0.95	0.95	0.85	0.27	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1255	1932	1447	1805	3610	1615	507	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.37	0.24	0.10	0.10	0.05	0.14	0.12	3.34	0.21	0.22
Crit Moves:				****						****		
Green Time:	37.7	31.0	71.8	46.2	31.5	31.5	37.4	25.0	25.0	73.8	53.4	53.4
Volume/Cap:	0.25	0.22	0.62	0.66	0.39	0.39	0.27	0.69	0.59	2.38	0.48	0.48
Delay/Veh:	30.1	35.2	16.5	37.3	36.7	36.7	30.3	46.6	45.8	654.5	23.8	24.1
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:	30.1	35.2	16.5	37.3	36.7	36.7	30.3	46.6	45.8	654.5	23.8	24.1
LOS by Move:	C	D	B	D	D	D	C	D	D	F	C	C
HCM2k95thQ:	5	6	25	18	11	11	5	19	14	269	18	16

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	16	Average Delay (sec/veh):	82.9
Optimal Cycle:	100	Level Of Service:	F

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1! 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	29	497	1	0	900	553	244	4	29	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	497	1	0	900	553	244	4	29	1	3	4
Added Vol:	0	1	0	0	61	253	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	498	1	0	961	806	309	4	29	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	498	1	0	961	806	309	4	29	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	498	1	0	961	806	309	4	29	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	498	1	0	961	806	309	4	29	1	3	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.12	0.38	0.50
Final Sat.:	1805	3603	7	1900	3610	1615	3397	41	1945	220	661	881
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.00	0.27	0.50	0.09	0.10	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****		****		
Green Time:	6.0	51.0	51.0	0.0	45.0	45.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.32	0.33	0.33	0.00	0.71	1.33	0.44	0.46	0.07	0.02	0.02	0.02
Delay/Veh:	57.1	23.1	23.1	0.0	33.7	197.5	41.8	42.1	38.2	35.4	35.4	35.4
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:	57.1	23.1	23.1	0.0	33.7	197.5	41.8	42.1	38.2	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	F	D	D	D	D	D	D
HCM2k95thQ:	3	12	12	0	29	85	11	11	2	0	0	0

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	16	Average Delay (sec/veh):	34.4
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	237	477	147	156	615	106	89	616	132	191	922	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:	237	477	147	156	615	106	89	616	132	191	922	178
Added Vol:	0	0	0	0	1	60	1	17	0	1	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	477	147	156	616	166	90	633	132	192	1010	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:	237	477	147	156	616	166	90	633	132	192	1010	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	477	147	156	616	166	90	633	132	192	1010	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
FinalVolume:	237	477	147	156	616	166	90	633	132	192	1010	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	0.88	0.88	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.36	0.64	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3502	3610	1615	3502	3955	1066	1805	3610	1615	1805	3002	529
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.09	0.04	0.16	0.16	0.05	0.18	0.08	0.11	0.34	0.34
Crit Moves:	****				****			****		****		
Green Time:	8.2	29.2	29.2	7.0	28.0	28.0	7.0	35.0	35.0	12.8	40.8	40.8
Volume/Cap:	0.83	0.45	0.31	0.64	0.56	0.56	0.71	0.50	0.23	0.83	0.82	0.82
Delay/Veh:	63.2	29.2	28.0	50.7	31.2	31.2	62.8	25.9	23.2	63.9	30.4	30.4
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:	63.2	29.2	28.0	50.7	31.2	31.2	62.8	25.9	23.2	63.9	30.4	30.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2k95thQ:	12	12	7	7	15	15	6	15	5	15	33	33

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	90	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	16	Average Delay (sec/veh):	27.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	94	616	71	34	843	49	22	120	33	86	304	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:	94	616	71	34	843	49	22	120	33	86	304	62
Added Vol:	23	0	0	0	0	2	0	9	2	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	616	71	34	843	51	22	129	35	86	351	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	616	71	34	843	51	22	129	35	86	351	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	616	71	34	843	51	22	129	35	86	351	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	616	71	34	843	51	22	129	35	86	351	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.90	0.90	0.95	0.92	0.92	0.95	1.00	0.85
Lanes:	2.00	2.69	0.31	1.00	2.83	0.17	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	3502	4581	528	1805	4847	293	1805	2749	746	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.17	0.17	0.01	0.05	0.05	0.05	0.18	0.04
Crit Moves:	****				****		****				****	
Green Time:	6.0	26.6	26.6	6.4	27.0	27.0	6.0	35.0	35.0	6.0	35.0	35.0
Volume/Cap:	0.50	0.45	0.45	0.27	0.58	0.58	0.18	0.12	0.12	0.71	0.48	0.10
Delay/Veh:	42.3	26.0	26.0	40.7	27.3	27.3	40.4	17.7	17.7	59.5	21.1	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:	42.3	26.0	26.0	40.7	27.3	27.3	40.4	17.7	17.7	59.5	21.1	17.5
LOS by Move:	D	C	C	D	C	C	D	B	B	E	C	B
HCM2k95thQ:	5	11	11	2	16	16	1	3	3	8	14	2

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Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.746
Loss Time (sec):	16	Average Delay (sec/veh):	298.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	360	0	488	37	0	1123	301	446	562	21	1483	715
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:	360	0	488	37	0	1123	301	446	562	21	1483	715
Added Vol:	116	0	0	0	0	180	24	0	41	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	488	37	0	1303	325	446	603	21	1489	715
User Adj:	1.00	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:	476	0	488	37	0	1303	325	446	603	21	1489	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	0	488	37	0	1303	325	446	603	21	1489	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	0	488	37	0	1303	325	446	603	21	1489	715
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.17	0.02	0.00	0.81	0.18	0.12	0.37	0.01	0.41	0.44
Crit Moves:	****					****	****					****
Green Time:	18.1	0.0	18.1	43.1	0.0	55.4	12.4	36.8	36.8	6.0	30.4	30.4
Volume/Cap:	1.75	0.00	1.14	0.06	0.00	1.75	1.75	0.40	1.22	0.23	1.63	1.75
Delay/Veh:	401.5	0.0	137.3	25.2	0.0	373.6	410.8	33.1	156.8	56.1	332	390.5
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:	401.5	0.0	137.3	25.2	0.0	373.6	410.8	33.1	156.8	56.1	332	390.5
LOS by Move:	F	A	F	C	A	F	F	C	F	E	F	F
HCM2k95thQ:	68	0	30	2	0	173	46	12	56	2	100	97

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 16 Average Delay (sec/veh): 34.0
Optimal Cycle: 90 Level Of Service: C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	315	0	171	4	1	0	0	564	212	378	1174	1
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:	315	0	171	4	1	0	0	564	212	378	1174	1
Added Vol:	0	0	0	0	0	0	0	17	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	0	171	4	1	0	0	581	212	378	1263	1
User Adj:	1.00	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:	315	0	171	4	1	0	0	581	212	378	1263	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	171	4	1	0	0	581	212	378	1263	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	0	171	4	1	0	0	581	212	378	1263	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.91	0.95	1.00	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2874	0	2357	1736	1736	0	1900	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.13	0.11	0.35	0.35
Crit Moves:	****			****			****				****	
Green Time:	15.7	0.0	31.9	28.0	28.0	0.0	0.0	34.1	34.1	16.2	50.3	50.3
Volume/Cap:	0.77	0.00	0.25	0.01	0.00	0.00	0.00	0.52	0.42	0.73	0.77	0.77
Delay/Veh:	51.0	0.0	29.9	30.6	30.6	0.0	0.0	31.7	30.7	50.3	27.2	27.2
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:	51.0	0.0	29.9	30.6	30.6	0.0	0.0	31.7	30.7	50.3	27.2	27.2
LOS by Move:	D	A	C	C	C	A	A	C	C	D	C	C
HCM2k95thQ:	15	0	7	0	0	0	0	16	11	15	34	34

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.587
Loss Time (sec):	16	Average Delay (sec/veh):	194.6
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
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:	542	895	247	207	724	123	92	1138	525	262	1183	198
Added Vol:	52	26	0	3	30	0	0	4	60	0	30	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	921	247	210	754	123	92	1142	585	262	1213	221
User Adj:	1.00	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:	594	921	247	210	754	123	92	1142	585	262	1213	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	921	247	210	754	123	92	1142	585	262	1213	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	921	247	210	754	123	92	1142	585	262	1213	221
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	1.00	0.85	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.32	0.68	1.00	2.00	1.00
Final Sat.:	1805	2755	739	1805	1900	1615	1805	2265	1160	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.40	0.08	0.05	0.50	0.50	0.15	0.34	0.14
Crit Moves:	****				****			****			****	
Green Time:	24.9	40.7	40.7	14.2	30.0	30.0	6.5	38.1	38.1	11.0	42.6	42.6
Volume/Cap:	1.59	0.98	0.98	0.98	1.59	0.30	0.95	1.59	1.59	1.59	0.95	0.39
Delay/Veh:	324.0	61.8	61.8	109.9	319	37.0	130.1	309	309.4	345.3	51.7	29.3
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:	324.0	61.8	61.8	109.9	319	37.0	130.1	309	309.4	345.3	51.7	29.3
LOS by Move:	F	E	E	F	F	D	F	F	F	F	D	C
HCM2k95thQ:	76	46	46	22	95	7	12	113	113	39	45	12

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #2 Indian Hill Boulevard at Harrison Avenue/Fifth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	12	Average Delay (sec/veh):	20.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Indian Hill Boulevard						Harrison Avenue/Fifth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	18	18	6	21	21	18	18	18	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	88	829	29	15	722	62	56	55	111	45	74	66
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:	88	829	29	15	722	62	56	55	111	45	74	66
Added Vol:	0	64	3	0	85	0	0	3	0	8	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	893	32	15	807	62	56	58	111	53	103	66
User Adj:	1.00	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:	88	893	32	15	807	62	56	58	111	53	103	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	893	32	15	807	62	56	58	111	53	103	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	893	32	15	807	62	56	58	111	53	103	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.68	0.68	0.85	0.85	0.85	0.85
Lanes:	1.00	0.97	0.03	1.00	1.00	1.00	0.49	0.51	1.00	0.34	0.66	1.00
Final Sat.:	1805	1825	65	1805	1900	1615	633	655	1615	550	1069	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.01	0.42	0.04	0.09	0.09	0.07	0.10	0.10	0.04
Crit Moves:		****		****							****	
Green Time:	8.7	64.0	64.0	6.0	61.3	61.3	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.56	0.76	0.76	0.14	0.69	0.06	0.49	0.49	0.38	0.54	0.54	0.23
Delay/Veh:	48.5	15.6	15.6	45.1	14.8	7.8	38.5	38.5	36.9	39.2	39.2	35.5
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:	48.5	15.6	15.6	45.1	14.8	7.8	38.5	38.5	36.9	39.2	39.2	35.5
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2k95thQ:	7	36	36	1	30	2	7	7	7	10	10	4

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #3 Indian Hill Boulevard at First Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	12	Average Delay (sec/veh):	30.2
Optimal Cycle:	116	Level Of Service:	C

Street Name:	Indian Hill Boulevard						First Street					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	25	25	25	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	142	676	265	57	782	98	57	53	131	256	81	159
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:	142	676	265	57	782	98	57	53	131	256	81	159
Added Vol:	0	3	103	85	8	0	0	3	0	87	20	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	679	368	142	790	98	57	56	131	343	101	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	679	368	142	790	98	57	56	131	343	101	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	679	368	142	790	98	57	56	131	343	101	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	679	368	142	790	98	57	56	131	343	101	224
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	0.98	0.98	0.32	1.00	0.85	0.72	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	1.00	0.31	0.69
Final Sat.:	1805	1900	1615	1805	1663	206	602	1900	1615	1374	530	1175
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.23	0.08	0.47	0.47	0.09	0.03	0.08	0.25	0.19	0.19
Crit Moves:	****				****					****		
Green Time:	51.7	44.1	44.1	57.8	46.1	46.1	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.60	0.73	0.47	0.39	0.93	0.93	0.35	0.11	0.30	0.93	0.71	0.71
Delay/Veh:	21.7	21.2	15.6	12.2	35.0	35.0	27.8	24.8	26.5	61.0	34.7	34.7
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:	21.7	21.2	15.6	12.2	35.0	35.0	27.8	24.8	26.5	61.0	34.7	34.7
LOS by Move:	C	C	B	B	C	C	C	C	C	E	C	C
HCM2k95thQ:	5	25	12	5	45	45	3	2	6	24	18	18

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

Intersection #10 College Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	College Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	15	298	96	63	274	38	23	104	12	92	144	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	298	96	63	274	38	23	104	12	92	144	21
Added Vol:	0	10	0	0	48	0	0	8	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	308	96	63	322	38	23	112	12	92	180	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	308	96	63	322	38	23	112	12	92	180	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	308	96	63	322	38	23	112	12	92	180	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	308	96	63	322	38	23	112	12	92	180	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.15	0.76	0.09	0.16	0.76	0.08	0.31	0.62	0.07
Final Sat.:	21	422	131	85	432	51	67	325	35	157	306	36
Capacity Analysis Module:												
Vol/Sat:	0.73	0.73	0.73	0.75	0.75	0.75	0.34	0.34	0.34	0.59	0.59	0.59
Crit Moves:		****			****			****			****	
Delay/Veh:	22.0	22.0	22.0	23.2	23.2	23.2	12.8	12.8	12.8	17.2	17.2	17.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	23.2	23.2	23.2	12.8	12.8	12.8	17.2	17.2	17.2
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		22.0			23.2			12.8			17.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.0			23.2			12.8			17.2	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	2.1	2.1	2.1	2.2	2.2	2.2	0.3	0.3	0.3	1.0	1.0	1.0

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
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Linscott, Law and Greenspan, Engineers

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

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Intersection #21 Mills Avenue at Foothill Boulevard

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.868	
Loss Time (sec):	12	Average Delay (sec/veh):	37.4	
Optimal Cycle:	104	Level Of Service:	D	

****

Street Name:	Mills Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	18	18	6	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	10	2	6	105	1	188	403	1372	14	10	1325	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	6	105	1	188	403	1372	14	10	1325	169
Added Vol:	0	0	1	18	0	2	10	78	0	10	32	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	7	123	1	190	413	1450	14	20	1357	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2	7	123	1	190	413	1450	14	20	1357	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2	7	123	1	190	413	1450	14	20	1357	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2	7	123	1	190	413	1450	14	20	1357	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.76	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.83	0.17	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.76	0.24
Final Sat.:	1389	278	1615	1442	1900	1615	1805	3572	34	1805	3122	423
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.00	0.12	0.23	0.41	0.41	0.01	0.43	0.43
Crit Moves:						****	****				****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	28.6	73.9	73.9	9.1	54.4	54.4
Volume/Cap:	0.03	0.03	0.02	0.41	0.00	0.56	0.96	0.66	0.66	0.15	0.96	0.96
Delay/Veh:	37.9	37.9	37.8	42.0	37.6	44.8	78.0	15.6	15.6	52.3	45.7	45.7
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:	37.9	37.9	37.8	42.0	37.6	44.8	78.0	15.6	15.6	52.3	45.7	45.7
LOS by Move:	D	D	D	D	D	D	E	B	B	D	D	D
HCM2k95thQ:	1	1	0	8	0	13	34	32	32	1	48	48

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #22 Mills Avenue at Sixth Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Mills Avenue						Sixth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	22	4	16	14	7	4	5	312	23	11	228	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	4	16	14	7	4	5	312	23	11	228	14
Added Vol:	8	0	0	2	0	2	1	37	3	0	32	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	4	16	16	7	6	6	349	26	11	260	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	4	16	16	7	6	6	349	26	11	260	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	4	16	16	7	6	6	349	26	11	260	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	4	16	16	7	6	6	349	26	11	260	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.08	0.32	0.55	0.24	0.21	0.01	0.92	0.07	0.04	0.91	0.05
Final Sat.:	368	49	197	330	145	124	13	742	55	30	716	41
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.47	0.47	0.47	0.36	0.36	0.36
Crit Moves:	****			****				****			****	
Delay/Veh:	8.7	8.7	8.7	8.6	8.6	8.6	11.1	11.1	11.1	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.6	8.6	8.6	11.1	11.1	11.1	9.9	9.9	9.9
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.7			8.6			11.1			9.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.6			11.1			9.9		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #24 Claremont Boulevard/Mills Avenue at Arrow Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard/Mills Avenue						Arrow Highway					
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:	6	25	25	6	25	25	6	21	21	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	257	60	160	283	141	135	1216	37	83	718	138
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:	94	257	60	160	283	141	135	1216	37	83	718	138
Added Vol:	0	41	0	9	38	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	298	60	169	321	141	135	1216	37	83	718	149
User Adj:	1.00	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:	94	298	60	169	321	141	135	1216	37	83	718	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	298	60	169	321	141	135	1216	37	83	718	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	298	60	169	321	141	135	1216	37	83	718	149
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	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.66	0.34
Final Sat.:	1805	2930	590	1805	1900	1615	1805	3489	106	1805	2912	604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.17	0.09	0.07	0.35	0.35	0.05	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	7.0	25.0	25.0	11.2	29.2	29.2	10.1	41.8	41.8	6.0	37.7	37.7
Volume/Cap:	0.74	0.41	0.41	0.83	0.58	0.30	0.74	0.83	0.83	0.77	0.65	0.65
Delay/Veh:	66.5	31.6	31.6	68.2	31.7	27.8	58.9	30.2	30.2	73.7	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	31.6	31.6	68.2	31.7	27.8	58.9	30.2	30.2	73.7	26.9	26.9
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2k95thQ:	9	10	10	11	16	6	11	35	35	8	22	22

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #26 Claremont Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.097
Loss Time (sec):	16	Average Delay (sec/veh):	79.1
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Claremont Boulevard						Foothill Boulevard					
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:	6	28	28	6	25	25	6	28	28	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	141	309	269	177	157	169	272	1345	100	239	1125	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:	141	309	269	177	157	169	272	1345	100	239	1125	90
Added Vol:	43	210	76	0	229	0	0	76	20	61	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	519	345	177	386	169	272	1421	120	300	1138	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	519	345	177	386	169	272	1421	120	300	1138	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	519	345	177	386	169	272	1421	120	300	1138	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	519	345	177	386	169	272	1421	120	300	1138	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.91	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	2.00	1.20	0.80	1.00	1.39	0.61	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	3502	2038	1355	1805	2395	1049	1805	3289	278	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.10	0.16	0.16	0.15	0.43	0.43	0.17	0.32	0.06
Crit Moves:		****		****				****		****		
Green Time:	7.8	28.0	28.0	10.7	30.9	30.9	21.1	47.2	47.2	18.1	44.2	44.2
Volume/Cap:	0.81	1.09	1.09	1.10	0.63	0.63	0.86	1.10	1.10	1.10	0.86	0.15
Delay/Veh:	74.4	106	105.7	154.7	40.8	40.8	67.8	92.5	92.5	134.7	40.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	106	105.7	154.7	40.8	40.8	67.8	92.5	92.5	134.7	40.7	25.5
LOS by Move:	E	F	F	F	D	D	E	F	F	F	D	C
HCM2k95thQ:	7	38	38	21	19	19	19	63	63	24	32	4

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #27 Claremont Boulevard at East Campus Driveway #2

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.2]

Street Name:	Claremont Boulevard						East Campus Driveway #2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	702	0	0	462	0	0	0	0	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	702	0	0	462	0	0	0	0	0	0	0
Added Vol:	0	310	0	0	309	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1012	0	0	771	0	0	0	0	0	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1012	0	0	771	0	0	0	0	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1012	0	0	771	0	0	0	0	0	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	506
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	517
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	517
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

Cycle (sec):	90	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Claremont Boulevard						Ninth Street/East Campus Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	14	14	6	14	14	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	115	596	0	0	406	56	105	0	233	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:	115	596	0	0	406	56	105	0	233	0	0	0
Added Vol:	2	236	3	10	298	2	4	1	4	42	10	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	832	3	10	704	58	109	1	237	42	10	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:	117	832	3	10	704	58	109	1	237	42	10	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	832	3	10	704	58	109	1	237	42	10	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	832	3	10	704	58	109	1	237	42	10	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.78	0.78	0.78	0.76	0.76	0.76
Lanes:	1.00	1.99	0.01	1.00	1.85	0.15	0.31	0.01	0.68	0.34	0.08	0.58
Final Sat.:	1805	3593	13	1805	3299	272	466	4	1012	492	117	832
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.01	0.21	0.21	0.23	0.23	0.23	0.09	0.09	0.09
Crit Moves:		****		****				****				
Green Time:	9.9	35.8	35.8	6.0	31.8	31.8	36.2	36.2	36.2	36.2	36.2	36.2
Volume/Cap:	0.59	0.58	0.58	0.08	0.60	0.60	0.58	0.58	0.58	0.21	0.21	0.21
Delay/Veh:	42.5	21.9	21.9	39.7	24.7	24.7	22.5	22.5	22.5	17.8	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	21.9	21.9	39.7	24.7	24.7	22.5	22.5	22.5	17.8	17.8	17.8
LOS by Move:	D	C	C	D	C	C	C	C	C	B	B	B
HCM2k95thQ:	6	17	17	1	16	16	15	15	15	5	5	5

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #29 Claremont Boulevard at East Campus Driveway #4

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Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.8]

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Street Name:	Claremont Boulevard						East Campus Driveway #4					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		0 0 2	0 0		0 0 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	713	0	0	636	0	0	0	0	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	713	0	0	636	0	0	0	0	0	0	0
Added Vol:	0	231	2	0	344	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	944	2	0	980	0	0	0	0	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	944	2	0	980	0	0	0	0	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	944	2	0	980	0	0	0	0	0	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	473
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	543
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	543
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.

****

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #30 Claremont Boulevard at Sixth Street/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	16	Average Delay (sec/veh):	38.2
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Claremont Boulevard						Sixth Street/Arrow Route					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	18	18	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	19	497	141	163	391	82	123	213	25	88	186	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	497	141	163	391	82	123	213	25	88	186	93
Added Vol:	2	227	22	23	298	23	3	30	8	38	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	724	163	186	689	105	126	243	33	126	192	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	724	163	186	689	105	126	243	33	126	192	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	724	163	186	689	105	126	243	33	126	192	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	724	163	186	689	105	126	243	33	126	192	96
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	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.63	0.37	1.00	1.74	0.26	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1805	2864	645	1805	3070	468	1805	1643	223	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.10	0.22	0.22	0.07	0.15	0.15	0.07	0.10	0.06
Crit Moves:		****		****				****			****	
Green Time:	48.2	38.4	38.4	58.0	44.2	44.2	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.07	0.79	0.79	0.61	0.61	0.61	0.34	0.71	0.71	0.34	0.49	0.29
Delay/Veh:	22.6	41.0	41.0	26.4	31.8	31.8	41.0	50.1	50.1	41.0	42.8	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	41.0	41.0	26.4	31.8	31.8	41.0	50.1	50.1	41.0	42.8	40.4
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	1	28	28	9	22	22	8	20	20	8	12	6

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #31 Claremont Boulevard at First Street/Huntington Drive

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.603	
Loss Time (sec):	12	Average Delay (sec/veh):	30.2	
Optimal Cycle:	90	Level Of Service:	C	

****

Street Name:	Claremont Boulevard						First Street/Huntington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	25	25	25	18	18	18	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	94	435	7	3	391	92	218	3	175	3	3	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	435	7	3	391	92	218	3	175	3	3	3
Added Vol:	51	2	0	0	8	336	249	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	437	7	3	399	428	467	3	214	3	3	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	437	7	3	399	428	467	3	214	3	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	437	7	3	399	428	467	3	214	3	3	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	437	7	3	399	428	467	3	214	3	3	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.95	0.95	0.41	0.95	0.85	0.95	1.00	0.85	0.98	0.98	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	842	3546	57	771	3610	1615	1805	1900	1615	927	927	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.00	0.11	0.27	0.26	0.00	0.13	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green Time:	31.4	31.4	31.4	31.4	31.4	31.4	30.6	30.6	30.6	21.0	21.0	21.0
Volume/Cap:	0.52	0.37	0.37	0.01	0.33	0.80	0.80	0.00	0.41	0.01	0.01	0.01
Delay/Veh:	27.5	24.5	24.5	21.4	24.1	37.5	37.3	21.8	25.7	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	24.5	24.5	21.4	24.1	37.5	37.3	21.8	25.7	28.9	28.9	28.9
LOS by Move:	C	C	C	C	C	D	D	C	C	C	C	C
HCM2k95thQ:	7	10	10	0	9	21	26	0	10	0	0	0

****

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Average Delay (sec/veh): 16.7 Worst Case Level Of Service: F[417.0]

****

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	71	29	1542	0	0	1182	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	71	29	1542	0	0	1182	54
Added Vol:	0	0	0	0	0	0	0	153	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1695	0	0	1255	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	71	29	1695	0	0	1255	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	55	0	71	29	1695	0	0	1255	54
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2381	3062	848	2188	3035	655	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	19	13	309	40	13	414	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	15	12	309	38	12	414	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	1.44	0.00	0.17	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	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	0	xxxxx	xxxx	78	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	417	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			417.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Note: Queue reported is the number of cars per lane.

