FINAL

INDUSTRY BUSINESS CENTER ENVIRONMENTAL IMPACT REPORT SCH #2003121086

VOLUME III RESPONSE TO COMMENTS

prepared for:

CITY OF INDUSTRY

Contact: Michael Kissell
Planning Director

prepared by:

THE PLANNING CENTER

Contact: Dwayne S. Mears, AICP Principal

OCTOBER 15, 2004

CITY OF INDUSTRY

Incorporated June 18, 1957

October 14, 2004

SUBJECT: TRANSMITTAL OF FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE INDUSTRY BUSINESS CENTER PROJECT, CITY OF INDUSTRY

Dear Interested Party:

Attached is a copy of the Final EIR, which has been prepared by the City of Industry for the proposed Industry Business Center Project. This Final EIR contains all written comments received on the Draft EIR and the City of Industry's responses to those comments. You are receiving this Final EIR because you submitted comments on the Draft EIR.

You will find an index of comments received in Section 2 of this document. The index will provide you with the page number where you may find your comment letter. The City of Industry's response to your comments will be found beginning on the page following your letter.

The Final Environmental Impact Report will be considered for certification by the City Council of the City of Industry at its regular meeting scheduled for October 28, 2004. The meeting begins at 9:00 a.m. The meeting will be held in the Council Chambers, Administrative Offices, 15651 East Stafford Street, City of Industry 91744.

If you have any questions, please contact the undersigned at (626) 333-2211.

Sincerely,

Michael Kissell
Planning Director

P.O. Box 3366, City of Industry, California 91744-0366 • Administrative Offices: 15651 E. Stafford St. • (626) 333-2211 • Fax (626) 961-6795

FINAL

INDUSTRY BUSINESS CENTER ENVIRONMENTAL IMPACT REPORT

SCH #2003121086

VOLUME III

RESPONSE TO COMMENTS

prepared for:

CITY OF INDUSTRY

City of Industry
15651 East Stafford Street
P.O. Box 3366
City of Industry, CA 91744-0366

Contact: Michael Kissell, Planning Director

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THE PLANNING CENTER

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IND-02.2E

OCTOBER 15, 2004

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1. Introduction

Section 15088 of the California Environmental Quality Act (CEQA) Guidelines requires the Lead Agency (City of Industry) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft EIR and prepare written responses.

This document contains responses to comments received on the Industry Business Center Draft Environmental Impact Report (DEIR), State Clearinghouse #2003121086, during the public review period, which commenced on June 2, 2004 and closed on July 20, 2004. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This Response to Comments volume, together with the DEIR, technical appendices, and other written documentation prepared during the EIR process, as those documents may be modified by the City Council at the time of certification, will constitute the Final EIR, as defined in the State CEQA Guidelines, §15132, and the City of Industry's environmental document reporting procedures.

This Response to Comments package is organized as follows: Section 1 provides a brief introduction to this report. Section 2 provides a list of agencies and interested persons commenting on the DEIR. This section also contains individual comments followed thereafter by responses. To facilitate review of the responses, an index number (e.g., 1-1, 1-2, 2-1) has been assigned to each comment and to its corresponding responses. Section 3 contains revisions to the Draft EIR as a result of the comments by agencies and interested persons as described in Section 3.

The responses to comments contained in this package contain material and revisions that will be added or made to the text of the Final EIR. City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires a second recirculation period for further public comment under CEQA Guideline §15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in §15088.5.

1.1 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines §15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be, "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated." Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible... CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by those submitting comments. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines §15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to §15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

2. Response to Comments

This section includes all written responses received on the DEIR and the City's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in **bold** for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period:

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
A	Jeffery M. Smith, Southern California Association of Governments	July 12, 2004	2-3
B	Laura J. Simonek, Metropolitan Water District of Southern California	June 30, 2004	2-7
C	Cheryl J. Powell, California State Department of Transportation, District 7	July 12, 2004	2-11
D	Michel Iskarcus, California Department of Toxic Substances Control	July 14, 2004	2-15
E	Steve Smith, South coast Air Quality Management District	July 21, 2004	2-19
F	Donald R. Chadwick, California Department of Fish and Game	July 16, 2004	2-31
G	Paul Frost, California Department of Conservation	June 30, 2004	2-39
H	Raymond C. Morrison, California State Polytechnic University, Pomona	July 8, 2004	2-43
I	Anthony Morales, Gabrieleno/Tongva-San Gabriel Band of Mission Indians	July 15, 2004	2-47
J	Ruth I. Frazen, Los Angeles County Sanitation Districts	June 30, 2004	2-51
K	Conal D. McNamara, Los Angeles County Department of Public Works	July 7, 2004	2-57
L	Daniel Fox, City of Walnut	July 15, 2004	2-61
M	Doug Dunlap, City of Pomona	July 13, 2004	2-69
N	James DeStefano, City of Diamond Bar	July 15, 2004	2-75
O	Patrick D. Leir, Pomona Unified School District	July 15, 2004	2-111
P	Sheryl L. Shaw, Walnut Valley Water District	July 16, 2004	2-117
Q	Jack G. Istik, Diamond Bar resident	July 16, 2004	2-121
R	Ms. Eileen R. Ansari, Diamond Bar resident	July 16, 2004	2-127
LATE LETTERS			
S	Dennis Hunter, Los Angeles County Department of Public Works	July 28, 2004	2-133

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LETTER A

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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12th Floor

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Orange County: Chris Norby, Orange County • Ronald Bates, Los Alamitos • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Printed on Recycled Paper 5/6/5/2004

July 12, 2004

Mr. Michael Kissell
Planning Director
City of Industry
15651 East Stafford Street
Industry, CA 91744

RE: **Comments on the Draft Environmental Impact Report for the Industry Business Center – SCAG No. I 20040339**

Dear Mr. Kissell:

Thank you for submitting the **Draft Environmental Impact Report for the Industry Business Center** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

A–1

It is recognized that the proposed Project considers a proposal to develop areas for commercial and industrial land uses, a fire station and a potable water reservoir for the Walnut Valley Water District. The Project site consists of two large parcels, one on the east side of Grand Avenue that contains roughly 245-acres and one on the west side of Grand Avenue that contains approximately 347-acres in the City of Industry. The total acreage is 592. A maximum of approximately 4,146,000 net square feet of commercial and/or office space and 633,000 net square feet of industrial space could be developed in the Industry Business Center.

SCAG staff has evaluated the **Draft Environmental Impact Report for the Industry Business Center** for consistency with the Regional Comprehensive Plan and Guide and Regional Transportation Plan. The Draft EIR includes a discussion on the proposed Projects' consistency with SCAG policies and applicable regional plans, which were outlined in our December 31, 2003 letter on the Notice of Preparation (NOP) for this Draft EIR.

The Draft EIR, in Section 5.8, Land Use and Relevant Planning, cited SCAG policies and addressed the manner in which the proposed Project is consistent with applicable core policies and supportive of applicable ancillary policies. The Draft EIR incorporated a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the applicable policies with the proposed Project. This approach to discussing consistency or support of SCAG policies is commendable and we appreciate your efforts. Based on the information provided in the Draft EIR, we have no further comments. A description of the proposed Project was published in the June 1-15, 2004 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

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A. Response to Comments From Southern California Association of Governments, Dated July 12, 2004

A-1 Comment acknowledges receipt of DEIR, summarizes the project description and states that the DEIR has incorporated all necessary analysis information as requested by SCAG in the December 31, 2003 letter responding to the Notice of Preparation for the project and concludes that the agency has no further comments. No response is necessary.

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LETTER B

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

June 30, 2004

Mr. Michael Kissell, Planning Director
City of Industry
15651 E. Stafford Street
City of Industry, CA 91744-7089

Dear Mr. Kissell:

Draft Environmental Impact Report for the Industry Business Center Project

The Metropolitan Water District of Southern California (Metropolitan) has received a copy of the Draft Environmental Impact Report (Draft EIR) for the Industry Business Center Project (Project). The city of Industry (City) is the lead agency for this Project. The proposed Project is located on an approximate 592-acre site on the eastern boundary of the City. The Project proposes to change the zoning in some areas form Industrial (M) to Commercial (C). Both retail and office uses are allowed in the "C" zone. Some areas would remain zoned "M" for projects such as industrial parks. Sites are reserved for a new Los Angeles County fire station and a recycled water tank at the request of the Walnut Valley Water District. Metropolitan is providing comment on the Draft EIR as a potentially affected agency.

B-1

Metropolitan provided a letter dated January 7, 2004, in response to a letter from The Planning Center, dated December 11, 2003 and questionnaire for this Project. Metropolitan staff have reviewed the Draft EIR and determined that our comments have not been adequately addressed.

1. **Public Utilities, Page 5-303** – The second paragraph does not completely discuss Metropolitan's conclusion in the "March 25, 2003, Report on Metropolitan's Supplies (Report)." The Report states (see "Maintaining Reliability," page 14), "Under historic conditions, Metropolitan and its member agencies would be able to meet demands for up to 10 years. Finally, Metropolitan, in partnership with member agencies, will continue to execute conservation, recycling, groundwater storage, seawater desalination projects as well as available water transfers to provide sufficient water supplies for at least 20 years." Metropolitan is committed to maintaining it's existing water supply, but also to developing reliable supplies into the future. Metropolitan requests that this issue be clarified in the Draft EIR.

B-2

B-3 2. **Water Supply Assessment, Metropolitan Water District, Page J-8** – Same issue as stated in Item 1 above regarding the last paragraph of this page.

Lastly, Metropolitan encourages projects to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports the use of drought-tolerant landscaping
B-4 and native vegetation as a water conservation measure. Metropolitan also supports measures such as using water-efficient fixtures and reclaimed water to offset any increase in water use associated with the proposed project.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation on this project. If we can be of further assistance, please contact Mr. William Fong of the Environmental Planning Team at (213) 217-6899.

Very truly yours,

Laura J. Simonek
Manager, Environmental Planning Team

LIM/rdl
(Public Folders/EPU/Letters/24-JUN-04A.doc – Michael Kissell)

B. Response to Comments From Metropolitan Water district of Southern California, Dated June 30, 2004

B-1 Comment acknowledges receipt of DEIR and notes that MWD is a potentially affected agency.

B-2 Table 2.3-1 of the Water Supply Assessment estimates future water system demands within the WVWD through 2020 and project build out. In addition, MWD has found that current practices of diversifying water supplies and securing supply reserves allow MWD and its member agencies to adjust to changes in demands and supplies and to maintain a high degree of reliability. The availability of MWD's water supplies is determined by comparing total projected water demands and conservatively estimated water supplies over the next 20 years. Table 2.3-2 illustrates MWD's supply capacity through 2025, in a multiple dry-year situation. As shown in the table, sufficient supplies can be reasonably relied upon to meet projected supplemental demands. The comparison also shows that additional reserve supplies could provide a "margin of safety" to guard against uncertainties in demand projections and risks in fully implementing all supply programs under development.

B-3 See Response B-2 above.

B-4 This comment addresses the use of water conservation measures whenever possible, in conjunction with the proposed project. The IBC will use water conservation measures, including drought tolerant landscaping and the use of recycled water, whenever possible.

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LETTER C

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC TRANSPORTATION
AND REGIONAL PLANNING
IGR/CEQA BRANCH
120 SOUTH SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337

Flex your power!
Be energy efficient!

July 12, 2004

Mr. Michael Kissel
City of Industry – Planning Director
15651 East Stafford Street
Industry, CA 91744

Re: ***Industry Business Center (DEIR)***
IGR/CEQA No. 040601/EA
Vic. LA - 60 - PM 24.45
LA - 57 - PM 0.90
SCH# 2003121086

Dear Mr. Kissel:

We acknowledge receipt of the Draft Environmental Impact Report prepared for the proposed Industry Business Center land-use plan. The preferred land use plan could vary from a complex of offices for corporate headquarters to regional retail facilities. To accommodate the plans the Industry Urban Development Agency is seeking approval for 4.146 million square feet of commercial uses and 633 thousand of industrial uses. The development is to be located on the eastern boundary of the City of Industry bordering with State Route 60/57. After our initial review of the environmental report provided, we have the following comments:

C-1 • In our comments to the Notice of Preparation of this Environmental Impact Report, we expressed concern over possible impacts to Diamond Bar Creek. We are pleased that the proposed project was altered to reduce the impacts on Diamond Bar Creek, making the project more environmentally sensitive.

C-2 • According to the traffic impact study prepared, the proposed plan would generate a net of 67,993 average daily trips with 5,546 occurring in the morning peak period and 7,347 in the afternoon peak period. Consequently, we understand the proposed development would have a significant impact on State Routes 60 and 57 mainlines as well as at various highway interchanges in the vicinity of project. To mitigate project-related traffic impacts physical improvements are proposed. We acknowledge the City of Industry, lead agency, intends to work with this Department and local jurisdictions to secure funding for the implementation of the proposed improvements.

C-3 • We would like to remind you that an encroachment permit must be obtained from this Department for all proposed work within, under, or over the State right-of-way. In some cases Project Study Reports (PSRs) are required as well. All proposed work on State right-of-way would need to meet the State's geometric and operational standards. If proposed improvements require the acquisition of right-of-way, it would need to be dedicated to the State. Therefore, to ensure timely development of necessary plans and implementation of proposed improvements, we request project proponents consult early with the appropriate offices of this Department.

- Trip generation estimates claim trip-reductions due to Transportation Demand Measures (TDM) transit usage, as well as pass-by trips. We request a thorough discussion of the proposed vehicle trip reduction strategies being considered and for them to be included as conditions of approval. We recommend the development of transportation Management Plan for better chances of achieving vehicle trip reductions. The plan should identify public transit commitments. This project should be accessible by bus and bus-stop(s) amenities ought to be provided. Other vehicle trip reducing strategies may include an employer or city sponsored vanpool/carpool program, telecommuting, a shuttle bus from the metrolink station etc. A serious commitment to implement demand-reducing strategies may be considered traffic mitigation as well.

C-4

- We note the project site would have three main access points, all of which originate at Grand Avenue. Due to proximity of the project site to the SR-60/57 interchange with Grand Avenue, naturally, we are concerned with the possibility of traffic queuing back to mainline freeway lanes. Therefore, our initial conclusion is that all proposed improvements at Grand Avenue ramps would need to be fully funded locally and in place before completion of the proposed project. We suggest additional access points be identified away from Grand Avenue. It looks like the site may also be accessed from Sunset Crossing and from Brea Canyon Road.

C-5

- We note construction would involve extensive earthwork and substantial temporary truck traffic would be generated. Due to the high volume of through traffic on the adjacent freeways 60 and 57 during the peak commute periods, we request that truck trips be limited to off-peak hours as much as possible. Additionally, we would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit.

C-6

- We are still in the process of determining the appropriate transportation mitigation that would be acceptable. We acknowledge that mitigation measures would need to be commensurate with the impacts. We would welcome your input in this regard. You may contact the undersigned at your earliest convenience to meet and discuss the proposed improvements and funding sources. We will provide additional comments when a consensus is achieved.

C-7

If you have any questions regarding our comments, you may contact me at (213) 897-3747 and refer to IGR/CEQA record number 040601/EA.

Sincerely,

Cheryl J. Powell

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

C. Response to Comments From Department of Transportation, District 7, Dated July 12, 2004

C-1 Comment noted.

C-2 Comment acknowledges the City of Industry's intention to work with local jurisdictions to secure funding for the implementation of proposed improvements (assumed to mean the traffic mitigation measures).

C-3 Whenever project improvements encroach on the State right-of-way, the City will consult with the Department of Transportation, obtain encroachment permits, conduct appropriate studies, design improvements to State engineering standards and dedicate to the State land necessary for such improvements.

C-4 The City has an adopted Congestion Management Program contained in Municipal Code Chapter 17.68 that states that prior to approval individual project applicants must identify transportation demand and specify trip reduction measures. Development standards for achieving the goal of trip reduction are listed in this section of the Code, including a provision that bus-stop amenities would be provided by the applicant as mitigation per the requirements of the CMP. The City will continue to cooperate with the regional transit authority to provide input into the planning process for the establishment of any new transit routes as required by Chapter 17.68, but the City does not have authority over that decision making process.

C-5 As noted in the last sentence of this paragraph, the proposed IBC would have an alternative access away from Grand Avenue via Grand Crossing Parkway to Brea Canyon Road. The City of Industry has decided, at the request of the City of Diamond Bar, not to pursue an access via Sunset Crossing because it is largely a residential community and not included in the General Plan for the City of Diamond Bar. Any other reasonable alternative access to the project site would require routing through residential neighborhoods, which would not be desirable. Eliminating the Sunset Crossing access would shift some of the traffic impacts as indicated in Table 2.1 in Response to Comments letter N, but there would not be an appreciable effect on traffic levels along Grand Avenue.

The traffic study and mitigation measures were based upon a maximum build-out scenario expected to occur by the year 2015. The precise development of specific planning areas or specific projects cannot be determined at this time, however the City recognizes that Grand Avenue and the Grand Avenue/SR 60-57 interchange ramps would most likely experience impacts from project-related traffic before other intersections in the study area. Because of the critical importance of maintaining traffic flow through this interchange, the City of Industry will initiate the long process of planning, designing and constructing needed improvements. Modifications to Mitigation Measure 5.14-1 commit the City of Industry to prepare the Project Study Report/Project Report and associated environmental documentation as required Caltrans and complete the design for the interchange improvements prior to the occupancy of any non-public building at the IBC. Further, this mitigation measure requires construction of the interchange improvements to begin no later than the point at which the PM peak hour traffic volumes (both in and out) at Intersection #56 reach 7,500 trips or the project driveways (intersections) on Grand Avenue have a combined PM peak hour traffic volume of 2,000 trips in and out. The volume of

traffic at the freeway ramps of Intersection #56 was determined to be the critical threshold that would be near capacity or near an unacceptable Level of Service (LOS) F before all others. The 2003 volume recorded at this intersection was 4,300 trips. The volume of traffic calculated here, as a critical threshold for beginning construction will allow for the improvements to be completed before the intersection and the freeway interchange reaches LOS F. See revised Mitigation Measure 5.14-1 in Section 3 of this document. C-6 Mitigation Measure (MM) 5.2-1 in Section 5.2 *Air Quality* contains a requirement to "develop a traffic plan to minimize traffic flow interference from construction activities..." and MM 5.14-4 and MM 5.14-5 regarding emergency access also contain requirements to coordinate construction traffic. Los Angeles County (on behalf of the City) requires project applicants and contractors to obtain transportation permits for oversized equipment.

C-7 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Industry decision-makers for their review and consideration.

Department of Toxic Substances Control

Terry Tamminen
Agency Secretary
Cal/EPA

1011 North Grandview Avenue
Glendale, California 91201-2205

Arnold Schwarzenegger
Governor

LETTER D

July 14, 2004

Mr. Mike Kissell
City of Industry
15651 East Stafford Street
City of Industry, California 91744

NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE INDUSTRY BUSINESS CENTER, SCH NO.2003121086

Dear Mr. Kissell:

The Department of Toxic Substances Control (DTSC) has received your Notice of Completion of draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

D-1 If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2857.

Sincerely,

Gabriel J. Farkas, Ph.D.

for Michel Iskarous
Acting Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: See next page

Printed on Recycled Paper

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P. O. Box 806
Sacramento, California 95812-0806

D. Response to Comments From Department of Toxic Substances Control, Dated July 14, 2004

D-1 These comments have been addressed in the EIR. Mitigation Measure MM 5.6-1 in Section 5.6.4 of the EIR requires that an investigation of the Valley Land Development Company landfill through the preparation of a site characterization study and that appropriate development standards for the landfill site shall be developed in consultation with the appropriate agencies.

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LETTER E

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

FAXED: July 21, 2004 July 21, 2004

Mr. Michael Kissell
Planning Director
City of Industry
15651 E. Stafford Street
City of Industry, CA 91744-7089

Draft Environmental Impact Report (DEIR) for the Proposed 592-acre Industry Business Center – City of Industry

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD would also like to thank the lead agency for the additional time to submit comments. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The AQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS:GM

LAC040602-01
Control Number

Post-it® Fax Note 7671	Date 7-16-04	# of pages ▶ 5
To MR. Michael Kissell	From GORDON Mize	
Co./Dept. PLANNING Director	Co. SCAQMD-CEQA	
Phone # 626-333-2211	Phone # 909-396-3302	
Fax # 626-961-6795	Fax # 909-396-3324	

City of Industry

Draft Environmental Impact Report (DEIR) for the Proposed 592-acre Industry Business Center – City of Industry

E-1

1. The lead agency recognizes on page 5-57 that diesel particulate emissions have been designated a toxic air contamination. The lead agency, however, declines to evaluate cancer risks from diesel particulate emissions because, "The SCAQMD provides limited guidance in calculating risk factors involved with diesel particulate."

E-2

The SCAQMD has developed a methodology for estimating cancer risks from mobile sources in a document entitled Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions. This document can be used to perform a health risk assessment based on the characteristics currently known for the project. It is, therefore, recommended that the lead agency perform a mobile source health risk assessment for the proposed project, whih includes the results in the Final EIR. This document can be downloaded from AQMD's CEQA web pages at the following URL: http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc . The HRA Guidance document also contains a list of mitigation measures that can be used to mitigate diesel exhaust emissions.

2. The SCAQMD recommends that the lead agency consider the following revisions to the mitigation measures proposed in Volume I on page 5-58 from the HRA Guidance document for incorporation into the proposed project and the Final EIR, if applicable and feasible:

MM 5.2-4

E-3

- ~~Extend buffer zones~~ Provide a minimum buffer zone of 300 meters between truck traffic and sensitive receptors.
- Enforce ~~O~~on-site truck parking restrictions.
- ~~On-site idling restrictions.~~ Restrict idling to 10 minutes or less.

3. The SCAQMD further recommends that the lead agency consider the following mitigation measures from the HRA Guidance document for incorporation into the proposed project and the Final EIR, if applicable and feasible:

Potential Mitigation Measures for Long Term Operations

E-4

- Re-route truck traffic by restricting truck traffic on certain sensitive routes;
- Improve traffic flow by signal synchronization;
- Develop park and ride programs;

Draft Environmental Impact Report (DEIR) for the Proposed 592-acre Industry Business Center – City of Industry

Potential Mitigation Measures for Long Term Operations cont.

- Restrict operation to "clean" trucks;
- Electrify service equipment at facility;
- Require or provide incentives for haul/delivery trucks to use low-sulfur diesel fuel with particulate traps.
- Conduct air quality monitoring at sensitive receptors if impacts are found to be significant.

4. Because the daily construction emission impacts for CO, NO_x, ROC and PM10 for the project were concluded to be significant, the lead agency should consider adding the following mitigation measures to further reduce CO, NO_x ROC and fugitive dust (PM10) impacts from the proposed project, if applicable and feasible:

   Recommended additions:

   - Develop a construction traffic management plan that includes, but is not limited to:
     - Rerouting construction trucks off congested streets
     - Consolidating truck deliveries
     - Providing dedicated turn lanes for movement of construction trucks and equipment on- and off-site
   - Configure construction parking to minimize traffic interference.
   - Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
   - Reroute construction trucks away from congested streets or sensitive receptor areas.
   - Give preferential consideration to contractors who use clean fuel construction equipment; emulsified diesel fuels; construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies, etc.
   - Enclose, cover, water twice daily or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, dirt) with 5% or greater silt content.
   - Suspend all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 mph.
   - Water active sites at least three times daily.

E-5

Draft Environmental Impact Report (DEIR) for the Proposed 592-acre Industry Business Center – City of Industry

Recommended additions cont.

- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces.
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.
- Pave construction roads that have a traffic volume of more than 50 daily trips by construction equipment, 150 total daily trips for all vehicles.
- Pave all construction access roads at least 100 feet on to the site from the main road.
- Pave construction roads that have a daily traffic volume of less than 50 vehicular trips.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- Use low VOC coatings and solvents.