****

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #33 College Park Drive/East Campus Driveway #5 at Arrow Route

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	90	Level Of Service:	B

****

Street Name:	College Park Drive/East Campus Dr						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	6	6	6	6	21	21	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	0	0	1! 0	0	1 0	1	1 0	1 0	1 1 0
Volume Module:												
Base Vol:	102	0	61	0	0	0	0	471	122	75	332	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:	102	0	61	0	0	0	0	471	122	75	332	0
Added Vol:	0	0	0	38	0	10	0	75	0	0	37	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	61	38	0	10	0	546	122	75	369	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	61	38	0	10	0	546	122	75	369	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	61	38	0	10	0	546	122	75	369	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	0	61	38	0	10	0	546	122	75	369	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.77	1.00	0.77	1.00	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.79	0.00	0.21	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1395	0	1615	1165	0	307	1900	2871	642	1805	3577	29
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.03	0.00	0.03	0.00	0.19	0.19	0.04	0.10	0.10
Crit Moves:	****							****		****		
Green Time:	25.0	0.0	25.0	25.0	0.0	25.0	0.0	43.5	43.5	9.5	53.0	53.0
Volume/Cap:	0.26	0.00	0.14	0.12	0.00	0.12	0.00	0.39	0.39	0.39	0.18	0.18
Delay/Veh:	25.7	0.0	24.5	24.4	0.0	24.4	0.0	15.0	15.0	38.9	8.5	8.5
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:	25.7	0.0	24.5	24.4	0.0	24.4	0.0	15.0	15.0	38.9	8.5	8.5
LOS by Move:	C	A	C	C	A	C	A	B	B	D	A	A
HCM2k95thQ:	5	0	3	2	0	2	0	11	11	4	5	5

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

****

Cycle (sec):	105	Critical Vol./Cap.(X):	4.733
Loss Time (sec):	16	Average Delay (sec/veh):	254.0
Optimal Cycle:	120	Level Of Service:	F

****

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:		Ovl			Include			Include			Include	
Min. Green:	6	31	31	6	28	28	6	25	25	6	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	232	174	1705	232	109	53	52	1042	188	1183	854	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:	232	174	1705	232	109	53	52	1042	188	1183	854	205
Added Vol:	10	20	257	0	3	0	0	0	1	237	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	194	1962	232	112	53	52	1042	189	1420	854	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:	242	194	1962	232	112	53	52	1042	189	1420	854	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	194	1962	232	112	53	52	1042	189	1420	854	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
FinalVolume:	242	194	1962	232	112	53	52	1042	189	1420	854	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.66	0.90	0.90	0.95	0.95	0.85	0.23	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1384	1900	1615	1254	2333	1104	1805	3610	1615	428	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	1.21	0.18	0.05	0.05	0.03	0.29	0.12	3.32	0.24	0.13
Crit Moves:			****	****						****		
Green Time:	31.5	31.0	68.5	23.8	17.6	17.6	37.1	25.0	25.0	67.5	50.4	50.4
Volume/Cap:	0.66	0.35	1.86	0.85	0.29	0.29	0.15	1.21	0.49	1.97	0.49	0.26
Delay/Veh:	36.0	29.4	410.2	59.4	38.4	38.4	22.8	146	35.5	455.3	18.8	16.5
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:	36.0	29.4	410.2	59.4	38.4	38.4	22.8	146	35.5	455.3	18.8	16.5
LOS by Move:	D	C	F	E	D	D	C	F	D	F	B	B
HCM2k95thQ:	15	10	259	18	5	5	2	52	11	195	18	7

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	16	Average Delay (sec/veh):	56.8
Optimal Cycle:	103	Level Of Service:	E

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	45	1082	5	3	632	207	501	4	45	12	8	1
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:	45	1082	5	3	632	207	501	4	45	12	8	1
Added Vol:	0	77	0	0	12	229	210	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1159	5	3	644	436	711	4	45	12	8	1
User Adj:	1.00	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:	45	1159	5	3	644	436	711	4	45	12	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1159	5	3	644	436	711	4	45	12	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1159	5	3	644	436	711	4	45	12	8	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.16	0.95	0.85	0.95	0.95	0.95	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.57	0.38	0.05
Final Sat.:	1805	3591	15	304	3610	1615	3472	19	1904	1049	699	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.18	0.27	0.20	0.21	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	11.0	36.0	36.0	25.0	25.0	25.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.24	0.94	0.94	0.04	0.75	1.13	0.86	0.89	0.10	0.04	0.04	0.04
Delay/Veh:	43.8	47.3	47.3	31.0	40.8	127.5	46.9	50.4	31.2	28.6	28.6	28.6
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:	43.8	47.3	47.3	31.0	40.8	127.5	46.9	50.4	31.2	28.6	28.6	28.6
LOS by Move:	D	D	D	C	D	F	D	D	C	C	C	C
HCM2k95thQ:	3	40	40	0	21	40	25	27	2	1	1	1

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #36 Monte Vista Avenue at Foothill Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	16	Average Delay (sec/veh):	53.6
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Monte Vista Avenue						Foothill Boulevard					
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:	6	25	25	6	28	28	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	229	843	217	281	921	200	188	1293	201	154	967	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:	229	843	217	281	921	200	188	1293	201	154	967	269
Added Vol:	0	10	1	0	1	11	68	85	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	853	218	281	922	211	256	1378	201	154	1030	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:	229	853	218	281	922	211	256	1378	201	154	1030	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	853	218	281	922	211	256	1378	201	154	1030	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
FinalVolume:	229	853	218	281	922	211	256	1378	201	154	1030	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	1.59	0.41
Final Sat.:	3502	3610	1615	3502	4103	939	1805	3610	1615	1805	2774	724
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.13	0.08	0.22	0.22	0.14	0.38	0.12	0.09	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	6.9	26.1	26.1	8.8	28.0	28.0	15.0	44.2	44.2	9.9	39.2	39.2
Volume/Cap:	1.00	0.95	0.54	0.96	0.84	0.84	1.00	0.91	0.30	0.91	1.00	1.00
Delay/Veh:	107.2	57.9	35.8	89.0	41.4	41.4	99.9	36.6	20.3	90.2	56.7	56.7
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:	107.2	57.9	35.8	89.0	41.4	41.4	99.9	36.6	20.3	90.2	56.7	56.7
LOS by Move:	F	E	D	F	D	D	F	D	C	F	E	E
HCM2k95thQ:	14	33	13	15	27	27	16	34	8	15	47	47

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #37 Monte Vista Avenue at Arrow Route

Cycle (sec):	95	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	16	Average Delay (sec/veh):	28.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Monte Vista Avenue						Arrow Route					
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:	6	25	25	6	25	25	6	35	35	6	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	105	1030	112	38	822	26	59	294	112	85	207	56
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	1030	112	38	822	26	59	294	112	85	207	56
Added Vol:	7	0	0	0	0	1	10	45	58	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1030	112	38	822	27	69	339	170	85	239	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1030	112	38	822	27	69	339	170	85	239	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1030	112	38	822	27	69	339	170	85	239	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1030	112	38	822	27	69	339	170	85	239	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.91	0.91	0.95	0.90	0.90	0.95	1.00	0.85
Lanes:	2.00	2.71	0.29	1.00	2.90	0.10	1.00	1.33	0.67	1.00	1.00	1.00
Final Sat.:	3502	4608	501	1805	4997	164	1805	2284	1145	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.02	0.16	0.16	0.04	0.15	0.15	0.05	0.13	0.03
Crit Moves:		****		****				****		****		
Green Time:	7.2	31.4	31.4	6.0	30.2	30.2	6.1	35.0	35.0	6.6	35.5	35.5
Volume/Cap:	0.42	0.68	0.68	0.33	0.52	0.52	0.60	0.40	0.40	0.68	0.34	0.09
Delay/Veh:	42.9	28.5	28.5	44.3	26.8	26.8	51.5	22.5	22.5	56.9	21.6	19.4
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:	42.9	28.5	28.5	44.3	26.8	26.8	51.5	22.5	22.5	56.9	21.6	19.4
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	B
HCM2k95thQ:	4	21	21	3	15	15	4	11	11	8	10	2

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #38 SR-210 Ramps at Baseline Road

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Cycle (sec):	120	Critical Vol./Cap.(X):	1.593	
Loss Time (sec):	16	Average Delay (sec/veh):	186.9	
Optimal Cycle:	120	Level Of Service:	F	

****

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	6	6	6	6	6	6	25	25	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	0 2	1 0	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	371	0	922	38	0	755	375	1118	1059	29	539	402
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:	371	0	922	38	0	755	375	1118	1059	29	539	402
Added Vol:	89	0	0	0	0	146	103	6	148	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	922	38	0	901	478	1124	1207	29	540	402
User Adj:	1.00	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:	460	0	922	38	0	901	478	1124	1207	29	540	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	922	38	0	901	478	1124	1207	29	540	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	0	922	38	0	901	478	1124	1207	29	540	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	0	2842	1805	0	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.32	0.02	0.00	0.56	0.26	0.31	0.75	0.02	0.15	0.25
Crit Moves:			****			****			****	****		
Green Time:	23.3	0.0	23.3	21.0	0.0	51.8	30.8	53.7	53.7	6.0	28.9	28.9
Volume/Cap:	1.31	0.00	1.67	0.12	0.00	1.29	1.03	0.70	1.67	0.32	0.62	1.03
Delay/Veh:	208.2	0.0	358.3	41.8	0.0	176.3	95.3	28.0	341.3	57.1	42.0	100.0
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:	208.2	0.0	358.3	41.8	0.0	176.3	95.3	28.0	341.3	57.1	42.0	100.0
LOS by Move:	F	A	F	D	A	F	F	C	F	E	D	F
HCM2k95thQ:	52	0	71	2	0	90	32	28	152	3	18	36

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	16	Average Delay (sec/veh):	94.7
Optimal Cycle:	120	Level Of Service:	F

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	6	6	6	28	28	28	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	378	3	590	19	10	0	1	1289	393	415	843	1
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:	378	3	590	19	10	0	1	1289	393	415	843	1
Added Vol:	0	0	0	0	0	0	0	86	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	3	590	19	10	0	1	1375	393	415	906	1
User Adj:	1.00	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:	378	3	590	19	10	0	1	1375	393	415	906	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	3	590	19	10	0	1	1375	393	415	906	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	3	590	19	10	0	1	1375	393	415	906	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.22	0.01	0.01	0.00	0.00	0.38	0.24	0.12	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	27.8	27.8	39.2	28.0	28.0	0.0	8.0	36.8	36.8	11.4	40.2	40.2
Volume/Cap:	0.69	1.24	0.66	0.05	0.02	0.00	0.01	1.24	0.79	1.24	0.75	0.75
Delay/Veh:	43.8	166	35.9	35.7	35.5	0.0	52.3	158	46.7	186.2	38.1	38.1
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:	43.8	166	35.9	35.7	35.5	0.0	52.3	158	46.7	186.2	38.1	38.1
LOS by Move:	D	F	D	D	D	A	D	F	D	F	D	D
HCM2k95thQ:	19	51	22	1	1	0	0	71	27	27	29	29

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APPENDIX F-V

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) WITH MITIGATION TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	16	Average Delay (sec/veh):	44.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	217	404	232	264	637	246	102	890	271	215	951	197
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:	217	404	232	264	637	246	102	890	271	215	951	197
Added Vol:	18	9	0	15	36	0	0	22	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	413	232	279	673	246	102	912	344	215	951	197
User Adj:	1.00	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:	235	413	232	279	673	246	102	912	344	215	951	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	413	232	279	673	246	102	912	344	215	951	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	413	232	279	673	246	102	912	344	215	951	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2187	1228	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.15	0.19	0.15	0.06	0.25	0.21	0.12	0.26	0.12
Crit Moves:		****		****				****		****		
Green Time:	11.0	31.0	31.0	20.0	40.0	40.0	8.3	32.6	32.6	15.4	39.7	39.7
Volume/Cap:	0.70	0.70	0.70	0.89	0.54	0.44	0.78	0.89	0.75	0.89	0.76	0.35
Delay/Veh:	56.9	40.3	40.3	71.8	30.6	29.4	77.9	49.2	44.3	79.7	36.3	28.5
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:	56.9	40.3	40.3	71.8	30.6	29.4	77.9	49.2	44.3	79.7	36.3	28.5
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	C
HCM2k95thQ:	11	21	21	23	19	13	11	33	23	19	30	10

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12	Average Delay (sec/veh):	14.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	0	0	0	22	0	28	58	776	0	0	1358	108
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	22	0	28	58	776	0	0	1358	108
Added Vol:	0	0	0	0	0	0	0	18	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	28	58	794	0	0	1506	108
User Adj:	1.00	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	22	0	28	58	794	0	0	1506	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	28	58	794	0	0	1506	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	28	58	794	0	0	1506	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	1.00	0.83	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.87	0.13
Final Sat.:	0	1900	0	695	0	885	1805	3610	0	1900	3335	239
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.22	0.00	0.00	0.45	0.45
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	6.0	83.0	0.0	0.0	77.0	77.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.15	0.64	0.32	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	39.0	70.7	7.4	0.0	0.0	15.1	15.1
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:	0.0	0.0	0.0	39.0	0.0	39.0	70.7	7.4	0.0	0.0	15.1	15.1
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	3	0	3	4	11	0	0	33	33

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
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Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	1.644
Loss Time (sec):	16	Average Delay (sec/veh):	71.7
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	35	35	6	28	28	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1	1 0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	82	108	530	299	188	149	88	518	199	1392	775	348
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:	82	108	530	299	188	149	88	518	199	1392	775	348
Added Vol:	0	0	65	0	11	0	0	0	1	302	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	108	595	299	199	149	88	518	200	1694	775	348
User Adj:	1.00	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:	82	108	595	299	199	149	88	518	200	1694	775	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	108	595	299	199	149	88	518	200	1694	775	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	108	595	299	199	149	88	518	200	1694	775	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.66	0.89	0.89	0.95	0.95	0.85	0.50	0.95	0.85
Lanes:	1.00	1.00	2.00	2.00	1.14	0.86	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	2842	2503	1932	1447	1805	3610	1615	1882	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.21	0.12	0.10	0.10	0.05	0.14	0.12	0.90	0.21	0.22
Crit Moves:	****				****					****		
Green Time:	46.2	35.0	69.8	40.0	33.9	33.9	39.1	28.0	28.0	67.8	51.8	51.8
Volume/Cap:	0.22	0.19	0.36	0.44	0.36	0.36	0.27	0.61	0.53	1.28	0.50	0.50
Delay/Veh:	25.2	32.1	13.4	29.8	34.7	34.7	29.1	42.5	41.7	157.6	25.0	25.3
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:	25.2	32.1	13.4	29.8	34.7	34.7	29.1	42.5	41.7	157.6	25.0	25.3
LOS by Move:	C	C	B	C	C	C	C	D	D	F	C	C
HCM2k95thQ:	4	6	12	9	11	11	5	18	13	82	19	16

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	16	Average Delay (sec/veh):	31.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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			Ovl			Include			Include		
Min. Green:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	29	497	1	0	900	553	244	4	29	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	497	1	0	900	553	244	4	29	1	3	4
Added Vol:	0	1	0	0	61	253	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	498	1	0	961	806	309	4	29	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	498	1	0	961	806	309	4	29	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	498	1	0	961	806	309	4	29	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	498	1	0	961	806	309	4	29	1	3	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	0.95	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.90	0.02	1.08	0.12	0.38	0.50
Final Sat.:	1805	3603	7	1900	3610	1615	3397	41	1945	220	661	881
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.00	0.27	0.50	0.09	0.10	0.01	0.00	0.00	0.00
Crit Moves:	****					****		****		****		
Green Time:	6.0	51.0	51.0	0.0	45.0	70.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.32	0.33	0.33	0.00	0.71	0.86	0.44	0.46	0.07	0.02	0.02	0.02
Delay/Veh:	57.1	23.1	23.1	0.0	33.7	28.6	41.8	42.1	38.2	35.4	35.4	35.4
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:	57.1	23.1	23.1	0.0	33.7	28.6	41.8	42.1	38.2	35.4	35.4	35.4
LOS by Move:	E	C	C	A	C	C	D	D	D	D	D	D
HCM2k95thQ:	3	12	12	0	29	44	11	11	2	0	0	0

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Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	110	Critical Vol./Cap.(X):	1.231
Loss Time (sec):	16	Average Delay (sec/veh):	74.2
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 0	0	2	1 0 0	0	2	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	360	0	488	37	0	1123	301	446	562	21	1483	715
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:	360	0	488	37	0	1123	301	446	562	21	1483	715
Added Vol:	116	0	0	0	0	180	24	0	41	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	488	37	0	1303	325	446	603	21	1489	715
User Adj:	1.00	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:	476	0	488	37	0	1303	325	446	603	21	1489	715
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	0	488	37	0	1303	325	446	603	21	1489	715
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	0	488	37	0	1303	325	446	603	21	1489	715
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.17	0.02	0.00	0.46	0.18	0.12	0.37	0.01	0.29	0.44
Crit Moves:			****			****	****					****
Green Time:	16.0	0.0	16.0	24.9	0.0	41.7	16.8	43.7	59.8	9.4	36.3	61.1
Volume/Cap:	0.93	0.00	1.18	0.09	0.00	1.21	1.18	0.31	0.69	0.14	0.87	0.80
Delay/Veh:	70.6	0.0	149.2	33.7	0.0	137.3	157.5	22.9	20.6	47.0	39.8	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:	70.6	0.0	149.2	33.7	0.0	137.3	157.5	22.9	20.6	47.0	39.8	24.5
LOS by Move:	E	A	F	C	A	F	F	C	C	D	D	C
HCM2k95thQ:	22	0	30	2	0	67	30	10	26	2	34	35

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AM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	16	Average Delay (sec/veh):	25.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	315	0	171	4	1	0	0	564	212	378	1174	1
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:	315	0	171	4	1	0	0	564	212	378	1174	1
Added Vol:	0	0	0	0	0	0	0	17	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	0	171	4	1	0	0	581	212	378	1263	1
User Adj:	1.00	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:	315	0	171	4	1	0	0	581	212	378	1263	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	171	4	1	0	0	581	212	378	1263	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	0	171	4	1	0	0	581	212	378	1263	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.91	0.95	1.00	0.95	0.85	0.92	0.95	0.95
Lanes:	1.65	0.00	1.35	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2874	0	2357	1736	1736	0	1900	3610	1615	3502	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.13	0.11	0.35	0.35
Crit Moves:	****			****			****				****	
Green Time:	28.0	0.0	47.3	6.0	6.0	0.0	0.0	40.7	40.7	19.3	60.0	60.0
Volume/Cap:	0.43	0.00	0.17	0.04	0.01	0.00	0.00	0.44	0.35	0.61	0.64	0.64
Delay/Veh:	34.6	0.0	19.3	49.4	49.2	0.0	0.0	26.3	25.5	43.8	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:	34.6	0.0	19.3	49.4	49.2	0.0	0.0	26.3	25.5	43.8	18.2	18.2
LOS by Move:	C	A	B	D	D	A	A	C	C	D	B	B
HCM2k95thQ:	11	0	5	0	0	0	0	15	10	13	28	28

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Indian Hill Boulevard at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	16	Average Delay (sec/veh):	74.8
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Indian Hill Boulevard						Foothill Boulevard					
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:	6	31	31	6	28	28	6	25	25	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
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:	542	895	247	207	724	123	92	1138	525	262	1183	198
Added Vol:	52	26	0	3	30	0	0	4	60	0	30	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	921	247	210	754	123	92	1142	585	262	1213	221
User Adj:	1.00	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:	594	921	247	210	754	123	92	1142	585	262	1213	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	921	247	210	754	123	92	1142	585	262	1213	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	921	247	210	754	123	92	1142	585	262	1213	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	2755	739	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.12	0.21	0.08	0.05	0.32	0.36	0.15	0.34	0.14
Crit Moves:		****		****					****	****		
Green Time:	20.6	36.3	36.3	12.6	28.3	28.3	7.3	39.3	39.3	15.8	47.8	47.8
Volume/Cap:	0.99	1.11	1.11	1.11	0.88	0.32	0.84	0.97	1.11	1.11	0.84	0.34
Delay/Veh:	83.3	103	103.1	150.0	55.2	38.4	97.5	58.0	111.5	141.7	37.4	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	103	103.1	150.0	55.2	38.4	97.5	58.0	111.5	141.7	37.4	25.5
LOS by Move:	F	F	F	F	E	D	F	E	F	F	D	C
HCM2k95thQ:	28	54	54	24	30	8	11	44	52	28	39	11

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	12	Average Delay (sec/veh):	14.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	East Campus Driveway #1						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	14	14	6	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1	1	0
Volume Module:														
Base Vol:	0	0	0	55	0	71	29	1542	0	0	1182	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	71	29	1542	0	0	1182	54
Added Vol:	0	0	0	0	0	0	0	153	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	71	29	1695	0	0	1255	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	71	29	1695	0	0	1255	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	71	29	1695	0	0	1255	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	71	29	1695	0	0	1255	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	1.00	0.80	0.95	0.95	0.95	1.00	0.94	0.94
Lanes:	0.00	1.00	0.00	0.44	0.00	0.56	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1900	0	667	0	861	1805	3610	0	1900	3440	148
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.47	0.00	0.00	0.36	0.36
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.0	0.0	25.0	10.0	83.0	0.0	0.0	73.0	73.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.40	0.19	0.68	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	41.8	0.0	41.8	51.9	11.5	0.0	0.0	15.0	15.0
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	0.0	0.0	41.8	0.0	41.8	51.9	11.5	0.0	0.0	15.0	15.0
LOS by Move:	A	A	A	D	A	D	D	B	A	A	B	B
HCM2k95thQ:	0	0	0	8	0	8	2	30	0	0	25	25

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Linscott, Law and Greenspan, Engineers

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

Intersection #34 Monte Vista Avenue/Padua Avenue at Baseline Road

Cycle (sec):	115	Critical Vol./Cap.(X):	1.096
Loss Time (sec):	16	Average Delay (sec/veh):	77.9
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Monte Vista Avenue/Padua Avenue						Baseline Road					
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:	Ovl			Include			Include			Include		
Min. Green:	6	35	35	6	28	28	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	2 0	1	1 0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	232	174	1705	232	109	53	52	1042	188	1183	854	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:	232	174	1705	232	109	53	52	1042	188	1183	854	205
Added Vol:	10	20	257	0	3	0	0	0	1	237	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	194	1962	232	112	53	52	1042	189	1420	854	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:	242	194	1962	232	112	53	52	1042	189	1420	854	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	194	1962	232	112	53	52	1042	189	1420	854	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
FinalVolume:	242	194	1962	232	112	53	52	1042	189	1420	854	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	1.00	0.75	0.80	0.90	0.90	0.95	0.95	0.85	0.78	0.95	0.85
Lanes:	1.00	1.00	2.00	2.00	1.36	0.64	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1489	1900	2842	3050	2333	1104	1805	3610	1615	2963	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.69	0.08	0.05	0.05	0.03	0.29	0.12	0.48	0.24	0.13
Crit Moves:	****							****		****		
Green Time:	43.7	31.8	64.1	34.9	28.0	28.0	38.6	28.0	28.0	65.3	49.7	49.7
Volume/Cap:	0.51	0.37	1.24	0.43	0.20	0.20	0.16	1.19	0.48	0.88	0.55	0.29
Delay/Veh:	27.4	34.0	138.5	30.5	34.7	34.7	26.3	138	38.2	24.6	24.7	21.5
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:	27.4	34.0	138.5	30.5	34.7	34.7	26.3	138	38.2	24.6	24.7	21.5
LOS by Move:	C	C	F	C	C	C	C	F	D	C	C	C
HCM2k95thQ:	13	11	101	8	5	5	3	52	12	38	21	9

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Linscott, Law and Greenspan, Engineers

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

Intersection #35 Monte Vista Avenue at Claremont Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	16	Average Delay (sec/veh):	41.2
Optimal Cycle:	103	Level Of Service:	D

Street Name:	Monte Vista Avenue						Claremont Boulevard					
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			Ovl			Include			Include		
Min. Green:	6	14	14	25	25	25	25	25	25	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	45	1082	5	3	632	207	501	4	45	12	8	1
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:	45	1082	5	3	632	207	501	4	45	12	8	1
Added Vol:	0	77	0	0	12	229	210	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1159	5	3	644	436	711	4	45	12	8	1
User Adj:	1.00	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:	45	1159	5	3	644	436	711	4	45	12	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1159	5	3	644	436	711	4	45	12	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1159	5	3	644	436	711	4	45	12	8	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.16	0.95	0.85	0.95	0.95	0.95	0.97	0.97	0.97
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.01	1.06	0.57	0.38	0.05
Final Sat.:	1805	3591	15	304	3610	1615	3472	19	1904	1049	699	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.18	0.27	0.20	0.21	0.02	0.01	0.01	0.01
Crit Moves:		****						****			****	
Green Time:	16.0	41.0	41.0	25.0	25.0	50.0	25.0	25.0	25.0	28.0	28.0	28.0
Volume/Cap:	0.17	0.87	0.87	0.04	0.78	0.59	0.90	0.93	0.10	0.04	0.04	0.04
Delay/Veh:	41.5	38.1	38.1	33.4	45.0	23.7	54.0	59.4	33.6	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	38.1	38.1	33.4	45.0	23.7	54.0	59.4	33.6	31.0	31.0	31.0
LOS by Move:	D	D	D	C	D	C	D	E	C	C	C	C
HCM2k95thQ:	3	37	37	0	23	21	27	29	2	1	1	1

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #38 SR-210 Ramps at Baseline Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	16	Average Delay (sec/veh):	55.3
Optimal Cycle:	120	Level Of Service:	E

Street Name:	SR-210 Ramps						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	6	6	6	6	6	6	6	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	1 0	0	0 2	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	371	0	922	38	0	755	375	1118	1059	29	539	402
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:	371	0	922	38	0	755	375	1118	1059	29	539	402
Added Vol:	89	0	0	0	0	146	103	6	148	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	922	38	0	901	478	1124	1207	29	540	402
User Adj:	1.00	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:	460	0	922	38	0	901	478	1124	1207	29	540	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	922	38	0	901	478	1124	1207	29	540	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	0	922	38	0	901	478	1124	1207	29	540	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	0.95	1.00	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	0.00	2.00	1.00	0.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	0	2842	1805	0	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.32	0.02	0.00	0.32	0.26	0.31	0.75	0.02	0.10	0.25
Crit Moves:			****			****			****	****		
Green Time:	32.0	0.0	32.0	5.2	0.0	41.1	35.9	60.8	92.8	6.0	30.9	36.1
Volume/Cap:	0.49	0.00	1.22	0.49	0.00	0.93	0.88	0.61	0.97	0.32	0.40	0.83
Delay/Veh:	37.5	0.0	152.8	61.0	0.0	52.3	56.0	21.8	30.0	57.1	37.1	50.4
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:	37.5	0.0	152.8	61.0	0.0	52.3	56.0	21.8	30.0	57.1	37.1	50.4
LOS by Move:	D	A	F	E	A	D	E	C	C	E	D	D
HCM2k95thQ:	14	0	53	4	0	37	27	25	60	3	12	28

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day) - Mitigation
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #39 Central Avenue at Foothill Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	16	Average Delay (sec/veh):	42.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Central Avenue						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	25	25	6	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 1	0	1 0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	378	3	590	19	10	0	1	1289	393	415	843	1
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:	378	3	590	19	10	0	1	1289	393	415	843	1
Added Vol:	0	0	0	0	0	0	0	86	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	3	590	19	10	0	1	1375	393	415	906	1
User Adj:	1.00	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:	378	3	590	19	10	0	1	1375	393	415	906	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	3	590	19	10	0	1	1375	393	415	906	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	3	590	19	10	0	1	1375	393	415	906	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.92	0.92	0.95	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.39	0.01	1.60	1.00	1.00	0.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2352	10	2721	1747	1747	0	1805	3610	1615	3502	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.22	0.01	0.01	0.00	0.00	0.38	0.24	0.12	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	34.0	34.0	48.0	6.0	6.0	0.0	10.1	45.0	45.0	14.0	48.9	48.9
Volume/Cap:	0.54	0.97	0.52	0.21	0.11	0.00	0.01	0.97	0.62	0.97	0.59	0.59
Delay/Veh:	34.4	62.1	25.2	53.0	52.1	0.0	47.8	52.2	30.1	86.7	26.0	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:	34.4	62.1	25.2	53.0	52.1	0.0	47.8	52.2	30.1	86.7	26.0	26.0
LOS by Move:	C	E	C	D	D	A	D	D	C	F	C	C
HCM2k95thQ:	16	37	18	2	1	0	0	50	21	21	23	23

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APPENDIX G

TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX G-I

EXISTING PLUS PROJECT (WEEKDAY: PRACTICE DAY) TRAFFIC CONDITIONS

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APPENDIX G-II

EXISTING PLUS PROJECT (WEEKDAY: GAME DAY) TRAFFIC CONDITIONS

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APPENDIX G-III

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [FALL]) TRAFFIC CONDITIONS

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APPENDIX G-IV

EXISTING PLUS PROJECT (WEEKEND: GAME DAY [SPRING]) TRAFFIC CONDITIONS

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APPENDIX G-V

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 College Avenue at Sixth Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	8	227	32	20	216	23	21	116	18	37	140	38

Major Street Volume: 527
Minor Approach Volume: 215
Minor Approach Volume Threshold: 390

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	118	434	5	10	728	92	8	1	23	2	0	2
ApproachDel:	xxxxxx			xxxxxx			22.0			20.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	118	434	5	10	728	92	8	1	23	2	0	2

Major Street Volume: 1387
Minor Approach Volume: 33
Minor Approach Volume Threshold: 172

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	734	0	0	1397	108
ApproachDel:	xxxxxx			95.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2347]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	734	0	0	1397	108

Major Street Volume: 2297
Minor Approach Volume: 50
Minor Approach Volume Threshold: -2 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 College Avenue at Sixth Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	13	242	74	49	261	30	18	136	10	71	176	16

Major Street Volume: 668
Minor Approach Volume: 263
Minor Approach Volume Threshold: 327

SIGNAL WARRANT DISCLAIMER

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	91	745	3	10	666	45	86	1	184	19	4	30
ApproachDel:	xxxxxx			xxxxxx			198.1			46.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=14.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=271]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1884]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1884]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	91	745	3	10	666	45	86	1	184	19	4	30

Major Street Volume: 1560
Minor Approach Volume: 271
Minor Approach Volume Threshold: 132

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1619	0	0	1214	54
ApproachDel:	xxxxxx			493.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=17.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=126]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3041]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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PM Cumulative Plus Project (2020) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1619	0	0	1214	54

Major Street Volume: 2915
Minor Approach Volume: 126
Minor Approach Volume Threshold: -84 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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APPENDIX G-VI

YEAR 2020 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 College Avenue at Sixth Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	8	227		32	20	216		23	21	116		18	37	140		38

Major Street Volume: 527
Minor Approach Volume: 215
Minor Approach Volume Threshold: 390

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	118	434	5	10	728	92	8	1	23	2	0	2
ApproachDel:	xxxxxx			xxxxxx			22.0			20.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0 1	1 0		1 0 1	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	118	434	5	10	728	92	8	1	23	2	0	2

Major Street Volume: 1387
Minor Approach Volume: 33
Minor Approach Volume Threshold: 172

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	734	0	0	1397	108
ApproachDel:	xxxxxx			95.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2347]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	734	0	0	1397	108

Major Street Volume: 2297
Minor Approach Volume: 50
Minor Approach Volume Threshold: -2 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 College Avenue at Sixth Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	13	242	74	49	261	30	18	136	10	71	188	16

Major Street Volume: 668
Minor Approach Volume: 275
Minor Approach Volume Threshold: 327

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	91	750	3	10	666	45	86	1	184	42	10	71
ApproachDel:	xxxxxx			xxxxxx			268.3			113.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=20.2]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=271]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1959]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=123]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1959]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	91	750	3	10	666	45	86	1	184	42	10	71

Major Street Volume: 1565
Minor Approach Volume: 271
Minor Approach Volume Threshold: 130

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1637	0	0	1214	54
ApproachDel:	xxxxxx			504.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=17.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=126]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3059]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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PM Cumulative Plus Project (2020) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1637	0	0	1214	54

Major Street Volume: 2933
Minor Approach Volume: 126
Minor Approach Volume Threshold: -86 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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APPENDIX G-VII

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: PRACTICE DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 College Avenue at Sixth Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	11	279	41	26	278	30	27	91	23	48	113	49

Major Street Volume: 665
Minor Approach Volume: 210
Minor Approach Volume Threshold: 328

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	152	471	5	10	787	118	11	1	30	2	0	2
ApproachDel:	xxxxxx			xxxxxx			25.9			23.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1589]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1589]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	152	471	5	10	787	118	11	1	30	2	0	2

Major Street Volume: 1543
Minor Approach Volume: 42
Minor Approach Volume Threshold: 135

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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AM General Plan Buildout Plus Project (2030) - (Weekday: Practice Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	794	0	0	1506	108
ApproachDel:	xxxxxx			99.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2516]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	794	0	0	1506	108

Major Street Volume: 2466
Minor Approach Volume: 50
Minor Approach Volume Threshold: -26 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 College Avenue at Sixth Street

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	15	308	96	63	322	38	23	112	12	92	169	21

Major Street Volume: 842
Minor Approach Volume: 282
Minor Approach Volume Threshold: 265

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	117	826	3	10	704	58	109	1	237	19	4	30
ApproachDel:	xxxxxx			xxxxxx			390.2			63.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=37.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=347]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2118]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2118]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	117	826	3	10	704	58	109	1	237	19	4	30

Major Street Volume: 1718
Minor Approach Volume: 347
Minor Approach Volume Threshold: 98 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1677	0	0	1255	54
ApproachDel:	xxxxxx			407.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=14.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=126]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3141]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1677	0	0	1255	54

Major Street Volume: 3015
Minor Approach Volume: 126
Minor Approach Volume Threshold: -95 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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APPENDIX G-VIII

YEAR 2030 CUMULATIVE PLUS PROJECT (WEEKDAY: GAME DAY) TRAFFIC CONDITIONS

List of Intersections
Claremont College East Campus, Claremont

Report Number	Traffix Model Number	Key Intersection
1	1	Indian Hill Boulevard at Foothill Boulevard
2	2	Indian Hill Boulevard at Harrison Avenue/Fifth Street
3	3	Indian Hill Boulevard at First Street
4	10	College Avenue at Sixth Street
5	21	Mills Avenue at Foothill Boulevard
6	22	Mills Avenue at Sixth Street
7	24	Claremont Boulevard/Mills Avenue Arrow Highway
8	26	Claremont Boulevard at Foothill Boulevard
9	27	Claremont Boulevard at Project Driveway 2 [Future]
10	28	Claremont Boulevard at Ninth Street/Project Driveway 3
11	29	Claremont Boulevard at Project Driveway 4 [Future]
12	30	Claremont Boulevard at Sixth Street/Arrow Route
13	31	Claremont Boulevard at First Street/Huntington Drive
14	32	Project Driveway 1 Foothill Boulevard [Future]
15	33	College Park Drive/Project Driveway 5 at Arrow Route
16	34	Monte Vista Avenue/Padua Avenue at Baseline Road
17	35	Monte Vista Avenue at Claremont Boulevard
18	36	Monte Vista Avenue at Foothill Boulevard
19	37	Monte Vista Avenue at Arrow Route
20	38	SR-210 Freeway Ramps at Baseline Road
21	39	Central Avenue at Foothill Boulevard

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 College Avenue at Sixth Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	11	279	41	26	278	30	27	91	23	48	113	49

Major Street Volume: 665
Minor Approach Volume: 210
Minor Approach Volume Threshold: 328

SIGNAL WARRANT DISCLAIMER
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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	152	471	5	10	787	118	11	1	30	2	0	2
ApproachDel:	xxxxxx			xxxxxx			25.9			23.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1589]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1589]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	152	471	5	10	787	118	11	1	30	2	0	2

Major Street Volume: 1543
Minor Approach Volume: 42
Minor Approach Volume Threshold: 135

SIGNAL WARRANT DISCLAIMER

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	794	0	0	1506	108
ApproachDel:	xxxxxx			99.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2516]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	22	0	28	58	794	0	0	1506	108

Major Street Volume: 2466
Minor Approach Volume: 50
Minor Approach Volume Threshold: -26 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 College Avenue at Sixth Street

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	15	308	96	63	322	38	23	112	12	92	180	21

Major Street Volume: 842
Minor Approach Volume: 293
Minor Approach Volume Threshold: 265

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	117	832	3	10	704	58	109	1	237	42	10	71
ApproachDel:	xxxxxx			xxxxxx			499.6			183.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=48.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=347]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2194]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=123]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2194]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #28 Claremont Boulevard at Ninth Street/East Campus Driveway #3

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	117	832	3	10	704	58	109	1	237	42	10	71

Major Street Volume: 1724
Minor Approach Volume: 347
Minor Approach Volume Threshold: 97 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1695	0	0	1255	54
ApproachDel:	xxxxxx			417.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=14.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=126]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3159]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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PM General Plan Buildout Plus Project (2030) - (Weekday: Game Day)
Claremont Colleges East Campus, Claremont [2.14.3485.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 East Campus Driveway #1 at Foothill Boulevard

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	0	0	0	55	0	71	29	1695	0	0	1255	54

Major Street Volume: 3033
Minor Approach Volume: 126
Minor Approach Volume Threshold: -97 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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APPENDIX M

Public Utilities Infrastructure Report (2003)

Claremont University Consortium

Public Utilities Infrastructure Report

December 17, 2003

Prepared by:

Kpff Consulting Engineers
6080 Center Drive, Suite 300
Los Angeles, CA 90045
562 437 - 9100
310 - 665 - 1536

Executive Summary

This report provides an investigation of existing public utilities infrastructure within the areas of the Claremont University Consortium property (the CUC property) to determine availability and capacities to support future development. Utilities investigated included water, sanitary sewer, storm drain, power, telephone, cable TV and natural gas.

A portion of the CUC property lies north of Foothill Boulevard fronting on Indian Hill Boulevard, Foothill Boulevard, and North Mills Avenue and for purposes of this report will be referred to as Property One. This property is located entirely within the City of Claremont and is shown on Plate 1.

A second portion of the CUC property is located south of Foothill Boulevard, is bounded by Claremont Boulevard, West Arrow Route, Monte Vista Avenue and Foothill Boulevard and for purposes of this report will be referred to as Property Two. The property is located on the divide between Los Angeles and San Bernardino Counties and is shown on Plate 2. In the Los Angeles County portion of the CUC property the City of Claremont maintains jurisdiction. The portion located within San Bernardino County is currently in the process of annexation to the City of Upland.

Portions of the public right-of-way fronting Property One have existing utilities available for future development. Water, sanitary sewer, power, telephone, natural gas and cable TV are all available for some undetermined amount of future development.

Property Two has far less utilities available for future development. Sanitary sewer, storm drain, natural gas and Cable TV are not available. Power and telephone exist on all frontage streets surrounding the property and are available for some undetermined amount of future development. Water is available in Claremont Boulevard.

In most cases only general information was available in regard to utility capacities. Discussion of capacities is addressed in the following sections of this report. Each of the jurisdictional agencies or private utility companies will evaluate development during the planning and design phases for future buildings when utility demands have been estimated.

Utility contact information is provided at the back of this report. Utility substructure maps gathered from the various jurisdictions and utility companies accompany this report.

Water

Within the area of Property One water is provided by the Southern California Water Company. The Southern California Water Company currently maintains a 10-inch water main in Foothill Blvd. and a 12-inch main in North Mills Avenue. There are 6-inch water

lines in Blaisdell Drive and Lowell Avenue. There is a 12-inch PVC water line in College Avenue north of Foothill Boulevard. This line provides an 8-inch fire service connection and a 3-inch compound meter to Property One.

Within the area of Property Two water is provided by the Southern California Water Company. There is one 12-inch water main on the west side of Claremont Boulevard extending north for approximately 150-feet from the intersection of Claremont Boulevard and Sixth Street. There are no other water mains in or around the streets adjacent to Property Two. The nearest water main in the San Bernardino portion of Property Two is a 10-inch line east of the San Antonio Channel owned and maintained by the City of Upland. New water services to this portion of Property Two would require extension of this water main which is located 2100' west of North Central Avenue.

No flow availability reports are currently on file for any of the water mains described above. Construction of any new water lines required for development of the CUC properties would be the responsibility of the developer. Fire flow requirements will be set by the local Fire Departments based upon development type and zoning. Domestic water usage will be dictated by the building plumbing design. When total water demands are calculated the water companies having jurisdiction will provide flow data by conducting fire hydrant flow tests and will then determine if upgrades of existing mains are required.

Sanitary Sewer

Sewer lines adjacent to Property One are owned and maintained by the City of Claremont. There is a 10-inch sanitary sewer located in Foothill Boulevard. Two 8-inch sewer lines extend north from this 10-inch line at the College Avenue easement. The first line extends north in the easement and connects to Lowell Avenue. The second line extends northeast into the CUC property and terminates. In addition, there is an 8-inch sanitary sewer line extending north from Foothill Boulevard in North Mills Avenue.

There are currently no sanitary sewer lines located in or around the streets bordering Property Two.

No capacity reports are currently on file for any of the sewer mains described above. Although existing flows are unknown, it is possible that sewer mains 8" and larger could accommodate significant development increase before reaching maximum capacities. Construction of any new sewer lines required for development of the CUC properties would be the responsibility of the developer.

Storm Drain

Within the area of Property One, storm drain facilities are owned and maintained by the County of Los Angeles. On the west side of North Mills Avenue and north of the

intersection of North Mills Avenue and Foothill Boulevard there is a 14-foot wide curb-opening catch basin with an 18" outlet pipe. This catch basin collects all drainage from the west side of North Mills Drive, north of Foothill Boulevard. Runoff is then conducted, via the 18-inch pipe, to a 33-inch reinforced concrete pipe (RCP) County Drain #1964 located in North Mills Avenue 6 feet east of the centerline. County Drain #1964 extends north in North Mills Avenue from Foothill Boulevard to Wesley Way, and drains to the south. There are no catch basins or storm drain lines located under Foothill Boulevard to the south of Property One. There is a 39-inch to 45-inch RCP storm drain located in Indian Hill Boulevard known as the Indian Hill Drain. The pipe extends from Foothill Boulevard to Wagner Drive and drains to the south.

There are no existing storm drain facilities in or around Property Two. All drainage from this property appears to drain to the southern portion of the property via overland flow where it is channeled to a wash originating on Property Two. This wash appears to direct flow under North Arrow Route onto the adjoining property to the south of North Arrow Route.

Data and calculations on record in the Los Angeles County Public Works Department indicate that County Drain #1964 was designed for the undeveloped condition of the CUC property. Any development creating impervious areas will increase storm runoff. Detention facilities will need to be incorporated into the development of the property.

Power

Edison Electric Company services both Claremont and Upland with electricity. In the City of Claremont service is provided by Edison's office in San Dimas, California. In Upland, service is provided by their office in Ontario, California.

Edison Electric Company currently has conduits and electric facilities surrounding both Property One and Property Two with many convenient opportunities for connecting to future development. When future building demands are estimated Edison will prepare calculations to determine if their current capacities are sufficient.

Based on building power demands, an allowance is provided to the customer for any required upgrades to Edison's facilities. The developer pays any additional costs above the allowance amount. Generally the allowance amount is sufficient.

Telephone

Verizon provides telephone service in both the City of Claremont and the City of Upland.

Should new telephone lines or service hardware be necessary to support future development, Verizon would assume responsibility for the installation up to a certain cost. This cost is determined by Verizon upon submission of information regarding

required services. The developer would be responsible for the cost of all installations exceeding this determined amount. This amount would likely be exceeded where new fiber line installation is needed for high speed internet applications.

Cable TV

Cable TV is provided by Comcast Cable TV in the City of Claremont and by Adelphia in the City of Upland.

Comcast Cable TV currently has some services in Claremont around Property One. There are nc Cable TV lines located in or around the streets bordering Property Two.

Should any new facilities be required to support future development, cost sharing can be negotiated with Camcast. For new facilities within Adelphia's service area, the developer would assume costs for new installations.

Natural Gas

The Southern California Gas Company provides natural gas in both the cities of Claremont and Upland. In the City of Claremont gas service is provided by the Southern California Gas Company's office in Azusa, California, and in Upland service is provided by their office in Chino, California.

Currently there is a 4-inch gas main in North Mills Avenue to the east of Property One. There is a 2-inch gas line in Amherst Avenue extending north from Foothill Boulevard through Property One to a point south of Blaisdell Drive. In addition, there is a 2-inch gas line extending north of Foothill Boulevard in the College Avenue Easement.

There are no existing gas mains in or around Property Two.

Should new gas lines be necessary the developer would assume responsibility for providing trenching for the installation, however the design and construction would be accomplished by the Gas Company up to and including any required gas Meter Set Assembly (MSA). All house lines beyond the MSA would be the responsibility of the developer. The developer must provide plans for new construction and required demands to the Southern California Gas Company prior to construction for their review.

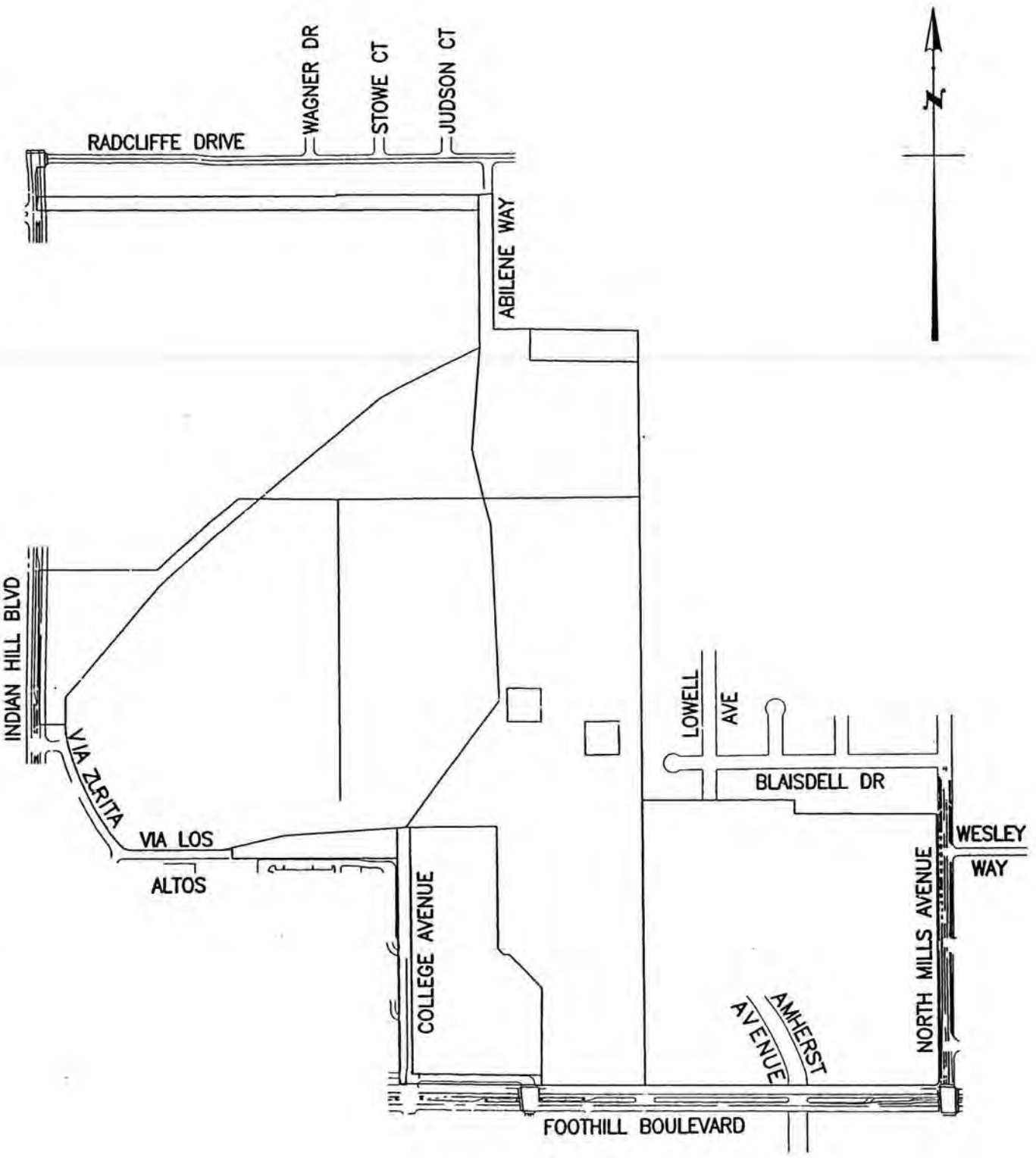
RADCLIFFE DRIVE
WAGNER DR
STOWE CT
JUDSON CT
ABILENE WAY
N
INDIAN HILL BLVD
VIA ZURITA
VIA LOS
ALTOS
COLLEGE AVENUE
LOWELL
AVE
BLAISDELL DR
WESLEY
WAY
NORTH MILLS AVENUE
AMHERST
AVENUE
FOOTHILL BOULEVARD