5. Because the daily operational emission impacts for CO, NO_x, ROC and PM10 for the project were concluded to be significant, the lead agency should consider adding the following measures to MM 5.2-3 on page 5-53 of the Draft EIR to further reduce CO, NO_x ROC and PM10 impacts from the proposed project, if applicable and feasible:

E-6 Recommended additions:

- Construct on-site or off-site bus turnouts, passenger benches, and shelters.
- Construct off-site pedestrian facility improvements such as overpasses or wider sidewalks.
- Provide shuttles to major rail transit systems (e.g., right of way, capital improvements. Construct, contribute, or dedicate land for the provision of off-site bicycle trails linking the facility to designated bicycle commuting routes.

Draft Environmental Impact Report (DEIR) for the Proposed 592-acre Industry Business Center – City of Industry

Recommended additions cont.:

- Provide preferential parking spaces for carpools and vanpools and provide 7'2" minimum vertical clearance in parking facilities for vanpool access.
- Provide on-site child care and after-school facilities or contribute to off-site development within walking distance.
- Provide on-site employee services such as cafeterias, ATMs, etc
- Reschedule truck deliveries and pickups for off-peak hours.
- Require on-site truck loading zones
- Use low-emission fleet vehicles.

6. In Volume II in Appendix C (Air Quality Data) on pages C-14 and C-15, the lead agency described its CALINE4 modeling methodology. EPA approved EMFAC2002 as the only factor model for CO hotspots analyses in California on April 1, 2003 (Federal Register, Volume 68, Number 62, April 1, 2003). The project proponent used EMFAC2002 emission factors for traveling emission rates, but back-calculated idling and start emissions using BURDEN2002. While the methodology presented in the draft EIR would generate emission rates close to those directly estimated by EMFAC2002, because EMFAC2002 and not BURDEN2002 is the only EPA approved model for CO hotspots analyses, the project proponent should use EMFAC2002 to develop all emission rates for the CO hotspots analysis. E-7

   Idle emission rates can be generated by EMFAC2002 by requesting emissions rates for vehicles speeds of zero miles per hour. The idling emission rate in the output file for zero miles per hour will be presented in the units of grams per hour. .

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E. Response to Comments From South Coast Air Quality Management District, Dated July 21, 2004

E-1 The number of trucks trips expected to visit Planning Area E-5 daily (428) is based upon the traffic study, which conservatively estimated the percentage of truck trips to that area at 22%. The percentage was based upon previous studies in the area where distribution warehouses and manufacturing exist in the industrial zone. It is not anticipated that that those types of uses would be built in Planning Area E-5 because of the limited size of the parcel. Smaller scale research and development businesses are expected to locate there, which do not generate the number of truck trips suggested by the traffic study. Mitigation Measure 5.2-4 requires a "diesel particulate matter toxic exposure analysis" to ensure that nearby receptors would not be significantly impacted. Nothing additional is necessary.

E-2 The City acknowledges that guidance is available from SCAQMD for estimating cancer risks from mobile sources, however as stated on Page 5-57 the data needed to perform these estimates is quite detailed, requiring information about specific land uses that is not available at this time. As subsequent plans are submitted to the City for approval, the City through its review process will determine if a cancer risk assessment is warranted as indicated by Mitigation Measure 5.2-4.

E-3 The only planning area that would retain an industrial land use designation, where trucks could be routinely used is planning area E-5. As stated above, it is not anticipated that planning area E-5 would be developed with facilities requiring a large number of truck trips. Additionally this area is located greater than 300 meters from the nearest sensitive receptor, the recreation and residential areas to the east. Therefore it does not appear necessary to establish a fixed 300 meter buffer as a mitigation measure. The City does agree that enforcement of on-site truck parking restrictions and limiting idling time is appropriate. Mitigation Measure 5.2-4 is herby modified as follows:

MM 5.2-4 Prior to issuance of building permits for any building located adjacent to sensitive receptors (e.g., residential uses), the project applicant/future tenant shall submit a diesel particulate matter toxic exposure analysis to the City for review and approval. The analysis shall demonstrate that the construction activity falls within applicable federal or state standards or that appropriate measures will reduce emissions sufficiently to meet the standards. These measures may include:

- Extended buffer zones;
- Revisions to building and truck activity area orientation and placement;
- ~~On-~~***Establish and enforce on***site truck parking restrictions;
- ~~On-site idling restrictions~~ ***Restrict idling to 10 minutes or less.***
- Electrification of truck activity areas thereby allowing refrigeration equipment to be shut off; and
- Any other measures that could reduce on-site travel and/or idle time; or revision of proposed land use within the proper designation.

E-4 There are no sensitive receptors in the vicinity of the proposed project that are within the boundary of the City of Industry and the City has no jurisdiction to restrict traffic outside of the City limits. For similar reasons, it would be difficult to synchronize signals for routes outside the City limits, however the City will work cooperatively

with neighboring jurisdictions to alleviate problems with truck traffic should they arise.

Park and ride program development is already a requirement of the Congestion Management Program of the City of Industry's Municipal Code, Chapter 17.68. Also, the City previously developed the Industry Metrolink Station, which is located a short distance away from the project site at the intersection of Brea Canyon Road and Currier Road. The City recently expanded the station parking lot and now provides approximately 1,300 parking spaces for park and ride commuters. All of the remaining suggestions for mitigation are included in the last bullet of Mitigation Measure 5.2-4. For the reasons stated here and in the paragraph above, no additional changes to this mitigation measure are warranted.

E-5 The Lead Agency believes that the provisions of Mitigation Measures 5.2-1, 5.2-2 and 5.2-3 in addition to the requirements of AGMD Rule 403 sufficiently encompass the recommendations with the exception of the last bulleted item in #4: use low VOC coatings and solvents. Mitigation Measure 5.2-1 is hereby modified as follows:

MM 5.2-1 Prior to the issuance of grading permits, the project applicant shall include a note on all grading plans, which requires the construction contractor to implement **the** following measures during grading ***and construction***. These measures shall also be discussed at the pregrade conference.

- Use low emission mobile construction equipment.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment.
- Utilize existing power sources (i.e., power poles) when feasible.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum.
- Schedule construction operations affecting traffic for off-peak hours.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).
- ***Use low VOC coatings and solvents or attain similar emissions reductions by limiting the number of gallons applied per day.***

E-6 The City of Industry has an adopted Congestion Management Program contained in Municipal Code Chapter 17.68 that states that prior to approval individual project applicants must identify transportation demand and specify trip reduction measures. Development standards for achieving the goal of trip reduction are listed in this section of the Code including but not limited to a provision that bus-stop amenities, preferential parking for vanpools, pedestrian and bicycle amenities be provided by the applicant as required by the CMP. The design guidelines for development that are contained within Chapter 17.36.060 of the Municipal Code require truck loading zones to be on-site and hidden from public view. The City has concluded that these two provisions contained in the Municipal Code have the ability to accomplish the measures recommended by this comment. The City will encourage project

applicants through the authority of the development process to incorporate these recommendations when appropriate.

E-7 After consultation with the SCAQMD, it was determined that the methodology used for CO hotspot analysis in this DEIR was appropriate and the Agency has rescinded this comment. The following Figure 1 shows the printed copy of the email rescinding the comment.

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Email Letter from SCAQMD

From: "James Koizumi" <JKoizumi@aqmd.gov>
To: <DHarding@planningcenter.com>
Date: 8/24/2004 8:22:23 AM
Subject: Item #6 of the SCAQMD Comment Letter on the Draft EIR for the Proposed 592-acre Industry Business Center in the City of Industry

Ms. Hardinger,

The purpose of this e-mail is to confirm our phone conversation about item #6 of our comment letter on the Draft Environmental Impact Report (DEIR) for the Proposed 592-acre Industry Business Center in the City of Industry. As I stated during our conversation, your sub-contractor Mr. Todd Brody called us to inquire about item #6 of our comment letter. During initial discussions with CARB, CARB stated that EMFAC output should be used for CO hotspots analysis. After further discussions with CARB, we have received confirmation from CARB stating that BURDEN output is consistent with EPA's direction to use EMFAC2002 emission factors for CO hotspots analyses. Therefore, item #6 of our comment letter is rescinded.

James Koizumi

Air Quality Specialist

South Coast Air Quality Managment District

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LETTER F

State of California - The Resources Agency GRAY DAVIS, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

July 16, 2004

Michael Kissell, Planning Director
15651 E. Stafford Street
City of Industry, CA 91744-7089

Draft Industry Business Center Environmental Impact Report,
City of Industry, Los Angeles County
State Clearinghouse Number 2003121086

Dear Mr. Kissell:

The Department of Fish and Game (Department) has reviewed the above-referenced Draft Environmental Impact Report (DEIR). The following statements and comments have been prepared pursuant to the Department's authority as a Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386), and pursuant to our authority as
F-1 a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of either the California Endangered Species Act (Fish and Game Code Section 2050 *et seq.*) or the Streambed Alteration Program (Fish and Game Code Section 1600 *et seq.*).

The project consists of development of 592 acres on two parcels that are located just north of State Routes 60 and 57, on both sides of Grand Avenue. The proposed development, the Industry Business Center, would consist of offices, industrial parks and retail facilities. The site
F-2 is currently undeveloped and consists primarily of non-native grassland, but also includes 11.7 acres of riparian habitats, 10.9 acres of Riversidian sage scrub, and 4.8 acres of purple needlegrass grassland. The DEIR indicates that impacts to the riparian habitats will mostly be avoided, but both the Riversidian sage scrub and purple needlegrass grassland will be completely removed.

The Department has two primary concerns with the DEIR: the adequacy of the analysis of impacts to riparian and grassland habitats, and in the determination that the proposed mitigation
F-3 for raptor foraging habitat and sage scrub will bring those impacts to a level below significance. The Department believes that impacts to all these resources remain significant with project features and mitigation measures as currently proposed, and that alternative measures are necessary to provide protection of, and compensation for, natural resource values.

Raptor Foraging Habitat, Riversidian Sage Scrub, Purple Needlegrass Grassland:

Impacts to both raptor foraging habitat and Riversidian sage scrub (RSS) were determined to be significant and mitigation is proposed to reduce the impact to below significance. The mitigation proposed for the loss of raptor foraging habitat consists of native landscaping on all manufactured slopes (MM 5.3-6). Although this encompasses approximately 200 acres, the plans for this area must also be consistent with Project Design Features to reduce visual impacts, the City of Industry's standards for landscaping, and the fire department's requirements for Fuel Management Zones. Impacts to RSS were also determined to be significant. However, none of
F-4 the mitigation measures address this loss; the bio report only indicates that the mitigation proposed for raptor foraging habitat is expected to also provide mitigation for RSS. The description of the native landscaping indicates that although a number of native species will be used, they are not being used in a manner that would result in restoration of natural habitats. This approach may provide some foraging opportunities for raptor species that are known to adapt to more developed conditions, but it will not provide mitigation for the less adaptable species that are known to use the project site. As currently described, the landscaping plan is will not mitigate adequately for raptor foraging habitat, and will not mitigate for RSS; both impacts remain significant.

Purple needlegrass grassland was also identified on-site. The loss of the 4.8 acres of this habitat type is also a significant impact. Although this loss is indicated in the DEIR, there is no
F-5 analysis of the impact, or proposal for mitigation. This plant community, also termed valley needlegrass grassland, is considered to be "very threatened" as determined by the Department's California Natural Diversity Database. The status of this community and the need to address impacts to it were provided in our response to the Notice of Preparation for this project.

All three of these impacts remain significant with the project as currently proposed. The typical mitigation ratios for Riversidian sage scrub and purple needlegrass grassland in the Los Angeles/Orange County area are 2:1 and 3:1, respectively. Mitigation may consist of either preservation of existing plant communities of these types, or restoration. Either option will need to be located in an area with long term conservation values, and a mechanism to preserve it as habitat in perpetuity. The Department suggests contacting one of the local preserve areas, such as the Puente Hills Landfill Native Habitats Preservation Authority, for potential mitigation
F-6 areas. If restoration is undertaken, it should include the following. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

Mitigation for raptor foraging habitat may consist of preservation of any native grassland and/or scrub habitats that are typically used by these species, including non-native grassland. In
F-7 other parts of the region, mitigation for non-native grassland/raptor foraging habitat has consisted of preservation at a ratio of 0.5:1. This mitigation will also need to be located in an area with long term conservation values, and a mechanism to preserve it as habitat in perpetuity.

Riparian Habitats:

Because there are so few riparian areas in this region, even small sites such as this provide critical habitat values, particularly for both resident and migratory riparian-dependent birds. According to the DEIR, the project was designed to minimize impacts to riparian habitats. Some impacts are anticipated to stabilize slopes along the creek and provide appropriate
F-8 drainage facilities; any such measures should retain as much of the natural creek features and processes as possible. Although the creek and associated vegetation will remain in place, there are a number of other project-related impacts to the creek habitats that can be reasonably foreseen. These include: the loss of the large area of undeveloped uplands that currently exist on this site that provide a substantial buffer between development and the creek habitats, increased pollutants and erosion related to runoff from paved surfaces, and increased human activity, noise and lighting.

The Hydrology and Water Quality section of the DEIR indicates that no storm drain deficiencies are expected in this area at ultimate buildout. However, the Department has previously been notified by the California Department of Transportation of their desire to clear vegetation within Diamond Bar Creek to prevent flooding of the adjacent freeway facilities. The impermeable surfaces associated with the project development will exacerbate flooding by
F-9 increasing runoff. In addition, by locating project features in such close proximity to the creek, this leaves clearing, channelization, or undergrounding as virtually the only options to relieve flooding. The hydrologic modeling for the project used a 50-year design storm. A less frequent storm event may need to be used in the analysis to identify the existing problem, and evaluate if additional project features are needed to allow for both the retention of a fully-vegetated natural creek system and flood control. The loss of the creek system would be a significant impact and this needs to be adequately addressed in the EIR.

In addition to any project features that are identified as a result of the analysis discussed above, the following project features/mitigation measures are suggested to avoid significant impacts and prevent degradation of habitat areas over the long term: increasing the biological
F-10 buffer distance to at least 100 feet from all riparian habitats, limiting lighting adjacent to habitat areas as much as possible, directing any needed lighting away from habitats or providing screening where directional lighting is not possible, limiting runoff and/or providing treatment of runoff from paved surfaces. Fencing will be needed to prevent access from residential areas and roadways to prevent dumping of trash, dog walking, off road vehicle activities, etc.

The Department also offers the following comments and recommendations:

F-11 1. As noted in our response to the NOP, in order to minimize additional requirements by the Department pursuant to Section 1600 *et seq.* of the Fish and Game Code, the EIR should fully identify the potential impacts to the creek and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of a Streambed Alteration Agreement. Therefore, an analysis of the benefits and impacts of alternatives to creek stabilization and drainage facilities will be needed.

F-12 2. The mitigation ratio for any loss of riparian habitat should be at least 3:1, as identified in the Biological Resources Impacts Analysis.

F-13 3. Rice wattles should not be used in, or adjacent to, riparian areas because of their potential to introduce invasive aquatic weeds.

F-14 4. On page 5-161 it states that the Diamond Bar Channel will be filled. This is contrary to the Biological Resources section which indicates that the project has been designed to minimize impacts to riparian vegetation. If any of this channel will be filled, that impact is significant, it must be disclosed in the EIR, and it will need to be mitigated by creation of additional riparian habitats at an appropriate location on-site.

F-15 5. As currently proposed, the project does not provide adequate mitigation for cumulative impacts. However, the measures suggested above for additional project features and mitigation measures for raptor foraging habitat, Riversidian sage scrub, purple needlegrass grassland, and riparian habitats should also address significant cumulative impacts to biological resources.

F-16 The Department finds that the project would not be *de minimis* in its effects on fish and wildlife per Section 711.4 of the California Fish and Game Code. Questions regarding this letter and further coordination on these issues should be directed to Pam Beare at (858) 467-4229.

Sincerely,

Donald R. Chadwick
Habitat Conservation Supervisor

cc: State Clearinghouse

PB:pb
IndustryBusinessCenterDEIR.doc

F. Response to Comments From State of California Department of Fish and Game, Dated July 16, 2004

F-1 This comment acknowledges receipt of the DEIR and states the authority of the Department of Fish and Game for preparing comments. No response is necessary.

F-2 This paragraph summarizes accurately the impacts to vegetation habitats. No response is necessary.

F-3 The Lead Agency has prepared supplemental biological resources information contained in Appendix A of this document, which provides additional analysis of impacts and suggestions for mitigation that have been incorporated into the DEIR or clarified as discussed in the comments below.

F-4 The project design features (PDF) described in Section 5.1 of the DEIR were developed specifically to address the loss of raptor habitat while meeting the objective of providing a visually attractive setting. While it was intended that the sage scrub community and purple needlegrass would be restored on site within the 200 acres available for native landscaping, a specific ratio was not identified. Mitigation Measure 5.3-6 is hereby amended as follows:

MM 5.3-6 The project applicant shall include in project designs appropriate landscaping to reduce the level of impact on foraging grounds for raptors. ***A formal*** ~~Formal~~ landscape design shall be submitted that use**s** local native grasses, herbs, and shrubs ***and shall include no less than 10.9 acres of riversidian sage scrub community (planted in a single patch) and 5 acres of purple needlegrass (planted in a single patch). The landscape plan shall be developed by a qualified biologist and/or landscape architect in consultation with the California Department of Fish and Game. Plantings*** ~~that~~would be monitored for no less than five years to ensure planting success. Native landscaping shall encompass all manufactured slopes or approximately 200 acres of the project site, consistent with PDFs in Section 5.1. ***The following option maybe exercised if the riversidian sage scrub community and purple needlegrass grassland community is not restored on-site:***

- ***The project applicant shall pay an in-lieu fee to a local off-site conservancy (established for the purpose of native habitat preservation/restoration) to mitigate for the loss of 10.9 acres of riversidian sage scrub community and 4.8 acres of purple needlegrass grassland at a ratio of 1:1.***

The Lead Agency believes that by adhering to the PDFs and MM 5.3-6 (as amended), the restoration of 200 acres of the project area would reduce the impact to less than significant.

F-5 The Lead Agency believes that by adhering to the PDFs and MM 5.3-6 (as amended), the restoration of 200 acres of the project area would reduce the impact to less than significant.

F-6 As stated above the Lead Agency believes that the amended MM 5.3-6 along with the PDFs outlined in Section 5.1 of the DEIR will appropriately mitigate the loss of the riversidian sage scrub and purple needlegrass grassland communities on site.

F-7 Mitigation for raptor foraging habitat will be conducted on site as described in the PDFs of Section 5.1 and MM 5.3-6.

F-8 The City recognizes the value of the riparian located on the site and will make every attempt to minimize the impact while protecting the structural integrity of the engineered slopes above. However, it should be noted that much of reach of Diamond Bar Creek is much less than 300 feet from State Road 60/57 and noise levels of 64 dBA were recorded there according to the Biological Resources Report of Appendix D. That report also noted that decibel levels between 55 and 60 are typically regarded as having deleterious effects on birds. The proposed development is not expected to create any greater impact in terms of noise, lighting and increased human activity than already exists by the presence of the freeway and current NPDES requirements with best management practices are designed to prevent deterioration of water quality.

F-9 The City will conduct additional hydrologic studies of the area to determine the most appropriate way to accommodate storm water collection, reduce the potential for flooding, stabilize slopes and restore/enhance riparian areas potentially affected by the resulting plans.

F-10 Lighting adjacent to habitat areas would be protected through adherence to PDF 5.1-20 and compliance with Municipal Code Chapter 15.32, which regulates lighted signs. Stormwater runoff would be properly controlled pursuant to NPDES regulations, the Los Angeles Regional Water Quality Control Board Basin Plan and the MS4 permit requirements of Los Angeles County. The Lead Agency is adding the following mitigation measure to provide protection of riparian habitat areas:

MM 5.3-6a A buffer shall be established between areas designated for development and riparian habitat areas. Access to riparian habitat areas shall be restricted either by fencing and/or posting of signs.

F-11 Since this document is a programmatic EIR and the project design is conceptual in nature, specific details of creek stabilization are not known. Mitigation Measure (MM) 5.3-3 addresses the requirements for detailed mitigation prior to issuance of a grading permit.

F-12 The third bullet of MM 5.3-3 is hereby modified as follows:

- Restoration and Creation of Habitat: The plan shall require the creation of riparian habitat in the amount and of the type required by CDFG and ACOE, provided, however, that, in order to assure no net loss of jurisdictional resources on an acre-for-acre basis, all impacted ACOE and CDFG jurisdictional habitat shall be compensated by restoration, enhancement or creation at a minimum of ***3:1*** ~~1.25:1~~ratio.

F-13 Comment is hereby noted, included in the official environmental record of the proposed project, and will be forwarded to the appropriate City of Industry decision-

makers for their review and consideration in development of mitigation plans for the loss of any riparian habitat.

F-14 The text on page 5-161 is in error and is hereby modified as follows:

Discharge Point #4 – Sub-drainage Areas D and E

The final primary discharge point for the plan includes runoff from west of Grand Avenue Planning Area W-2, the northern half of Planning Area W-3, Planning Area W-4, and the southern portion of Grand Avenue. Under the proposed plan, ~~the Diamond Bar Channel would be filled and~~ an underground storm drain system would be designed to collect flows from sub-areas D and E ***and would be located within the right-of-way of Grand Crossing Parkway***. The proposed storm drain system would discharge into the existing trapezoidal channel at the southwestern portion of the site ***where indicated on Figure 4.3-8***.

F-15 Cumulative impacts to biological resources are discussed in Section 5.3-5 on Page 5-96. Through the implementation of the listed PDFs, existing mitigation measures and the modifications and additions to mitigation measures discussed above, the Lead Agency maintains the conclusion that the project's contribution to cumulative impacts would be less than considerable and therefore less than cumulatively significant.

F-16 The Lead Agency agrees and will submit the appropriate fees per Section 711.4 of the California Fish and Game Code.

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LETTER G

DEPARTMENT OF CONSERVATION

STATE OF CALIFORNIA

DIVISION OF OIL,
GAS, & GEOTHERMAL
RESOURCES

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ARNOLD
SCHWARZENEGGER
GOVENOR

June 30, 2004

Mr. Mike Kissell
City of Industry
15651 East Stafford Street
Los Angeles, California 917444

Subject: Draft Environmental Impact Report for the Industry Business Center, SCH# 2003121086

Dear Mr. Kissell:

G-1 The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

G-2 The proposed project is located beyond the administrative boundaries of any oil or gas field. However, there is one idle buried well within the project boundaries. This well is identified on Division map W-I-5 and records as A.T. Currier 1. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

G-3 Building over or in the proximity of plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

G-4 Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

G-5 To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

Paul Frost

Paul Frost
Associate Oil & Gas Engineer

G. Response to Comments From State of California Department of Conservation, Dated June 30, 2004

G-1 This comment introduces the commentator – the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). No response is required.

G-2 The following mitigation measure has been added to the EIR in response to these comments:

MM 5.6-2 All wells within or in close proximity to project boundaries shall be accurately plotted on future project maps.

G-3 These comments are acknowledged and will be forwarded to the decision-makers on this project. The comments will be included as part of the official record of this project. Section 5.6.4 of the Draft EIR contains existing regulations and standard conditions on the re-plugging/abandonment of oil wells.

G-4 As noted in response G-3, Section 5.6, including 5.6.4, of the Draft EIR, addresses remedial plugging operations.

G-5 These comments are acknowledged and will be forwarded to the decision-makers on this project. The comments will be included as part of the official record of this project. Section 5.6 of the Draft EIR provides a discussion on DOGGR regulations and requirements. As the commentator has noted, the DOGGR may be contacted for further information on well abandonment.

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LETTER H

CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA

Facilities Planning and Management
Administrative Affairs

July 8, 2004

Mr. Michael Kissell
Planning Director
15651 E. Stafford Street
City of Industry, CA 91744-7089

Re: Industry Business Center Draft Environmental Impact Report (EIR)

Dear Mr. Kissell:

H-1 Thank you for the opportunity to review and comment on the Draft Industry Business Center Environmental Impact Report (EIR) dated June 1, 2004. The proposed project is described as 4,779,000 square feet of commercial, retail and industrial buildings on 592 acres located along the 57/60 Freeway at Grand Avenue in the City of Industry. Although our campus is not adjacent to the project, many of our students, faculty and staff live in communities close to the site and will be affected by the project.