PLATE I

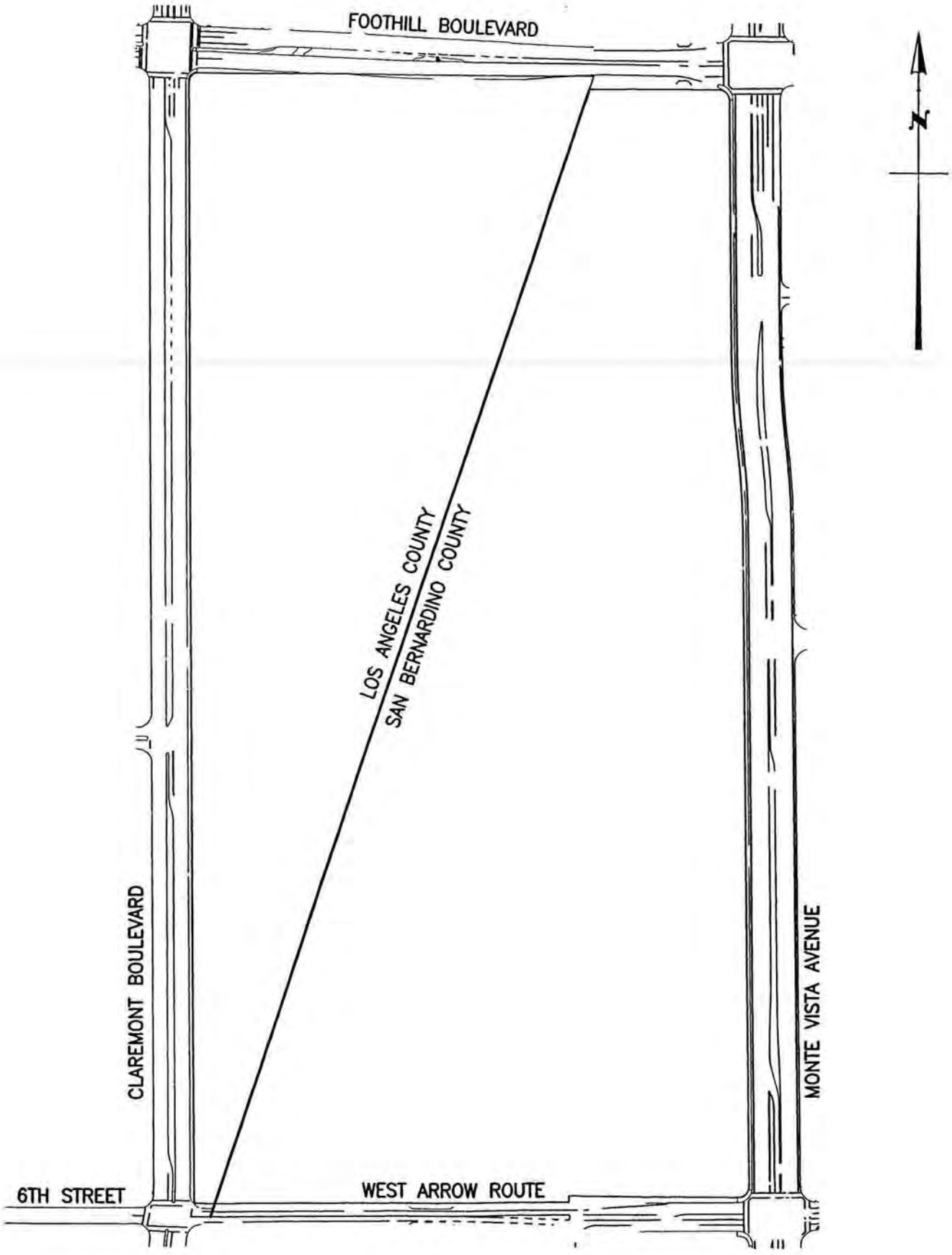
FOOTHILL BOULEVARD
N
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
CLAREMONT BOULEVARD
MONTE VISTA AVENUE
6TH STREET
WEST ARROW ROUTE

PLATE 2

UTILITY COMPANIES SERVING CITY OF CLAREMONT (7-3-03)

Southern California Water District
121 N. Exchange Place
San Dimas, CA 91773
(909) 592-2964, FAX (909) 592-6690
Kyle Snay, Division Engineer
24 hr. customer service (800) 999-4033

Southern California Edison Company
800 W. Cienega Avenue
San Dimas, CA 91773
(909) 592-3712, FAX (909) 592-3727
Kim Ayala, Customer Service Planner
Street Lights: (800) 655-4555
Emergency: (800) 611-1911

Southern California Gas Company
1981 W. Lugonia Avenue
Redlands, CA 92374
(323) 881-3502 Chuck Hitchcock
Mail Permits to:
So. Calif. Gas Company
Permit Section, Chris Conzonire
Inland Empire Region - ML 8032
P.O. Box 3003
Redlands, CA 92373-0306
(909) 335-7879
Emergency (800) 423-1391

Verizon Access Design
P.O. Box 2920
Pomona, CA 91766
Joan Livolsi, Supervisor
(909) 469-6333, FAX (909) 620-6256
Mail Permits to:
GTE Engineering Dept.
OSP Eng. MC: CAA21NC-Pomona
1400 E. Phillips Blvd. Pomona, CA 91766

AT&T Broadband, Cable TV
212 S. Indian Hill Boulevard
Claremont, CA 91711
(909) 624-5566 Paul Foye

Railroad Cross Signal Repair
Metrolink or any grade crossing
(888) 446-9721

Metrolink Fares and Schedule
(800) 371-LINK (5465)

Boys' Club (Graffiti removal)
(626) 442-6666

City of Pomona
Water Lines
Engineering Division
(909) 620-2261

City of La Verne Water Company
3660 "D" Street
La Verne, CA 91750
(909) 596-8741
Dan Keesey, Director of Public Works

Metropolitan Water District of So. Cal.
700 N. Alameda
Los Angeles, CA 90012
(213) 217-6000 Ext. 6851
Engineer's Office

L.A. County Fire Department
606 W. Bonita Avenue (Stn. 101)
Claremont, CA 91711
(909) 626-7351
Battalion Chief Office

Caltrans, District 7
120 S. Spring Street
Los Angeles, CA 90012-3606

Public Info	213/897-3656
Traffic Operations	213/897-0279
Dispatch/Signals	213/897-0380
Road/Drainage	213/897-0467
Graffiti Removal	213/897-3656
Permits	213/897-4273

L.A. County Dept. of Public Works
900 S. Fremont, P.O. Box 1460
Alhambra, CA 91802-1460
7:00 AM - 5:30 PM, Mon. - Thurs.

Emerg, After Hours -	626/458-4357
Sewer	626/300-3306
Road	626/458-3981
Permits	626/458-3129
Survey Division	626/458-5120
Flood Control	626/458-5100
Illegal Discharge	888/ CLEAN LA

L.A. County Sanitation District #21
P.O. Box 4998
Whittier, CA 90607
(562) 699-7411 ext. 2708
Emergency: (562) 437-6520

City of Claremont

Sewers	(909) 399-5465
Trees	(909) 399-5431

Transit Store
200 W. First Street, Claremont, CA 91711
(909) 482-1183

Public Works Department
Development Services Division
Telephone (909) 931-4145
Facsimile (909) 931-4321
October 15, 2003

Development Contact List

Utility Companies

ELECTRIC COMPANY
Southern California Edison Company
1351 East Francis Avenue
Ontario, CA 91761
Office: (909) 930-8535
Fax: (909) 930-8535
Attention: Jerry Smith, Service Planner
Direct Line: (909) 930-8420
Cell: (909) 286-5240
jerry.smith@sce.com

Attention: Victor Chavez, Inspector
Direct Line: (909) 930-8532
Cell: (909) 315-8330
victor.chavez@sce.com

GAS COMPANY
Southern California Gas Company
13525 Twelfth Street
Chino, CA 91710
Office: (909) 613-1526
Fax: (909) 335-7895
Attention: Dave Cann, New Development
Direct Line: (909) 613-1526
Marv Turner, Single Service Info
Direct Line: (909) 613-1534
Sam Martin, Service Main Relocation
Direct Line: (909) 335-7847
These people do not have email

TELEPHONE COMPANY
Verizon
1400 East Phillips Boulevard
Pomona, CA 91766
Office: (909) 469-6338
Fax: (909)
Attention: Oscar Escobar, Engineer
Direct Line: (909) 469-6340
oscar.escobar@verizon.com

CABLE COMPANY
Adelphia
1260 Dupont Street
Ontario, CA 91761
Office: (909) 481-1115
Fax: (909) 975-3350
Attention: Jack Hayes, Area Const. Supervisor
Direct Line: (909) 975-3349
jack.hayes@adelphia.com

Attention: Paul Cyr, System Designer
Direct Line: (909) 975-3342
paul.cyr@adelphia.com

Attention: Lewis McDonald,
Construction Coordinator
Direct Line: (909) 975-3343
lewis.mcdonald@adelphia.com

CITY OF UPLAND
460 North Euclid Avenue, Upland, CA 91786-4732 • (909) 931-4100 • FAX (909) 931-9923 • TDD (800) 735-2929 • www.ci.upland.ca.us
Mayor John "JP Pomierski • Mayor Pro Tem Tom Thomas • Council Members: Ray Musser, Kenneth W. Willis, City Manager G. Michael Milhiser

City Of Upland - General Contacts

PUBLIC WORKS DEPARTMENT 1370 North Benson Avenue Upland, CA 91786 Office: (909) 931-4230 Fax: (909) 931-4274	**CITY HALL** P. O. Box 460 460 North Euclid Avenue Upland, CA 91785 Main Line: (909) 931-4100 Fax: (909) 931-4321
WATER Attention: Jim Moody, Water Operations Manager Direct Line: (909) 931-4245 jmoody@ci.upland.ca.us	**ENVIRONMENTAL (SEWER)** Attention: Steve Gapuzan, Environmental Quality Administrator Direct Line: (909) 931-4270 sgapuzan@ci.upland.ca.us
DEVELOPMENT SERVICES Attention: Michelle Arellano, Associate Engineer Tuesdays and Thursdays Direct Line: (909) 931-4133 marellano@ci.upland.ca.us Attention: Vacant, Associate Engineer Mondays and Wednesdays Direct Line: (909) 931-4145	**TRANSPORTATION** Attention: Alex Qishta, Senior Engineer Direct Line: (909) 931-4270 aqishta@ci.upland.ca.us
FIRE 475 North Second Avenue Upland, CA 91786 Office: (909) 931-4180 Fax: (909) 931-4196 Attention: Stu Thompson, Inspector Direct Line: (909) 931-4192 sthompson@ci.upland.ca.us	**PLANNING** Office: (909) 931-4130 Fax: (909) 931-4123 Attention: Jeffery A. Bloom, Community Development Director Direct Line: (909) 931-4131 jbloom@ci.upland.ca.us Attention: John Atwater, Senior Planner Direct Line: (909) 931-4132 jatwater@ci.upland.ca.us
BUILDING Office: (909) 931-4110 Fax: (909) 931-9923 Attention: Ronald L. Espalin, Interim Building Official Direct Line: (909) 931-4114 respalin@ci.upland.ca.us Attention: George Magnera, Senior Building Inspector Direct Line: (909) 931-4112 gmagnera@ci.upland.ca.us	

File Name: G:\Originals\Engr-handout\Land Devm't Booklet\Development Contact List.doc

OTHER AGENCIES

SANBERNARDINO COUNTY
County Clerk/Recorders Office
222 West Hospitality Lane
San Bernardino, CA 92415-0022
Office: (909) 387-8306
Fax: (909) 386-9050
Attention: Dana Boeg, Supervisor
Direct Line: (909) 386-8925
dboeg.acr@sbcounty.gov

To search for recorded documents
www.sbcounty.gov\acr

CALTRANS DISTRICT 8
464 West Fourth Street 6th Floor
San Bernardino, CA 92401
Office: (909) 383-4561
Fax: (909) 383-6899
Right-of-Way Encroachment Permits (Hwy 30 & 66)
Attention: Bob Ruess, Civil Engineer
Direct Line: (909) 383-6346
bobruese@dot.ca.gov
Right-of-Way Encroachment Permits (Hwy 83)
Raj Chharan, Civil Engineer
Direct Line: (909) 383-7973
rajchharan@dot.ca.gov
Public Affairs –Construction Planning
Attention: Assigned As Needed
Office: (909) 383-4631
web.admin@dot.ca.gov

SANBERNARDINO COUNTY
Public Works Department
825 East Third Street
San Bernardino, CA 92415-0835
Office: (909) 387-8104
Fax: (909) 387-8130
Permits
Attention: Grant Mann, PW Engineer III
Direct Line: (909) 387-8046
grantmann@dpw.sbcounty.gov

Transportation Design
Attention: Algis Marciuska, PW Engineer III
Direct Line: (909) 387-8046
algismarciuska@dpw.sbcounty.gov

CALTRANS DISTRICT 8
Department of Transportation District 8 – MS726
Inter-Government Relations (IGR)
464 West Fourth Street 6th Floor
San Bernardino, CA 92401-1400
Office: (909) 383-6212
Fax: (909) 383-6890
Attention: Linda Grimes, Chief of Office for Forecasting/IGR/E/CEQA/ Development Review
Attention: R.B. Balanza, Transportation Engineer, Development Reviewer
r.b.balanza@dot.ca.gov

SANBERNARDINO COUNTY
Assessor Property Information (APN Info)
Office: (909) 387-8307

Minimum 2-month interval between map recordation and reassignment of Assessors Parcel Numbers to new properties.

SAWCO – SAN ANTONIO WATER COMPANY
139 North Euclid Avenue
Upland, CA 91786
Office: (909) 982-4107
Fax: (909) 920-3047
Attention: Charles Moorrees, Assistant Manager
Direct Line: None
e-mail address: None

APPENDIX N

Public Utilities Infrastructure Report (2007)

Public Utilities Infrastructure Report

for

Claremont Colleges Quarry Sports Complex

City of Claremont and City of Upland

December 11, 2007

Prepared by:
KPFF Consulting Engineers
6080 Center Drive, Suite 300
Los Angeles, CA 90045

Executive Summary

The purpose of this report is to document the findings from an investigation of the existing public utilities infrastructure within the area of the proposed Claremont Colleges Quarry Sports Complex site, determine the availability and capacities to support future development, and identify any City requirements associated with utility services. Utilities investigated included water, sanitary sewer, storm drain, power, telephone, cable TV, and natural gas.

The Quarry site is located south of Foothill Boulevard and is bounded by Claremont Boulevard to the west, West Arrow Route to the south, and Monte Vista Avenue to the east. The Quarry site is transversely divided between the County of Los Angeles and the County of San Bernardino. Within the Los Angeles County portion of the project site, the City of Claremont maintains jurisdiction, while the portion of land located within the County of San Bernardino is in the City of Upland's jurisdiction.

Per conversations with city engineers, utility companies, and review of utility maps within the vicinity of the project site, utility locations and constraints were identified. It was found that power and telephone service exist on all frontage streets surrounding the property, while sewer, storm drain, and water are available underneath certain streets surrounding the project site. City of Upland requirements for all on-site utility lines over 300 feet in length be placed underground, as well as all utility lines over 300 feet in length that connect the athletic fields and ancillary buildings to the first point of connection to existing utility lines, was confirmed. Research additionally determined that telephone service will be provided by Verizon, cable service will be provided by Adelphia and natural gas service will be provided by the Southern California Gas Company. Natural gas and cable TV service are available to the project site through agreements with the respective utility companies.

Water

The Golden State Water Company will provide water to the segment of the project site that is within the City of Claremont, while the City of Upland Water Department will provide water to the segment of the project site that is within the City of Upland

Golden State Water Company has one (1) 8-inch PVC water main underneath Foothill Boulevard on the north side of the street, which runs between Claremont Boulevard and Monte Vista Avenue. According to Kyle Snay of the Golden State Water Company, the 8-inch PVC water main will have sufficient capacity to service the domestic water and fire protection needs of the project site that falls within the City of Claremont jurisdiction. Any water lines that are below 2-inches in diameter will be established through the company's local office in the City of Claremont. Waterlines above 2-inches, as well as fire water lines, will be established through the Golden State Water Company's New Business Contract Administrator, located in Ontario, California.

The City of Upland has a 10" steel waterline underneath Monte Vista Avenue that runs from the east to the west side of the street, between Eleventh Street and Arrow Route. The 10" steel waterline proceeds left at Arrow Route and continues on the south side of the street between Monte Vista Avenue and College Park Drive where there is a stub that connects to the north side of Arrow Route. According to the City of Upland, this stub was constructed to specifically serve the water requirements of the project site. The development of the project will include installation of on-site water mains adequate to provide for the domestic and fire protection requirements of the project. The on-site water mains will be installed in accordance with jurisdictional regulatory agency requirements.

Sanitary Sewer

Sanitary Sewer service to the entire project site will be provided by The City of Upland. Available off-site sewer service to the project site includes an 8" VCP sewer pipe that runs underneath Monte Vista Avenue between Foothill Boulevard and Arrow Route and a sewer stub for an 8" clay sewer pipe that runs beneath College Park Drive to the north side of Arrow Route. Per the City of Upland's Public Works Department, the sewer line was designed with the intent that it be utilized by the new development at the Quarry site and thus, should have adequate capacity to handle the proposed athletic fields' waste. Development of the project site will also include the design and installation of on-site sewer lines and laterals, which will connect to the City of Upland's existing 8" clay sewer line.

Solid Waste

Sold waste generated by the new athletic fields and ancillary buildings will be collected by the City of Claremont, with whom the College's are currently contracted with.

Storm Drainage System

The existing storm drainage pattern for the project site runs in a southerly direction toward Arrow Route. An on-site retention basin collects the existing storm water, which through an infiltration process will treat the storm water prior to permeating into the ground. In the rare instances that a storm drain is required, the City of Upland has placed underneath Arrow Route a storm drain stub for a 30"storm drain line that runs from the north to the south side of the street and continues underneath to College Park Drive. The storm drain was designed with the intent that it be used by the new development at the Quarry site.

Power

Southern California Edison Company provides both the City of Claremont and the City of Upland with electrical service. Southern California Edison's office in San Dimas provides service to the City of Claremont, while the Ontario office provides service to the City of Upland. Existing Southern California Edison Company power poles and lines surround the Quarry site. One (1) 66 kilovolt power line runs along the south side of Foothill Boulevard and the north side of Arrow Route between Claremont Boulevard and Monte Vista Avenue. Two (2) 66 kilovolt power lines run along the east site Monte Vista Avenue between Foothill Boulevard and Arrow Route.

Four (4) 12 kilovolt power lines run along the south side of Foothill Boulevard and the north side of Arrow Route between Claremont Boulevard and Monte Vista Avenue. Four (4) 12 kilovolt wires run along Claremont Boulevard between Foothill Boulevard and Arrow Route.

Both the City of Claremont and City of Upland require that any overhead power lines that exist along the perimeter of the property and are less than 66 kilovolts be placed underground by the developer. In addition, according to the City of Claremont's Land Use and Development Code, Chapter 4, Part 9, Section 491, Underground Utilities: "Persons constructing any building or adding at least twenty-five percent (25%) to an existing building's gross floor area, shall place underground all on-site utility lines and all utility lines between (i.e., connected to and serving) the building and the first point of

connection to existing utility lines having the capacity to serve the project. If upgraded lines are required, the upgraded portion, including pre-existing lines, shall be placed underground. Provided, if there are existing on-site utility lines of less than 300 feet in length or located in a utility easement, the person constructing the improvement shall pay a fee in-lieu of undergrounding these lines, as provided in Section 491-D."

Telephone

Verizon provides telephone service to both the City of Claremont and the City of Upland.

Should new telephone lines or service hardware be necessary to support future development, Verizon would assume responsibility for the installation up to a certain cost. This cost is determined by Verizon and will be based upon the new developments required services. The Colleges would be responsible for the cost of all installations exceeding this determined amount, including new fiber line installations for high speed internet applications.

Cable TV

Cable TV is provided by Comcast Cable in the City of Claremont and by Adelphia in the City of Upland.

There are no Cable TV lines located around the streets bordering the project site.

Should any new facilities be required to support future development, cost sharing can be negotiated with Comcast. For new facilities within Adelphia's service area, the developer would assume the costs for new installations.

Natural Gas

The Southern California Gas Company provides natural gas to the project vicinity. This information was included within the Upland Crossing Specific Plan and the Wyeth Cove Specific plan, two developments located in the City of Upland and near the project site. Gas mains will be installed to the project site by the Gas Company as necessary.

APPENDIX O

Hydrology Analysis

Hydrology Analysis

For

Claremont Quarry Sports Complex Site

City of Claremont and City of Upland, California

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KPFF Job #107068 & 111285

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I. INTRODUCTION

This storm drainage report consists of a hydrology analysis for the proposed Claremont Colleges Quarry Sports Complex Project. The development project proposes new athletic fields and ancillary facilities within a quarry bounded by Foothill Boulevard to the north, Monte Vista Boulevard to the east, Arrow Route to the south, and Claremont Boulevard to the west. The Quarry site is transversely divided between the County of Los Angeles and the County of San Bernardino. Within the Los Angeles County portion of the project site, the City of Claremont maintains jurisdiction, while the portion of land located within the County of San Bernardino is in the City of Upland's jurisdiction. This report is prepared in support of KPFF's design of the proposed storm drain retention system.

II. EXISTING SITE CONDITIONS

The total hydrology area of the existing undeveloped site is 74.2 acres. The site is a former sand and gravel quarry that has been partially backfilled and slightly graded to control surface runoff. The majority of runoff generally flows in a southerly direction where it infiltrates into the ground.

III. PROPOSED SITE CONDITIONS

The Project proposes to construct a retention basin that will collect the site's storm water via on-site storm drains and v-shaped concrete drainage swales, which will be installed along graded terraces on the sites' slopes. Water collected in the retention basin will infiltrate into the ground. The infiltration process will treat the storm water as well as maintain existing drainage. Similar to the existing drainage pattern, the majority of runoff generally flows in a southerly direction where the retention basin will be constructed.

IV. HYDROLOGY CALCULATIONS DESIGN CRITERIA

This hydrology analysis is based on the synthetic **24-hour critical** storm pattern as described in the San Bernardino County Hydrology Manual section E4. The analysis was conducted for the **100-year 24 hour storm event** using *Hydraflow Hydrographs Extension by Autodesk*. The synthetic unit hydrograph method hydrology calculation as illustrated in San Bernardino County Hydrology Manual (SBCHM) E.12 section was simulated by *Hydraflow Hydrographs Extension* to calculate applicable flow and volume. Refer to the Synthetic Unit hydrograph report provided in the support section of the report.

The peak flow rate is defined as the maximum flow rate expected in a sub-area when all parts of the drainage area are contributing to the flow. Peak flows were used in this analysis and the parameters are discussed below.

Intensity Duration Frequency

Estimates for various peak durations of rainfall depths and for return frequencies were provided by the NOAA Atlas 14 as discussed in addendum(March 2010) of the SBCHM . See PDS-based point precipitation frequency estimates in tabular form included in the support section of the report.

Soil Group

Based on the geographic location and the hydrologic classification provided by the (SBCHM) Page C-33; Claremont is within the **soil group B** category. See attached sheet included in the support section of the report.

Curve Number (CN)

The curve number is a function of the soil group, cover type and quality of cover. The curve number as provided by figure C-3 of the SBCH is approximately 74. As discussed on page C-9 of the SBCH, for the purposes of design hydrology, a 100-year storm analysis will require that the CN be adjusted for the highest runoff potential as shown on C-10 of the SBCH. Ultimately, the final adjusted curve number is 90.2.

V. WQMP

The Model Water Quality Management Plan (WQMP) Guidance indicates that the Los Angeles Regional Water Quality Control Board (RWQCB), NPDES Permit No. CAS004001 (Permit), requires post-construction Best Management Practices (BMPs) to be implemented for new development and significant redevelopment, for both private and public agency projects. Stormwater BMPs for construction activities are also required, and construction activities are regulated by the statewide General Permit for Storm Water Discharges from Construction Activity (Order No. 99-08-DWQ: NPDES No. CAS000002).

Claremont Colleges Quarry Sports Complex project will comply with applicable NPDES and WQMP requirements for volume and flow based design by implementing primary and secondary BMPs. The BMPs used on-site include pretreatment of the development's runoff via a continuous deflection separation (CDS) unit, which is a structural BMP used to control trash and sedimentation, before infiltrating in a retention basin. The use of the CDS unit and the retention basin will remove both physical and chemical contaminants found in the storm water. During construction, temporary BMPs will be used to mitigate erosion control onsite.

VI. SUMMARY

Based on the analysis of the 100-year frequency storm at the Claremont Colleges Quarry Sports Complex, the site will generate a maximum flow rate of **189.16 cubic feet per second** and a maximum volume of **2,433,753 cubic feet** (or 90,139 yd^3) for a 24-hour duration**.**

Based on the conceptual grading plan, the maximum available storage capacity within the retention basin is approximately **3,374,999 cubic feet** (or 125,000 yd^3). The volume generated from a 100-year storm, 24 hour duration and the retention basins maximum available capacity appears to result in a less than significant impact for flooding of nearby structures, including football field bleachers and the maintenance building. Please refer to the conceptual grading plan for retention basin volume included within appendix A.

APPENDIX A

Support Documents

CARYVILLE	B	CENTRAL POINT	B	CHILGREN	C	CLARESON	C	COKEDALE	B/C
CASA GRANDE	C	CERESCO	A	CHILHOWIE	C	CLAREVILLE	C	COKEL	B
CASCADE	C	CERRILLOS	B	CHILI	B	CLARINDA	D	COKER	D
CASCAJO	B	CERRO	C	CHILKAT	C	CLARION	B	COKESBURY	D
CASCILLA	B	CHACRA	C	CHILLICOTHE	C	CLARITA	D	COKEVILLE	B
CASCO	B	CHAFFEE	C	CHILLISQUAQUE		CLARK	B	COLBATH	C/D
CASE	B	CHAGRIN	B	CHILLUM	B	CLARK FORK	A	COLBERT	D
CASEBIER	D	CHAIX	B	CHILMARK	B	CLARKSBURG	C	COLBURN	B
CASEY	C	CHALFONT	C	CHILO	B/D	CLARKSDALE	C	COLBY	B
CASHEL	C	CHALMERS	C	CHILOQUIN	B	CLARKSON	B	COLCHESTER	B
CASHION	D	CHAMA	B	CHILSON	D	CLARKSVILLE	B	COLDCREEK	B
CASHMERE	B	CHAMBER	C	CHILTON	B	CLARNO	B	COLDEN	D
CASHMONT	B	CHAMBERINO	C	CHIMAYO	D	CLARY	B	COLD SPRINGS	C
CASINO	A	CHAMISE	B	CHIMNEY	B	CLATO	B	COLE	B/C
CASITO	D	CHAMOKANE	B	CHINA CREEK	B	CLATSOP	D	COLEBROOK	B
CASPAR	B	CHAMPION	B	CHINCHALLO	B/D	CLAVERACK	C	COLEMAN	C
CASPIANA	B	CHANCE	B/D	CHINIAK	A	CLAWSON	C	COLEMANTOWN	D
CASS	A	CHANDLER	B	CHINO	B/C	CLAYBURN	B	COLETO	A
CASSADAGA		CHANEY	C	CHINOOK	B	CLAYSPRINGS	D	COLFAX	C
CASSIA	C	CHANNAHON	B	CHIPETA	D	CLAYTON	B	COLIBRO	B
CASSIRD	C	CHANNING	B	CHIPLEY	C	CLEARFIELD	C	COLINAS	B
CASSOLARY	B	CHANTA	B	CHIPMAN	D	CLEAR LAKE	D	COLLAMER	C
CASSVILLE		CHANTIER	D	CHIPPENY	D	CLEEK	C	COLLARD	B
CASTAIC	C	CHAPIN	C	CHIPPEWA	B/D	CLE ELUM	B	COLLBRAN	C
CASTALIA	C	CHAPMAN		CHIQUITO	C/D	CLEGG	B	COLLEEN	C
CASTANA	B	CHAPPELL	B	CHIRICAHUA	D	CLEMAN	B	COLLEGIATE	C
CASTELL	C	CHARD	B	CHISPA	B	CLEMS	B	COLLETT	C
CASTILE	B	CHARGO	D	CHITINA	B	CLEMVILLE	B	COLLIER	A
CASTINO	C	CHARITON	D	CHITTENDEN	C	CLEORA	B	COLLINGTON	B
CASTLE	D	CHARITY	D	CHITWOOD	C	CLERF	C	COLLINS	C
CASTLEVALE	D	CHARLEBOIS	C	CHIVATO	D	CLERMONT	D	COLLINSTON	C
CASTNER	C	CHARLESTON	C	CHIWAWA	B	CLEVERLY	B	COLLINSVILLE	C
CASTO	C	CHARLEVOIX	B	CHO	C	CLICK	A	COLMA	B
CASTRO	C	CHARLOS	A	CHOBEE	D	CLIFFDOWN	B	COLMOR	B
CASTROVILLE	B	CHARLOTTE	A/D	CHOCK	B/D	CLIFFHOUSE	C	COLO	B
CASUSE	D	CHARLTON	B	CHOCOLOCCO	B	CLIFFORD	B	COLOCKUM	B
CASWELL	D	CHASE	C	CHOPAKA	C	CLIFFWOOD	C	COLOMA	A
CATALINA	B	CHASEBURG	B	CHOPTANK	A	CLIFTERSON	B	COLOMBO	B
CATALPA	C	CHASEVILLE	A	CHOPTIE	D	CLIFTON	C	COLONA	C
CATANO	A	CHASKA	C	CHORALMONT	B	CLIFTY	B	COLONIE	A
CATARINA	D	CHASTAIN	D	CHOSKA	B	CLIMARA	D	COLORADO	B
CATAULA	C	CHATBURN	B	CHOTEAU	C	CLIMAX	D	COLOROCK	D
CATAWBA	B	CHATFIELD	C	CHRISTIAN	C	CLIME	C	COLOSO	D
CATH	D	CHATHAM	B	CHRISTIANA	B	CLINTON	B	COLOSSE	A
CATHCART	C	CHATSWORTH	D	CHRISTIANBURG	D	CLIPPER	B/C	COLP	D
CATHEDRAL	D	CHAUNCEY	C	CHRISTY	B	CLODINE	D	COLRAIN	B
CATHERINE	B/D	CHAVIES	B	CHROME	C	CLONTARF	B	COLTON	A
CATHRO	D	CHAWANAKEE	C	CHUALAR	B	CLOQUALLUM	C	COLTS NECK	B
CATLETT	C/D	CHEADLE	C	CHUBBS	C	CLOQUATO	B	COLUMBIA	B
CATLIN	B	CHECKETT	D	CHUCKAWALLA	B	CLOQUET	B	COLUMBINE	A
CATNIP	D	CHEDEHAP	B	CHUGTER	B	CLOUD	D	COLUSA	C
CATOCTIN	C	CHEEKTOWAGA	D	CHULITNA	B	CLOUDCROFT	D	COLVILLE	B/C
CATOOSA	B	CHEESEMAN	C	CHUMMY	C/D	CLOUD PEAK	C	COLVIN	C
CATSKILL	A	CHEHALEM	C	CHUMSTICK	C	CLOUD RIM	B	COLWOOD	B/D
CATTARAUGUS	C	CHEHALIS	B	CHUPADERA	C	CLOUGH	D	COLY	B
CAUDLE	B	CHEHULPUM	D	CHURCH	D	CLOVERDALE	D	COLYER	C/D
CAVAL	B	CHELAN	B	CHURCHILL	D	CLOVER SPRINGS	B	COMER	B
CAVE	D	CHELSEA	A	CHURCHVILLE	D	CLOVIS	B	COMERIO	B
CAVELT	D	CHEMAWA	B	CHURN	B	CLUFF	C	COMETA	D
CAVE ROCK	A	CHEMUNG		CHURNDASHER	B	CLUNIE	D	COMFREY	C
CAVO	D	CHEN	D	CHUTE	A	CLURDE	C	COMITAS	A
CAVODE	C	CHENA	A	CIALES	D	CLURO	C	COMLY	C
CAVOUR	D	CHENANGO	A	CIBECUE	B	CLYDE	D	COMMERCE	C
CAWKER	B	CHENEY	B	CIBO	D	CLYMER	B	COMO	A
CAYAGUA	C	CHENNEBY	C	CIBOLA	B	COACHELLA	B	COMODORE	B
CAYLOR	B	CHENOWETH	B	CICERO	D	COAD	B	COMORO	B
CAYUGA	C	CHEQUEST	C	CIDRAL	C	COAL CREEK	D	COMPTCHE	B
CAZADERO	C	CHEREETE	A	CIENEBA	C	COALMONT	C	COMPTON	C
CAZADOR	B	CHERIONI	D	CIMA	C	COAMO	C	COMSTOCK	C
CAZENOVIA	B	CHEROKEE	D	CIMARRON	C	COARSEGOLD	B/C	COMUS	B
CEBOLIA	C	CHERRY	C	CINCINNATI	C	COATICOOK	C	CONALB	B
CEBONE	C	CHERRYHILL	B	CINCO	A	COATSBURG	D	CONANT	C
CECIL	B	CHERRY SPRINGS	C	CINDERCONE	B	COBB	B	CONASAUGA	C
CEDA	B	CHESAW	A	CINEBAR	B	COBEN	D	CONATA	D
CEDARAN	D	CHESHIRE	B	CINTRONA	D	COBEY	B	CONBOY	D
CEDAR BUTTE	C	CHESHNINA	C	CIPRIANO	D	COBURG	C	CONCHAS	C
CEDAREDGE	B	CHESNIMNUS	B	CIRCLE	C	COCHETOPA	C	CONCHO	C
CEDAR MOUNTAIN	D	CHESTER	B	CIRCLEVILLE	C	COCOA	A	CONCONULLY	B
CEDARVILLE	B	CHESTERTON	C	CISNE	D	COCOLALLA	C	CONCORD	D
CEDONIA	B	CHETCO	D	CISPUS	A	COCORUS	C	CONCREEK	B
CEDRON	C/D	CHETEK	B	CITICO	B	CODY	A	CONDA	C
CELAYA	B	CHEVELON	C	CLACKAMAS	C	COE	A	CONDIT	D
CELETON	D	CHEWACLA	C	CLAIBORNE	B	COEBURN	C	CONDON	C
CELINA	C	CHEWELAH	B	CLAIRE	A	COEDOCK	D	CONE	A
CELIO	A/D	CHEYENNE	B	CLAIREMONT	B	COFF	D	CONEJO	C
CELLAR	D	CHIARA	D	CLALLAM	C	COFFEEK	B	CONESTOGA	B
CENCOVE	B	CHICKASHA	B	CLAM GULCH	D	COGDEN	B	CONESUS	B
CENTER	C	CHICOPEE	B	CLAMO	C	COGSWELL	C	CONGAREE	B
CENTER CREEK	B	CHICOTE	D	CLANTON	C	COHASSET	B	CONGER	B
CENTERFIELD	B	CHIGLEY	C	CLAPPER	B	COHOLTAH	D	CONI	D
CENTERVILLE	D	CHILCOTT	D	CLAREMORE	D	COHOE	B	CONKLIN	B
CENTRALIA	B	CHILDS	B	CLARENCE	D	COIT	C	CONLEN	B

NOTES A BLANK HYDROLOGIC SOIL GROUP INDICATES THE SOIL GROUP HAS NOT BEEN DETERMINED
TWO SOIL GROUPS SUCH AS B/C INDICATES THE DRAINED/UNDRAINED SITUATION

SAN BERNARDINO COUNTY
HYDROLOGY MANUAL

S.C.S. SOIL NAMES FOR HYDROLOGIC CLASSIFICATIONS

C.5. ANTECEDENT MOISTURE CONDITION (AMC)

The definitions for the AMC classifications are:

AMC I: Lowest runoff potential. The watershed soils are dry enough to allow satisfactory grading or cultivation to take place.

AMC II: Moderate runoff potential; an average study condition.

AMC III: Highest runoff potential. The watershed is practically saturated from antecedent rains. Heavy rainfall or light rainfall and low temperatures have occurred within the last five days.

For runoff hydrograph studies based on this manual it is assumed that a low AMC index (high loss rates) will be used in developing short return period storms, and a moderate to high AMC index (low loss rates) will be used in developing longer return period storms (e.g., 100 year). For the purposes of design hydrology, AMC I will be used for the 2- and 5-year return frequency storms. For the case of 10-, 25-, 50-year return frequency design storms, AMC II will be used. For 100-year storm analysis, AMC III shall be used. In detention basin design studies, AMC III conditions shall be considered in order to identify any downstream flooding potential.

C.5.1. Adjustment of Curve Numbers (CN) for AMC

The CN values selected for a particular soil cover type and quality also depend upon the AMC condition assumed. The CN values listed in Figure C-3 correspond to AMC II and require adjustment in order to represent either AMC I or AMC III. Table C.1 provides the necessary CN adjustments to account for AMC changes for hydrologic studies in San Bernardino County.

TABLE C.1. CURVE NUMBER RELATIONSHIPS

CN for AMC Condition II	Corresponding CN for AMC Condition I	III
100	100	100
95	87	99
90	78	98
85	70	97
80	63	94
75	57	91
70	51	87
65	45	83
60	40	79
55	35	75
50	31	70
45	27	65
40	23	60
35	19	55
30	15	50
25	12	45
20	9	39
15	7	33
10	4	26
5	2	17
0	0	0

C.6. ESTIMATION OF LOSS RATES

In estimating loss rates for design hydrology, a watershed curve number (CN) is determined for each soil-cover complex within the watershed using Figure C-3. The working range of CN values is between 0 and 98, where a low CN indicates low runoff potential (high infiltration), and a high CN indicates high runoff potential (low infiltration). Selection of a CN takes into account the major factors affecting loss rates on pervious surfaces including the hydrologic soil group, cover type and quality, and antecedent moisture condition (AMC).

Also included in the CN selection are the effects of "initial abstraction" (Ia) which represents the combined effects of other effective rainfall losses including depression storage, vegetation interception, evaporation, and transpiration, among other factors.

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.48 (1.22–1.79)	1.97 (1.63–2.38)	2.62 (2.17–3.18)	3.16 (2.60–3.88)	3.91 (3.11–4.97)	4.50 (3.50–5.83)	5.10 (3.88–6.79)	5.74 (4.22–7.87)	6.62 (4.67–9.48)	7.32 (4.98–10.9)
10-min	1.06 (0.882–1.28)	1.41 (1.17–1.70)	1.88 (1.56–2.28)	2.26 (1.87–2.78)	2.80 (2.23–3.56)	3.22 (2.51–4.16)	3.66 (2.77–4.87)	4.12 (3.03–5.64)	4.75 (3.35–6.79)	5.24 (3.57–7.78)
15-min	0.852 (0.708–1.03)	1.14 (0.944–1.38)	1.51 (1.26–1.84)	1.83 (1.50–2.24)	2.26 (1.80–2.87)	2.60 (2.02–3.37)	2.95 (2.24–3.93)	3.32 (2.44–4.55)	3.82 (2.70–5.48)	4.23 (2.88–6.27)
30-min	0.620 (0.516–0.750)	0.826 (0.688–1.00)	1.10 (0.916–1.34)	1.33 (1.10–1.63)	1.65 (1.31–2.09)	1.89 (1.47–2.46)	2.15 (1.63–2.86)	2.42 (1.78–3.31)	2.79 (1.97–3.99)	3.08 (2.10–4.57)
60-min	0.463 (0.386–0.561)	0.618 (0.515–0.749)	0.824 (0.684–1.00)	0.994 (0.819–1.22)	1.23 (0.978–1.56)	1.42 (1.10–1.84)	1.61 (1.22–2.14)	1.81 (1.33–2.48)	2.08 (1.47–2.98)	2.30 (1.57–3.42)
2-hr	0.352 (0.293–0.426)	0.462 (0.385–0.561)	0.610 (0.506–0.742)	0.732 (0.602–0.898)	0.900 (0.716–1.14)	1.03 (0.802–1.34)	1.17 (0.886–1.55)	1.31 (0.965–1.80)	1.51 (1.06–2.16)	1.66 (1.13–2.47)
3-hr	0.297 (0.248–0.360)	0.389 (0.324–0.471)	0.510 (0.424–0.620)	0.610 (0.502–0.749)	0.749 (0.596–0.951)	0.857 (0.667–1.11)	0.970 (0.736–1.29)	1.09 (0.801–1.49)	1.25 (0.881–1.79)	1.38 (0.938–2.05)
6-hr	0.215 (0.180–0.261)	0.280 (0.233–0.340)	0.366 (0.304–0.445)	0.437 (0.360–0.536)	0.536 (0.426–0.681)	0.613 (0.477–0.796)	0.693 (0.526–0.923)	0.777 (0.572–1.07)	0.893 (0.630–1.28)	0.985 (0.671–1.46)
12-hr	0.143 (0.119–0.173)	0.186 (0.155–0.225)	0.244 (0.202–0.296)	0.292 (0.240–0.358)	0.358 (0.285–0.455)	0.411 (0.320–0.534)	0.465 (0.353–0.620)	0.523 (0.385–0.716)	0.602 (0.425–0.862)	0.665 (0.453–0.986)
24-hr	0.099 (0.088–0.114)	0.130 (0.115–0.151)	0.173 (0.152–0.200)	0.208 (0.182–0.242)	0.257 (0.217–0.310)	0.296 (0.245–0.364)	0.336 (0.272–0.423)	0.379 (0.298–0.490)	0.438 (0.331–0.591)	0.485 (0.355–0.677)
2-day	0.062 (0.055–0.072)	0.083 (0.074–0.096)	0.112 (0.099–0.129)	0.136 (0.119–0.158)	0.169 (0.143–0.204)	0.196 (0.163–0.241)	0.224 (0.181–0.282)	0.254 (0.200–0.329)	0.295 (0.223–0.398)	0.329 (0.240–0.459)
3-day	0.046 (0.041–0.053)	0.062 (0.055–0.072)	0.084 (0.074–0.097)	0.103 (0.090–0.120)	0.129 (0.109–0.155)	0.150 (0.124–0.184)	0.171 (0.139–0.216)	0.195 (0.153–0.252)	0.227 (0.172–0.307)	0.254 (0.185–0.354)
4-day	0.037 (0.033–0.043)	0.051 (0.045–0.059)	0.069 (0.061–0.080)	0.085 (0.074–0.099)	0.107 (0.090–0.129)	0.124 (0.103–0.153)	0.143 (0.115–0.180)	0.162 (0.128–0.210)	0.190 (0.143–0.256)	0.212 (0.155–0.296)
7-day	0.024 (0.021–0.028)	0.033 (0.030–0.039)	0.046 (0.041–0.053)	0.057 (0.050–0.066)	0.072 (0.061–0.087)	0.084 (0.070–0.103)	0.097 (0.078–0.122)	0.110 (0.087–0.142)	0.129 (0.097–0.174)	0.144 (0.105–0.201)
10-day	0.018 (0.016–0.021)	0.025 (0.022–0.029)	0.035 (0.031–0.041)	0.044 (0.038–0.051)	0.055 (0.047–0.067)	0.065 (0.054–0.080)	0.075 (0.060–0.094)	0.085 (0.067–0.110)	0.100 (0.075–0.135)	0.111 (0.082–0.156)
20-day	0.011 (0.010–0.013)	0.015 (0.014–0.018)	0.021 (0.019–0.025)	0.027 (0.023–0.031)	0.034 (0.029–0.041)	0.040 (0.033–0.049)	0.046 (0.037–0.058)	0.052 (0.041–0.068)	0.062 (0.047–0.083)	0.069 (0.051–0.096)
30-day	0.009 (0.008–0.010)	0.012 (0.011–0.014)	0.017 (0.015–0.019)	0.021 (0.018–0.024)	0.026 (0.022–0.032)	0.031 (0.026–0.038)	0.036 (0.029–0.045)	0.041 (0.032–0.053)	0.048 (0.036–0.065)	0.054 (0.040–0.076)
45-day	0.007 (0.006–0.008)	0.009 (0.008–0.011)	0.013 (0.011–0.015)	0.016 (0.014–0.019)	0.020 (0.017–0.025)	0.024 (0.020–0.030)	0.028 (0.023–0.035)	0.032 (0.025–0.041)	0.038 (0.029–0.051)	0.043 (0.031–0.060)
60-day	0.006 (0.005–0.007)	0.008 (0.007–0.009)	0.011 (0.010–0.013)	0.014 (0.012–0.016)	0.017 (0.015–0.021)	0.020 (0.017–0.025)	0.024 (0.019–0.030)	0.027 (0.021–0.035)	0.032 (0.024–0.044)	0.036 (0.027–0.051)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

Hydraflow Table of Contents

100 - Year

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Hydrograph Reports **2**
Hydrograph No. 1, SCS Runoff, Claremont Quarry Sports Complex 2

Hydrograph Summary Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2009 by Autodesk, Inc. v6.066

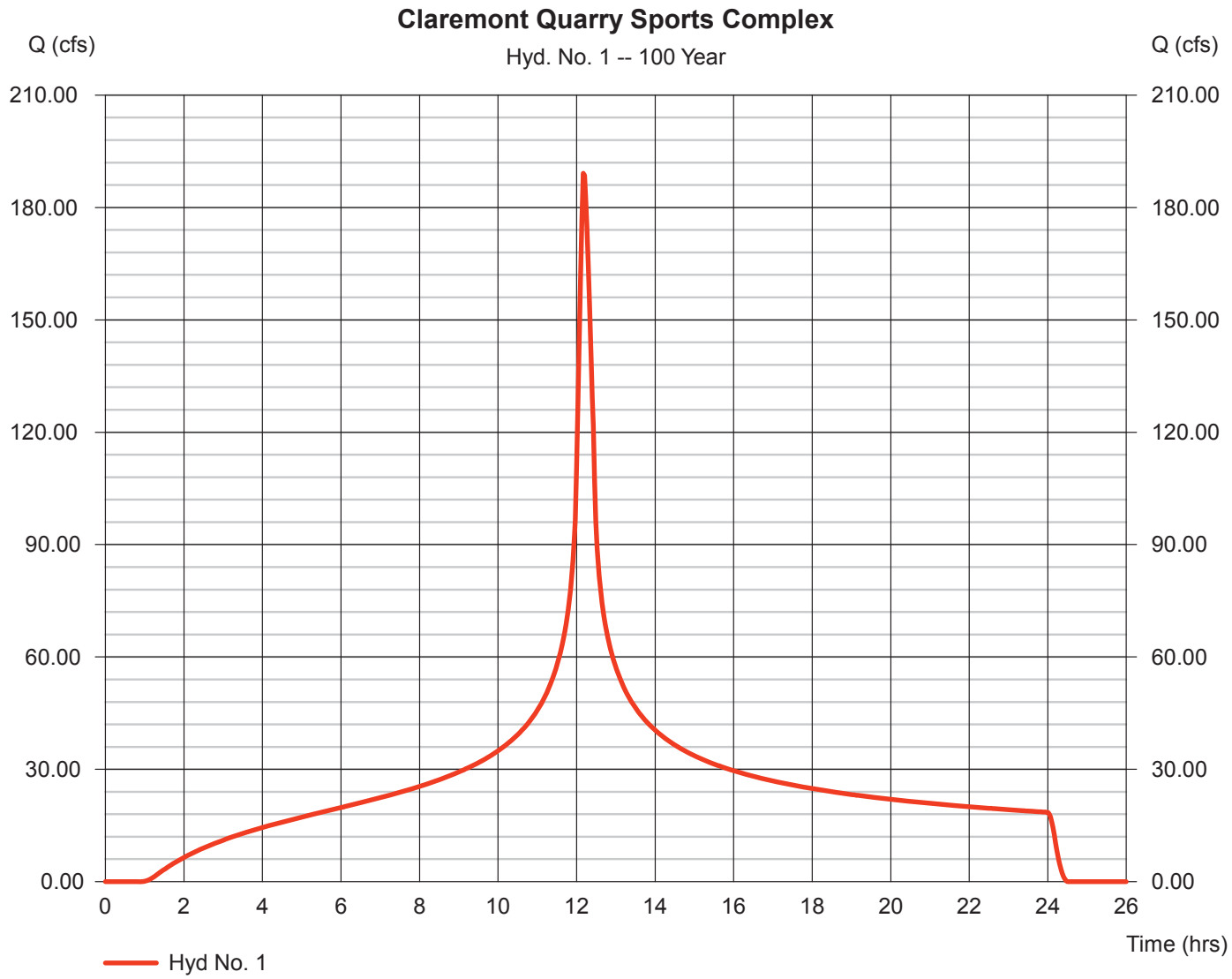
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph description
1	SCS Runoff	189.16	2	730	2,433,753	------	------	------	Claremont Quarry Sports Complex