H-2 Access to the campus is critical to the educational mission of the University since most of our students commute to Cal Poly Pomona. The traffic and circulation analysis section of the Draft EIR concludes the project is expected to result in a significant cumulative impact at 52 intersections by the year 2015, and proposes that the City of Industry work cooperatively with responsible agencies to secure funding for traffic improvements. Since most of these intersections are outside of the City of Industry, it would be essential to have funding commitments with these agencies and a timetable for implementation of these traffic improvements in place prior to constructing the future buildings in the project. Traffic congestion is a serious problem, and we would like to ensure that impacts to the roadways are resolved and mitigation measures implemented prior to any future specific project that is approved by the City of Industry. We request the Final EIR include this requirement.

H-3 The University recognizes the significant importance of public transportation improvements for Los Angeles County and encourages partnerships that support this goal. There may be opportunities to expand public transportation to the project site to help mitigate traffic problems and improve access to local destinations. We are ready to work with the City of Industry and other surrounding communities to identify potential strategies for improving public transportation.

H-4 Our comments are intended to assist you in the preparation of the Final EIR. We request that you keep us informed and send us a copy of the Final EIR. We also understand that as specific projects are developed additional CEQA documentation will be prepared, and we request the opportunity to participate and be informed. If you have questions, please contact me at (909) 869-4993.

Sincerely,

Raymond C. Morrison
Director
Facilities Planning

cc: Patricia L. Farris
Ed Barnes
Kathleen Mulligan

3801 West Temple Avenue, Pomona, CA 91768 Telephone (909) 869-4100 Fax (909) 869-2292

THE CALIFORNIA STATE UNIVERSITY *Bakersfield, Channel Islands, Chico, Dominguez Hills, Fresno, Fullerton, Hayward, Humboldt, Long Beach, Los Angeles, Maritime Academy, Monterey Bay, Northridge, Pomona, Sacramento, San Bernardino, San Diego, San Francisco, San Jose, San Luis Obispo, San Marcos, Sonoma, Stanislaus*

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H. Response to Comments From California State Polytechnic University, Dated July 8, 2004

H-1 No response is necessary.

H-2 The City of Industry concurs with the comment that all agencies responsible for approving traffic-generating projects must work cooperatively with the agencies responsible for implementing road improvements. These agencies include the Cities of Industry, Walnut, Diamond Bar and Pomona, the County of Los Angeles, Caltrans, Cal Poly Pomona and others. These agencies will all have responsibilities to assess, collect and contribute mitigation fees for the purpose of funding needed roadway improvements. Most of these agencies will also be responsible for implementing roadway improvements needed within their jurisdictional boundaries.

Refer to Response N-39 for additional information.

H-3 The City of Industry supports alternative transportation and previously adopted a "Congestion Management Plan," which requires incorporation of transportation demand and trip reduction measures including, but not limited to, the following:

- Display of transportation information include public transit routes, ridesharing information, bicycle route and facility information, carpool and vanpool information;
- Preferential parking for carpools and vanpools;
- Provision of bicycle racks and other secure bicycle parking;
- Provision of sidewalks or other designated pathways to the external pedestrian circulation system;
- Consultation with local bus service providers

Also, the City of Industry recently expanded the parking lot at the Metrolink rail station near this project site on Brea Canyon Road.

H-4 Cal Poly Pomona will receive a copy of the Final EIR containing all comments on the Draft EIR and responses and copies of any future environmental documents relating to the Industry Business Center.

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LETTER I

GABRIELENO/TONGVA
SAN GABRIEL BAND OF MISSION INDIANS

July 15, 2004

Michael Kissell, Planning Director
15651 E. Stafford St.
City of Industry, CA 91744-7089

Project: Industry Business Center

My name is Anthony Morales, Tribal Chairman of the Gabrieleno/Tongva, San Gabriel Band of Mission Indians, headquartered in San Gabriel, CA. We are the local tribe of the San Gabriel Valley/Los Angeles Basin.

Our concerns regarding the property where this project will take place are as follows:

1. Human remains were discovered during a water piping project on Valley Blvd. and Grand Ave. by the Walnut Water Company.

I-1 2. Cal-Trans involved our presence during the 57 and 60 freeway improvement which is the vicinity of the project.

3. The site was San Gabriel Mission territory that consisted of our villages and inhabited by our people.

I-2 4. Project property has a recorded archaeology site which is Lan-1414.

5. The vicinity of the project was a major trading route.

I-3 6. Diamond Bar Creek runs through the property which was a major water source for our people.

7. Known villages and sites around Mt. Sac College which is very near project property.

Address: P.O. Box 693 San Gabriel, CA. 91778
Email: GTTribalCouncil@aol.com
Phone:(626)286-1632 Fax:(626)286-1262

I-4 This area is very sensitive and the unexpected findings of human remains and artifacts are very possible. We highly recommend that archaeology and Native American monitoring take place on this project.

If further information is needed, please contact me at (626-286-1758.

Sincerely,

Anthony Morales,
Tribal Chairperson

I. Response to Comments From Gabrieleno/Tongva-San Gabriel Band of Mission Indians, Dated July 15, 2004

I-1 These comments are acknowledged and will be forwarded to the decision-makers on this project. The comments will be included as part of the official record of this project. The EIR addresses the prehistory of the project area, including the ethnographic association of the project area with the Gabrieliño (Tongva) of the San Gabriel Valley. Human remains discovered outside the IBC property are beyond the scope of the EIR. However, Mitigation Measure MM 5.4-3 in Section 5.4.4 of the Draft EIR provides actions to be taken in the event that human remains are discovered in the proposed IBC.

I-2 Section 5.4 of the Draft EIR addresses pre-historic site CA-LAN-1414, including Project Design Feature PDF 5.4-1.

I-3 Section 5.4.2 of the Draft EIR addresses the prehistory of the project area, including the ethnographic association of the project area with the Gabrieliño (Tongva) of the San Gabriel Valley. Mitigation Measures MM 5.4-1, MM 5.4-2, and MM 5.4-3, as well as Project Design Feature PDF 5.4-1, in Section 5.4.4 of the Draft EIR, have been provided to address cultural resources in the proposed IBC, including Diamond Bar creek. Cultural resources located outside of the proposed project are beyond the scope of the EIR. Furthermore, the proposed project would not result in changes to areas outside the project property.

I-4 These comments have been addressed in Mitigation Measures MM 5.4-1, MM 5.4-2, and MM 5.4-3, as well as Project Design Feature PDF 5.4-1, in Section 5.4.4 of the Draft EIR.

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LETTER J

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

June 30, 2004

File No: 21-00.04-00

Mr. Michael Kissell
Planning Director
City of Industry
P.O. Box 3366
City of Industry, CA 91744-0366

Dear Mr. Kissell:

Industry Business Center

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on June 2, 2004. We offer the following comments and updated information regarding sewerage service:

J-1 1. Figure 4.3-4, Existing and Proposed Sewer Lines, indicates two different points of connection along the Districts' District #21 Outfall Trunk Sewer. At the first connection point (northerly and upstream), this 30-inch diameter trunk sewer has a design capacity of 19.9 million gallons per day (mgd). At the second connection point (southerly and downstream), this 27-inch diameter trunk sewer has a design capacity of 23.6 mgd. Downstream of both connection points in the District #21 Outfall Trunk Sewer, a peak flow measurement was recorded at 9.4 mgd in 2001.

J-2 2. The San Jose Creek Water Reclamation Plant currently processes an average flow of 89.1 mgd.

J-3 3. The Joint Water Pollution Control Plant currently processes an average flow of 321.4 mgd.

J-4 4. The Districts maintain sewerage facilities adjacent to the project area that may be affected by the proposed project's construction activities. Approval to construct improvements within a Districts' sewer easement and/or over or near a Districts' sewer is required before construction may begin. A copy of the Districts' buildover procedures and requirements (as provided in the Districts' December 2003 response letter) is enclosed for your information. For additional information regarding the buildover procedure, please contact Mr. Darrell Hatch at extension 2766.

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J-5 5. All other information concerning Districts' facilities and sewerage service contained in the document is currently complete and accurate.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf

c: M. Cabrera
D. Hatch

356659.1

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY
1955 Workman Mill Road / P.O. Box 4998 / Whittier, California 90607-4998 / (562) 699-7411

BUILDOVER PROCEDURES AND REQUIREMENTS

The Districts do not encourage the building of improvements over sewer easements as such encroachments may result in limited access or damage to the underlying sewers. The Districts consider "buildover" proposals on a case-by-case basis. The following explains the Districts' procedure for processing buildover requests.

A developer or property owner (applicant) desiring to construct an improvement over a Districts' sewer easement is required to obtain a "Buildover Agreement" (BOA) from the Districts. Four (4) sets of the following information are required from the developer or property owner in order for Districts' staff to evaluate the proposal:

1. A vicinity map showing the general location of the proposed improvements in relation to the surrounding streets;
2. A grading plan* and site plan showing the location of the sewer easement, sewer line, and manholes in relation to the proposed improvement. Include information regarding the removal and replacement of unsuitable soil along with cut/fill depths;
3. The calculated footing** and/or traffic loadings resulting from the project, project-related activity, and post-construction activity. A list of construction equipment to be used at the site and a soils report for the project are also required; and
4. A foundation plan and a footing detail,** showing the elevations* and locations of the footings for the improvement(s). Also include profile and/or cross section drawings showing the proposed improvement(s) in relation to the sewer line.

NOTE: Your request will not be processed unless the above-specified information is provided.***

This information is simultaneously forwarded to various departments within the Districts for review. Their comments serve as the basis by which the Districts' acceptability of a proposed buildover case is determined.

Subsequent to the Districts' review of the proposed buildover request, the applicant will be advised in writing of the Districts' decision. The applicant is then required to submit six (6) sets of plans that incorporate corrections, as applicable. The submitted plans must include the following note:

> *No grading, soil removal, soil fill, or construction activity shall be performed within the Districts' easement without on-site approval of the proposed activity by a Districts' inspector. Contractor shall contact Mr. Phil Friess, Sewerage System Manager, at (310) 638-1161, a minimum of two weeks prior to the start of construction to make the necessary arrangements.*

Upon receipt of the final plans, the Districts will mail a BOA detailing the conditions under which the proposed improvement is acceptable to the Districts. It shall be the responsibility of the fee owner of the property to sign the BOA (the signature must be notarized) and return it to the Districts. The BOA is subsequently executed by the Districts' Chief Engineer (or designee) and is submitted to the Los Angeles County Recorder's Office for recordation. After the recorded BOA is received from the Recorder's Office, a copy of the document along with one set of final plans is returned to the applicant.

Under normal conditions, approximately six to eight weeks are required for Districts' staff to properly evaluate a buildover proposal. It is recommended that the Districts be contacted as early as possible during planning of the project. If you have any further questions regarding Buildover Procedures and Requirements, please contact Mr. Darrell Hatch at (562) 699-7411, extension 2766, or by e-mail at *dhatch@lacsd.org*.

*All elevations must be based on U.S.G.S. datum.
**All plans must be prepared by a registered Civil/Structural Engineer in the State of California.
***For proposed minor surface improvements, contact the Districts prior to submittal. Some of the information requirements may be waived.

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J. Response to Comments From County Sanitation Districts of Los Angeles County, Dated June 30, 2004

J-1 This comment addresses the design capacity of sections of the District #21 Outfall Truck Sewer. The second paragraph under the heading Wastewater Services is hereby modified as follows:

An industrial (interceptor) sewer line is located in closer proximity to the project site adjacent to the Union Pacific Railroad tracks and Baker Parkway. However the District prefers to reserve that line for industrial waste only. In addition, many of the sewer lines shown as "existing" on Figure 4.3-4 were recently installed by the Grand Crossing development. ***Two different points of connection currently exist along the Districts' District #21 Outfall Sewer. At the first connection point (northerly and upstream), this 30-inch diameter trunk sewer has a design capacity of 19.9 million gallons per day (mgd). At the second connection point (southerly and downstream), this 27-inch diameter trunk sewer has a design capacity of 23.6 mgd. Downstream of both connections points in the District #21 Outfall Trunk Sewer, a peak flow measurement was recorded at 9.4 mgd in 2001.*** The project site would need to be annexed into Sanitation District No. 21.

J-2 This comment addresses an adjustment to the average flow of the San Jose Creek Water Reclamation Plant. The final paragraph on page 5-289 is hereby modified as follows:

The San Jose Creek WRP has a design capacity of 100 mgd, and currently processes an average flow of ~~88.9~~ ***89.1*** mgd.

J-3 This comment addresses an adjustment to the average flow of the Joint Water Pollution Control Plan. The final paragraph on page 5-289 is hereby modified as follows:

The JWPCP has a design capacity of 385 mgd and currently processes an average flow of ~~329.3~~ ***321.4*** mgd.

J-4 This comment states that approval to construct improvements within a Districts' sewer easement or near a Districts' sewer is required before construction may begin. Comment noted.

J-5 This comment indicates that all other information in the DEIR is correct. No response is necessary.

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LETTER K

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

JAMES A. NOYES, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

July 7, 2004

IN REPLY PLEASE
REFER TO FILE: LD-0

Mr. Mike Kissell
Director of Planning
City of Industry
15651 East Stafford Street
Industry, CA 91744

Dear Mr. Kissell:

NOTIFICATION

Effective July 1, 2004, the Land Development Division became the clearinghouse for all California Environmental Quality Act (CEQA) documents submitted to the County of Los Angeles Department of Public Works for review. As such, all CEQA documents and related correspondence should now be submitted to:

Mr. Suk Chong
County of Los Angeles
K-1 Department of Public Works
Land Development Division
P. O. Box 1460
Alhambra, CA 91802-1460

The Land Development Division is currently changing how we manage and coordinate CEQA documents. As a result, staff will be contacting you shortly to identify a contact person from your agency and to arrange a meeting to discuss the Public Works CEQA review process. If you have any questions, please contact Mr. Chong at (626) 458-7150.

Very truly yours,

JAMES A. NOYES
Director of Public Works

CONAL D. McNAMARA, AICP
Land Development Division

CN:ca
P:\LDPUB\ADMIN\CONAL\CEQAUNIT\NOTIFICATIONCEQA

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K. Response to Comments From County of Los Angeles, Department of Public Works, Dated July 7, 2004

K-1 No specific CEQA issues are raised and no additional comment is required. Please refer to Letter S for late comments from the Los Angeles County Public Works Department.

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LETTER L

P.O. Box 682, Walnut, CA 91788-0682
21201 La Puente Road
Walnut, CA 91789-2018
Telephone (909) 595-7543
FAX (909) 595-6095
www.ci.walnut.ca.us

CITY OF WALNUT

July 15, 2004

City of Industry
15651 E. Stafford Street
City of Industry, CA 91744-7089
Attn: Mr. Michael Kissell, Planning Director

HAND DELIVERED

RE: COMMENTS ON ENVIRONMENTAL IMPACT REPORT (INDUSTRY BUSINESS CENTER) SCH# 2003121086

Dear Mr. Kissell:

L-1 Thank you for the opportunity for the City of Walnut to review and comment on the subject Environmental Impact Report. The City of Walnut has serious concern on how the significant traffic impacts created by this project will be addressed and mitigated.

L-2 As proposed, the project will have significant impacts on the circulation system within the City of Walnut. EIR Section 5.14, Traffic and Circulation, identifies that a number of intersections within the City of Walnut would be reduced to a Level of Service E and F without mitigation. Section 15126.4 of the California Environmental Quality Act Guidelines requires an EIR to "*...describe feasible measures which could minimize significant adverse impacts...*".

L-3 The proposed mitigation to widen streets and intersections to the extent proposed in the City of Walnut to maintain an acceptable level of service is infeasible and not practicable. As an example, the intersection of Valley Boulevard and Grand Avenue (Intersection 25) is proposed to be widened to 5 thru-lanes with triple lefts on two legs, and 4 thru-lanes and double lefts on the other two legs. Free right-turn lanes are proposed on three of the four legs. The intersection of Temple Avenue and Grand Avenue (Intersection 10) is proposed to be widened to 4 thru-lanes and double lefts in three of the four legs. Free right-turn lanes are proposed on three of the four legs.

L-4 These and other identified improvements are in addition to the widening already required and contemplated by the Industry East Mitigation that have yet to be constructed. Based on the intersection widening currently being implemented at Grand and Temple (Intersection 10) and Grand and Valley (Intersection 25) as a result of the Industry East Mitigation, it is unlikely that there would be any future widening to the extent proposed without significant right-of-way acquisition, which would have a significant impact and potential take of entire commercial properties in the vicinity of Valley and Grand (Intersection 25) and Temple and Grand

(Intersection 10). In addition, the proposed elimination of Class II bike lanes on Valley Boulevard and on Grand Avenue is not acceptable mitigation to gain additional travel lanes as these roadways provide important connectivity for the bicycling population through the City. All improvements will need to meet City of Walnut design standards, including but not limited to lane widths, sidewalks and bikeways.

Based on the significant impacts to the circulation system within the City of Walnut and the infeasibility of the proposed measures to mitigate traffic impacts to a acceptable level, it is requested that the project be down-sized, or land use intensities altered, to reduce traffic impacts to what can reasonably be accommodated with Grand Avenue as a three-lane roadway as
L-5 discussed in EIR Section 9.6, Reduced Density Alternative. This alternative would result in substantial alterations and differences in site planning, grading, and traffic that would lead to a project that is environmentally superior to the proposed project, including preserving greater open space around the perimeter of the project boundaries thereby creating greater visual buffer for the resident's of Walnut and Diamond Bar.

Section 15126.6 of the CEQA Guidelines state that: "*The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.*" The analysis under the alternatives, particularly Section 9.6, Reduced Density Alternative, lacks sufficient information to have such a meaningful evaluation. There is
L-6 no alternative site plan that would suggest how the land uses would be rearranged, grading altered, circulation system altered, areas of development reduced, or other features modified based upon or related to the reduced density. EIR Section 9.6.14, Traffic and Circulation, does not provide any detail, or reference any analysis, which supports the conclusion that the reduced density alternative can be accommodated by Grand Avenue.

EIR Section 9.5.15, Conclusion, summarily dismisses the Reduced Density Alternative, even though it is acknowledged that it would avoid or lessen significant impacts, as being *"too cost-prohibitive...thus rendering this alternative unfeasible."*. Again, there is no discussion or analysis that supports this conclusion. Conversely, it may prove reasonable that a reduced density alternative is financially feasible when consideration is given to reducing the developable
L-7 area, infrastructure, circulation system, and necessary off-site traffic mitigation proportionately, all of which have direct financial implications associated with the proposed development plan. It is quite possible that the same net densities could be achieved as the proposed plan, but within a smaller developable area to support the square footage thresholds suggested by the Reduced Density Alternative, rather than spreading the lower density over the same site plan, with the same backbone circulation and infrastructure system.

If the Reduced Density Alternative is not selected, it is requested that Mitigation Measure 5.14.1 be modified, or additional mitigation measures be included, to address the following concerns.

1. The City of Industry shall enter into a written agreement with the City of Walnut that clearly
L-8 identifies that the City of Industry will be financially and physically responsible for making the required roadway and intersection improvements, including right-of-way acquisition, potential full takes, and potential loss of revenue to the City of Walnut. Said improvements

shall be designed consistent with City of Walnut Standards and shall be subject to City of Walnut approval. The timing and sequencing of said improvements shall be identified as discussed below in a Phasing Plan. The agreement shall also contain provisions that if it is determined that identified mitigation for a particular intersection or roadway segment is infeasible or not practicable, City of Industry shall pay to City of Walnut an amount equal to the cost of identified improvements, including potential right-of-way acquisition and take of commercial properties, which would be used by City of Walnut, at its sole discretion, to make other traffic and circulation improvements to reduce traffic impacts in the vicinity.

L-9 EIR Appendix K, Traffic and Circulation, identifies a fair-share calculation for the impacted intersections. However, there is no discussion or reference to this mitigation in Mitigation Measure 5.14.1. In addition, as suggested above, the proposed mitigation for City of Walnut intersections appear to be directly and solely related to the impacts generated by the project, and therefore would not be subject to fair-share contributions, or at least the identified methodology for calculating the fair-share contribution.

2. L-10 A Phasing Plan shall be developed and incorporated into the Mitigation Monitoring Program that would identify the relationship between the square footage thresholds to allow development to proceed (amount of square footage for each type of land use) and the required implementation of the various circulation and intersection improvements to accommodate such a level of development.

L-11 Basing the impacts on the years 2015 and 2025 is meaningless as plans can develop slower or faster given changing market conditions. The intent is for the necessary improvements to be in place at the time that the impact is created.

The City of Walnut looks forward to working with you to address these concerns at your earliest convenience. Should you have any questions regarding this matter, please do not hesitate to contact me at (909) 595-7543.

Sincerely,

Daniel Fox, AICP
Community Development Director

Cc: City Council
Jeffrey Parker, City Manager
Scott Nichols, City Attorney
Dave Gilbertson, Deputy City Engineer

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L. Response to Comments From City of Walnut, Dated July 15, 2004

L-1 The City of Industry acknowledges the serious concerns regarding traffic impacts associated with the proposed project. Responses to the specific concerns of the City of Walnut are provided below.

L-2 The statement is correct that the Section 5.14 of the EIR identifies intersections within the City of Walnut that would degrade to LOS E and F without mitigation. Consistent with Section 15126.4 of the CEQA Guidelines the EIR identifies mitigation measures capable of reducing the cumulative impact of this and other proposed development projects to less than significant. The comment concerning feasibility of these mitigation measures is addressed below.

L-3 This comment asserts that the improvements proposed at the intersections of Grand Avenue/Valley Boulevard and Grand Avenue/Temple Avenue are infeasible and impractical. The Industry Business Center EIR is a program-level document and it acknowledges that the intersection improvements are ultimately subject to the review, approval and implementation of the respective jurisdictions. While each jurisdiction will determine the desirability and ultimate fate of its transportation system and road network, the mitigation measures identified in the EIR are feasible but implementation may also impact adjacent land uses as described in Table 5.8-4 of the EIR. It is acknowledged that the City of Walnut may find the improvements at the intersections of Grand Avenue/Valley Boulevard and Grand Avenue/Temple Avenue undesirable and choose not to implement them or the City may identify and implement alternate mitigation. It should be recognized that the proposed project is expected to build-out over a 15-year timeframe and the time horizon for some of these improvements is 2025. With such long-term timeframes it is pure speculation that these or alternate mitigation measures are not feasible.

L-4 As explained in Response L-3, the City of Walnut will have complete authority to approve, reject or modify the intersection improvements identified in the Industry Business Center EIR. The potential that additional right-of-way would be required at Valley and Grand and Temple and Grand is acknowledged. Improvements within Walnut would be subject to its design standards and the City of Walnut may retain the bike lanes along Valley Boulevard and Grand Avenue. The City of Walnut may ultimately reject these mitigation measures due to the need for additional right-of-way. It is for this reason that the EIR found such impacts as significant and potentially unavoidable.

L-5 The DEIR reviews a Reduced Density Alternative in Section 9.6, beginning on page 9-10. This alternative is reduced by 48 percent, which is the amount of development that can be supported by Grand Avenue if it remains as a 6-lane alternative. This comment recommends approval of the Reduced Density Alternative due to the associated reductions in impacts related to open space, aesthetics, grading and traffic. Consistent with the findings of the DEIR, this alternative was found to be environmentally superior to the proposed project.

L-6 The Reduced Density Alternative sized based on the capacity of Grand Avenue as a 6-lane arterial. The floor area was reduced by 48 percent, which would reduce its impact contribution to off-site roadway improvement requirements by approximately the same amount. This reduction in project size was calculated by the traffic

engineers based on the amount of traffic generated by the project and its impact on Grand Avenue. As shown in Table 9.3-1, on page 9-4 of the DEIR, a total of 2,167,000 sq.ft. of development would be allowed, of which 750,000 sq.ft. would be general office, 244,000 sq.ft. would be shopping center, 281,000 sq.ft. would be new auto sales, 560,000 sq.ft. would be business park and 332,000 would be industrial park. City of Industry decision-makers have sufficient information concerning the improvements necessary to support the proposed project. They also have information concerning the amount of project reduction necessary to maintain Grand Avenue at 6 lanes. Off-site infrastructure requirements would be reduced according to amount of project reduction.

L-7 It is assumed that this comment refers to Section 9.6.15, not 9.5.15 as referenced. While a theoretical smaller project located on a smaller site would likely be found to be financially feasible, this suggestion is not consistent with the facts in this case. The question before the City of Industry is what are reasonable alternatives for the property it owns straddling Grand Avenue. The City of Walnut benefited from the City of Industry's previous investment when it constructed Grand Avenue through this property, which occurred prior to development of this site and others in the area. Development of the project site will help justify the City's up-front investment in infrastructure. This property also contains landslides and requires significant remedial work, adding to the cost of development and requiring additional revenue levels to fund the remediation. The Reduced Density Alternative was based on reduced development, while retaining the circulation network shown for the proposed project. This circulation network is required to provide additional access routes not dependent on Grand Avenue. If the Reduced Density Alternative were modified as suggested in this comment, the impacts to Grand Avenue and intersections within Walnut may remain the same. The ability to convey some of the project trips to Grand Crossing Parkway and Baker Parkway requires a significant investment in infrastructure. To provide this smaller square footage supported by reduced on-site infrastructure would focus access on Grand Avenue, which would not reduce impacts on this critical roadway.

L-8 The City of Industry cannot accept responsibility for implementing roadway improvements within the City of Walnut. Roadway improvements may be partially funded by a number of contributing jurisdictions, but the jurisdiction in which the improvement falls is responsible for its implementation. In the reverse, projects within Walnut that impact Industry intersections are appropriately implemented by the City of Industry, while the City of Walnut would be expected to contribute funds on a fair share basis. This ensures that the local agency maintains control of its own road network and that improvements meet local standards and it is the local agency that can best respond to the needs of its citizens and businesses.

The City of Industry is committed to funding its fair share of improvement costs caused by this project. The City acknowledges that right-of-way acquisition costs are part of the fair share calculation. The City of Industry recognizes the difficulty in phasing improvements and that certain improvements may be found to be infeasible or undesirable by the local agency. For these reasons, the City of Industry supports a flexible program agreeable to all parties. Please refer to Response N-39 for additional details and revised text of MM 5.14.1 in Section 3 of this document.

L-9 Please refer to Response N-39 and revised text of MM 5.14.1 in Section 3 of this document.

L-10 Please refer to Response N-39.

L-11 Please refer to Response N-39.

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LETTER M

DOUGLAS DUNLAP
City Manager

THE CITY OF
POMONA

Office of the City Manager

July 13, 2004

Mr. Michael Kissell
Planning Director
City of Industry
15651 E. Stafford Street
City of Industry, CA 91744-0366

SUBJECT: COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) OF THE INDUSTRY BUSINESS CENTER

Thank you for the opportunity to review and comment on the above-mentioned Draft EIR. We have the following comments and concerns regarding the impacts the project will have on the City of Pomona.

Land Use and Planning

Pp. 5-197 – 201. The DEIR states that the project would result in cumulative traffic impacts to land uses at the following three intersections within the City of Pomona:

M–1 Valley Boulevard @ Temple Avenue. At this intersection, the additional right-of-way needed to address traffic impacts from the project would encroach on existing land uses. The land uses impacted will be to residential and open space. These impacts are considered cumulatively significant after mitigation.

M–2 Pomona Boulevard @ Temple Avenue. Here the additional right-of-way (ROW) mitigation would encroach on a commercial parking area, commercial structures, and industrial parking areas. These impacts are considered cumulatively significant after mitigation.

M–3 Diamond Bar Boulevard / Mission Avenue. @ Temple Ave. At this location the additional ROW required for mitigation would encroach on the slope bank/landscaping of a residential development (potentially significant); and encroach on residential uses. The impact to the second area is considered cumulatively significant after mitigation.

General Traffic Comments:

The City of Pomona is very concerned about the traffic fair mitigation scheme proposed as part of the project because of the following reasons:

M-4 First, we understand that a fair share contribution scheme is fair and equitable for the most part. However, in this instance the traffic impacts to the City of Pomona are being created only by the increase in traffic generated by the Industry Business Center.

M-5 Second, the traffic impacts are being created because the City of Industry has chosen to create and continue creating a jobs housing imbalance overburdening adjoining cities.

M-6 Third, the City of Pomona is not creating any new traffic that exacerbates the existing conditions of the "impacted" intersections.

M-7 Fourth, as described previously some of the mitigation measures will require the acquisition of land and disruption to existing residential and commercial uses.

M-8 Therefore, I want to inform you that the City of Pomona's official position is to ensure that the Industry Business Center does not unduly burden the City. Thus, the City of Industry should pay for 100% of all costs (Improvements plus land acquisition) associated with mitigating the intersections in the City of Pomona not just "its fair share".

Population and Housing

Page 5-281 – The report states that 20% of City of Industry redevelopment revenues will be used to support affordable and special housing within a 15-mile radius of the City of Industry.

M-9 This statement is used to support the conclusion that there would be no impact generated by the project on affordable housing demand. However, on page 5-257, the report states that the area of potential impact will be to cities within a 10-mile radius of the project site. In addition according to Table 5.11-4 (Allocation of Industry Funds by the County Housing Authority Through 1998) only about 8% of City of Industry redevelopment revenues used to support affordable housing are allocated to cities outside of the 10-mile radius.

Thus, additional redevelopment funds must be directed towards affordable housing projects within cities located within the 10-mile (rather than 15-mile) radius.

Hazards and Hazardous Materials

P. 5-146 – The report states that the City of Industry would require a conditional use permit for specific projects involving new industrial uses involving significant quantities of hazardous materials.

M-10 Because of the project's proximity to the city, it is recommended that the City of Industry notify the City of Pomona of all projects involving hazardous waste that may be transported on surface

streets. Further, the City of Pomona should also be notified of the routes used to transport hazardous waste from the project site if these routes include City of Pomona streets.

Cultural Resources

M–11 Pp. 5-99 – 108. In the document, it is stated that there would not be an impact to historic resources from either the short-term or the long-term project impacts and that no mitigation measures are required. However, there is still the potential to uncover historic artifacts, during the construction period. In the event any artifacts are uncovered during construction they should be offered to local historic groups including those located in the City of Pomona.

Again, thank you for the opportunity to comment on the project. Please notify us about any future meetings associated with this project. We would also like to meet with you to discuss our concerns.

Should you have any questions please call Rick Gomez, AICP, Community Development Director at (909) 620-2421.

Sincerely,

Doug Dunlap
City Manager

Cc: Rick Gomez, AICP
CDD

SS:ar

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M. Response to Comments From City of Pomona, Dated July 13, 2004

M-1 This comment identifies one of the impacted intersections located within the City of Pomona, consistent with the EIR's findings. No response is necessary.

M-2 This comment identifies one of the impacted intersections located within the City of Pomona, consistent with the EIR's findings. No response is necessary.

M-3 This comment identifies one of the impacted intersections located within the City of Pomona, consistent with the EIR's findings. No response is necessary.

M-4 The City of Industry concurs with the statement that fair share contribution formulas are generally fair and equitable, while there are occasional problems in implementing such programs. While the City of Pomona may not be contributing traffic to the impacted intersections through the approval of new development projects within its own jurisdiction, the impacts identified in the EIR also are not solely created by the Industry Business Center project. Figure 3.5-1 and Table 3.5-1 identify the location and size of the development projects proposed in the area and Table 7 of Appendix K quantifies the traffic generated from these projects. The impacts on Pomona intersections are caused by a number of the projects identified here and by ambient growth, for which the City of Pomona is partially responsible. The fair share concept assigns funding responsibilities for roadway improvements based on the relative contribution of traffic generated by a given development on a specific intersection. The City of Industry is responsible for fair share contributions for projects within its borders, while other jurisdictions (including Cal Poly Pomona) are responsible for the fair share contributions for developments within their respective borders. The City of Industry is not responsible for providing mitigation funding beyond its impact level.

M-5 The issue of a jobs-housing balance takes place on regional and sub-regional scales. The City of Industry and the City of Pomona are both a part of the San Gabriel Valley COG, which is a subregional portion of the SCAG Region. The City of Industry plays a unique role in the subregion as a dedicated city of business. Accordingly, Industry acts as a large job generator. Other cities within and around the subregion are primarily residential in nature and serve as a source of housing. To gain a more accurate assessment of the jobs/housing balance impacts of the project, the Draft Industry Business Center Environmental Impact Report expands the potential study area across political boundaries and defines the Study Area as cities and counties that fall within a 10-mile radius of the site.

As Table 5.11-2 indicates, the jobs/housing ratio in the Study Area was 1.54 in 2000. In 2010, the jobs/housing ratio in the Study Area is projected to be 1.63 and, by 2030, 1.56. Accordingly, the projected ratio of 1.56 in 2030 can be considered quite healthy when measured against the 1.50 standard estimated by the California State Department of Finance. The City of Industry disagrees with the conclusion that the project's traffic impacts are a result of a jobs/housing imbalance.

M-6 Refer to Response M-4.

M-7 The City of Industry recognizes that certain intersection improvements would require the acquisition of additional right-of-way and possible displacement of existing land

uses. These impacts are identified in Table 5.8-4 *Land Use Impacts Due to Cumulative Traffic Mitigation.*

M-8 The City of Industry acknowledges the City of Pomona's position that it does not want to be burdened by impacts generated by the Industry Business Center. The City of Industry is committed to providing its fair share of traffic mitigation costs, but it cannot be expected to pay more than its fair share. The City of Pomona must seek fair share contributions from other projects and jurisdictions as well to ensure that it will have the funds to make improvements as it sees necessary.

M-9 These comments are acknowledged and will be forwarded to the decision-makers on this issue. The comments will be included as part of the official record of this project. The Los Angeles County Housing Authority is the agency responsible for the distribution of funding for housing projects within a 15-mile radius of the City of Industry boundary. The City of Industry supports the position that these funds be spent within a 10-mile radius.

M-10 There are no development projects anticipated at this time that would involve the transport, storage or use of significant quantities of hazardous waste. If such a use were proposed, the City of Industry would require that an application for a CUP be filed and subsequent environmental review would be triggered. If such a project were proposed, the subsequent CEQA document would be the appropriate avenue to address the City of Pomona's concern. The requested notification that the City of Pomona be notified of all projects involving transport of hazardous materials through the City of Pomona is premature. The Draft EIR does address the regulations governing the transportation of hazardous materials (see Section 5.6.2 of the Draft EIR). The following agencies are responsible for requiring and/or enforcing these regulations: Environmental Protection Agency (EPA), U.S. Department of Transportation (DOT), California Highway Patrol (CHP), and local sheriffs and fire departments.

M-11 These comments are acknowledged and will be forwarded to the decision-makers on this project. The comments will be included as part of the official record of this project. Mitigation measures MM 5.4-1, MM 5.4-2, and MM 5.4-3 in Section 5.4.4 of the Draft EIR address the appropriate actions that would be taken if uncovered archaeological and paleontological resources are discovered during construction activities. It is beyond the scope of the EIR to require uncovered artifacts to be offered to local historic groups.

LETTER N

City of Diamond Bar

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July 15, 2004

Michael Kissell, Planning Director
City of Industry
15651 East Stafford Street
P. O. Box 3366
City of Industry, CA 91744-0366

Subject: Industry Business Center Draft Environmental Impact Report (SCH# 2003121086)

Dear Mr. Kissell:

N-1 The City of Diamond Bar (Diamond Bar) is in receipt of the Draft Environmental Impact Report for the Industry Business Center project dated June 2, 2004 (DEIR). This letter is submitted to the City of Industry within the time period specified in the DEIR and incorporates our comments in response to the information contained in the DEIR.

Bob Zirbes
Mayor

Carol Herrera
Mayor Pro Tem

Wen Chang
Council Member

Bob Huff
Council Member

Deborah H. O'Connor
Council Member

N-2 As stated in our response to the Notice of Preparation (NOP), the City of Industry has caused the preparation of traffic studies and environmental documentation for the "Plantation" project (1,548,000 square feet of industrial use), the "Wohl" project (592,971 square feet of industrial use) and the "Majestic / Industry East / Grand Crossing" project (6,600,000 square feet of industrial uses) all of which have traffic impacts to Diamond Bar. For each development, the project-related and cumulative traffic impacts were found to extend beyond the boundaries of the City of Industry into the City of Diamond Bar. The 4,779,000 square foot Industry Business Center Plan of Development (IBC) is similarly located adjacent to Grand Avenue and near Brea Canyon Road and is anticipated to produce substantially greater traffic impacts affecting public roadways and other infrastructure systems within Diamond Bar. As the DEIR outlines, modifications to roadways and other infrastructure systems within Diamond Bar will be required to accommodate the IBC project related and cumulative impacts. Once again, the City of Industry proposes a multi-million square foot development, which will generate impacts to the adjacent cities with no funding or financial assistance provided to those adjacent cities burdened by the impacts.

Recycled paper

N-3 The DEIR states that Diamond Bar as well as Walnut, West Covina and the County of Los Angeles have street intersections and roadway segments within our respective jurisdictions that will be adversely impacted by the IBC proposal. In prior comments submitted to Industry on three previous industrial development projects, Diamond Bar has sought the full disclosure of traffic impacts and receipt from the City of Industry of an appropriate fair-share allocation or the physical improvements to those street and roadway improvements within Diamond Bar that are necessary to mitigate the adverse environmental effects of the Industry projects.

N-4 As stated within our previous NOP comment letter, the City of Diamond Bar may be required to take one or more discretionary actions to undertake appropriate street improvements and may be further required to initiate and fund improvements to other components of its infrastructure system to accommodate the development and redevelopment activities within the City of Industry. Diamond Bar will be required to rely upon the information contained in the DEIR as the environmental basis for those actions. As a result, Diamond Bar is a Responsible Agency hereunder and asserts all of its rights, duties, and obligations established under CEQA and its implementing guidelines. We request recognition of this status and inclusion within the DEIR.

As required under Section 15124 of the Guidelines, a project description is required to provide sufficient information "for evaluation and review of the environmental impact" and provide a "description of the project's technical, economic, and environmental characteristics" of the project.

N-5 We believe the information provided within the previous NOP, the Initial Study and now the DEIR to be grossly insufficient. A project description is not provided to objectively determine the impacts associated with the project proposed. The NOP and the Initial Study failed and the DEIR fails to contain any meaningful description of project components other than a generalized discussion and graphic site plan representation of the proposed development. The DEIR lacks any further information concerning the nature of the proposed uses and creates an inadequate informational base for the identification of the environmental impacts associated with the proposed use(s).

As indicated in the previous Initial Study and now the DEIR, the project proposes the construction of 4,779,000 square feet of new development. No reference is provided anywhere in the DEIR regarding the precise nature of any "business park", "corporate headquarters", "commercial center", "industrial

park", "big box retail" or "auto dealership" uses. Likewise, no information is provided regarding the permitted and conditionally permitted land uses within the proposed "C" and "M" zoned planning areas. It is not sufficient to indicate
N-6 that the acreage for development is either office, industrial or retail/commercial. Such terms can include high-rise office buildings, adult uses, restaurants, entertainment facilities, heavy industrial uses, etc. The DEIR should accurately characterize the specific types of uses proposed. The DEIR should be revised to address this issue.

Page 1-1 of the DEIR indicates that 4,146,000 square feet of commercial uses and 633,000 square feet of industrial uses are proposed. The document should contain a more definitive listing of land uses permitted by the General Plan, land uses permitted by the zoning designation, and a list of the permitted and
N-7 conditionally permitted land uses. Those land uses specifically excluded from the site should be clearly identified, as well. Lacking such information there is no possible way environmental impacts can be properly identified, assessed and mitigated. The reviewer is not provided a clear understanding of the project proposed without such information. The document is clearly lacking without the full disclosure of the proposed uses and the effects such uses may have upon surrounding properties and the environment.

The DEIR should be revised to include schematic site plans for all proposed uses indicating the height, density, setback, parking requirements, floor-area-
N-8 ratio, the types of materials anticipated to be produced or consumed, including any hazardous, flammable, or explosive materials and landscape provisions for each area. The plans should include the nature of all permitted or conditionally permitted land uses for each area.

The DEIR should be revised to exclude land uses, which would require the use of, produce, or transport hazardous materials or hazardous waste. Future land uses should be compatible with existing adjacent Diamond Bar land uses. Incompatible uses should be prohibited from the development. Specifically,
N-9 careful consideration should be made for all proposed uses, particularly those adjacent to existing residential properties, the YMCA and Little League Baseball Fields, which will create noise impacts, odors, vibration, or incorporate any other incompatible operational characteristics. In addition, mitigation measures should be developed and enforced to respond to all short-term construction related impacts (i.e. noise, dust, traffic). The DEIR should be revised to respond to these issues.

N-10 In the absence of such information, a program-level EIR for the entire IBC is the most appropriate environmental documents. Referencing Section 15165 of the State CEQA Guidelines, "where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effects, the lead agency shall prepare a single program EIR for the ultimate project as described in Section 15168." As a result, a program EIR and not a project-level EIR is most appropriate for the IBC development.

N-11 Page 1-3 outlines the substantial effect the project will have upon the existing configuration of the hillsides and scenic vistas. In 1978, the City of Industry established these hillside areas and the land below the hills as a "Buffer Preserve" area between the proposed project site and land in the "City" of Diamond Bar. The proposed development is to be located upon the 600-acre hillside area included in that buffer preserve. The proposed project will irreversibly eliminate an open space area that was deliberately created to separate commercial / industrial uses from residential areas. How will this impact be mitigated? The hillside character will forever change. Our previous Initial Study comments outlined mitigation measures for such losses to include considerable setbacks between the existing and proposed land uses, landform-grading techniques to replicate the natural contours of the land and substantial landscaping to mitigate for the loss of the significant vegetation located adjacent to the freeway at the terminus of Old Brea Canyon Road. Mitigation for the reconfiguration of the hillside areas should include significant quantities of specimen trees and considerable landscaping efforts to soften the visual impacts of the proposed graded pads and future structures. Landscaping techniques should be incorporated to mitigate sources of light and glare to adjacent residential properties. The DEIR should incorporate these mitigation measures into the project and or redesign the project to minimize the impacts of the proposed design.

N-12 Page 1-5 indicates that future buildings within Planning Areas E-1, E-2 and E-3 adjacent to existing Diamond Bar homes will have varying height limitations dependent on visibility from nearby (Diamond Bar) residential areas. What does this mean? Nowhere in the document is there a detailed set of development standards to measure this statement within the existing setting.

N-13 Page 1-11 describes facilities that may locate in the development have the potential to generate operational odors depending upon the nature of the operations. What are those facilities? Where are those facilities to be located?

N-13 What manner of operational odors is the DEIR referring to? Would such odors be objectionable to the area residents? Would such odors be hazardous to adjacent residents? The statement that the nearest sensitive receptors would not be effected because of a "substantial buffer" is not supported by any additional statements or facts found within the document. The DEIR must be revised to include this issue.

N-14 Page 1-30 of the DEIR describes a break in the 105-foot diameter water tank that, according to the theoretical analysis performed, would uniformly release 2 million gallons of water. A detailed analysis is necessary for a more definitive understanding of the exposure of people to injury or death involving flooding because of the tank failure. The DEIR should be revised to include detailed information regarding the proposed water tank and the berm proposed to protect residents on the eastern edge of the tank site and other measures to protect adjacent residents from such an occurrence.

N-15 Within the public services and utilities discussion on Page 1-35, we find no response to our request that as a result of continuous growth and development, particularly in the eastern portion of the City of Industry, an analysis of project and cumulative impacts to local Diamond Bar and Walnut Post Offices is warranted. An identification of Post Office mitigation measures should be included in the DEIR including the construction of a new Post Office facility to serve both the eastern end of Industry and the City of Diamond Bar.

N-16 Page 1-38 indicates that the proposed project will generate 92,056 vehicle trips at build out. Given the size of the proposed project and previous traffic analyses for the study area, there will be significant traffic impacts within and affecting the City of Diamond Bar as documented in the traffic study. We previously provided comments to the City of Industry in response to the NOP and we noted some of the traffic related comments were not incorporated and/or addressed in the DEIR as requested, which has restricted our ability to conduct a meaningful review of the project and its potential traffic impacts on the City of Diamond Bar (and the surrounding areas).

N-17 Based on previous experience the mitigation of such traffic trips is placed squarely on the shoulders of the adjacent Cities and the County of Los Angeles. The project should be redesigned to reduce the traffic impacts to adjacent cities. The traffic study assumes the opening of Sunset Crossing Road, which is in direct conflict with the City of Diamond Bar General Plan. The traffic study should be revised to incorporate the continued termination of Sunset Crossing

Road. There should also be reductions in development potential to eliminate the need for acquisition of additional right-of-way in Diamond Bar, which would cause disruptions and/or displacement of existing land uses for the sole benefit of the project.

N-18 Without significant reductions in potential IBC development, the increase of the City of Industry commercial Zoning creates the potential for loss of Diamond Bar commercial property due to the need for roadway improvements and/or relocation of our local businesses to facilitate the traffic impacts of the proposed project. The DEIR should consider dedication of commercial land within the project boundaries to the City of Diamond Bar or equivalent revenue to the City of Diamond Bar should be analyzed to mitigate and compensate Diamond Bar for the anticipated loss of commercial property as a result of the project as presently proposed.

N-19 We find no response to our previous request that alternative road improvements be considered in the DEIR. Similar to Alternative projects, there may be circulation measures that would provide environmentally superior alternatives to the "typical" road improvements. As an example if the Grand Avenue interchange were significantly upgraded, added Freeway "interchange" access were provided to specifically serve the project, and/or Freeway improvements were made conditions of the project, the traffic impacts to the Diamond Bar arterial street system could be significantly reduced. The DEIR should examine and consider fully funding such interchange/freeway studies and physical improvements.

N-20 The proposed project shall provide, in an amount and within a time period to be determined by mutual agreement with the City of Diamond Bar, a "fair-share" contribution toward the cost of area wide street improvements to offset potential project-related and cumulative transportation impacts. Those "fair-share" contributions shall be based on the projected costs associated with area wide roadway improvement needs, as defined by mutual agreement of the two cities.

N-21 Such "fair-share" contributions shall be provided to Diamond Bar to offset specific impacts at specific locations and/or may be utilized by Diamond Bar to provide regional or other Citywide traffic and transportation benefits that may not be directly applicable to or located in close proximity to the project site. It is recognized that given the present traffic conditions in Diamond Bar and the forecasted traffic increase as a result of the proposed project, innovative, alternative, a bypass roadway, and other transportation solutions may be the

best method for addressing future transportation needs and reducing the detrimental impacts of the loss of business and property to accommodate the proposed project.

The overview provided above describes some of the significant outstanding traffic issues. These are not new comments and most were previously expressed in the City of Diamond Bar's comments on the NOP. The same
N-22 previously submitted NOP comments were updated and now serve as comments on the DEIR (some of these reemphasize issues in the overview that must be adequately addressed). In addition, some further technical traffic comments are provided, but as stated above it is not possible to provide full review of the project since some critical, requested, traffic analyses are absent from the DEIR document.