Hydrograph Report

Hyd. No. 1

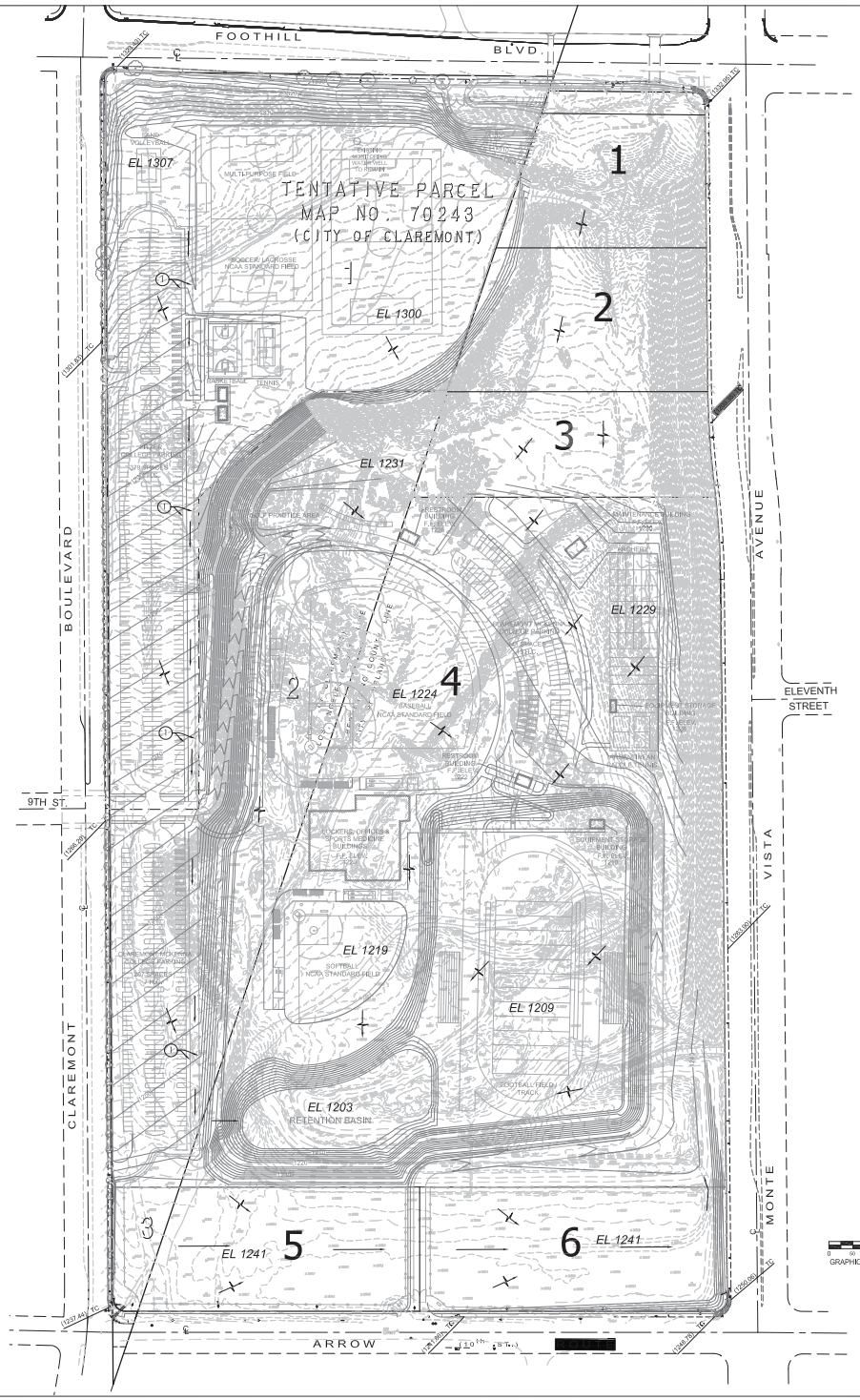
Claremont Quarry Sports Complex

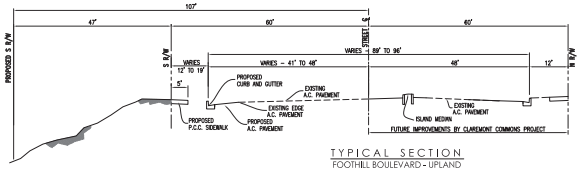
Hydrograph type	= SCS Runoff	Peak discharge	= 189.16 cfs
Storm frequency	= 100 yrs	Time to peak	= 12.17 hrs
Time interval	= 2 min	Hyd. volume	= 2,433,753 cuft
Drainage area	= 74.200 ac	Curve number	= 90.2
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= USER	Time of conc. (Tc)	= 16.70 min
Total precip.	= 10.23 in	Distribution	= Synthetic
Storm duration	= 24.00 hrs	Shape factor	= 484



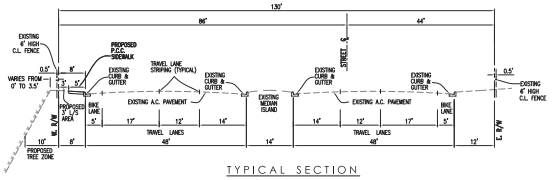
CONCEPTUAL GRADING PLAN

IN THE CITY OF UPLAND
FOR
TENTATIVE PARCEL MAP NO. 18989

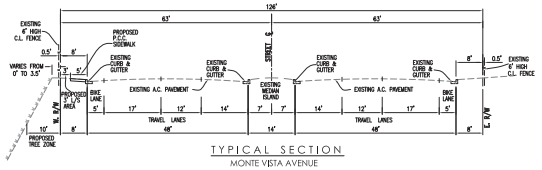




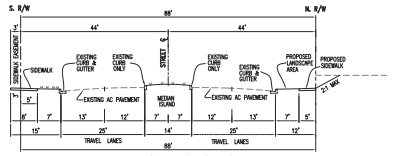
TYPICAL SECTION
FOOTHILL BOULEVARD - UPLAND
N.T.S.



TYPICAL SECTION
MONTE VISTA AVENUE
NORTH OF 11th STREET TO FOOTHILL BOULEVARD
N.T.S.



TYPICAL SECTION
MONTE VISTA AVENUE
SOUTH OF 11th STREET TO ARROW ROUTE
N.T.S.



TYPICAL SECTION
ARROW (10th STREET) ROUTE
N.T.S.

LEGEND

- EXISTING CONTOUR ON-SITE FROM AERIAL TOPOGRAPHICAL MAP DATED JULY 5, 2006
- (1250.08) TC — EXISTING ELEVATION ON-SITE
- PROPOSED DESIGN CONTOUR
- EL 1209 — PROPOSED ELEVATION
- SHEET FLOW DRAINAGE DIRECTION
- DEFINED DRAINAGE DIRECTION
- (1) — PROPOSED BIO-SWALE IN THE CITY OF CLAREMONT FOR FILTERING PARKING LOT STORM WATER RUN-OFF PRIOR TO ENTERING THE PROPOSED RETENTION BASIN IN UPLAND.

WATER QUALITY CONTROL NOTES:

1. ALL STORM WATER RUN-OFF SHALL REMAIN ON SITE AND BE INCORPORATED INTO ALL FUTURE SITE AND DRAINAGE PLANS.
2. ALL GRADING AND DRAINAGE PLANS SHALL COMPLY WITH NPDES REQUIREMENTS.

ESTIMATED DIRT QUANTITIES

CUT - 260,000 C.Y.S
FILL - 260,000 C.Y.S

OWNER AND SUBDIVIDER:

CLAREMONT UNIVERSITY CONSORTIUM
101 S. MILLS AVENUE
CLAREMONT, CA 91711-5053
CONTACT:
MR. TIM MORRISON
(909) 607-1113

PLANS PREPARED BY
ANDREASEN ENGINEERING, INC.
Civil Engineering • Land Surveying • Municipal Engineering
500 North Park Avenue, Pomona, California 91768
(909) 629-1585 Fax (909) 620-4016

Date: October 2011

JN2652C

DWG: C:\Land Projects\Claremont Colleges\Jn2652c-The PVP\work\Phase\Upland\2652cConceptual Grading Plan-Upland.dwg BY: Sergio Oct 11, 2011

APPENDIX P

Historical/Archaeological Resources Report

HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY REPORT

CLAREMONT UNIVERSITY CONSORTIUM PROJECT

In the Cities of Claremont and Upland
Los Angeles and San Bernardino Counties, California

For Submittal to:

City of Claremont
Planning Division
P.O. Box 880
Claremont, CA 9711-0880

and

City of Upland
Community Development Department
460 N. Euclid Avenue
Upland, CA 91786

Prepared for:

Betsy A. Lindsay
UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92618-2027

Prepared by:

CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

Bai "Tom" Tang, Principal Investigator
Michael Hogan, Principal Investigator

June 21, 2007
July 3, 2007 (Revised)
CRM TECH Contract No. 2084-R01

NATIONAL ARCHAEOLOGICAL DATABASE INFORMATION

Author(s): Mariam Dahdul, Archaeologist/Report Writer
Daniel Ballester, Archaeologist/Field Director
Terri Jacquemain, Historian

Consulting Firm: CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324
(909) 824-6400

Date: June 21, 2007
July 3, 2007 (Revised)

Title: Historical/Archaeological Resources Survey Report: Claremont University Consortium Project, in the Cities of Claremont and Upland, Los Angeles and San Bernardino Counties, California.

For Submittal to: City of Claremont
Planning Division
P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5460

City of Upland
Community Development Department
460 N. Euclid Avenue
Upland, CA 91786
(909) 931-4100

Prepared for: Betsy A. Lindsay
UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92618-2027
(949) 788-4900

USGS Quadrangle: Ontario, Calif., 7.5' quadrangle (Section 10, T1S R8W, San Bernardino Base Meridian)

Project Size: Approximately 80 acres

Keywords: Claremont-Upland area, Los Angeles and San Bernardino Counties; historical/archaeological resources survey; no "historical resources" under CEQA

MANAGEMENT SUMMARY

In June 2007, at the request of UltraSystems Environmental, CRM TECH performed a cultural resources study on approximately 80 acres of former quarry land that is slated for development as part of the Claremont University Consortium project designed to establish recreational/athletic fields on the site. The project area is situated on the west side of Monte Vista Avenue, between Foothill Boulevard and Arrow Route, within the northeast quarter of Section 10, T1S R8W, San Bernardino Base Meridian. The subject property is diagonally bisected from southwest to northeast by two jurisdictional boundaries, with the west portion located in the City of Claremont, Los Angeles County, and the east portion located in the City of Upland, San Bernardino County.

The study is part of the environmental review process for the proposed development on the property. The Cities of Claremont and Upland, as Lead Agencies for the project, required the study in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the Lead Agencies with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any historical/archaeological resources that may exist in or around the project area, as mandated by CEQA. In order to identify and evaluate such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, and carried out an intensive-level field survey.

Through the various avenues of research, this study did not encounter any "historical resources," as defined by CEQA, within or immediately adjacent to the project area. Therefore, CRM TECH recommends to the Cities of Claremont and Upland a finding of *No Impact* regarding cultural resources. No further cultural resources investigation is recommended for the project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

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INTRODUCTION

In June 2007, at the request of UltraSystems Environmental, CRM TECH performed a cultural resources study on approximately 80 acres of former quarry land that is slated for development as part of the Claremont University Consortium project designed to establish recreational/athletic fields on the site. The project area is situated on the west side of Monte Vista Avenue, between Foothill Boulevard and Arrow Route, within the northeast quarter of Section 10, T1S R8W, San Bernardino Base Meridian (Figs. 1, 2). The subject property is diagonally bisected from southwest to northeast by two jurisdictional boundaries, with the west portion located in the City of Claremont, Los Angeles County, and the east portion located in the City of Upland, San Bernardino County.

The study is part of the environmental review process for the proposed development on the property. The Cities of Claremont and Upland, as Lead Agencies for the project, required the study in compliance with the California Environmental Quality Act (CEQA; PRC §21000, et seq.). The purpose of the study is to provide the Lead Agencies with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any historical/archaeological resources that may exist in or around the project area, as mandated by CEQA. In order to identify and evaluate such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, and carried out an intensive-level field survey. The following report is a complete account of the methods, results, and final conclusion of the study.

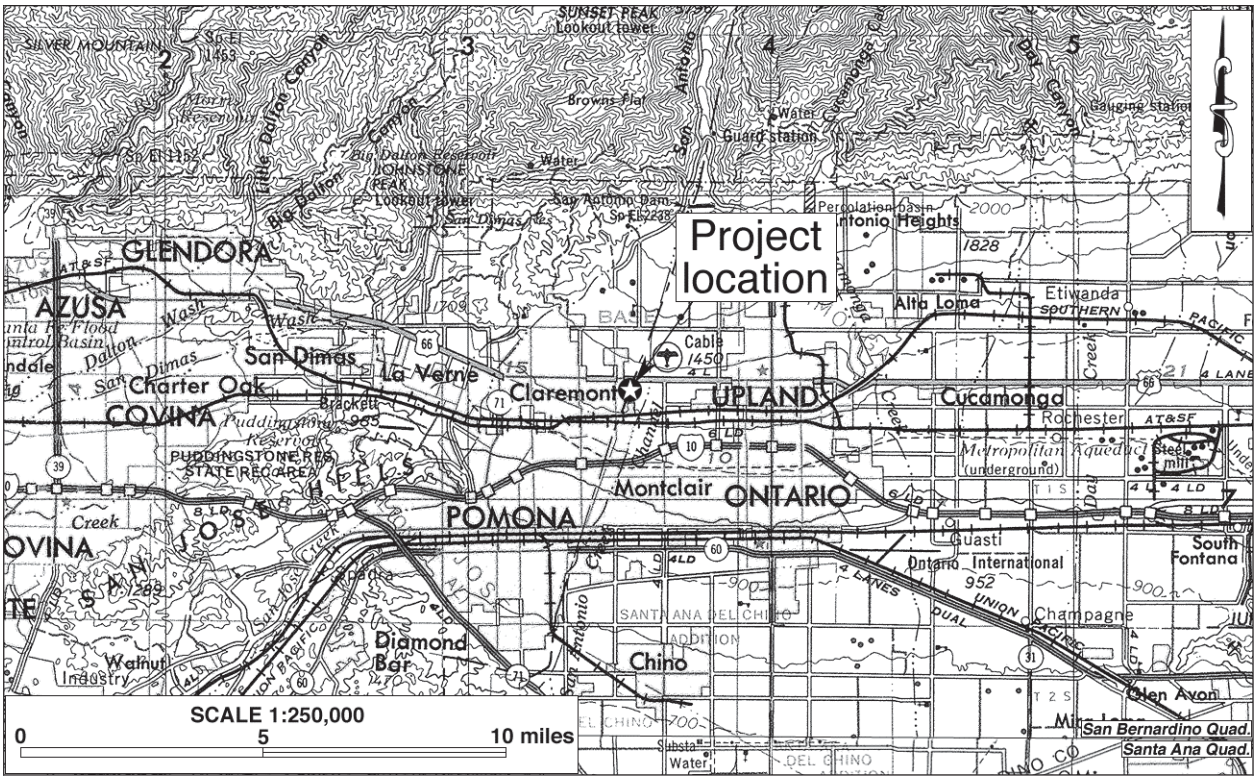

Figure 1. Project vicinity. (Based on USGS San Bernardino and Santa Ana, Calif., 1:250,000 quadrangles [USGS 1969; 1979])

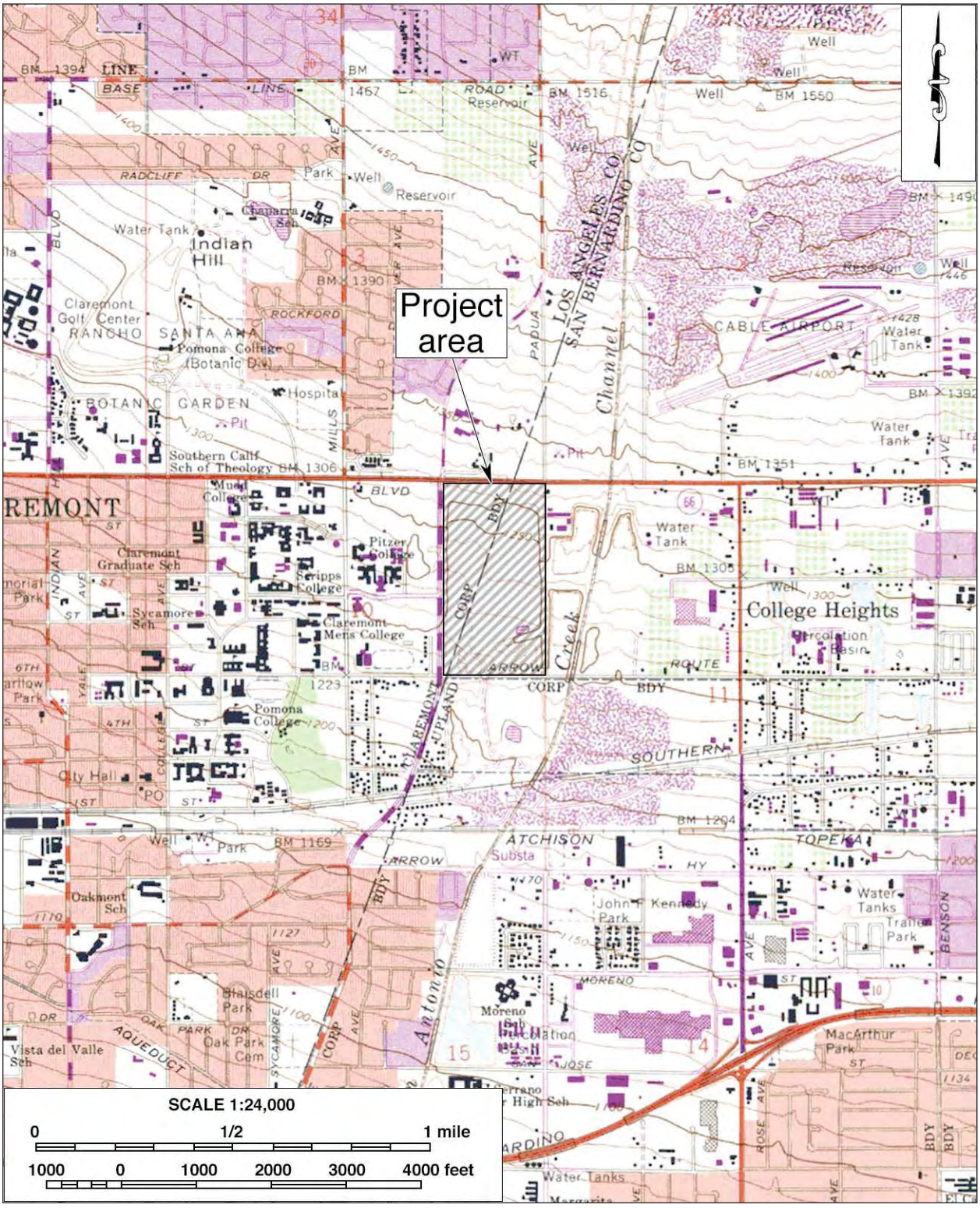

Figure 2. Project area. (Based on USGS Ontario, Calif., 1:24,000 quadrangle [USGS 1981])

SETTING

CURRENT NATURAL SETTING

The project area, situated within an alluvial fan, sits in a highly urbanized setting at elevations ranging between 1,210 and 1,320 feet above mean sea level. The property is bounded on the north and south by Foothill Boulevard and Arrow Route, respectively, while its western and eastern boundaries are defined by Claremont Boulevard and Monte Vista Avenue, respectively. Soils within the project area are made up of coarse sand with large rocks and gravel. Vegetation consists of buckwheat, Indian tobacco, wild mustard, tumbleweed, foxtail, and landscaping plants (Fig. 3).

Much disturbance is visible on the property due to previous quarrying activities. A large pit envelops much of the project area, where at some points it reaches depths of about 100 feet (Fig. 3). Also visible on the property are a number of roads, both dirt and asphalt-paved, emanating from the pit. Some grading and subsequent filling of the northern and southern portions of the property has occurred in the recent past (Fig. 3). A storage area is present in the southwest corner of the project area while an archery range occupies the west-central portion (Fig. 3). An asphalt road running in a north-south direction just west of Claremont Boulevard connects the archery range with the storage area (Fig. 3).

CULTURAL SETTING

Ethnohistoric Context

The project locale lies in an area where the traditional territories of the Serranos and the Gabrielinos adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Gabrielinos, probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks.

Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar social organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

As early as 1542, the Gabrielinos were in contact with the Spanish during the historic expedition of Juan Rodríguez Cabrillo. But it was not until 1769 that the Spaniards took steps to colonize Gabrielino territory. Shortly afterwards, most of the Gabrielino people were incorporated into Mission San Gabriel and other missions in southern California. The Serranos were brought into the mission system after 1819, when an *asistencia* of Mission San Gabriel was established in present-day Loma Linda. Due to introduced diseases, dietary

Figure 3. Overview of the current natural setting of the project area. *Clockwise from upper left*: Gravel pit (view to the east); graded area (view to the west); archery range (view to the northeast); paved road just west of Claremont Boulevard (view to the south). (Photos taken on June 15, 2007)

deficiencies, and forceful reduction, Gabrielino and Serrano population dwindled rapidly. By 1900, the Gabrielinos had almost ceased to exist as a culturally identifiable group (Bean and Smith 1978a:540). The Serranos, meanwhile, were mostly settled on the San Manuel and the Morongo Indian Reservations (Bean and Smith 1978b:573).

Historic Context

The project area is located in the lower reaches of San Antonio Canyon, near the base of the San Gabriel Mountains, and between the cities of Claremont and Upland. The San Gabriel Mountain Range derived its name from the San Gabriel River, which was named in 1769 during Gaspar de Portolá's expedition, at the onset of Spanish colonization of Alta California. Francisco Garcés, the famed Spanish explorer, mentioned *La Sierra de San Gabriel* as early as 1776. In 1810, José Maria Pico led a series of 14 military expeditions into the heart of the mountain range in pursuit of "renegade" Indians. Throughout the early 1800s, residents of the Pueblo of Los Angeles sometimes entered the mountains to capture grizzly bears for the popular events of bear-bull fighting. Aside from such occasional expeditions, however, the San Gabriels remained largely beyond the scope of Spanish colonization activities during the first few decades of the historic period.

Like all other major mountain ranges in California, the San Gabriel Mountains first received the attention of the colonizers for the rich natural resources they promised, most notably gold and timber. In the late 1810s, Joseph Chapman became the first logger to leave his mark in the history of the mountain range, although logging on a smaller scale may have started 30 years earlier. In 1842, the San Gabriels were the scene of the first gold rush in California, when Francisco Lopes discovered the precious metal on the range's western edge. Along with hopeful miners, the U.S. annexation of Alta California in 1848 brought waves of American immigrants to the once sparsely populated territory. Later, spurred by the completion of the Southern Pacific Railroad and the competing Santa Fe Railroad in the 1870s-1880s, a land boom swept across much of southern California. Many towns were laid out along the rail route between San Bernardino and Los Angeles during this time, including Claremont and Upland.

A disastrous drought in the 1890s brought an end to the real estate boom and might have emptied the neophyte towns were it not for the rise of the citrus industry, and, for Claremont, a decision of a local land-holding company to transfer its Hotel Claremont and 260 vacant lots to the newly-established Pomona College in 1888. The college eventually developed into the Claremont Colleges, a prestigious consortium that includes Pomona College, Claremont McKenna College, Scripps College, Harvey Mudd College, Pitzer College, Keck Graduate Institute, and the Claremont Graduate University.

Claremont growers are credited with forming one of the first citrus cooperatives for marketing and shipping their fruit, a model upon which citrus giant Sunkist was reportedly modeled. Meanwhile to the east, the nearby community of Upland had been established by the Chaffey brothers who pioneered the influential concept of the mutual water company, by which water rights are directly tied to land ownership. Thanks partially to this practice, Upland, or North Ontario as it was known then, survived and flourished with the rise of the citrus industry as the leading economic pursuit in rural southern California. The area soon became known for the cultivation of citrus fruits and, to a lesser extent, olives and grapes. Renamed in 1902, Upland incorporated in 1906. Claremont did the same the following year.

The end of World War II and the completion of Interstate 10 through the area again spurred residential development as growers sold their land for housing tracts. Today, Claremont, with a population of 33,998 in 2000, is known for its prestigious Claremont Colleges, its tree-lined streets, and historic buildings. Upland, with a 2000 census population of 68,393, has developed into an urban community that strives to maintain its hometown charm. Both are primarily residential, and each features a downtown area dominated by custom shops and restaurants that present a leisurely urban ambiance.

RESEARCH METHODS

RECORDS SEARCH

The records search for this study was carried out by CRM TECH staff archaeologists at the Archaeological Information Center (AIC), San Bernardino County Museum, Redlands, and the South Central Coastal Information Center (SCCIC), California State University,

Fullerton. CRM TECH archaeologist Nina Gallardo (see App. 1 for qualifications) conducted the records search at the AIC on June 8, 2007, while CRM TECH archaeologist Mariam Dahdul (see App. 1 for qualifications) visited the SCCIC on June 12, 2007.