Previous City of Diamond Bar NOP Comments that were Not Addressed in the DEIR:

1. The City of Diamond Bar requested that its procedures (attached to the NOP comments) for preparation of Traffic Impact Analysis ("TIA") be utilized for evaluation of the Project and cumulative impacts on the road
N-23 system within the City of Diamond Bar. Some critical elements of the TIA procedures were not provided/followed by the DEIR analyses, including but not limited to the method for calculating fair share percentage (at some Diamond Bar locations), provision of cost estimates for improvements at all impacted locations, etc.
    - On page K-115 (in the Traffic Study) within the "Mitigation Measures" section, it is stated that the project is "expected to
N-24 contribute, on a fair-share basis, to the implementation of mitigation measures." For locations within the City of Diamond Bar jurisdiction the Diamond Bar "fair share" methodology must be applied as requested in the NOP.
    - In order to determine the "fair-share" mitigations, cost estimates must be prepared (for the improvements necessary to provide acceptable future conditions). These cost analyses must be provided to the City of Diamond Bar for review so the City can
N-25 determine if it agrees that the calculations are correct, the traffic impacts are fully mitigated, etc. The cost estimates must be based upon the needed "Area Wide Mitigation Measure" (assuming these measures are correct after considering other related comments) identified in the DEIR Traffic Study.

N-26 - The "fair-share" contributions for impacted locations in the City of Diamond Bar must be provided to Diamond Bar in advance of the occupancy of the project.

2. As identified above, the "Proportionate Share" formula in the TIA document (attached to the NOP comments) was not used in the DEIR to calculate the Project's "fair share" obligations (mitigations) at all of the City of Diamond Bar locations. Adequate road improvements and/or mitigation measures were not identified to address project and cumulative traffic impacts within the study area.

N-27

3. The DEIR recommends use of "typical" street improvements/widening as the mitigation to provide sufficient roadway capacities, which likely results in significant amounts of commercial land (in Diamond Bar) that will be lost to street right-of-way needs. It is possible that full takings of commercial properties (i.e., at the corner of Grand/Golden Springs, Grand/Diamond Bar, other locations) could be required given the extent of widening that may be required. Compensation to the property owners for the taking of property will need to be included in the roadway improvement cost estimates.

N-28

4. Alternative road improvements were not considered in the DEIR. Similar to Alternative projects, there may be circulation measures that would provide environmentally superior alternatives to the "typical" road improvements. As an example if the Grand Avenue interchange were significantly upgraded, added Freeway "interchanges" were provided to specifically serve the project, and/or mainline Freeway improvements were made conditions of the project, the traffic impacts to the City of Diamond Bar arterial street system could be significantly reduced. The DEIR should examine and consider fully funding such interchange/Freeway studies and physical improvements.

N-29

5. Another circulation Alternative identified in the NOP comments, that warrants examination is a mitigation measure to fund/facilitate construction of connection(s) that would reduce "bypass" traffic in the City of Diamond Bar, thereby creating additional capacity on the existing road system. While "Alternative" transportation projects and/or connecting routes may not directly serve IBC Project traffic, the overall transportation improvement benefits would serve to increase "system" capacity and improve traffic conditions for the roadways that would be

N-30

used to serve the IBC project. The DEIR should address various methods of mitigation that include Alternative solutions to fully offset the project traffic impacts in the City of Diamond Bar and surrounding areas.

6. The "Alternatives" section of the DEIR does not provide meaningful traffic analyses of a "Reduced Intensity Alternative". Given the size of the proposed project, there must be some possible reduction in project
N-31 intensity that would have the effect of avoiding or substantially lessening significant impacts on the City of Diamond Bar. There should be thorough and meaningful analyses of a "reduced intensity project". In addition, a related Alternative would be to place conditions on the project to limit development until adequate roadway infrastructure is constructed so that acceptable traffic operations are provided in conjunction with the project.

7. Specific traffic mitigation requirements should be identified as a part of this DEIR document and included as conditions/mitigation measures for the project. Determination of project responsibility should not be left to conducting future analyses, studies, etc. Failure to clearly identify,
N-32 define, and fully mitigate (through project conditions) the total project impacts as a part of the DEIR, is expected to result in a "piecemeal" effect (future portions of the project may not register as "significant" impacts, while the whole project does have impacts). The project mitigation responsibilities (e.g., fair share costs/requirements), therefore, must be analyzed now as a whole (not individually in the future). The total project impacts can be easily identified as a part of this DEIR.

8. The NOP comments requested that analysis of traffic impacts and mitigation measures be provided for both "with and without a connection to Sunset Crossing Road". The DEIR only addresses conditions that assume Sunset Crossing Road would be extended from its westerly terminus to provide access to the project site. For this to occur the City
N-33 of Diamond Bar General Plan must be amended since Sunset Crossing Road is presently designated to end in a cul-de-sac at its westerly terminus in the current General Plan. The current DEIR, therefore, must include project mitigations/conditions that requires the current City of Diamond Bar General Plan to be amended prior to any significant amount of Project development (because the DEIR does not contain traffic analyses of the IBC project traffic impacts and required mitigation,

prior to availability of a project connection to Sunset Crossing Road). We still believe the analyses for conditions "without" the Sunset Crossing Road connection should also be provided in the DEIR because there is no guarantee that the connection will ever be made.

Additional Traffic Comments:

It must be recognized that the preceding and following traffic comments regarding the DEIR are for the most part general. The City of Diamond Bar NOP comments were not fully addressed and sufficient, requested information/analyses and mitigations are not provided within the current DEIR. More detailed review and comments can be provided once full disclosure of the traffic impacts and mitigation requirements are provided.

9. Page K-80 and Appendix C: The Traffic Study assumes some "Industry East Mitigation" as improvements that will be constructed prior to and independent of the IBC project. This is an erroneous assumption. The "Industry East" improvements in the City of Diamond Bar (and likely for other area locations as well) shown in Appendix C of the Traffic Study are not planned nor funded. The IBC Project, therefore, must contribute a "fair share" toward these improvements (as well as the other "Area Wide Mitigations") or the DEIR must condition the IBC Project to construct these improvements (e.g., with some form of reimbursement agreement) or the DEIR must condition the project to wait for construction of these improvements by the Industry East project (and/or others), since the DEIR assumes these improvements to be "in place". N-34

10. The DEIR needs to provide mitigations that will ensure that the "Transit/TDM Reductions" assumed in the project trip generation analyses (Table 5 of the Traffic Study) are achieved. Future project "phases" should be subject to the implementation and success of "Transit/TDM Reduction" measures. N-35

11. The traffic analyses should be consistent with the "worst case" assumptions/analyses included in the evaluation of the Diamond Bar Village project (in particular for the locations within the City of Diamond Bar). Given the same traffic consultant prepared the analyses for both projects it is reasonable that the evaluations can provide the same "worst case" assumptions (some adjustments for factors such as the study years, etc. are acknowledged). N-36

12. According to the DEIR there will be twenty (20) intersections in the City of Diamond Bar, significantly impacted by the IBC Project, for year 2015 conditions. The DEIR indicates these same 20 intersections plus three (3) additional locations, will be impacted by the IBC Project for year 2025 analysis conditions. The Mitigation Monitoring program needs to result in assurances that sufficient improvements and/or fair share mitigation fees are provided (to the City of Diamond Bar) prior to development of the project.

N-37

13. It is possible that additional locations may be impacted or further mitigations required once all comments are incorporated in the traffic study. The same need to provide mitigation (to the City of Diamond Bar and potential others) prior to development of the project, would apply to these added locations.

N-38

14. Table 1.4-1 in the "Executive Summary" of the DEIR recommends "MM 5.14-1" in the Traffic and Circulation section (5.14). This mitigation measure lists both "Project-Related" and "Area-Wide" mitigation measures (there should be mitigation for all 55 project impacted intersections, including the 23 in the City of Diamond Bar). It needs to be clarified that the IBC Project would be solely responsible for implementation of the "Project-Related" improvements or the project would make a "fair share" contribution toward the "Area-Wide" improvements. The description in Table 1.4-1 indicates the project mitigations "require the cooperation and funding of other agencies..." but that is incorrect. If the IBC project is unable to cause construction of a "Project-Related" improvement (due to factors beyond its control) it can still provide "fair share" mitigations/contributions to the affected agencies. It can be seen that neither of these options requires funding by another agency and the project should be able to fulfill its mitigation requirements independent of any "added funding" by other agencies.

N-39

15. We agree with the portion of "MM 5.14-1" that indicates some form of "equivalent traffic improvements" may be necessary. The City of Diamond Bar NOP comments support the concept that "fair share" contributions may need to be utilized to provide equivalent regional citywide transportation benefits, rather than various specific intersection widening that may be difficult to implement. It is recognized that given present traffic conditions in the City of Diamond Bar, innovative,

N-40

alternative, bypass, etc. transportation solutions may be the best method to address future transportation needs.

16. Specific traffic analyses and mitigation information were previously requested and are presently requested by the City of Diamond Bar. If this additional information is not provided, there must be specific conditions and mitigation measures placed on the IBC Project to assure that the project will be developed in a manner consistent with the Traffic Study assumptions (e.g., no development until a project connection at Sunset Crossing Road is achieved, etc.).

N-41

We have very real concerns regarding the impacts of the proposed project to our residential areas especially those neighborhoods around the YMCA and Neil Armstrong Elementary School. Page 5-27 of Volume 1, Foreground Receptors. "The three dimensional computer model illustrations in Figure 5.1-4 show the areas where the ridgeline would be maintained and minimize views of the development. In other areas on the eastern boundary there would be views directly across to buildings at the same elevation. However, a transition buffer between the residential areas and the proposed development pads of at least 150 feet has been planned for the entire eastern boundary."

N-42

It does not appear that the buffer area is wide enough or designed properly to mitigate the effect of buildings proposed in areas E-1, E-2 and E-3 to be located directly across from the residential properties. A new grading design is necessary to more effectively mitigate the impacts of the proposed structures. In addition, the landscaping plan should be constructed to permit the trees and plants to start growing immediately after grading and well before buildings are constructed.

N-43

In order to allow affected property owners to participate in the planning process, Diamond Bar requests that any further actions or correspondence related to the project include notification of residents within 1,000 feet of the project area.

N-44

Page 5-43 describes construction dust resulting from the project. We are very concerned about the affect dust (and noise) will have on the children attending Neil Armstrong School. Children play outdoors during recess and lunch hours. Many children suffer from allergies and asthma. How are the adjacent school children protected from the negative effects of the project grading and construction?

N-45

N-46 Page 5-293-294 describes police protection. The DEIR describes response calls will emanate from the Industry station. This is unrealistic when the Diamond Bar - Walnut Sheriff station is the station located much closer to respond to emergencies. The DEIR should outline a plan to mitigate this potential negative effect upon the City of Diamond Bar as we rely upon and directly pay the local station deputies to protect our City. The mitigation measures outlined should not result in any reduction of response times or service to the City of Diamond Bar.

The City of Diamond Bar appreciates the opportunity to submit comments to the City of Industry regarding the Industry Business Center Draft Environmental Impact Report. Should you have any questions concerning our comments, please contact me, 909/839-7030.

Sincerely,

James DeStefano

James DeStefano
Deputy City Manager

JDS:DL:nbw

c: City Council
City Manager

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N. Response to Comments From City of Diamond Bar, Dated July 15, 2004

N-1 This comment acknowledges receipt of the DEIR and states that the response letter was submitted within the review period.

N-2 This comment summarizes the history of developments within the eastern portion of the City of Industry that have had traffic impacts on the City of Diamond Bar, including the currently proposed Industry Business Center.

N-3 This comment explains the City of Diamond Bar's position that it seeks fair share funding of roadway improvements needed within its boundaries. No response is necessary.

N-4 A responsible agency includes "all public agencies other than the lead agency which have discretionary power over the project" (CEQA Guidelines Section 15381). The proposed project is described in detail in Section 4 of the DEIR. The "project" does not include the roadway improvements referenced in this comment.

The City of Industry has prepared the Industry Business Center EIR to evaluate the potential environmental effects of the project without regard to jurisdictional boundaries. In furtherance of this duty, the City of Industry identified various roadway impacts that require mitigation. Some of those impacts are predicted to occur within the boundaries of other jurisdictions, including the City of Diamond Bar. Pursuant to CEQA, the City of Industry is obligated to identify mitigation measures that may reduce such impacts to a less than significant impact. However, the identification of such mitigation measures does not elevate the City of Diamond Bar to the role of responsible agency for the Industry East Project. If Caltrans proceeds with improvements to freeway ramps and other jurisdictions, such as the City of Diamond Bar, proceed with roadway improvements within their jurisdictions, these agencies will be responsible for the preparation of CEQA documentation as required by their roles as lead agencies for said improvements.

Consistent with Section 15124 of the CEQA Guidelines, Section 4 of the DEIR contains a thorough description of the project. The description explains the background and history of the project; identifies the project's objectives on Table 4.3-1; describes the Plan of Development using text, statistical summary and exhibit (see Figure 4.3-1); delineates the proposed rezoning of the property on Figure 4.3-2; describes and displays site planning areas (see Figure 4.3-3); describes the proposed circulation system; describes the infrastructure proposed to support this project including sewer system (Figure 4.3-4), water lines (Figure 4.3-5), recycled water lines (Figure 4.3-6), gas lines (Figure 4.3-7) and storm drain lines (Figure 4.3-8). Buildout conditions are provided in Table 4.3-2 and explained in text. Section 4.3.2 identifies the necessary project approvals associated with the project. As demonstrated above, the project description provided in the DEIR is adequate under Section 15124 of the CEQA Guidelines.

N-5 In Section 4.3.2 *Description of the Project,* the project is described as a "plan of development" which implies that a framework for future development has been prepared for this area similar to the way a General Plan serves as the framework for the future development of a city. The DEIR contains all the necessary information that a conceptual plan for development would have: broad land use categories and

zoning, circulation system, infrastructure improvements, and anticipated build-out statistics. The analysis in the Program DEIR is based on the broad-scale assumptions presented in this section because individual projects have not been identified at this time.

N-6 As mentioned above the project is a "plan of development" that will provide the framework for future development that takes place in this area. The broad categories of suggested uses (i.e. corporate headquarters, commercial center) and their relationship to each other is based upon solid planning practices and knowledge of the real estate market needs for these uses. The City of Industry only has two zones, commercial and industrial, and the commercial zone includes both retail and office buildings. This plan of development is intended to distinguish as much as is possible what would occur under the broadly defined zone of commercial and is intended to serve as a guiding document as specific projects are presented in the future. When the specific details of future developments are not known, an acceptable method for determining the impact is to develop assumptions based upon the adopted design guidelines for the area and calculate the square footage using appropriate floor area ratios. This process was used to determine the build-out statistics that were the basis of the impact analysis including the traffic impact.

All of the uses allowed in the respective zones within the City of Industry are contained in the Municipal Code, which is summarized and readily available on the city's web-site www.cityofindustry.org by clicking on the link to the Planning Department. However, as stated on Page 4-7, Section 4.3.2 "Individual projects in the planning areas would be required to submit a tentative parcel map and development plans to the City of Industry for approval that will adhere to the City's design guidelines as stated in Chapter 17.36 of the Municipal Code and would be consistent with the preferred land use plan presented here" (underlining added for emphasis). By this statement the City intends to narrow the range of uses that would be allowed in this development from what is included in the entire commercial zone.

N-7 See comment response N-5 and N-6.

N-8 See comment response N-5 and N-6.

N-9 As stated in Response N-6, all future projects would have to be consistent with the plan of development presented in the DEIR. Only one area is designated to remain in the Industrial (M) zone (Planning Area E-5) and the intended use by the plan of development is "industrial park". Planning Area E-5 is located no closer than 1,000 feet from the nearest sensitive uses within the City of Diamond Bar. There are no development projects anticipated at this time that would involve the transport, storage or use of significant quantities of hazardous waste. If such a use is proposed, the City of Industry would require that an application for a CUP be filed and subsequent environmental review would be triggered. If such a project is proposed, the subsequent CEQA document will address the concern of transportation of hazardous materials, especially as it relates to the sensitive uses mentioned in this comment.

Impacts due to dust, odor, noise and vibration have been analyzed and appropriate mitigation measures are presented in Section 5.2 *Air Quality* and Section 5.10 *Noise*, respectfully. Impact analysis and mitigation measures for short-term construction traffic are presented in Section 5.14 *Traffic and Circulation*, Page 5-408 and 5-409.

N-10 On Page 2-7, Section 2.6 *Intended Uses of This EIR* this document is described as a "program" EIR. The Lead Agency agrees that a program EIR is the most appropriate form of documentation when the Lead Agency wants to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems.

N-11 The City of Industry agrees that development of the project area would eliminate approximately 592 acres of open space that has been referred to as a "buffer preserve" in the General Plan and Implementation Plan (for the General Plan). However, as noted on Page 5-179 in Section 5.8 *Land Use and Relevant Planning* the term "buffer preserve" was used to describe an area that the City desired to purchase and develop with uses that would be compatible with the surrounding residential and would "buffer" the existing residential uses from the more intensive industrial uses planned along Valley Boulevard to the north. The City never intended to preserve the area as open space. Office buildings are considered compatible uses adjacent to residential and provide an appropriate buffer between those areas and the industrial development of the Grand Crossing development to the north of the project site. The existing hillside character would be changed, however as indicated in Section 5.1, *Aesthetics,* grading of the hillsides has been terraced, extensive buffers and landscaping have been incorporated into the plan as project design features and the riparian area along Diamond Bar Creek would remain largely intact. All of these measures would reduce the visual impact.

N-12 The cross sections shown on Figure 5.1-7 indicate that some of the residential areas to the east of the IBC may have direct views of the development. Other locations would have views screened by an intervening ridgeline. The floor area ratio that established the square footage for each of the planning areas under most circumstances would limit the height of any structure along this edge to no more than 5 stories. The ridgeline would hide a 5-story structure from view except in the areas of cross section BB and AA. PDF 5.1-17 is meant to give consideration to those residential areas that have more direct views of the development by limiting the height such that the landscape buffer would be able to reduce the visual impact. All development plans must be presented to the City Council for approval and the residents adjacent to any proposed development may participate by attending those hearings, which would be notified through the normal posting process for official City hearings.

N-13 Section 5.2-4, Page 5-58 provides a discussion of the potential for objectionable odor temporarily from construction equipment such as diesel exhaust and operations. The only area identified that has the potential to produce odors other than occasional, brief odors is Planning Area E-5, which has been designated as industrial park. The intended uses there are expected to be more like research and development facilities than manufacturing, which is more likely to produce odors. Specific tenants have not been identified, so it is impossible to provide details as to what types of uses might generate odors. However, the nearest sensitive receptors

are approximately 1,000 feet away with intervening planning areas and terrain that would limit the effect of any potential odors.

N-14 This comment addresses a potential break in the water tank, and requests more detailed information regarding a potential break. The impact analysis section of page 5-173 of the DEIR addresses a potential break in the water tank. The following paragraph details the potential implications of a break in the water tank.

"According to the theoretical analysis performed, a break in the 105-foot diameter water tank would uniformly release 2 million gallons of water radially outwards for a distance of approximately 400 feet. The depth of water within this 400-foot radius would be approximately six inches. Based on the proposed grade of the neighboring community to the east, one-sixth of the volume of water released (333,000 gallons) would flow to the adjacent residential property. As illustrated in Figure 5.7-2, *Water Tank Break Analysis*, three residential homes are located in the impact zone and have the potential to be flooded as a result of water tank rupture. Flooding beyond the three homes would be constricted to the existing arterial streets and be picked up by the existing storm drain facilities and conveyed to the underground storm drain system within the public right of way. The remaining 1,677 gallons would remain within the proposed project site. Based on the proposed depths of flooding, the on-site storm drain system would be able to accommodate the flood waters in the event of a tank failure."

N-15 The United States Postal Service is an independently run organization regulated by the Federal government. All new buildings must have a legal (postal) address, which is obtained from the local Postal Service. It is through this process that the local Postal Service will make a determination as to whether it can accommodate anticipated development (based on market demand) and if not will make a decision on how to remedy the situation much like any privately owned service organization such as the cable company. That may include independently negotiating with land or building owners in the vicinity to purchase or lease property and construct new postal facilities. Because they are an organization that directly responds to market demand and has independent financing, it is not necessary to evaluate the impact.

N-16 This comment does not identify specific issues from the NOP response letter for reference such that the Lead Agency can respond. The Lead Agency has included sufficient information regarding traffic impact in the DEIR.

N-17 The City of Industry is committed to funding its fair share of traffic improvement costs caused by this project and acknowledges that right-of-way acquisition costs are part of the fair share calculation.

As requested, an analysis has been prepared that evaluates traffic conditions if the Sunset Crossing connection were eliminated from the circulation network. Table 2-1 presents a summary of the results from this study for years 2015 and 2025. This table identifies intersections whose conditions are improved or worsened by eliminating the Sunset Crossing connection. Only intersections with impact levels found to be significant and changed by the elimination of the Sunset Crossing connection are identified here. The full traffic study is provided in Appendix C of this document. Additionally, a full comparison of intersection impacts under conditions

with and without Sunset Crossing in years 2015 and 2025 is provided in Tables 2-2 and 2-3.

The removal of the Sunset Crossing connection would eliminate the significant impact on Sunset Crossing intersections in the residential areas and its related (nearby) SR-57/60 Freeway ramps. The elimination of the Sunset Crossing connection would redirect traffic to other intersections, resulting in a worsening of conditions at the Valley Boulevard/Pomona Boulevard intersection in 2015 and the Grand Avenue/SR-60 WB Ramps in 2025. Because the Sunset Crossing connection does not substantially improve other intersections, results in significant impacts within the Sunset Crossing neighborhood and has been removed from the City of Diamond Bar General Plan, the Industry City Council may eliminate the Sunset Crossing connection from the project.