During the records search, Gallardo and Dahdul examined maps and records on file at the AIC and SCCIC for previously identified cultural resources inside or within a one-mile radius of the project area, and existing cultural resources reports pertaining to the vicinity. Previously identified cultural resources include properties designated as California Historical Landmarks, or Points of Historical Interest, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resource Information System.

HISTORICAL RESEARCH

Historical background research for this study was conducted by CRM TECH historian Terri Jacquemain (see App. 1 for qualifications) on the basis of published literature in local and regional history and historic maps of the Claremont-Upland area. Among maps consulted for this study were the U.S. General Land Office's (GLO) land survey plat maps dated 1865-1876 and the U.S. Geological Survey's (USGS) topographic maps dated 1903, 1944, and 1954. These maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley.

FIELD SURVEY

On June 15, 2007, CRM TECH archaeologists Daniel Ballester and Nina Gallardo (see App. 1 for qualifications) carried out the intensive-level, on-foot field survey of the project area. During the survey, Ballester and Gallardo walked parallel north-south transects spaced 25 meters (approx. 80 feet) apart. In this way, the ground surface in the entire project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic periods (i.e., 50 years ago or older). Ground visibility was poor (10%) in areas with dense vegetation growth but excellent (90-100%) in areas with sparse ground cover. The results of the survey are discussed below.

RESULTS AND FINDINGS

RECORDS SEARCH

According to records on file at the South Central Coastal Information Center (SCCIC) and the Archaeological Information Center (AIC), the project area had not been previously surveyed for cultural resources, and no cultural resources were recorded on the property. Outside the project boundaries but within a one-mile radius, SCCIC and AIC records show a total of 19 previous cultural resources studies covering various tracts of land and linear features, including two immediately to the south and east of the project area (Fig. 4).

As a result of these and other similar studies in the vicinity, a total of 14 cultural resources were recorded within the scope of the records search, as listed in Table 1. The majority of the sites dated to the historic period and included roads and railroads, bridges, buildings,

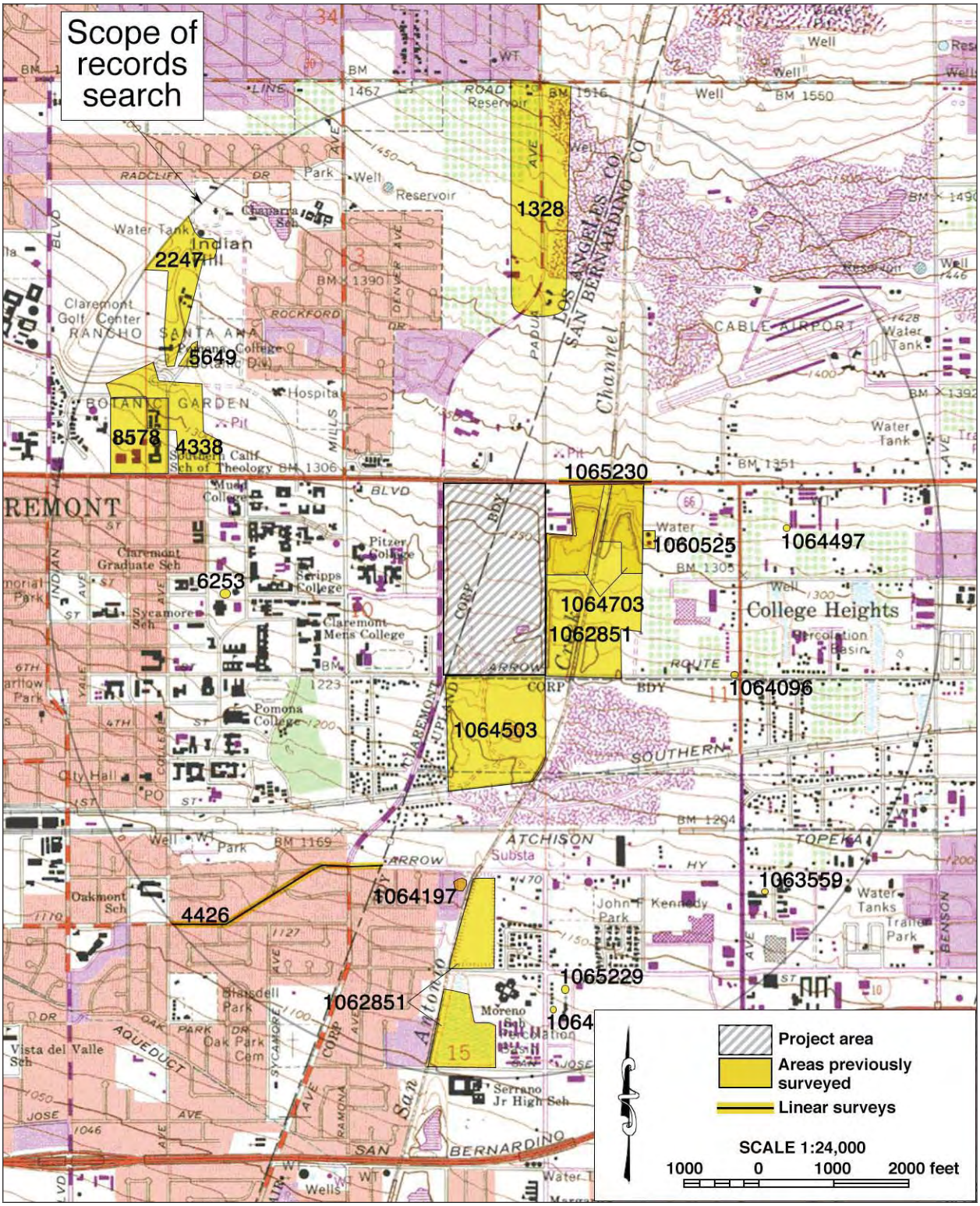

Figure 4. Previous cultural resources surveys in the vicinity of the project area, listed by AIC and SCCIC file numbers. Locations of historical/archaeological sites are not shown as a protective measure.

Table 1. Previously Recorded Cultural Resources within the Scope of the Records Search		
Site No.	**Recorded by/Date**	**Description**
19-000108	Cunningham et al. 1990	Lithic scatter; historic-era refuse scatter
19-180777; NRHP*	Krinsky 1980	Scripps College for Women—group of buildings constructed in the 1920s-1930s
19-185417; CPHI**	Howse 1989	Women's Club of Claremont—two-story wood frame structure constructed in 1908
19-186102; NRHP*	?	Atchison, Topeka, and Santa Fe Railroad Station at 110 W. 1st Street
19-186125; NRHP*	Snowiss 1977	Russian Village District consisting of 15 residences built from native fieldstone and discarded building materials, ca. 1920s
36-002910	Hammond 2003	SR 66 (formerly U.S. Highway 66), ca. late 1930s
36-006847	Horne and Inoway 1998	Atchison, Topeka, and Santa Fe's "Kite-Shaped Track," a popular late 19th and early 20th century railroad excursion route
36-007792	Landis 1993	Historic-period refuse scatter
36-007793	Landis 1993	Historic-period refuse scatter
36-007794	Landis 1993	Historic-period refuse scatter and structural remains
36-016454;	Merrill 1987	Old San Bernardino Road, ca. 1839-1915
36-018721	Pursell 1979	Bridge, ca. 1929-1937
36-018723	Pursell 1979	Bridge, ca. 1929-1937
36-020273	Taniguchi 2004	Arrow Route Bridge, ca. 1926

* Listed on the National Register of Historic Places
** Listed as a California Point of Historical Interest

refuse scatters, and a railroad station. One of the sites contained a historic-era trash scatter and a prehistoric—i.e., Native American—chipping station. Of the linear features identified during the records search, a segment of State Route 66 (formerly U.S. Highway 66) traverses in an east-west direction just north of the project area. Since none of these previously recorded cultural resources, including SR 66, was located within the project boundaries, none of them requires further consideration during this study.

HISTORICAL RESEARCH

In the 1850s-1870s, when the U.S. government conducted the first systematic land surveys in the region, a few roads were the only man-made features noted in the project vicinity, and no discernable signs of settlement and/or land development activities were found in or near the project area (Fig. 5; GLO 1865). By the 1890s, after the establishment of the town of Claremont a short distance to the west, a number of scattered buildings had appeared in the project vicinity, including two buildings on the eastern edge of the property (Fig. 6). Meanwhile, the forerunners of today's Foothill Boulevard and Arrow Route had also appeared along the northern and southern boundaries of the present project area, respectively (Fig. 6). Between 1894 and 1939, the two buildings in the project area were apparently removed (Fig. 7), and the property remained vacant into the early 1950s (Fig. 8). By the mid-1950s, however, a gravel pit had been established in the southern portion of the property, and eventually expanded to include much of the project area in the late 1960s and early 1970s (Geomatrix Consultants, Inc. 2004:6-7).

FIELD SURVEY

The intensive-level field survey produced completely negative results for potential cultural resources. The entire project area was closely inspected for any evidence of human activities dating to the prehistoric or historic periods, but none was found. No buildings,

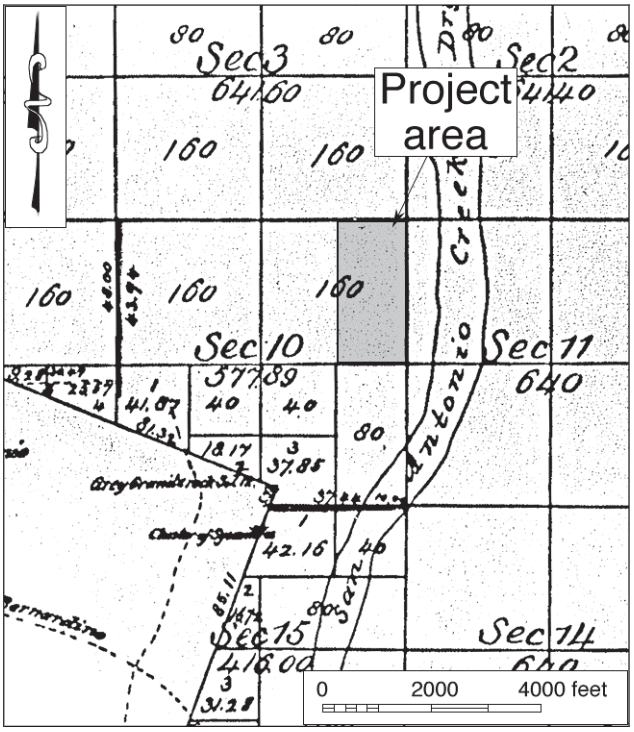

Figure 5. The project area and vicinity in 1852-1874. (Source: GLO 1875)

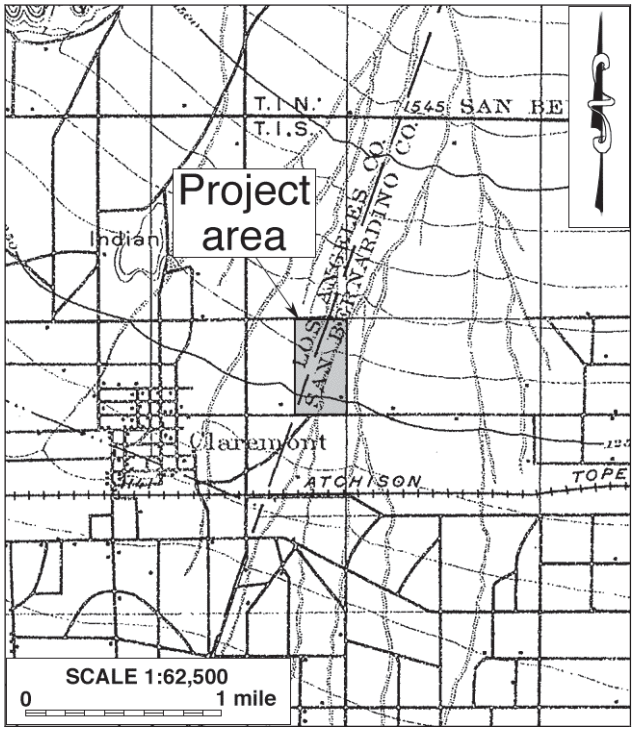

Figure 6. The project area and vicinity in 1894. (Source: USGS 1903)

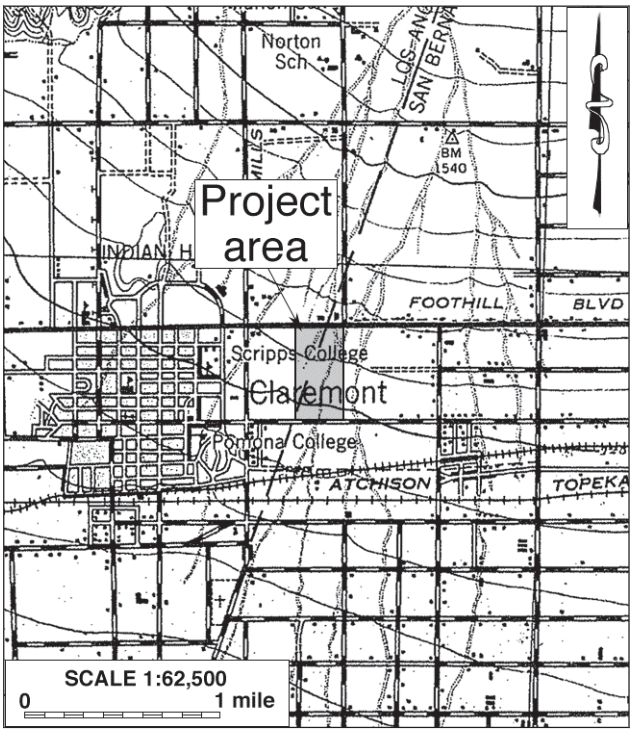

Figure 7. The project area and vicinity in 1939. (Source: USGS 1944)

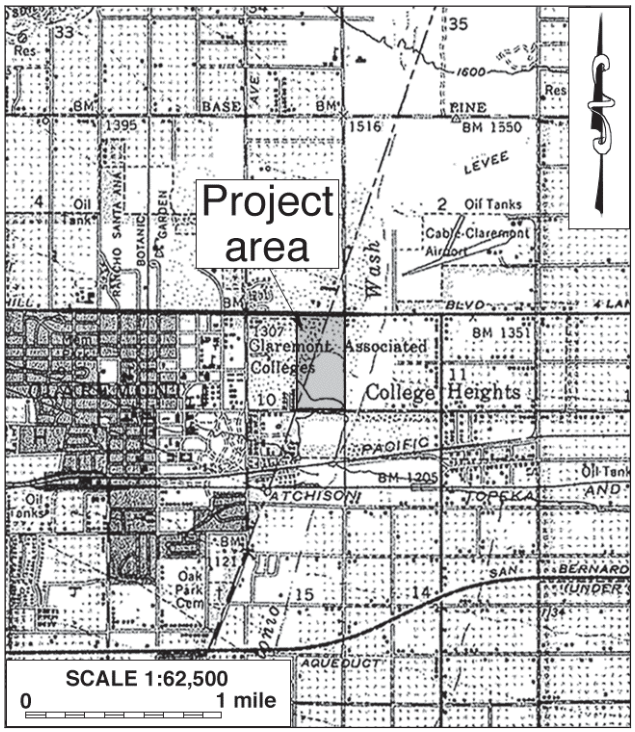

Figure 8. The project area and vicinity in 1952. (Source: USGS 1954)

structures, objects, sites, features, or artifacts more than 50 years of age were encountered during the field survey. Much of the property has been heavily disturbed by past operations of the gravel pit mentioned above. Modern trash was found scattered over much of the pit as well as in other parts of the project area.

DISCUSSION

The purpose of this study is to identify any cultural resources within or immediately adjacent to the project area, and to assist the Cities of Claremont and Upland in determining whether such resources meet the official definition of "historical resources," as provided in the California Public Resources Code, in particular CEQA.

According to PRC §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).

Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

As discussed above, all research procedures conducted during this study have produced negative results, and no potential "historical resources" were encountered throughout the course of the study. Based on these findings, and in light of the criteria listed above, the present report concludes that *no historical resources exist within or adjacent to the project area*.

RECOMMENDATIONS

CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Since no "historical resources" were encountered during the course of this study, CRM TECH presents the following recommendations to the Cities of Claremont and Upland:

- No historical resources exist within or immediately adjacent to the project area, and thus the project as currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless development plans undergo such changes as to include areas not covered by this study.
- If buried cultural materials are discovered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

CONCLUSION

The foregoing report has provided background information on the project area, outlined the methods used in the current study, and presented the results of the various avenues of research. Throughout the course of the study, no "historical resources," as defined by CEQA, were encountered within or immediately adjacent to the project area. Therefore, the Cities of Claremont and Upland may reach a finding of *No Impact* regarding cultural resources, with the condition that any buried cultural materials unearthed during earth-moving activities be examined and evaluated by a qualified archaeologist prior to further disturbances.

REFERENCES

Bean, Lowell John, and Charles R. Smith
1978a Gabrielino. In *Handbook of North American Indians*, Vol. 8: *California*, edited by Robert F. Heizer, pp. 538-549. Smithsonian Institution, Washington, D.C.
1978b Serrano. In *Handbook of North American Indians*, Vol. 8: *California*, edited by Robert F. Heizer, pp. 570-574. Smithsonian Institution, Washington, D.C.

Geomatrix Consultants, Inc.
2004 Phase I Environmental Site Assessment: Pit Property, Claremont, California. On file, Geomatrix Consultants, Inc., Costa Mesa, California.

GLO (General Land Office, U.S. Department of the Interior)
1865 Plat Map: Township No. 1 South Range No. 8 West, San Bernardino Meridian; surveyed in 1852-1865.
1875 Plat Map: Township No. 1 South Range No. 8 West, San Bernardino Meridian; surveyed in 1852-1874.

USGS (United States Geological Survey, U.S. Department of the Interior)
1903 Map: Cucamonga, Calif. (15', 1:62,500); surveyed in 1894.
1944 Map: Cucamonga, Calif. (15', 1:62,500);. aerial photographs taken in 1939.
1954 Map: Ontario, Calif. (15', 1:62,500); aerial photographs taken in 1952.
1969 Map: San Bernardino, Calif. (1:250,000); 1958 edition revised.
1979 Map: Santa Ana, Calif. (1:250,000); 1959 edition revised.
1981 Map: Ontario, Calif. (7.5', 1:24,000); 1967 edition photorevised in 1981.

APPENDIX 1:
PERSONNEL QUALIFICATIONS

PRINCIPAL INVESTIGATOR/HISTORIAN
Bai "Tom" Tang, M.A.

Education

1988-1993	Graduate Program in Public History/Historic Preservation, UC Riverside.
1987	M.A., American History, Yale University, New Haven, Connecticut.
1982	B.A., History, Northwestern University, Xi'an, China.
2000	"Introduction to Section 106 Review," presented by the Advisory Council on Historic Preservation and the University of Nevada, Reno.
1994	"Assessing the Significance of Historic Archaeological Sites," presented by the Historic Preservation Program, University of Nevada, Reno.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside, California.
1993-2002	Project Historian/Architectural Historian, CRM TECH, Riverside, California.
1993-1997	Project Historian, Greenwood and Associates, Pacific Palisades, California.
1991-1993	Project Historian, Archaeological Research Unit, UC Riverside.
1990	Intern Researcher, California State Office of Historic Preservation, Sacramento.
1990-1992	Teaching Assistant, History of Modern World, UC Riverside.
1988-1993	Research Assistant, American Social History, UC Riverside.
1985-1988	Research Assistant, Modern Chinese History, Yale University.
1985-1986	Teaching Assistant, Modern Chinese History, Yale University.
1982-1985	Lecturer, History, Xi'an Foreign Languages Institute, Xi'an, China.

Honors and Awards

1988-1990	University of California Graduate Fellowship, UC Riverside.
1985-1987	Yale University Fellowship, Yale University Graduate School.
1980, 1981	President's Honor List, Northwestern University, Xi'an, China.

Cultural Resources Management Reports

Preliminary Analyses and Recommendations Regarding California's Cultural Resources Inventory System (With Special Reference to Condition 14 of NPS 1990 Program Review Report). California State Office of Historic Preservation working paper, Sacramento, September 1990.

Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.

Membership

California Preservation Foundation.

PRINCIPAL INVESTIGATOR/ARCHAEOLOGIST
Michael Hogan, Ph.D., RPA*

Education

1991	Ph.D., Anthropology, University of California, Riverside.
1981	B.S., Anthropology, University of California, Riverside; with honors.
1980-1981	Education Abroad Program, Lima, Peru.
2002	Section 106—National Historic Preservation Act: Federal Law at the Local Level. UCLA Extension Course #888.
2002	"Recognizing Historic Artifacts," workshop presented by Richard Norwood, Historical Archaeologist.
2002	"Wending Your Way through the Regulatory Maze," symposium presented by the Association of Environmental Professionals.
1992	"Southern California Ceramics Workshop," presented by Jerry Schaefer.
1992	"Historic Artifact Workshop," presented by Anne Duffield-Stoll.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside, California.
1999-2002	Project Archaeologist/Field Director, CRM TECH, Riverside.
1996-1998	Project Director and Ethnographer, Statistical Research, Inc., Redlands.
1992-1998	Assistant Research Anthropologist, University of California, Riverside
1992-1995	Project Director, Archaeological Research Unit, U. C. Riverside.
1993-1994	Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C. Riverside, Chapman University, and San Bernardino Valley College.
1991-1992	Crew Chief, Archaeological Research Unit, U. C. Riverside.
1984-1998	Archaeological Technician, Field Director, and Project Director for various southern California cultural resources management firms.

Research Interests

Cultural Resource Management, Southern Californian Archaeology, Settlement and Exchange Patterns, Specialization and Stratification, Culture Change, Native American Culture, Cultural Diversity.

Cultural Resources Management Reports

Author and co-author of, contributor to, and principal investigator for numerous cultural resources management study reports since 1986.

Memberships

* Register of Professional Archaeologists.
Society for American Archaeology.
Society for California Archaeology.
Pacific Coast Archaeological Society.
Coachella Valley Archaeological Society.

PROJECT ARCHAEOLOGIST/REPORT WRITER
Mariam Dahdul, M.A.

Education

2002	M.A., Anthropology, California State University, Fullerton.
1993	B.A., Geography, California State University, Fullerton.
2003	"Ceramics Analysis," graduate seminar presented by Dr. Delaney-Rivera, California State University, Fullerton.
2002	"Section 106-National Historic Preservation Act: Federal Law at the Local Level," presented by UCLA Extension.
2002	"Historic Archaeology Workshop," presented by Richard H. Norwood, Base Archaeologist, Edwards Air Force Base.

Professional Experience

2000- Project Archaeologist, CRM TECH, Riverside.
- Preparing cultural resources management reports, maps, and site records;
- Analyzing beads, ornaments, and shell;
- Conducting archaeological field surveys;
- Participating in various archaeological testing and mitigation programs.

Laboratory and Field Experience

2001 Archaeological field school under the direction of Dr. Brian Byrd.
- Test excavations of sites at the San Elijo Lagoon Reserve, including flotation of soil samples and sorting and cataloguing of artifacts.

2000 Archaeological field class under the direction of Dr. Claude Warren.
- Excavated units at Soda Lake in the Mojave Desert and produced lake bottom stratigraphic profiles.

1999-2000 Archaeology Laboratory, CSU, Fullerton.
- Assisted in the cataloguing of artifacts.

1999 Field survey course under the direction of Dr. Phyllisa Eisentraut.
- Surveyed and mapped prehistoric site in the Mojave Desert.

Papers Presented

2002	"Shell Beads from the Coachella Valley," Sixth Annual Symposium of the Coachella Valley Archaeological Society.
2002	"Shell Beads from the Coachella Valley," Kelso Conference on the Archaeology of the California and Mojave Deserts.

Cultural Resources Management Reports

Co-author of and contributor to numerous cultural resources management study reports since 2000.

PROJECT ARCHAEOLOGIST/FIELD DIRECTOR
Daniel Ballester, B.A.

Education

1998 B.A., Anthropology, California State University, San Bernardino.
1997 Archaeological Field School, University of Las Vegas and University of California, Riverside.
1994 University of Puerto Rico, Rio Piedras, Puerto Rico.

2002 "Historic Archaeology Workshop," presented by Richard Norwood, Base Archaeologist, Edwards Air Force Base; presented at CRM TECH, Riverside.

Professional Experience

2002- Field Director, CRM TECH, Riverside.
- Report writing, site record preparation, and supervisory responsibilities over all aspects of fieldwork and field crew.

1999-2002 Project Archaeologist, CRM TECH, Riverside.
- Survey, testing, data recovery, monitoring, and mapping.

1998-1999 Field Crew, K.E.A. Environmental, San Diego.
- Two and a half months of excavations on Topomai village site, Marine Corp Air Station, Camp Pendleton.