TABLE 2-1
COMPARISON OF TRAFFIC IMPACT CONDITIONS
WITHOUT SUNSET CROSSING CONNECTION

Intersection	*Significant Impact?*	
	2015	*2025*
Valley Boulevard @ Pomona Boulevard (Pomona)	Worse	No difference
Chaparral Drive-Prospector Drive @ Sunset Crossing Road (Diamond Bar)	Better	Better
Diamond Bar Boulevard @ SR-57 NB Ramps (Diamond Bar)	Better	Better
Diamond Bar Boulevard @ SR-60 WB Ramps (Diamond Bar)	Better	Better
Brea Canyon Road @ Lycoming Street (Diamond Bar)	n.a.	Worse
Grand Avenue @ Ferrero Parkway (Industry)	Better	No difference
Grand Avenue @ SR-60 WB Ramps (Industry/Diamond Bar)	No difference	Worse

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TABLE 2.2
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SUNSET CROSSING CONNECTION

	Key Intersections	Peak Hour	Year 2015 Cumulative + Project											
			With Sunset Crossing Rd. Extension						Without Sunset Crossing Rd. Extension					
			ICU	Avg. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?	ICU	Avg. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?
11)	Valley Boulevard @	AM	1.30	-	F	0.05	Yes	Yes	1.32	-	F	0.07	Yes	Yes
	Temple Avenue (P)	PM	1.01	-	F	0.09	Yes	Yes	1.00	-	E	0.08	Yes	Yes
12)	Pomona Boulevard @	AM	0.93	-	E	0.05	Yes	Yes	0.95	-	E	0.07	Yes	Yes
	Temple Avenue (P)	PM	1.09	-	F	0.17	Yes	Yes	1.11	-	F	0.19	Yes	Yes
13)	**Valley Boulevard @**	AM	0.88	-	D	0.14	**No**	**No**	0.92	-	E	0.18	**Yes**	**Yes**
	Pomona Boulevard (P)	PM	0.66	-	B	0.10	No	No	0.68	-	B	0.12	No	No
14)	SR-57 SB Ramps @	AM	0.89	-	D	0.05	No	No	0.90	-	D	0.06	No	No
	Temple Avenue (CMP)	PM	1.24	-	F	0.09	Yes	Yes	1.24	-	F	0.09	Yes	Yes
16)	Diamond Bar Boulevard-	AM	0.89	-	D	0.04	No	No	0.87	-	D	0.02	No	No
	Mission Boulevard @	PM	0.89	-	D	0.03	No	No	0.87	-	D	0.01	No	No
	Temple Avenue (P/DB)													
21)	Fairway Drive-Camino De Teodoro@	AM	0.81	-	D	0.02	No	No	0.82	-	D	0.03	No	No
	Valley Boulevard (W/I)	PM	0.96	-	E	0.07	Yes	Yes	0.97	-	E	0.08	Yes	Yes
22)	Lemon Avenue @	AM	0.93	-	E	0.07	Yes	Yes	0.94	-	E	0.08	Yes	Yes
	Valley Boulevard (W/I)	PM	1.05	-	F	0.13	Yes	Yes	1.05	-	F	0.13	Yes	Yes
25)	Grand Avenue @	AM	1.11	-	F	0.17	Yes	Yes	1.11	-	F	0.17	Yes	Yes

TABLE 2.2
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SUNSET CROSSING CONNECTION

	Valley Boulevard (W/I)	PM	1.25	-	F	0.24	Yes	Yes	1.26	-	F	0.25	Yes	Yes
26)	***Chapparral Drive-Prospector Drive @ Sunset Crossing Road (DB)***	*AM*	-	*59.23*	*F*	*43.52*	***Yes***	***Yes***	-	*15.71*	*C*	0.00	***No***	***No***
		PM	-	*11.46*	*B*	*2.33*	*No*	*No*	-	*9.13*	*A*	0.00	*No*	*No*
27)	*SR-57 SB Ramps @*	*AM*	-	*234.70*	*F*	*115.70*	*Yes*	*Yes*	-	*167.40*	*F*	48.40	*Yes*	*Yes*
	Sunset Crossing Road (CMP)	*PM*	-	*159.90*	*F*	*66.10*	*Yes*	*Yes*	-	*113.30*	*F*	19.50	*Yes*	*Yes*
28)	**Diamond Bar Boulevard @**	AM	1.02	-	F	0.09	**Yes**	**Yes**	0.97	-	E	0.04	**No**	**No**
	SR-57 NB Ramps (CMP)	PM	1.00	-	E	0.18	No	No	0.93	-	E	0.11	No	No
29)	Diamond Bar Boulevard @	AM	0.99	-	E	0.06	Yes	Yes	1.00	-	E	0.07	Yes	Yes
	Sunset Crossing Road (DB)	PM	1.08	-	F	0.12	Yes	Yes	1.05	-	F	0.09	Yes	Yes
30)	**Diamond Bar Boulevard @**	AM	1.02	-	F	0.14	**Yes**	**Yes**	0.97	-	E	0.09	**No**	**No**
	SR-60 WB Ramps (CMP)	PM	0.97	-	E	0.09	No	No	0.91	-	E	0.03	No	No
31)	Diamond Bar Boulevard @	AM	0.86	-	D	0.07	No	No	0.82	-	D	0.03	No	No
	SR-60 EB Ramps (CMP)	PM	1.24	-	F	0.18	Yes	Yes	1.20	-	F	0.14	Yes	Yes
32)	Diamond Bar Boulevard @	AM	0.81	-	D	0.02	No	No	0.81	-	D	0.02	No	No
	Gentle Springs Lane-	PM	0.86	-	D	0.07	No	No	0.89	-	D	0.10	No	No
	Palomino Drive (DB)													
33)	Diamond Bar Boulevard @	AM	0.53	-	A	0.02	No	No	0.53	-	A	0.02	No	No
	K-Mart Entrance (DB)	PM	0.73	-	C	0.07	No	No	0.75	-	C	0.09	No	No
34)	Diamond Bar Boulevard @	AM	1.14	-	F	0.08	Yes	Yes	1.16	-	F	0.10	Yes	Yes
	Golden Springs Drive (DB)	PM	1.20	-	F	0.21	Yes	Yes	1.27	-	F	0.28	Yes	Yes
35)	Golden Springs Drive @	AM	0.73	-	C	0.14	No	No	0.77	-	C	0.18	No	No
	Prospectors Road (DB)	PM	0.67	-	B	0.15	No	No	0.71	-	C	0.19	No	No

TABLE 2.2
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SUNSET CROSSING CONNECTION

36)	Golden Springs Drive @	AM	0.71	-	C	0.14	No	No	0.75	-	C	0.18	No	No
	Golden Prados Drive (DB)	PM	0.68	-	B	0.15	No	No	0.72	-	C	0.19	No	No
37)	Fairway Drive @	AM	0.50	-	A	0.02	No	No	0.51	-	A	0.03	No	No
	Business Parkway (I)	PM	0.73	-	C	0.02	No	No	0.73	-	C	0.02	No	No
38)	Fairway Drive @	AM	0.68	-	B	0.01	No	No	0.69	-	B	0.02	No	No
	Walnut Drive (I)	PM	0.77	-	C	0.01	No	No	0.77	-	C	0.01	No	No
40)	Fairway Drive @	AM	0.81	-	D	0.01	No	No	0.82	-	D	0.02	No	No
	SR-60 EB Ramps (CMP)	PM	0.86	-	D	0.01	No	No	0.86	-	D	0.01	No	No
41)	*Brea Canyon Road @*	*AM*	-	*0.45*	*A*	*-0.08*	*No*	*No*	-	*0.47*	*A*	*-0.06*	*No*	*No*
	Old Ranch Road (I)	*PM*	-	*3.36*	*A*	*0.94*	*No*	*No*	-	*3.71*	*A*	*1.29*	*No*	*No*
46)	Brea Canyon Road @	AM	1.13	-	F	0.27	Yes	Yes	1.13	-	F	0.27	Yes	Yes
	SR-60 WB Ramps (CMP)	PM	0.85	-	D	0.14	No	No	0.86	-	D	0.15	No	No
55)	***Grand Avenue @***	*AM*	-	*152.76*	*F*	*150.90*	***Yes***	***Yes***	-	*12.22*	*B*	*10.36*	***No***	***No***
	Ferrero Parkway (I)	*PM*	-	*185.21*	*F*	*175.08*	*Yes*	*Yes*	-	*183.31*	*F*	*173.18*	*Yes*	*Yes*
56)	Grand Avenue @	AM	1.01	-	F	0.27	Yes	Yes	1.10	-	F	0.36	Yes	Yes
	SR-60 WB Ramps (CMP)	PM	1.69	-	F	0.97	Yes	Yes	1.74	-	F	1.02	Yes	Yes
57)	Grand Avenue @	AM	1.06	-	F	0.27	Yes	Yes	1.13	-	F	0.34	Yes	Yes
	SR-60 EB Ramps (CMP)	PM	1.02	-	F	0.14	Yes	Yes	1.08	-	F	0.20	Yes	Yes
60)	Grand Avenue @	AM	1.00	-	E	0.14	Yes	Yes	1.08	-	F	0.22	Yes	Yes
	Golden Springs Drive (DB)	PM	1.05	-	F	0.16	Yes	Yes	1.09	-	F	0.20	Yes	Yes
61)	Grand Avenue @	AM	0.96	-	E	0.15	Yes	Yes	0.97	-	E	0.16	Yes	Yes
	Diamond Bar Villas (DB)	PM	1.08	-	F	0.17	Yes	Yes	1.08	-	F	0.17	Yes	Yes

TABLE 2.2
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SUNSET CROSSING CONNECTION

62)	Montefino Avenue @	AM	0.99	-	E	0.15	Yes	Yes	1.00	-	E	0.16	Yes	Yes
	Grand Avenue (DB)	PM	1.11	-	F	0.17	Yes	Yes	1.11	-	F	0.17	Yes	Yes
84)	Diamond Bar Boulevard @	AM	0.89	-	D	0.01	No	No	0.88	-	D	0.00	No	No
	Gold Rush Drive (DB)	PM	0.79	-	C	0.00	No	No	0.79	-	C	0.00	No	No
85)	Diamond Bar Boulevard @	AM	0.47	-	A	0.01	No	No	0.46	-	A	0.00	No	No
	Tin Drive-Crestview Drive (DB)	PM	0.67	-	B	0.00	No	No	0.67	-	B	0.00	No	No
86)	Grand Avenue @	AM	0.96	-	E	0.33	Yes	Yes	1.02	-	F	0.39	Yes	Yes
	Baker Parkway-"B" Street (I)	PM	1.40	-	F	0.57	Yes	Yes	1.46	-	F	0.63	Yes	Yes
87)	Grand Avenue @	AM	1.00	-	E	n/a	Yes	Yes	1.12	-	F	n/a	Yes	Yes
	"A" Street (I)	PM	1.34	-	F	n/a	Yes	Yes	1.34	-	F	n/a	Yes	Yes

Note:
CMP = Congestion Management Program station; WC = West Covina; LAC = Los Angeles County; W = Walnut; P = Pomona; DB = Diamond Bar; I = Industry

TABLE 2.3
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SENSET CROSSING CONNECTION

			Year 2025 Cumulative + Project											
			With Sunset Crossing Rd. Extension						Without Sunset Crossing Rd. Extension					
	Key Intersections	Peak Hour	ICU	Avg. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?	ICU	Avg. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?
11)	Valley Boulevard @	AM	0.99	-	E	0.03	Yes	Yes	1.00	-	E	0.04	Yes	Yes
	Temple Avenue (P)	PM	0.90	-	D	0.06	No	No	0.90	-	D	0.06	No	No
12)	Pomona Boulevard @	AM	0.87	-	D	0.01	No	No	0.89	-	D	0.03	No	No
	Temple Avenue (P)	PM	0.99	-	E	0.16	Yes	Yes	1.01	-	F	0.18	Yes	Yes
13)	Valley Boulevard @	AM	0.93	-	E	0.14	Yes	Yes	0.97	-	E	0.18	Yes	Yes
	Pomona Boulevard (P)	PM	0.69	-	B	0.10	No	No	0.72	-	C	0.13	No	No
15)	SR-57 NB Ramps @	AM	0.99	-	E	0.01	No	No	1.00	-	E	0.02	No	No
	Temple Avenue (CMP)	PM	0.88	-	D	0.06	No	No	0.88	-	D	0.06	No	No
16)	Diamond Bar Boulevard-	AM	0.94	-	E	0.04	Yes	Yes	0.92	-	E	0.02	Yes	Yes
	Mission Boulevard @	PM	0.94	-	E	0.04	Yes	Yes	0.91	-	E	0.01	No	Yes
	Temple Avenue (P/DB)													
21)	Fairway Drive-Camino De Teodoro@	AM	0.86	-	D	0.00	No	No	0.87	-	D	0.01	No	No
	Valley Boulevard (W/I)	PM	1.02	-	F	0.07	Yes	Yes	1.03	-	F	0.08	Yes	Yes
22)	Lemon Avenue @	AM	0.94	-	E	0.02	Yes	Yes	0.95	-	E	0.03	Yes	Yes

TABLE 2.3
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SENSET CROSSING CONNECTION

	Valley Boulevard (W/I)	PM	1.05	-	F	0.14	Yes	Yes	1.05	-	F	0.14	Yes	Yes
25)	Grand Avenue @	AM	1.17	-	F	0.16	Yes	Yes	1.18	-	F	0.17	Yes	Yes
	Valley Boulevard (W/I)	PM	1.32	-	F	0.24	Yes	Yes	1.33	-	F	0.25	Yes	Yes
26)	*Chapparral Drive-Prospector Drive @ Sunset Crossing Road (DB)*	*AM*	-	*71.00*	*F*	*53.33*	*Yes*	*Yes*	-	*17.67*	*C*	0.00	*No*	*No*
		PM	-	*11.76*	*B*	*2.44*	*No*	*No*	-	*9.32*	*A*	0.00	*No*	*No*
27)	*SR-57 SB Ramps @*	*AM*	-	*265.80*	*F*	*118.30*	*Yes*	*Yes*	-	*198.10*	*F*	50.60	*Yes*	*Yes*
	Sunset Crossing Road (CMP)	*PM*	-	*185.00*	*F*	*67.50*	*Yes*	*Yes*	-	*138.40*	*F*	20.90	*Yes*	*Yes*
28)	Diamond Bar Boulevard @	AM	1.07	-	F	0.08	Yes	Yes	1.02	-	F	0.03	Yes	Yes
	SR-57 NB Ramps (CMP)	PM	1.05	-	F	0.19	Yes	Yes	0.97	-	E	0.11	No	No
29)	Diamond Bar Boulevard @	AM	1.04	-	F	0.06	Yes	Yes	1.05	-	F	0.07	Yes	Yes
	Sunset Crossing Road (DB)	PM	1.13	-	F	0.11	Yes	Yes	1.10	-	F	0.08	Yes	Yes
30)	Diamond Bar Boulevard @	AM	1.07	-	F	0.14	Yes	Yes	1.02	-	F	0.09	Yes	Yes
	SR-60 WB Ramps (CMP)	PM	1.02	-	F	0.09	Yes	Yes	0.96	-	E	0.03	No	No
31)	Diamond Bar Boulevard @	AM	0.91	-	E	0.08	No	No	0.86	-	D	0.03	No	No
	SR-60 EB Ramps (CMP)	PM	1.30	-	F	0.18	Yes	Yes	1.27	-	F	0.15	Yes	Yes
32)	Diamond Bar Boulevard @	AM	0.85	-	D	0.02	No	No	0.85	-	D	0.02	No	No
	Gentle Springs Lane-	PM	0.91	-	E	0.07	Yes	Yes	0.93	-	E	0.09	Yes	Yes
	Palomino Drive (DB)													
33)	Diamond Bar Boulevard @	AM	0.55	-	A	0.02	No	No	0.55	-	A	0.02	No	No
	K-Mart Entrance (DB)	PM	0.76	-	C	0.07	No	No	0.79	-	C	0.10	No	No
34)	Diamond Bar Boulevard @	AM	1.20	-	F	0.08	Yes	Yes	1.22	-	F	0.10	Yes	Yes
	Golden Springs Drive (DB)	PM	1.25	-	F	0.21	Yes	Yes	1.32	-	F	0.28	Yes	Yes

TABLE 2.3
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SENSET CROSSING CONNECTION

35)	Golden Springs Drive @	AM	0.77	-	C	0.14	No	No	0.81	-	D	0.18	No	No
	Prospectors Road (DB)	PM	0.70	-	B	0.15	No	No	0.74	-	C	0.19	No	No
36)	Golden Springs Drive @	AM	0.74	-	C	0.13	No	No	0.78	-	C	0.17	No	No
	Golden Prados Drive (DB)	PM	0.71	-	C	0.15	No	No	0.75	-	C	0.19	No	No
37)	Fairway Drive @	AM	0.53	-	A	0.01	No	No	0.54	-	A	0.02	No	No
	Business Parkway (I)	PM	0.78	-	C	0.02	No	No	0.78	-	C	0.02	No	No
38)	Fairway Drive @	AM	0.73	-	C	0.02	No	No	0.74	-	C	0.03	No	No
	Walnut Drive (I)	PM	0.83	-	D	0.02	No	No	0.83	-	D	0.02	No	No
40)	Fairway Drive @	AM	0.87	-	D	0.01	No	No	0.88	-	D	0.02	No	No
	SR-60 EB Ramps (CMP)	PM	0.93	-	E	0.02	No	No	0.93	-	E	0.02	No	No
41)	*Brea Canyon Road @*	*AM*	-	*0.48*	*A*	*-0.07*	*No*	*No*	-	*0.47*	*A*	*-0.08*	*No*	*No*
	Old Ranch Road (I)	*PM*	-	*4.34*	*A*	*1.57*	*No*	*No*	-	*4.38*	*A*	*1.61*	*No*	*No*
43)	Brea Canyon Road @	AM	0.93	-	E	0.26	Yes	Yes	0.94	-	E	0.27	Yes	Yes
	Currier Road (I) [a]	PM	1.05	-	F	0.19	Yes	Yes	1.05	-	F	0.19	Yes	Yes
44)	Brea Canyon Road @	AM	1.15	-	F	0.26	Yes	Yes	1.15	-	F	0.26	Yes	Yes
	Washington Street (DB)	PM	0.85	-	D	0.17	No	No	0.86	-	D	0.18	No	No
45)	Brea Canyon Road @	AM	0.90	-	D	0.17	No	No	0.91	-	E	0.18	Yes	Yes
	Lycoming Street (DB)	PM	0.99	-	E	0.19	Yes	Yes	1.00	-	E	0.20	Yes	Yes
46)	Brea Canyon Road @	AM	1.17	-	F	0.27	Yes	Yes	1.17	-	F	0.27	Yes	Yes
	SR-60 WB Ramps (CMP)	PM	0.89	-	D	0.14	No	No	0.90	-	D	0.15	No	No
55)	*Grand Avenue @*	*AM*	-	*12.62*	*B*	*10.55*	*No*	*No*	-	*14.98*	*B*	*12.91*	*No*	*No*
	Ferrero Parkway (I)	*PM*	-	*180.81*	*F*	*0.32*	*Yes*	*Yes*	-	*179.03*	*F*	*-1.46*	*Yes*	*Yes*

TABLE 2.3
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
WITH AND WITHOUT SENSET CROSSING CONNECTION

56)	Grand Avenue @	AM	0.94	-	E	0.18	No	No	1.03	-	F	0.27	Yes	Yes
	SR-60 WB Ramps (CMP)	PM	1.51	-	F	0.58	Yes	Yes	1.57	-	F	0.64	Yes	Yes
57)	Grand Avenue @	AM	1.01	-	F	0.26	Yes	Yes	1.07	-	F	0.32	Yes	Yes
	SR-60 EB Ramps (CMP)	PM	0.87	-	D	0.13	No	No	0.89	-	D	0.15	No	No
60)	Grand Avenue @	AM	1.02	-	F	0.12	Yes	Yes	1.10	-	F	0.20	Yes	Yes
	Golden Springs Drive (DB)	PM	0.99	-	E	0.13	Yes	Yes	1.03	-	F	0.17	Yes	Yes
61)	Grand Avenue @	AM	1.01	-	F	0.16	Yes	Yes	1.01	-	F	0.16	Yes	Yes
	Diamond Bar Villas (DB)	PM	1.12	-	F	0.16	Yes	Yes	1.13	-	F	0.17	Yes	Yes
62)	Montefino Avenue @	AM	1.04	-	F	0.16	Yes	Yes	1.04	-	F	0.16	Yes	Yes
	Grand Avenue (DB)	PM	1.16	-	F	0.17	Yes	Yes	1.17	-	F	0.18	YeYs	Yes
84)	Diamond Bar Boulevard @	AM	0.94	-	E	0.01	No	Yes	0.93	-	E	0.00	No	Yes
	Gold Rush Drive (DB)	PM	0.83	-	D	0.00	No	No	0.83	-	D	0.00	No	No
85)	Diamond Bar Boulevard @	AM	0.49	-	A	0.00	No	No	0.49	-	A	0.00	No	No
	Tin Drive-Crestview Drive (DB)	PM	0.71	-	C	0.00	No	No	0.71	-	C	0.00	No	No
86)	Grand Avenue @	AM	0.99	-	E	0.33	Yes	Yes	1.06	-	F	0.40	Yes	Yes
	Baker Parkway-"B" Street (I)	PM	1.35	-	F	0.49	Yes	Yes	1.41	-	F	0.55	Yes	Yes
87)	Grand Avenue @	AM	1.03	-	F	n/a	Yes	Yes	1.16	-	F	n/a	Yes	Yes
	"A" Street (I)	PM	1.36	-	F	n/a	Yes	Yes	1.36	-	F	n/a	Yes	Yes

Note:
DB = Diamond Bar; I = Industry

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N-18 As stated above the City of Industry is committed to funding its fair share of traffic improvement costs including right-of-way acquisition costs. The economic costs are not environmental issues relative to the discussion in this document. However, these comments are part of the record and will be considered by the City Council.

N-19 Mitigation measures for the Grand Avenue/freeway interchange will require extensive rebuilding as indicated in the lane configuration drawings of Intersection 56 and 57 (Figure 5.14-2l), including a new overpass structure. Because of the critical importance of maintaining traffic flow through this interchange, the City of Industry will initiate the long process of planning, designing and constructing needed improvements. Modifications to Mitigation Measure 5.14-1 commit the City of Industry to prepare the Project Study Report/Project Report and associated environmental documentation as required Caltrans and complete the design for the interchange improvements prior to the occupancy of any non-public building at the IBC. Further, this mitigation measure requires construction of the interchange improvements to begin no later than the point at which the PM peak hour traffic volumes (both in and out) at Intersection #56 reach 7,500 trips or the project driveways (intersections) on Grand Avenue have a combined PM peak hour traffic volume of 2,000 trips in and out. The volume of traffic at the freeway ramps of Intersection #56 was determined to be the critical threshold that would be near capacity or near an unacceptable Level of Service (LOS) F before all others. The 2003 volume recorded at this intersection was 4,300 trips. The volume of traffic calculated here, as a critical threshold for beginning construction will allow for the improvements to be completed before the intersection and the freeway interchange reaches LOS F. See revised Mitigation Measure 5.14-1 in Section 3 of this document.

Alternatives to the circulation system for the IBC are limited without further impacting local residential areas. The location of the proposed project at the junction of SR 60/57 would make it difficult to construct an additional interchange but the City will cooperate with Caltrans to fund studies and any fair share of physical improvements required to facilities within the Caltrans right-of-way. See Response N-17 for additional information on alternatives to Sunset Crossing and Section 3 of this document for full text of changes to MM 5.14-1.

N-20 The Lead Agency agrees with this statement.

N-21 The Lead Agency agrees that the proposed project will increase traffic in the area and is committed to funding its fair share of needed improvements at intersections that will be impacted. The use of these mitigation funds on intersections not directly impacted by the project, alternative transportation solutions or a bypass roadway would not mitigate impacts of this project.

N-22 Comment noted. No response is necessary.

N-23 The traffic study did utilize the Traffic Impact Analysis (TIA) methodology provided by the City of Diamond Bar for all intersections within Diamond Bar. There are references to that fact through out the full traffic study contained in Appendix K of the DEIR. The DEIR contains a summary of the traffic study. The fair share calculation formula is based on the Diamond Bar TIA methodology as noted at the end of Table 15 in Appendix K of the DEIR.

N-24 The fair share calculation formula is based on the Diamond Bar TIA methodology as noted at the end of Table 15 in Appendix K of the DEIR.

N-25 It cannot be accurately predicted when sufficient development occurs in the IBC that will necessitate traffic improvements in other jurisdictions. Estimating costs of improvements prior to first occupancy may leave some future improvements under-funded if development does not occur quickly. The City is committed to funding its fair share of traffic improvements based upon area-wide mitigation presented in the document but at a time (in the future) when the improvements are necessary. Estimates of the City's fair share shall be calculated at the time traffic project improvements are presented to the City by the surrounding jurisdictions.

N-26 As mentioned in Response N-25, the timing of necessary improvements is difficult to predict for a project that may take ten years or more to reach full build-out. Therefore to ensure that fair-share costs for future traffic improvements are available for distribution as needed, the City will establish an escrow account in the amount of $5,000,000.00 prior to first occupancy to fund improvement requests from surrounding jurisdictions. Cost estimates for the improvements will be calculated at the time requests for improvements are presented to the City and funds will be paid when construction commences on those improvements. The escrow account will be replenished when necessary to maintain the minimum amount of $5,000,000.00 and will be maintained at that level until the project has reached maximum build-out and area-wide traffic improvements (or equivalent) for Year 2015 have been completed. Refer to revised Mitigation Measure 5.14-1 in Section 3. This measure would be in addition to funding for the Grand Avenue interchange improvements mentioned in Response N-19 and included in MM 5.14-1.

N-27 See Response N-23 above. Cumulative (also referred to as area wide) traffic impacts and project-related impacts were identified in the traffic study and mitigation measures were developed to address both as indicated in MM 5.14-1 and shown in Figure 5.14-2.

N-28 The City of Industry is committed to funding its fair share of traffic improvement costs caused by this project and acknowledges that right-of-way acquisition costs are part of the fair share calculation.

N-29 See Response N-19.

N-30 See Response N-21.