1998 Field Crew, A.S.M. Affiliates, Encinitas.
- Two weeks of excavations on a site on Red Beach, Camp Pendleton, and two weeks of survey in Camp Pendleton, Otay Mesa, and Encinitas.

1998 Field Crew, Archaeological Research Unit, University of California, Riverside.
- Two weeks of survey in Anza Borrego Desert State Park and Eureka Valley, Death Valley National Park.

PROJECT ARCHAEOLOGIST
Nina Gallardo, B.A.

Education

2004 B.A., Anthropology/Law and Society, University of California, Riverside.

Professional Experience

2004- Project Archaeologist, CRM TECH, Riverside.
- Surveys, excavations, mapping, and records searches.

Honors and Awards

2000-2002 Dean's Honors List, University of California, Riverside.

HISTORIAN
Terri Jacquemain, M.A.

Education

2004 M.A., Public History and Historic Resource Management, University of California, Riverside.
2002 B.S., Anthropology, University of California, Riverside.

Professional Experience

2003- Historian/Report Writer, CRM TECH, Riverside.
Writer/co-author of cultural resource reports for CEQA and NHPA Section 106 compliance
Historic context development, building surveys and recordation, historical research based on published literature, historic maps, oral interviews, county and city archival records, internet sources, and consultation with local historical societies
Primary and archival research in Riverside, San Bernardino, San Diego, Orange, Los Angeles, Imperial, Kern, and Contra Costa counties
Architectural history and Description

2002-2003 Teaching Assistant, Religious Studies Department, University of California, Riverside.
1997-1999 Reporter, *Inland Valley Daily Bulletin*, Ontario, California.
1991-1997 Reporter, *The Press-Enterprise*, Riverside.

Memberships

California Council for the Promotion of History.
Friends of Public History, University of California Riverside.

APPENDIX Q

Mitigation Monitoring Reporting Program

CLAREMONT COLLEGES EAST CAMPUS **Environmental Impact Report: Mitigation Monitoring Reporting Program**							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Aesthetics Mitigation Measures							
4.1.A-1	Prior to issuance of building permits, any structure proposed on the project site shall be reviewed during the appropriate jurisdiction's standard review process to ensure that proposed building materials do not create glare in a manner that could endanger motorists on adjacent roadways, create a nuisance for surrounding properties, or otherwise impact the community. Use of reflective materials such as polished metal or glass shall be prohibited unless the applicant can provide substantial evidence prepared by a qualified professional to the appropriate jurisdiction's Development Services or Community Development Director that use of such materials shall not cause glare impacts on surrounding properties or roadways.	Prior to Building Permits	Issuance of Building Permits	City of Upland Planning and Building and Safety Divisions			
				City of Claremont Planning and Building and Safety Divisions			
4.1.A-2	Prior to issuance of building permits, the project proponent shall submit photometric plans verifying that the construction and installation of any future lighting complies with the provisions of Section 17.16.210 (Design Review – Meetings and Review Procedures) of the Upland Zoning Code that prohibits nuisance glare and lighting of surrounding properties. Compliance with Section 17.16.210 shall be confirmed through the preparation of a photometric plan prepared by a qualified professional demonstrating that proposed lighting impacts have been minimized (e.g. through shielding or other methods) and does not exceed 0.5 foot-candles at the property line of neighboring properties.	Prior to Building Permits	Issuance of Building Permits	City of Upland Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.1.A-3	Prior to issuance of building permits, the project proponent shall submit photometric plans verifying that construction and installation of any future lighting complies with the provisions of Section 17.22.060.D (Design and Improvement of Parking Areas – General, Limitations on Lighting) of the Upland Zoning Code prohibiting nuisance parking lot lighting. Compliance shall be confirmed through post-construction light level analysis performed by a qualified professional confirming that lighting impacts have been minimized (e.g. through shielding or other methods) and does not exceed 0.5 foot-candles at the property line of neighboring properties and is consistent with applicable regulations and approved lighting and photometric plans.	Prior to Building Permits	Issuance of Building Permits	City of Upland Planning Division			
Air Quality Mitigation Measures							
4.2.A-1	Before issuance of building permits, the permittee must submit, to the satisfaction of the Community Development or Community and Economic Development Director, or designee of the approving jurisdiction, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures must be implemented to the satisfaction of the Community Development or Community and Economic Development Director, or designee. These measures shall include the following: - The volatile organic compounds (VOC) of proposed architectural coatings cannot exceed 100 grams per liter (g/l) for non residential interior and exterior applications. Pursuant to SCAQMD Rule 1113 (Architectural Coatings), this measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South	Prior to Building Permit	Issuance of Building Permit	City of Upland Planning and Building and Safety Divisions City of Claremont Planning and Building and Safety Divisions			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Coast Air Quality Management District.						
Biological Resources Mitigation Measures							
4.3.A-1	Prior to issuance of on- or off-site landscape permits, the approving jurisdiction's Development Services or Community Development Director shall verify that landscaping plans reflect planting of locally-indigenous native plant species, to include alluvial fan scrub, on all disturbed slopes on the project site, selected from the list of plants occurring on the project site as identified in the project 2007 biological report prepared by Impact Sciences. The plans shall also include a maintenance protocol for the native landscaping areas. College landscape maintenance staff shall perform maintenance activities in accordance with the following maintenance standards: (1) the native landscaping restoration areas shall be inspected for invasive plants and adequate irrigation shall be provided monthly during the first year and quarterly during the second and third years; (2) once installed, inspections of vegetation health, density, and diversity shall be performed at least twice annually; (3) the native vegetative cover (including AFSS) within the disturbed slopes shall be maintained at 75 percent within three years of initial planting. If the vegetation on the disturbed slopes has more than 50 percent mortality, the area shall be immediately replanted to achieve 75 percent cover; and (4) vegetation shall be established without the use of fertilizers. Use of herbicides and pesticides shall be minimized to the extent feasible.	Prior to Landscape Permits	Issuance of Landscape Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.3.A-2	Prior to commencement of any site clearing or grading activities related to construction of any facilities identified in the Master Site Plan, Site Plan, or development agreements that would disturb existing native scrub habitat, the project proponent shall submit a focused survey to determine the presence or absence of any special-status plants determined to have the potential to occur on the site. The focused survey shall follow the Department of Fish and Wildlife's Protocols for Survey and Evaluating Impacts to Special Status Species, Native Plant Populations, and Natural Communities. Upon completion of the focused survey by a qualified biologist, the report results, including survey dates, exact species observed and location of species onsite, shall be submitted to the approving jurisdiction's Community Development Director or Development Services Director for review and approval. In addition, a pre-construction survey performed by a qualified biologist to the approving jurisdiction's Development Services or Community Development Director to determine if any special status plant or animal species is nesting, foraging, or otherwise present on the project site shall be submitted prior to commencement of any site clearing or grading activities related to construction of any facilities identified in the Master Site Plan, Site Plan, or development agreements that would disturb existing native scrub habitat. The pre-construction survey shall be conducted weekly during the prior flowering season and within 30 days prior to the commencement of any site clearing activities related to construction of any facilities. The final survey shall be conducted no more than three days prior to commencement of site clearing activities related to construction of any facilities Should any special status species be found, avoidance shall be the primary measure. If avoidance is not feasible, then a mitigation plan shall be prepared and submitted for review and approval by the approving jurisdiction's Development Services or Community Development Director. The	Weekly within 30 days prior to Commencement of any Site Clearing Activities / Final Survey conducted no more than 3 days prior to Site Clearing Activities	Issuance of Grading Permit	City of Upland Planning Division City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS
Environmental Impact Report: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
mitigation plan shall use the following measures and protocols to avoid or mitigate any impacts to special status species, as applicable: - Avoidance of the species - Capture or salvage and relocate the species - Compensation through payment into a conservation bank For special status plants, the mitigation plan shall identify: (1) the number of plants to be replanted; and (2) the measures necessary for the establishment of self-sustaining populations in a suitable open space relocation area(s) as identified in the mitigation plan that is discussed above, to ensure the long-term survivability of the impacted species. Salvage and relocation activities will include: seed and/or topsoil collection, germination of seed by a qualified horticulturist in a nursery setting, transplanting seedlings, and hand broadcasting seed into an open space habitat deemed acceptable by the approving jurisdiction. Annual monitoring for at least two years will also be required to assist in the establishment of any special status species. For special status wildlife, surveys shall include examination of trees, shrubs, and the ground, as several bird species known to the area are shrub or ground nesters, including mourning doves. In the event that nesting birds are observed within 250 feet of a construction area, species-specific exclusion buffers determined by a City-approved biologist and the adjustment of the construction area is required. Protected bird nests that are found within the construction zone shall be protected by a buffer of 300 feet for most species or 500 feet or raptors, unless the buffer distance is modified by the California Fish and Wildlife Department, demarcated by construction fencing or other means that shall allow avoidance of the nests until young birds have fledged, and no continued use of the nest is observed, as determined by a qualified biologist. If ground-disturbing						

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days shall have elapsed between the survey and ground-disturbing activities.						
4.3.A-3	Prior to commencement of construction activities, a qualified biologist shall be retained by the project proponent as the biological monitor subject to the approval of the approving jurisdiction's Development Services or Community Development Director. The biological monitor shall be present during earthmoving activities and will be authorized to stop specific grading activities if special status species are identified. If any special status wildlife species are observed during construction activities, the contractor shall allow the animal to escape or a qualified biologist shall relocate the animal to a preserved/undeveloped area with similar required habitat. If a special-status wildlife species is observed onsite, the biological monitor and appropriate regulatory agency shall be notified to implement all measures necessary to protect the sensitive species. The equipment operators shall be informed of the species' presence and/or be provided with pictures in order to help avoid impacts to this species to the maximum extent possible. The biological monitor is authorized to stop specific grading activities if special status species are identified, if violations to mitigation measures are observed, or if violations to any local, state, or federal laws are observed.	Prior to Commencement of Construction / Ongoing During Grading	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.3.A-4	Prior to commencement of construction activities, a qualified biologist or arborist shall determine the exact number, type, and size of trees to be impacted via thinning, removal and/or encroachment, by the proposed project development phase. The biologist or arborist shall document each tree's location, trunk, diameter, health, height, canopy width, and the type and extent of impact anticipated as part of the site specific tree survey. For those trees expected to be impacted, the biologist or arborist shall determine if the activity will endanger the life of the tree. The report shall also make recommendations concerning the avoidance and minimization measures to protect trees. If possible, avoidance shall be the primary mitigation measure utilized during the project design phase and during construction. Impact minimization and tree protection recommendations shall include: - A pre-construction meeting shall be held with contractors, prior to commencement of work, to discuss tree protection measures. - Install six-foot protection fencing around tree to establish a tree protection zone prior to the start of construction. - Storage of construction equipment or materials shall occur outside of the tree protection zone. - All attempts shall be made to avoid damage to tree roots during grading and construction. - Any roots encountered during grading that are half-inch and greater shall be cleanly cut.	Prior to Commencement of Construction / Ongoing During Grading	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	If any phase of the proposed project would require the removal of mature trees and/or any native/natural habitat during the bird-breeding season (February 15 – September 15), nesting bird surveys shall be conducted prior to tree/habitat removal by a City approved biologist (a person with a biology degree and/or established skills in bird recognition). Surveys shall occur at least two weeks prior to initial tree or habitat removal. A copy of the contracts for these services and the results of the on-site survey shall be submitted for review and approval by the approving jurisdiction's Planning Division or Development Services Department prior to issuance of project permits. - Trees located within the public right of way – the City of Claremont shall be consulted prior to commencement of any project development phase to determine the extent of impacts on any trees located within the public right-of-way. Compensatory mitigation may be required for tree removals and/or if the biologist or arborist determines that activities will endanger or shorten the life of the tree. Replacement mitigation ratios shall be 1:1 for non-native trees and 2:1 for native trees. Any removal or relocation of trees located within the public right of way shall be reviewed and approved by the City of Upland Development Services Director prior to their removal or location.						
4.3.C-1	Prior to issuance of landscape permits, the approving jurisdiction's Development Services or Community Development Director shall verify that landscaping plans identify the proposed retention basin as a native riparian habitat area to be populated naturally by native species. Installation of such landscaping shall be verified during final inspection. A maintenance plan shall be provided identifying landscape practices that will ensure the continuation of riparian habitat. The plans shall also include a maintenance protocol for the native landscaping areas. College landscape maintenance staff shall perform	Prior to Landscape Permit	Issuance of Landscape Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	maintenance activities in accordance with the following maintenance standards: (1) the native landscaping restoration areas shall be inspected for invasive and adequate irrigation monthly during the first year and quarterly during the second and third years; (2) once installed, inspections of vegetation health, density, and diversity shall be performed at least twice annually; (3) the native vegetative cover within the retention basin shall be maintained at 75 percent within three years of the initial planting. If the vegetation within the retention basin has more than 50 percent mortality, the area shall be immediately replanted to achieve 75 percent cover; and (4) vegetation shall be established without the use of fertilizers. Use of herbicides and pesticides shall be minimized to the extent feasible.						
Geology and Soils Mitigation Measures							
4.4.A-1	To minimize the potential for ground settlement, future development proposals shall reflect the recommendations of the project preliminary geotechnical assessment, or project-specific updates to that report, relating to removal and overexcavation of on-site soils where structures are proposed. This could include removal of dumped fill soils, compacted fill, road fill, and miscellaneous alluvial soils, as necessary to support structures. Removal of vegetation, scarification, moisture conditioning, and compaction may be required depending on the results of the project specific geotechnical report. Overexcavation and recompaction of building area and exterior flatwork may also be required depending on the results of the project-specific geotechnical report. Prior to approval of grading permits, all recommendations regarding removal and overexcavation from the preliminary geotechnical assessment and any project-specific report shall be reflected in the project grading design. Compliant grading shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring/ Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.4.A-2	Placement of oversized (greater than 12 inches in maximum dimension) deleterious materials (i.e. large boulders) 10 or more feet below grade in future fill soils shall be permitted providing that placement areas within fill soils are identified on project-specific grading plans, observed and reviewed by the project soils engineer for fill stability, and approved by the approving jurisdiction's City Engineer, prior to issuance of grading permits.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			
4.4.A-3	Prior to issuance of grading permits, foundation design and slab criteria shall be identified for future development in project-specific geotechnical reports and submitted for review and approval by the approving jurisdiction's City Engineer ensuring that the potential for settlement damage is minimized. This shall include specifications for conventional spread and continuous footings, slab thickness, reinforcement of slabs, floating foundations, and/or flexible utility lines. Compliant foundation design shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Building Division			
				City of Claremont Engineering Division			
4.4.A-4	Prior to issuance of grading permits, pavement design parameters for future on- and off-site improvements shall be identified in project-specific geotechnical reports for review and approval by the approving jurisdiction's City Engineer to minimize settlement impacts to future parking lots and roadways. Pavement performance shall be based on R-value tests, traffic index values, and consideration of soils and subgrade. Compliant pavement design shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			
4.4.A-5	Prior to issuance of grading permits and subject to the approval of the approving jurisdiction's City Engineer, requirements for subsurface drainage and infiltration shall be identified in project-specific geotechnical reports and included in grading and building design to ensure that surface and subsurface moisture is adequately transported to prevent settlement impacts to foundations, slabs, and structures. Compliant drainage design shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring/ Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.4.A-6	To prevent impacts related to landsliding, slopes shall be graded and buttressed at an inclination of 2:1 or flatter, where necessary and not including slopes along Monte Vista Avenue or the southern portion of the site. The dimensions and requirements for terrace drains and benches shall be specified in the project-specific geotechnical report and approved by the approving jurisdiction's City Engineer to verify that potential impacts due to slope failure are minimized.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			
Hazards and Hazardous Materials Mitigation Measures							
4.6.A-1	Prior to initiation of any ground disturbing activities as part of the East Campus Sports Complex construction, those areas identified in the project Phase II Environmental Site Assessment as being contaminated by total petroleum hydrocarbons-carbon chain (TPHcc) (identified as the "stained soil" and in the "dry pond" area) shall be excavated by a qualified contractor, characterized for waste classification, and transported to an appropriate facility for treatment and disposal. All remedial work shall be coordinated with the Los Angeles Regional Water Quality Control Board for agreement with the remedial action plan and all necessary approvals obtained. A final soil analysis shall be conducted within the excavated areas to affirm complete removal of all identified spills. The remedial action plan and final soils analysis shall be submitted to the appropriate jurisdiction's Director of Development Services or Community Development Director for review and approval prior to initiation of earthmoving activities as part of the East Campus Sports Complex construction in areas of known contamination.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			
4.6.A-2	The applicant shall prepare a Soils Monitoring and Contingency Plan prior to the issuance of grading permits for the East Campus Sports Complex. This plan shall specifically identify procedures for remediating any previously unidentified chemically contaminated soils	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Planning and Building and Safety Divisions			

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Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	within the East Campus Sports Complex site, including proposed methods to identify the nature, source, and estimated volume of the released contamination, identify the lateral and vertical extent of the soils and/or groundwater contamination, and identify the concentration of the contaminates.			City of Claremont Planning and Building and Safety Divisions			
4.6.B-1	Any activity proposed on the project site (including long-term operational activities and short-term special events) shall be prohibited from emitting smoke (or visibility-reducing emissions) or producing electromagnetic frequencies at levels that could interfere with the safe operation of Cable Airport.	Ongoing During Construction and Ongoing Throughout Life of Project	Issuance of Use Permit or Occupancy Permit	City of Upland Planning and Building and Safety Divisions			
				City of Claremont Planning and Building and Safety Divisions			
4.6.B-2	No more than 72-hours prior to commencement of any large, special one-day events, the property owner of the property where the event is to be held shall ensure the event proponent notifies the Cable Airport authority to issue a "Notice to Airmen" to avoid overflight of the event.	Ongoing Throughout Life of Project	Ongoing	Claremont McKenna Colleges (CMC) / Pitzer			
4.6.B-3	Prior to recording of final parcel maps, the project proponent shall provide a copy of a recorded and deed restricted avigation easement between the property owner (grantor) and Cable Airport (grantee) establishing a perpetual right and easement for the unobstructed flight of aircraft over and in the vicinity of each proposed parcel and the perpetual right to cause noise and other impacts inherent in the operation of aircraft of all types to the approving jurisdiction.	Prior to Recordation of Final Map	Recordation of Final Map	City of Upland Planning Division			
				City of Claremont Planning Division			
Noise							
4.9.A-1	Prior to issuance of occupancy permits for the baseball field and/or the softball field, the project applicant shall obtain a valid permit from the City of Upland prior to installing the public address systems at the project site. Through the permitting process, the type, location, and operation of future proposed public address systems will be evaluated and designed to minimize noise at surrounding receptors.	Prior to Occupancy Permits for Baseball Field and/or Softball Field	Issuance of Occupancy Permits for Baseball Field and/or Softball Field	City of Upland Planning Division			
4.9.A-2	Scheduled games and practices shall not be permitted the project site between the hours of 10:00 PM and 7:00 AM.	Ongoing Throughout Life	Ongoing	Claremont McKenna Colleges			

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Mitigation Measures		Monitoring/ Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	All games and practices at the project site shall be scheduled to allow sufficient time for all participants and spectators to leave the site by 10:00 PM. Participants and spectators of the scheduled games and practices shall not be permitted to be on site prior to 7:00 AM.	of Project		(CMC) / Pitzer			
4.9.A-3	Site maintenance work shall only be permitted between the hours of 7:00 AM and 8:00 PM Monday through Saturday.	Ongoing Throughout Life of Project	Ongoing	Claremont McKenna Colleges (CMC) / Pitzer			
4.9.D-1	To minimize construction noise levels at the nearby properties, the construction contractor shall, to the extent practical, put into effect the following noise abatement measures:	Ongoing During Construction	Ongoing	City of Upland Planning and Building and Safety Divisions			
	a. Construction activities shall only occur during the hours permitted by the Municipal Codes for the cities of Claremont and Upland. b. No construction equipment shall be used that generates a noise level in excess of 85 dBA at a distance of 100 feet from the equipment. If construction equipment is anticipated to generate noise in excess of 85 dBA at 100 feet, temporary solid noise barriers or berms shall be erected between construction equipment and sensitive off-site receptors where feasible. c. Construction storage areas shall be located away from sensitive receptors. Where this is not possible, the storage of waste materials, earth, and other supplies shall be positioned in a manner that will function as a noise barrier to the closest sensitive receivers. d. All construction and demolition equipment shall be fitted with properly sized mufflers. e. Noisy construction equipment items shall be located as far as practicable from the adjacent properties. f. In order to minimize the time during which any single noise-sensitive receptor is exposed to construction noise, construction shall be completed as rapidly as possible. g. The quietest construction equipment owned by the contractor shall be used. The use of electric powered equipment is typically quieter than diesel, and hydraulic			City of Claremont Planning and Building and Safety Divisions			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring/ Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	powered equipment is quieter than pneumatic power. If compressors powered by diesel or gasoline engines are to be used, they shall be contained or have baffles to help abate noise levels. h. All construction equipment shall be properly maintained. Poor maintenance of equipment typically causes excessive noise levels. i. Noisy equipment shall be operated only when necessary, and shall be switched off when not in use. j. Notice shall be posted prior to construction identifying the location and dates of construction, and the name and phone number of a contact person at the Claremont University Consortium in case of complaints. The notice shall encourage the residents to call the contact person rather than the police in case of complaint. The notice shall inform residents of any changes to the schedule. The designated contact person shall be on site throughout the project construction with a mobile phone. If a complaint is received, the contact person shall log all complaints and take whatever reasonable steps are necessary to resolve the complaint. k. No idling of construction equipment or trucks for extended periods						

CLAREMONT COLLEGES EAST CAMPUS **Environmental Impact Report: Mitigation Monitoring Reporting Program**							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
Transportation and Traffic Mitigation Measures							
4.11.A-1	Prior to issuance of grading permits, the project proponent shall submit a Construction Management Plan for review and approval by the approving jurisdiction's City Engineer to minimize short-term impacts from construction vehicles. The Construction Management Plan shall include, the following: -Ingress/Egress for the construction traffic would be via Driveway 3 located along Claremont Boulevard and/or Driveway 5 on Arrow Route -Prohibit construction traffic on local and residential streets -Provide traffic control for any lane closure, detour or other disruption to traffic circulation -Identify the routes that construction vehicles shall utilize for the delivery of construction materials -Require the Applicant to keep all material handling routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets of any material which may have been spilled, tracked or blown onto adjacent streets or areas. Material handling shall be in compliance with all National Pollutant Discharge Elimination System (NPDES) permit regulations. -Hauling or transport of oversize loads shall be allowed between the hours of 9:00 AM and 11:30 AM only, Monday through Friday, unless approved otherwise by the approving jurisdiction's City Engineer. Hauling or transport may be permitted/required during nighttime hours, weekends or Federal holidays, at the discretion of the approving jurisdiction's City Engineer. An approved Haul Route Permit shall be required from the appropriate City. -Hauling or transport trucks entering or exiting public streets shall at all times yield to public traffic. -If hauling operations cause any damage to existing pavement, street, curb and/or gutter along the haul route, the applicant shall be fully responsible for repairs.	Prior to Grading Permits / Ongoing During Construction	Issuance of Grading Permits / Ongoing During Construction	City of Upland Engineering Division			
				City of Claremont Engineering Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
	The repairs shall be completed to the satisfaction of the City Engineer having jurisdiction. -All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site. The Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Cities of Claremont and Upland requirements.						
4.11.A-2	Prior to issuance of building permits, the project proponent shall pay development impact fees to the approving jurisdiction in accordance with local municipal code requirements and the project traffic study to implement "fair-share" improvements at impacted intersections in order to reach acceptable operating levels of service. Required fair-share payments are summarized in Table 4.11.16 of the project Environmental Impact Report.	Prior to Building Permits	Building Permit Issuance	City of Upland Building Division			
				City of Claremont Building and Safety Division			
4.11.A-3	Prior to issuance of occupancy permits for the baseball and/or softball field, the project proponent shall submit a traffic management strategy to the City of Upland Community Development Director and to the City of Claremont Community Development Director identifying the measures that shall be implemented by Claremont McKenna College if attendance during simultaneous baseball and softball games exceeds 500 spectators to ensure that no more than 129 vehicles are permitted to exit the project site during one PM peak hour to ensure that impacts resulting from weekday game traffic do not exceed those anticipated in the project traffic study.	Prior to Occupancy of baseball and/or softball field	Issuance of Occupancy	City of Upland Planning Division			
				City of Claremont Planning Division			
4.11.C-1	Prior to approval of street improvement plans for Claremont Boulevard, the project proponent shall submit landscape plans for review and approval by the City of Claremont Community Development Director. The landscape plans shall include perimeter fencing and landscaping to encourage students to cross Claremont Boulevard at intersection crosswalks.	Prior to Approval of Street Improvement Plans	Issuance of permit for Street Improvement Plans for Claremont Blvd.	City of Claremont Planning Division			