N-31 The DEIR reviews a Reduced Density Alternative in Section 9.6, beginning on page 9-10 and includes a discussion of the same impact categories as the proposed plan. This alternative reduces development by 48 percent, which is the amount of development that can be supported by Grand Avenue if it remains as a 6-lane roadway. The consulting traffic engineers calculated this reduction in project size by reducing the trip volume from each planning area until the volume could be accommodated with 6 lanes on Grand Avenue. Then the equivalent square footage for each use that could contribute that traffic volume was calculated. As shown in Table 9.3-1, on page 9-4 of the DEIR, a total of 2,167,000 sq.ft. of development would be allowed. Of the total, 750,000 sq.ft. would be general office, 244,000 sq.ft. would be shopping center, 281,000 sq.ft. would be new auto sales, 560,000 sq.ft.

would be business park and 332,000 would be industrial park. City of Industry decision-makers have sufficient information concerning the improvements necessary to support the proposed project. They also have information concerning the amount of project reduction necessary to maintain Grand Avenue at 6 lanes. Off-site infrastructure requirements would be reduced according to amount of project reduction.

The DEIR concluded the Reduced Density Alternative would reduce many environmental impacts associated with the proposed project and was found to be environmentally superior to the proposed project. However, it was also determined that it would not meet project objectives.

N-32 The traffic study and the resulting mitigation program were completed on a comprehensive, cumulative and area-wide basis to ensure that the final mitigation program would not result in the "piecemeal" conditions mentioned in this comment. See Response N-19, N-25 and N-26 for discussion of fair share responsibility and implementation and see Section 3 of this document for revised text of MM 5.14-1.

N-33 Refer to Response N-17 for the results of an analysis of traffic conditions if the Sunset Crossing connection were eliminated from the project. Four mitigation measures would require modification if the City decides to eliminate this connection. The mitigation identified for Intersection 13 (Valley Boulevard @ Pomona Boulevard) would need to occur earlier in 2015, rather than 2025 and the mitigation stated for Intersections 26 (Chaparral Drive-Prospector Drive @ Sunset Crossing Road), 28 (Diamond Bar Boulevard @ SR-57 NB Ramps) and 30 (Diamond Bar Boulevard @ SR-60 WB Ramps) would be eliminated. Mitigation Measure 5.14-1 has been modified and can be found in its entirety in Section 3 of this document and Subsection 12, 21, 23, and 25 will be specifically modified as follows to reflect the Sunset Crossing alternative:

12) Intersection (13) Valley Boulevard @ Pomona Boulevard (P)

- *Year 2025 – Project-Related:* Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project-Related: Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking.***
- ***Year 2015 – Area-Wide: Same as project-related mitigation measures.***
- ***Year 2025 – Project Related: None***
- ***Year 2025 – Area-Wide: None***

21) Intersection (26) Chaparral Drive-Prospector Drive @ Sunset Crossing Road (DB)

- *Year 2015 – Project-Related:* Restripe the WB approach to provide an exclusive left-turn lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with sunset Crossing closed to through traffic:

- ***Year 2015 – Project Related: None***
- ***Year 2025 – Project Related: None***
- ***Year 2015 – Area-Wide: None***
- ***Year 2025 – Area-Wide: None***

23) Intersection (28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP)

- *Year 2015 – Project-Related:* Restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project Related: None***
- ***Year 2025 – Project Related: Restripe the SB approach and departure to provide a 3rd through lane. Remove bike lane on the NB departure.***
- ***Year 2015 – Area-Wide: None***
- ***Year 2025 – Area-Wide: Same as project related mitigation measures***.

25) Intersection (30) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP)

- *Year 2015 – Project-Related*: Restripe the NB approach and departure to provide a 3rd through lane, and remove the bike lane.
- *Year 2025 – Project-Related:* Same as Year 2015, plus widen the WB approach to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the north side of the SR-60 WB off-ramp).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project Related: None***
- ***Year 2025 – Project Related: Restripe the NB approach and departure to provide a 3rd through lane, and remove bike lane. Widen the WB approach to provide a 2nd right-turn lane. Additional (Additional ROW (11 feet) is required on the north side of the SR-60 WB off-ramp.***
- ***Year 2015 – Area-Wide: None***
- ***Year 2025 – Area-Wide: Same as project related mitigation measures.***

N-34 The Industry East project now known as the Grand Crossing development is a separate project from the IBC and has separate mitigation measures and a separate mitigation monitoring program for the improvements, which was made available for use in the traffic analysis of the IBC. The City of Industry maybe responsible for funding improvements for both projects but may want to also allocate the costs of each project to respective tenants which would only be possible if the projects are separated. For cost effectiveness the City may choose to combine the improvements but each monitoring program would need to be credited. Since many

of the facilities planned for the Grand Crossing development have not been constructed, they were included in "related projects" which is the basis for cumulative (area-wide) impacts upon which fair share is calculated. In that respect the IBC project is paying a fair share of the Industry East improvements.

N-35 Trip reduction is a requirement of the Congestion Management Program incorporated into the City of Industry Municipal Code (Chapter 17.68) and applies to all projects seeking approval from the City.

N-36 The City of Industry is under no obligation to prepare the traffic study under some definition of "worse case" conditions. The traffic consultant prepared the study based on prudent and conservative planning considerations. The traffic consultant also prepared the study consistent with the City of Diamond Bar's TIA guidelines. The traffic study provides a thorough and adequate review of the project's potential traffic impacts.

N-37 The City of Industry has the ability to properly time roadway improvements within its boundaries and it can provide its contributions of fair share funds in a timely manner, but it has no ability to control the implementation of roadway improvements outside its borders. The City of Industry is certainly committed to working cooperatively so that adjoining jurisdictions are provided with timely information as development projects are proposed within the Industry Business Center. See Response N-19, N-25 and N-26 for additional information.

N-38 Refer to Response N-33, which involves a required change in mitigation if the City of Industry chooses to eliminate the connection through Sunset Crossing. There are no other changes anticipated.

N-39 Section 3, *Revisions to the Draft EIR* contains revisions to Mitigation Measure 5.14-1 that includes information on fair-share contribution by the City of Industry. The percentage contribution is based on the project's fair share of 2015 area-wide mitigation (shown on Table 15, Appendix K, beginning on Page K-116 of the DEIR or Table 15A of Appendix C of this Volume III document). "Area-wide" mitigation is used for the calculation of fair share contributions and not "project-related" mitigation. Project-related mitigation is identified in the DEIR for the purpose of identifying mitigation necessary to bring roadway conditions back to pre-project conditions (without cumulative growth). Area-wide mitigation is based on cumulative conditions and includes all improvements necessary to bring roadway conditions back to acceptable levels of service. Year 2015 conditions are used in the fair share calculation because the proposed project and all identified cumulative projects would be build-out by 2015. The year 2025 is included due to the planning requirements of Caltrans and the Congestion Management Plan. The additional traffic in 2025 is the result of ambient growth, which is not assigned responsibility in fair share calculations. These changes (to the introduction of the Mitigation Measure) are repeated here to provide clarity on the difference between project-related and area-wide mitigation and other issues concerning the mitigation program. Mitigation Measure 5-14.1 is hereby modified as follows:

MM 5.14-1 The City of Industry shall work cooperatively with responsible agencies, including Caltrans, County of Los Angeles and the Cities of Diamond Bar, Pomona, Walnut and West Covina and other appropriate agencies ~~to secure funding for and~~

to ~~cause the~~ implementation ~~of~~ the following or equivalent traffic improvements. Implementation of these improvements would achieve satisfactory levels of service as defined by the thresholds of significance, performance standards and the Los Angeles County Congestion Management Program.

The City of Industry shall be responsible for providing mitigation funding for traffic improvements to other impacted jurisdictions at the fair share level indicated for 2015 area wide mitigation listed below by establishing an escrow account with a minimum amount of $5,000,000.00 prior to the occupancy of the first building. Cost estimates for the improvements shall be calculated at the time requests for improvements are presented to the City from surrounding jurisdictions and funds shall be paid when construction commences. The escrow account shall be maintained at the minimum funding level until the project has reached maximum build-out and area-wide traffic improvements (or equivalent) for Year 2015 have been completed.

The City of Industry shall fully fund and build the traffic improvements to the Grand Avenue and SR57/60 Interchange as indicated in 2015 mitigation measures. The City shall fully fund the cost of preparing any necessary Project Study Report/Project Report and associated environmental documentation for the interchange improvements and complete design drawings per Caltrans specifications prior to the first occupancy of any building in the Industry Business Center. Construction of the improvements shall commence when the total traffic volume from project intersections on Grand Avenue reaches 2,000 PM peak hour trips (in and out) or the traffic volume at Intersection #56 reaches 7,500 PM peak hours trips (in and out), which is determined to be the threshold volume where the level of service would be near unacceptable.

N-40 The Lead Agency agrees that the proposed project will increase traffic in the area and is committed to funding its fair share of needed improvements at intersections that will be impacted.

N-41 A supplemental traffic study analyzing the traffic impacts with access closed to Sunset Crossing is included in Appendix of this document and mitigation measure have been modified (see Response N-33) to reflect this alternative.

N-42 The buffer on the eastern side of the proposed development near the southern portion of Planning Area E-2 would be 150 feet wide at a minimum. Along the other planning areas on the eastern boundary, there would be up to 700 feet of buffer between residences and any facilities (buildings) not counting the water tank. The YMCA facilities and the school would be more than 1,000 feet away from any development. The DEIR fully addresses the potential environmental impact to those areas and did not find there would be any significant impact.

N-43 As stated in Response N-42 a substantial buffer has been provided on the eastern boundary of the proposed project that when fully landscaped will provide an effective buffer to mitigate the presence of buildings in Planning Areas E-1, E-2 and E-3.

N-44 Developments within the Industry Business Park will require submittal and approval of Development Plans. Any such plans that trigger CEQA review will be noticed through publication in the San Gabriel Valley Tribune. Development Plans must be approved by the City Council, which occurs at meetings noticed in the San Gabriel Valley Tribune. Residents are welcome to attend those meetings.

N-45 Please see Section 5.2 *Air Quality* for a complete discussion of the impacts of dust from construction. In general the South Coast Air Quality Management District, which has responsibility for protecting air quality has a number of regulations that must be followed to prevent dust from construction activities from drifting beyond the project boundary. These are fully detained in Section 5.2.

N-46 This comment addresses the adequacy of police response within the project area and how that could impact residents in Diamond Bar. Page 5-293 of the DEIR indicates that the City of Industry substation, located at 150 N. Hudson Avenue in Industry, would serve the project site. However, in the case of an emergency, the officers closest to the scene would likely respond. The mitigation measure prescribed within the DEIR would reduce project impacts to a level of less than significant.

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LETTER O

OFFICE OF THE SUPERINTENDENT

Pomona Unified School District

800 South Garey Avenue, P.O. Box 2900, Pomona, California 91769
Phone: (909) 397-4800, Ext. 3882 Fax: (909) 397-4881 E-mail Address: www.pusd.org

July 15, 2004

Mr. Michael Kissell
Planning Director
City of Industry
15651 E. Stafford Street
City of Industry, CA 91744-7089

Re: Draft Environmental Impact Report – Industry Business Center

Dear Mr. Kissell:

The Pomona Unified School District (District) appreciates the opportunity to respond to the Draft Environmental Impact Report (DEIR) prepared on behalf of the City of Industry (City) for the Industry Business Center (IBC).

As the DEIR states, the vast majority of the IBC is located within the boundaries of the District. The IBC is proposed to be developed as 4,146,000 square feet of commercial use and 633,000 square feet of industrial use. The District completed and adopted a "Commercial/Industrial
O–1 Development School Fee Justification Study" (Study) in March 2001. That document has been annually re-adopted by resolution, and the District currently charges $0.33 per square foot of assessable space for commercial/industrial property, except Hotel/Motel uses that are not a part of IBC. The Study identified various categories of commercial/industrial uses, and determined student generation factors for each category per 1000 square feet. The categories that are applicable to the IBC and the applicable student generation factors are as follows:

Retail and Services: 0.306/1000 sq. ft.

Office: 0.0478/1000 sq. ft.

Research and Development: 0.0415/1000 sq. ft.

Industrial/Warehouse/Manufacturing: 0.360/1000 sq. ft.

Applying these categories and student generation factors to the proposed space in the IBC would
O–2 lead to generate between 150 and 224 new students for the District, depending on the types of use actually implemented. This assumes all of the square footage is in the District, so the portion in Walnut Valley Unified School District would need to be deducted. As stated in the DIER and

shown in Table 5.12-1, the District's school facilities which would serve the IBC area range from 84% to 110% of enrollment capacity at the current time. Therefore, the IBC will definitely impact already crowded school facilities and create the need to add additional facilities to house these students. [Please see attached Table 5.12-1]

O–3 The District is aware that under SB 50, and in particular, Government Code Section 65995, the City cannot require any mitigation beyond the school impact mitigation fees which the District levies under the authority of Section 65995. Therefore, the District concurs with the mitigation measure proposed – the payment of $0.33/square foot of assessable space, or whatever fee allowed by statute and District resolution is in place at the time a building permit is sought. The District reviews its fees each year and the $0.33 may increase.

O–4 While the District recognizes the limitations on mitigation placed on the City by law, the District strongly encourages the City and the developers within the IBC to work with the District on a partnership for better communities. To this end, I am enclosing a copy of "Community Planning Principles – City of Pomona Schools and City Government Partnership." This document addresses ways the City of Pomona and the District are working together in partnership to build a better community. We ask that the City meet with representatives of the District to determine how we might jointly reach a similar statement of cooperation. Please contact me for such a meeting.

Again, thank you for the opportunity to comment on the DEIR. The District looks forward to working with the City on the implementation of the IBC.

Sincerely,

Patrick D. Leier
Superintendent

PDL:bm

Table 5.12-1 (Revised)

School	Current Enrollment CBEDS (10/03)	State Enrollment Capacity
Kellogg E.S.	543 (w/o SDC)	550
Marshall M.S.	1117 (w/o SDC)	1140
Ganesha H.S.	1668 (w/o SDC)	1620
Armstrong E.S.	518 (w/o SDC)	525
Lorbeer M.S.	1019 (w/o SDC)	810
Diamond Ranch H.S.	1834 (w/o SDC)	1647

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O. Response to Comments From Pomona Unified School District, Dated July 15, 2004

O-1 This comment refers to the "Commercial/Industrial Development School Fee Justification Study) adopted in March 2001 that sets the school development fee rate at $0.33 per square foot of assessable space. The DEIR includes as a project design feature the requirement of the developer to pay the applicable school development fees.

O-2 This comment lists the applicable student generation factors for the development, resulting in a generation of 150 to 224 new students within the District. The DEIR includes as a project design feature the requirement of the developer to pay the applicable school development fees. Payment of school fees constitutes suitable mitigation.

In addition, Table 5.12-1 is hereby modified as follows:

Table 5.12-1
Existing Attendance Levels and Current Capacity

School	*Current Enrollment*	*Enrollment Capacity*	*% of Enrollment Capacity*
NORTHWEST PLANNING AREA (PUSD)			
Kellog Elementary	~~565~~ ***543***	~~560~~ ***550***	~~101%~~ ***99%***
Marshall Middle	~~1,130~~ ***1,117***	~~1,310~~ ***1,140***	~~86%~~ ***97%***
Ganesha High	~~1,665~~ ***1,668***	~~1,836~~ ***1,620***	~~91%~~ ***103%***
DIAMOND BAR PLANNING AREA (PUSD)			
Armstrong Elementary	~~569~~ ***518***	~~560~~ ***525***	~~102%~~ ***99%***
Lorbeer Middle	~~1,052~~ ***1,019***	~~950~~ ***810***	~~110%~~ ***112%***
Diamond Ranch High	~~1,848~~ ***1,834***	~~2,200~~ ***1,647***	~~84%~~ ***111%***
WALNUT VALLEY UNIFIED SCHOOL DISTRICT			
Walnut Elementary School	552	630	88%
South Pointe Middle School	1,330	1,330	100%
Walnut High School	2.565	2,565	100%

Source: Pomona Unified School District, Walnut Valley Unified School District

O-3 This comment states that the District agrees that payment of school impact mitigation fees is the proper mitigation for this project. No comment required.

O-4 This comment encourages the developer to work with the District and create a partnership to build a better community. Comment noted. No response is required.

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LETTER P

WALNUT VALLEY WATER DISTRICT

BOARD OF DIRECTORS

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July 16, 2004

Mr. Michael Kissell, Planning Director
City of Industry
15651 E. Stafford St.
City of Industry, CA 91744-6795

RE: Industry Business Center – Draft Environmental Impact Report

Dear Mr. Kissell:

The Walnut Valley Water District (District) appreciates the opportunity to review the Draft Environmental Impact Report (EIR) for the Industry Business Center. We have completed the review and have the following minor comments.

P–1 On Figure 4.3-5 the title refers to the Existing and Proposed Potable Water Lines; however, the map and the legend show the District's recycled system. Likewise, the title on Figure 4.3-6 is, "Existing and Proposed Recycled Water Lines," but contains the map and legend of the potable system. In addition, the potable line that runs along Grand Avenue is an 18-inch, not a 24-inch, line. The District's potable water line reduces from 24-inch to 18-inch just south of the Grand Avenue ramps.

P–2 In conjunction with the above potable line diameter error, on Page 5-296, the last line currently reads "...existing 24" potable...," which should be changed to "...18"...."

Please contact me at Ext. 234, or Mr. Erik Hitchman at Ext. 244, if you have any questions or need any additional information.

Very truly yours,

WALNUT VALLEY WATER DISTRICT

Sheryl L. Shaw, P.E.
Engineering and Planning Manager

SLS:km

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P. Response to Comments From Walnut Valley Water District, Dated July 16, 2004

P-1 The titles for Figure 4.3-5 and Figure 4.3-6 have been corrected. The labeling of the existing potable water line in Grand Avenue has been corrected to read 18" instead of 24". The corrected figures are shown in Section 3, *Revisions to the Draft EIR*.

P-2 This comment addresses a typo in regards to the size of a water line. The last paragraph on page 5-296 is been hereby modified as follows:

There is an existing ~~24"~~ ***18"*** potable water line in Grand Avenue. In addition, a 16" potable waters line are proposed for all of the main roads within the project site, including Grand Crossing Parkway, Sunset Crossing Road and A, B, C, and D Streets. In addition to usage fees, initial surcharges for an acreage supply fee and reservoir capacity fee are assessed on a per acre basis by Walnut Valley Water District (WVWD).

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LETTER Q

July 16, 2004

Michael Kissell, Planning Director
City of Industry
15651 East Stafford Street
P.O Box 3366

Subject: City of Industry Draft Environmental Impact Report (SCH#200312086)

Dear Mr. Kissell,

In response to the Draft Environmental Impact Report (DEIR) dated June 02, 2004, this letter is forwarded to you for your response to the following comments. Overall, the DEIR is wholly insufficient to address the Project's impacts to the Residents of Diamond Bar.

Q-1 1 The Project description is inadequate in describing the impacts to the surrounding community.

Q-2 2 Land uses which would not allow dangerous uses such as toxic waste, chemical plants, and trash recycling are not prohibited.

Q-3 3 The proposed land uses are grossly incompatible with the surrounding community as they relate to noise, dust, light pollution, view shed, and

Q-4 4 Lack of an ungraded buffer zone between the proposed development and existing residents.

Q-5 5 Lack of a description of how when the existing homes to the east were built, that the adjoining portion of this project was zoned residential as such this project presents an incompatible land use adjacent to the community.

Q-6 6 Page 1-11 indicates that projects, which can generate odors, will be allowed. What are these odors?

Q-7 7 Currently the City of Industry allows businesses to operate 24 hours a day, 7days a week. What will be done to restrict the operating hours of these businesses, and the hours of allowed deliveries to and from the project?

Q-8 8 Lack of description of building heights in the vicinity of the surrounding homes.

Q-9 9 In the event the 2 million gallon water tank breaks, where will the water go

Q-10 10 Lack of an adequate traffic study, which addresses impacts to City of Diamond Bar Streets.

Q-11 11 Lack of an analysis of an alternate traffic circulation plan, which would take the traffic to the 60 Freeway via Grand Avenue and thus not run trucks and cars on Sunset Crossing Road.

Q-12 12 Lack of an analysis of an alternate to condemning Diamond Bar Property for the sole benefit of widening roads in the City of Diamond Bar to accommodate the proposed project.

Jul 16 04 03:38p Jack Istik (909) 860-7270 p.1

In summary, the Project will negatively affect out quality of life for the sole benefit of the proposed project, without consideration of mitigating detrimental impacts to our community. And, should this effort continue in your Tres Hermanos Ranch, Tonner
Q-13 Canyon, and the Brea Oil Company Properties, the City of Diamond Bar will become a congested, noisy, dusty, undesirable suburb of the City of Industry. The cumulative effect will constitute a taking by the City of Industry in the devaluation of residential home values.

Sincerely,

Jack G. Istik
22607 E. Dry Creek Road
Diamond Bar, Calif. 91765-1208

Q. Response to Comments From Mr. Jack G. Istik, Dated July 16, 2004

Q-1 Please refer to the Project Description, beginning on page 4-1 of the Draft EIR. The project description is sufficiently detailed for the reader to understand the potential impacts on the surrounding neighborhoods. Furthermore, Section 5 provides an evaluation of the project's impact on these neighborhoods and other land uses (see pages 5-1 through 5-410).

Q-2 As shown on Figure 4.3-2, the proposed zoning for the majority of this site is C-Commercial. A small portion of the site (Planning Area E-5), away from Diamond Bar neighborhoods would remain M-Industrial. Section 17.16 of the Industry Municipal Code defines the land uses permitted in the M-Industrial zone.

Q-3 Please refer to the following sections of the Draft EIR for a thorough review of the project's potential impacts on nearby neighborhoods: Noise: Section 5.10, beginning on page 5-223; Dust: section 5.2, beginning on page 5-39; light pollution: Section 5.1, beginning on page 5-36; view shed: Section 5.1, beginning on page 5-1.

Q-4 The City of Industry has taken great care to protect the adjacent residential neighborhoods. As shown in Figure 4.3-1, *Proposed Land Use Plan*, buffer zones have been provided to separate the proposed project from these neighborhoods. The setbacks provide significant additional buffering beyond what would be required by existing zoning. Also refer to Figure 5.1-6, *Cross Section Key* and Figure 5.1-7, *Cross Sections* for a review of the proposed grading concept and significant setbacks provided between the residences and the development. Furthermore, a number of Project Design Features have been incorporated into the project and required of future development plans to ensure compatibility with its residential neighbors. Refer to PDFs 5.1-12 through 5.1-19, on pages 5-34 and 5-35 of the Draft EIR.

Q-5 This comment appears to refer to the property's previous residential zoning designation when it was within unincorporated County. Its previous zoning as residential does not render the proposed zoning incompatible with the Diamond Bar incompatible. Refer to Response Q-5, which refers to the substantial buffers proposed along these neighborhoods.

Q-6 Specific tenants have not been identified, so it is impossible to provide details as to what types of uses might generate odors. However, the Draft EIR notes that there are significant setbacks between the development areas and the residences. No significant odor impacts are anticipated.

Q-7 The area adjacent to this commenter's residence is designated "General Office" in the Land Use Plan. Individual projects submitted in this area must be consistent with its zoning (i.e., Commercial), the preferred land use plan (i.e., General Office) and the City's design guidelines as stated in Chapter 17.36 of the Municipal Code. The hours of operation of general office uses have not previously been a concern. The area of the land use plan that may involve restaurants and entertainment uses that would have extended hours are located along Grand Avenue, away from the residences to the east.

Q-8 Specific development plans are not available at this stage. However, the Draft EIR recognized the potential for the project to visually impact the adjacent residences to the east. For this reason, the plan includes a substantial setback along the eastern border and a number of Project Design Features were developed to minimize potential impacts. See the PDFs beginning on page 5-33 and especially PDF s 5.1-12 through 5.1-17.

Q-9 This comment addresses a potential break in the water tank, and requests more detailed information regarding a potential break. The impact analysis section of page 5-173 of the DEIR addresses a potential break in the water tank. The following paragraph details the potential implications of a break in the water tank.

"According to the theoretical analysis performed, a break in the 105-foot diameter water tank would uniformly release 2 million gallons of water radially outwards for a distance of approximately 400 feet. The depth of water within this 400-foot radius would be approximately six inches. Based on the proposed grade of the neighboring community to the east, one-sixth of the volume of water released (333,000 gallons) would flow to the adjacent residential property. As illustrated in Figure 5.7-2, *Water Tank Break Analysis*, three residential homes are located in the impact zone and have the potential to be flooded as a result of water tank rupture. Flooding beyond the three homes would be constricted to the existing arterial streets and be picked up by the existing storm drain facilities and conveyed to the underground storm drain system within the public right of way. The remaining 1,677 gallons would remain within the proposed project site. Based on the proposed depths of flooding, the on-site storm drain system would be able to accommodate the flood waters in the event of a tank failure."

Q-10 A thorough and very detailed traffic study was completed for this project. Refer to Section 5.14, Traffic and Circulation, which runs from page 5-209 to page 5-410 and Appendix K, which includes the full traffic study except for Level of Service worksheets and traffic signal warrant worksheets. The Level of Service worksheets and traffic signal warrant worksheets are contained in a full traffic study, which is available for review at the City of Industry.

Q-11 A supplemental traffic study has been completed that reviews the potential benefits and detriments of not connecting the Industry Business Center to Sunset Crossing Road (see Appendix C of this Final EIR).

Q-12 The City of Diamond Bar will be the Lead Agency of any roadway improvements located within its boundaries. As such, it will determine whether such improvements will occur and if so, how they would be designed and implemented and whether it is appropriate to condemn property for the improvement. While such improvements will be at the sole discretion of the City of Diamond Bar, contrary to this statement, these improvements are not at the sole benefit of this project. The Industry Business Center would impact certain intersections, but it would impact and contribute funds based on its fair share contribution of such impacts. The City of Diamond Bar and other jurisdictions are also growing and therefore, contributing to the need of roadway improvements as well.

Q-13 The Draft EIR provides a thorough review of the potential impacts associated with the proposed project and cumulative projects throughout the area. A number of

Project Design Features and Mitigation Measures have been identified to minimize impacts on the neighborhoods of Diamond Bar and other jurisdictions. There is no evidence that a quality development within this property would devalue these neighborhoods. As the other developments within the eastern end of Industry have developed (Grand Crossing and The Plantation), residential property values in the area have continued to increase.

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LETTER R

1023 S. Clydemanch Drive
Diamond Bar California

July 16, 2004

To Michael Kissell, Planning Director
City of Industry
15651 East Stafford Street
P.O. Box 3366

Subject: City of Industry Draft Environmental Impact Report # SCH # 2003122086

Dear Mr Kissell

In response to the Draft Environmental Impact Report dated June 2, 2004 I/we letter addresses several issues which have not been addressed in the DEIR.

R-1 (1) Insufficient notification of Diamond Bar residents adjacent to the project

R-2 (2) Lack of a sufficient buffer zone between the proposed development and existing Diamond Bar Residences

R-3 (3) Improper noise determination

R-4 (4) Lacking an adequate traffic study

R-5 (5) No discussion of traffic impacts to the City of Diamond Bar (inadequate traffic impacts)

R-6 (6) Land uses are incompatible to your neighboring city - Diamond Bar as related to noise, pollution, dust

R-7 (7) No prohibition of land uses which would allow businesses dealing with chemicals, toxic waste or trash recycling

R-8 (8) Also, projects which would generate odors will be allowed.

R-9 (9) No mention of building sites as to heights which would impact our adjacent residents

R-10 (10) Insufficient documentation of endangered species and accumulative impact of the plant

to the species on this project. Where do ground squirrels go after grading. What about bird including Raptors? Improper study of species on land and time frame.

R-11 (11) Incompatible land use adjacent to residential properties.

R-12 (12) No traffic analysis for an alternative traffic circulation plan which would limit traffic (trucks and cars) on Grand Avenue to Route 60 and not Sunset Crossing.

R-13 In summary, this project will impact Diamond Bar's quality of life — negatively. This project is for the sole benefit of The City of Industry which has not been a good neighbor. Tandem trucks from the Industry East Project travel Brea Canyon Road as a shortcut to the 57 Freeway. Because many of your businesses are 24 hour businesses 7 days per week these trucks travel 24 hours per day. Also, Diamond Bar is landlocked by The City of Industry — Tres Hermanos, Industry East Project, Tonner Canyon and now your negotiations for Brea Canyon Oak. As a residential community, We have to be concerned about the impact of your project on our community including pollution both noise and air and our quality of life. Why not build housing on your property that is adjacent to Diamond Bar. Why are all your projects geared to the bottom line — money

Sincerely

Eileen R Ansari

1823 S Clubhouse Drive Diamond Bar, CA 91765

R. Response to Comments From Ms. Eileen R. Ansari, Dated July 16, 2004

R-1 The Notice of Completion for the DEIR, which opens public review for a period of 45 days was delivered to and posted with the County Clerk of Los Angeles as required by CEQA guidelines. Notice of the public review was also printed in the San Gabriel Valley Tribune.

R-2 The City of Industry has taken great care to protect the adjacent residential neighborhoods. As shown in Figure 4.3-1, *Proposed Land Use Plan*, buffer zones have been provided to separate the proposed project from these neighborhoods. The setbacks provide significant additional buffering beyond what would be required by existing zoning. Also refer to Figure 5.1-6, *Cross Section Key* and Figure 5.1-7, *Cross Sections* for a review of the proposed grading concept and significant setbacks provided between the residences and the development. Furthermore, a number of Project Design Features have been incorporated into the project and required of future development plans to ensure compatibility with its residential neighbors. Refer to PDFs 5.1-12 through 5.1-19, on pages 5-34 and 5-35 of the Draft EIR.

R-3 A noise analysis was completed for the project including impacts from increased traffic on local streets and can be found in Section 5.10. The complete noise study is found in Appendix I

R-4 A thorough and very detailed traffic study was completed for this project. Refer to Section 5.14, Traffic and Circulation, which runs from page 5-209 to page 5-410 and Appendix K, which includes the full traffic study except for Level of Service worksheets and traffic signal warrant worksheets. The Level of Service worksheets and traffic signal warrant worksheets are contained in a full traffic study, which is available for review at the City of Industry.

R-5 As stated above a thorough traffic study was prepared for the project that includes impacts to Diamond Bar intersections. Additionally Section 5.8 *Land Use and Relevant Planning* discusses the impact that traffic mitigation measures would potentially have on Diamond Bar land uses if fully implemented.

R-6 Please refer to the following sections of the Draft EIR for a thorough review of the project's potential impacts on nearby neighborhoods: Noise: Section 5.10, beginning on page 5-223; Dust: section 5.2, beginning on page 5-39; light pollution: Section 5.1, beginning on page 5-36; view shed: Section 5.1, beginning on page 5-1.

R-7 As shown on Figure 4.3-2, the proposed zoning for the majority of this site is C-Commercial. A small portion of the site (Planning Area E-5), away from Diamond Bar neighborhoods would remain M-Industrial. Section 17.16 of the Industry Municipal Code defines the land uses permitted in the M-Industrial zone.

R-8 Specific tenants have not been identified, so it is impossible to provide details as to what types of uses might generate odors. However, the Draft EIR notes that there are significant setbacks between the development areas and the residences and no significant odor impacts are anticipated.

R-9 Specific development plans are not available at this stage. However, the Draft EIR recognized the potential for the project to visually impact the adjacent residences to the east. For this reason, the plan includes a substantial setback along the eastern border and a number of Project Design Features were developed to minimize potential impacts. See the PDFs beginning on page 5-33 and especially PDF s 5.1-12 through 5.1-17.

R-10 (Note: one line at the bottom of this response letter is illegible.) A review of 94 status species was made to determine potential likelihood of occurrence based on existing site conditions and potential impacts to each species from the proposed development. This is 74 species more than USFWS requested to be reviewed. Three separate visits were made to the site for general biological resources, a 6-visit protocol survey for California Gnatcatcher, an 8-visit protocol survey for Least Bell's Vireo, a 5-visit protocol survey for Southwestern Willow Flycatcher, a protocol CDFG special status plant survey, and a routine level wetland delineation over 3 separate field visits were performed. All the biologists conducting the fieldwork are intermediate to senior level in professional abilities and are well versed with natural vegetation communities, wildlife, and other sensitive biological resource issues. Based on the highly degraded and isolated condition of the site, additional focused work on non-listed special status species was deemed unnecessary.

The California Ground Squirrels that reside on the site are expected to suffer mortality during grading and site preparation. It is conceivable that some individuals may seek refuge in adjacent neighborhood landscaping. This species is abundant in southern California and is expected to recolonize the development once the landscaping/restoration is completed. Although the site is large in size, the highly impacted, heavy soils have reduced its suitability for many fossorial mammals including large populations of ground squirrels. Within the study area, ground squirrels were most common along edges between the nonnative grassland and the riparian and between the nonnative grassland and adjacent residential development. The loss of California Ground Squirrel is not judged significant under CEQA given the species population status.

As indicated by Figure 5.5-2 in Section 5.5, *Geology and Soils,* there are several areas on the project site with the potential for landslide (noted by the symbol Qls). The extensive grading proposed is partially for the purpose of eliminating the threat of landslides. A variety of soil engineering techniques will be employed such as gravity buttresses and shear keys to remove the landslide areas and replace them with stable soil. Most slope stabilization devices will also include a sub-drain system to transport existing of future groundwater from the stabilized area. The result will be a project site less susceptible to soil instability than presently exists.

Raptors: Please refer to Section 4.3 and 6.0 of Appendix D *Biological Resources* of the EIR for details on raptor nesting and foraging confirmed and expected on the study area as well as compensation measures. Addendum A of this document, which provides additional information regarding provides additional compensation measures and details for the loss of raptor foraging grounds from the proposed development project.

R-11 As shown on Figure 4.3-2, the proposed zoning for the majority of this site is C-Commercial. A small portion of the site, away from Diamond Bar neighborhoods

would remain M-Industrial. The intended uses within the Commercial zone are shown on Figure 4.3-1 and consist of office developments near the residential areas to the east. Offices are considered very compatible with residential uses because they typically empty at the end of the business day when residents are would be at home.

R-12 As shown on Figure 4.3-2, the proposed zoning for the majority of this site is C-Commercial. A small portion of the site, away from Diamond Bar neighborhoods would remain M-Industrial. The intended uses within the Commercial zone are shown on Figure 4.3-1 and consist of office developments near the residential areas to the east. Offices are considered very compatible with residential uses because they typically empty at the end of the business day when residents are would be at home.

R-13 The Draft EIR provides a thorough review of the potential impacts associated with the proposed project and cumulative projects throughout the area. A number of Project Design Features and Mitigation Measures have been identified to minimize impacts on the neighborhoods of Diamond Bar and other jurisdictions. There is no evidence that a quality development within this property would devalue these neighborhoods. As the other developments within the eastern end of Industry have developed (Grand Crossing and The Plantation), residential property values in the area have continued to increase.

The majority of this project is intended to be used as offices. Individual projects submitted must be consistent with its zoning (i.e., Commercial), the preferred land use plan (i.e., General Office) and the City's design guidelines as stated in Chapter 17.36 of the Municipal Code. The hours of operation of general office uses have not previously been a concern. The area of the land use plan that may involve restaurants and entertainment uses that would have extended hours are located along Grand Avenue, away from the residences to the east.

The City of Industry was established for the sole purpose for providing an area where industry could be developed without conflicts from residential use. The City has no General Plan designation for residential and no zoning for residential.

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LETTER S

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

JAMES A. NOYES, Director

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P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

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CITY OF INDUSTRY

IN REPLY PLEASE
REFER TO FILE: LD-0

July 28, 2004

Mr. Michael Kissell
Planning Director
City of Industry
15651 East Stafford Street
City of Industry, CA 91744-7089

Dear Mr. Kissell

DRAFT ENVIRONMETAL IMPACT REPORT
INDUSTRY BUSINESS CENTER

Thank you for the opportunity to provide comments of the Draft Environmental Impact Report for the Industry Business Center. Since many of the comments provided in our February 3, 2004, response to the Notice of Preparation have not been addressed, we offer the following comments for your consideration.

Hazards and Hazardous Materials

S-1 Our previous comments still apply. In addition, the Los Angeles County Building Code, Section 110.4 requires that buildings or structures adjacent to or within 200 feet (7620 mm) of active, abandoned or idle oil or gas well(s) be provided with methane gas protection systems. If the project site contains or lies within 200 feet of active, abandoned or idle oil or gas wells, this issue should be addressed and mitigation measure provided, and this Department's Environmental Programs Division must be contacted for issuance of necessary permits.

S-2 Should any operation within this project include the construction, installation, modification or removal of storm water treatment facilities, our Environmental Programs Division must be contacted for required approvals and operating permits.

Public Services

S-3 Our February 3, 2004, comments still apply with regards to Public Service, Solid Waste.

Water Quality

S-4 We still recommend that the approved Drainage Concept/SUSMP report be included in the DEIR. We also recommend not to certify the Final EIR until the Drainage Concept/SUSMP report has been approved.

Transportation

S-5 We disagree with the traffic and circulation impacts on the County and County/City intersections analyzed in the DEIR. The traffic study is incomplete and additional traffic analysis is required for the following County and County/City intersections and roadways:

Grand Avenue at Cameron Avenue (Intersection No.4)
Nogales Street at La Puente Road (18)
Lemon Avenue at Valley Boulevard (22)
Pierre Road at Valley Boulevard (23)
Brea Canyon Road at Valley Boulevard (24)
Grand Avenue at Valley Boulevard (25)
Fairway Drive at Business Parkway (37)
Nogales Street at Colima Road (47)
Fairway Drive - Brea Canyon Road Cutoff at Colima Road (48)
Brea Canyon Cutoff at Pathfinder Road (78)

The enclosed Traffic Impact Analysis Report Guidelines must be used to evaluate these intersections.

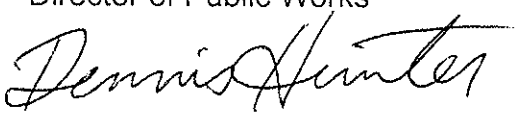
S-6 The traffic study indicates "pass-by" trip reductions for the related projects vary from 10 to 46 percent. Without supporting data, these reductions are too high. Pass-by trip reductions should be supported by data based on similar projects in the area. The County allows a maximum reduction of 10 percent if supporting data is not provided.

S-7 Also, a cost estimate report and a feasibility study of the implementation of the proposed mitigation listed in Table 15 of the DEIR shall be prepared and submitted with the revised traffic study to Public Works for approval.

If you have any questions or require additional information, please contact Ms. Clarice Nash at (626) 458-5910.

Very truly yours,

JAMES A. NOYES
Director of Public Works



DENNIS HUNTER
Assistant Division Engineer
Land Development Division

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S. Responses to Comments from the County of Los Angeles, Department of Public Works, Dated July 28, 2004.

S-1. The City of Industry acknowledges receipt of the earlier comments and the requirements of Los Angeles County Building Code Section 110.4.

S-2 The paragraph on page 5-148 of the DEIR is hereby modified as follows:

- The status of the incomplete, plugged and abandoned oil well within the proposed planning area should be further investigated. Future development located over or within the proximity of the previously plugged and abandoned well may need to be plugged to current DOGGR requirements. Oil wells can be associated with drilling mud pits and hydrocarbon affected soil, which may require remediation if the well is located. ***The Los Angeles County Building Code, Section 110.4 requires that buildings or structures adjacent to or within 200 feet of active, abandoned or idle oil or gas well(s) be provided with methane gas protection systems. The County's Public Works Department, Environmental Programs Division will be contacted for appropriate permits.***

S-3 Section 5.12, *Public Services and Utilities*, Page 5-298 contains a discussion of the impacts of the project on solid waste services and recycling as requested in the comment letter of February 3, 2004.

S-4 Section 5.7, *Hydrology and Water Quality,* provides an in-depth analysis of the potential impacts to area drainage systems and water quality based upon the Los Angeles County Hydrology Manual and includes a detailed discussion of the requirements of a Standard Urban Stormwater Mitigation Plan (SUSMP) and a menu of Best Management Practices (BMPs) and mitigation measures that would be employed to achieve water quality objectives. This document is a Program EIR for a plan of development and as such provides the overall framework for impacts to hydrology and water quality. The specific details of individual projects are not known at this time however, the Lead Agency feels the analysis is sufficient under the guidelines of CEQA for purposes of decision making without the need to approve the drainage concept/SUSMP before certification of the Final EIR.

S-5 The traffic study did analyze the 10 intersections that are within the County jurisdiction utilizing the County guidelines as requested. The DEIR includes a summary of the study and the explanation of methodology (including the use of County Guidelines) is more fully detailed in Appendix K, which is the complete text of the traffic study.

S-6 A requirement of a 10% maximum trip reduction for pass-by "if supporting data is not provided" was not found in the Guidelines provided with NOP comments. The estimation of pass-by trips was based on standard, widely accepted ITE methodology.

S-7 See Response N-39.

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3. *Revisions to the Draft EIR*

This section identifies any changes needed in the Draft Environmental Impact Report (DEIR) to correct or clarify the information contained in the document. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in ***bold italic*** to signify additions.

1. Section 1.4, Table 1.4-1 is hereby modified as shown on the following pages:

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TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	*Environmental Impacts/Level of Significance Before Mitigation*	*Project Design Features/Mitigation Measures*		*Level of Significance After Mitigation*
5.2 AIR QUALITY				
Would the project violate any air quality standard or contribute to an existing or projected air quality violation	Short Term Impacts: Emissions from construction activities were calculated. During construction, all emissions exceed SCAQMD thresholds with the exception of SOx. **Potentially Significant.**	MM 5.2-1	Prior to the issuance of grading permits, the project applicant shall include a note on all grading plans, which requires the construction contractor to implement following measures during grading ***and construction***. These measures shall also be discussed at the pregrade conference. • Use low emission mobile construction equipment. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. • Utilize existing power sources (i.e., power poles) when feasible. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours. • Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service). • Use low VOC coatings and solvents or attain similar emissions reductions by limiting the number of gallons applied per day.	Significant Unavoidable Adverse Impact.
Would the project expose sensitive receptors to substantial pollutant concentrations	Localized CO concentrations would not exceed State standards of 20 and 9.0 ppm for the 1- and 8-hour	MM 5.2-4	Prior to issuance of building permits for any building located adjacent to sensitive receptors (e.g., residential uses), the project applicant/future tenant shall submit a	Less than significant.

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation		Project Design Features/Mitigation Measures	Level of Significance After Mitigation
	concentrations. This impact is less than significant. Calculating the risk from exposure to diesel particulates is difficult and requires detailed project plans that are not available at this time. The required data includes topographic and structural features of the site, actual distance from truck activity areas to the nearest sensitive land uses, the number of trucks visiting each facility per day, the year each facility comes on-line, average idle time at each facility, the possibly on-truck refrigeration equipment, etc. Without this data, this impact is treated as significant. **Potentially Significant.**		diesel particulate matter toxic exposure analysis to the City for review and approval. The analysis shall demonstrate that the construction activity falls within applicable federal or state standards or that appropriate measures will reduce emissions sufficiently to meet the standards. These measures may include: • Extended buffer zones; • Revisions to building and truck activity area orientation and placement; • ~~On-~~***Establish and enforce on***site truck parking restrictions; • ~~On-site idling restrictions~~ ***Restrict idling to 10 minutes or less.*** • Electrification of truck activity areas thereby allowing refrigeration equipment to be shut off; and • Any other measures that could reduce on-site travel and/or idle time; or revision of proposed land use within the proper designation.	
5.3 BIOLOGICAL RESOURCESS				
Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plan, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services	An estimated 10.9 acres of Riversidian Sage Scrub, distributed across the project site in small patches, is an important "depleted" natural community and would be removed. Also a portion of the 11.7 acres of riparian vegetation would be removed. In addition, the proposed project is expected to develop most of the 591.7 acres of potential raptor foraging habitat. **Potentially significant.**	MM 5.3-3	Prior to issuance of a grading permit for any area containing resources subject to the jurisdiction of CDFG and ACOE, a detailed riparian mitigation and restoration program shall be developed and shall address the following items: • Responsibilities and qualifications of the personnel to implement and supervise the plan. The responsibilities of the landowner, specialists and maintenance personnel that will supervise and implement the plan will be specified.	Less than significant.

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• Site selection. The site for mitigation will be determined in coordination with the City, CDFG and ACOE. The site will be located within land to be purchased or preserved off site within the San Gabriel watershed. • Restoration and Creation of Habitat: The plan shall require the creation of riparian habitat in the amount and of the type required by CDFG and ACOE, provided, however, that, in order to assure no net loss of jurisdictional resources on an acre-for-acre basis, all impacted ACOE and CDFG jurisdictional habitat shall be compensated by restoration, enhancement or creation at a minimum of ***3:1*** ~~1.25:1~~ratio. • Site preparation and planting implementation. The site preparation will include: 1) protection of existing native species, 2) trash and weed removal, 3) native species salvage and reuse (i.e. duff), 4) soil treatments (i.e. imprinting, decompacting), 5) temporary irrigation installation, 6) erosion control measures (i.e. rice or willow wattles), 7) seed mix application, and 8) container species. • Schedule. A schedule will be developed that includes planting to occur during the appropriate season. • Maintenance plan/guidelines. The maintenance plan will include: 1) weed control, 2) herbivory control, 3) trash removal, 4) irrigation system maintenance, 5) maintenance training, and 6) replacement	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		planting. • Monitoring plan. The monitoring plan will include: 1) qualitative monitoring (i.e., photographs and general observation), 2) quantitative monitoring (i.e., randomly placed transects), 3) performance criteria as approved by the resource agencies, 4) monitoring reports for three to five years, 5) site monitoring as required by the resource agencies to ensure successful establishment of riparian habitat within the restored and created area. Successful establishment is defined per the performance criteria agreed to by the ACOE, CDFG, and the City or subsequent project applicant. • Long-term preservation. Long-term preservation of the site will also be outlined in the conceptual mitigation plan.	
		MM 5.3-6 The project applicant shall include in project designs appropriate landscaping to reduce the level of impact on foraging grounds for raptors. ***A formal*** ~~Formal~~ landscape design shall be submitted that use***s*** local native grasses, herbs, and shrubs ***and shall include no less than 10.9 acres of riversidian sage scrub community (planted in a single patch) and 5 acres of purple needlegrass (planted in a single patch). The landscape plan shall be developed by a qualified biologist and/or landscape architect in consultation with the California Department of Fish and Game. Plantings*** ~~that~~would be monitored for no less than five years to ensure planting success. Native	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	*Environmental Impacts/Level of Significance Before Mitigation*	*Project Design Features/Mitigation Measures*		*Level of Significance After Mitigation*
			landscaping shall encompass all manufactured slopes or approximately 200 acres of the project site, consistent with PDFs in Section 5.1. ***The following option maybe exercised if the riversidian sage scrub community and purple needlegrass grassland community is not restored on-site:*** ***The project applicant shall pay an in-lieu fee to a local off-site conservancy (established for the purpose of native habitat preservation/restoration) to mitigate for the loss of 10.9 acres of riversidian sage scrub community and 4.8 acres of purple needlegrass grassland at a ratio of 1:1.***	
Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plan, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services	An estimated 10.9 acres of Riversidian Sage Scrub and 4.8 acres of Purple Needlegrass, distributed across the project site in small patches, is an important "depleted" natural community and would be removed. Also a portion of the 11.7 acres of riparian vegetation would be removed. In addition, the proposed project is expected to develop most of the 591.7 acres of potential raptor foraging habitat. **Potentially significant.**	***MM 5.3-6a***	***A buffer shall be established between areas designated for development and riparian habitat areas. Access to riparian habitat areas shall be restricted either by fencing and/or posting of signs.***	Less than significant.

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	*Environmental Impacts/Level of Significance Before Mitigation*	*Project Design Features/Mitigation Measures*	*Level of Significance After Mitigation*
5.5 GEOLOGY AND SOILS			
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to like or property	*The site consists of alluvium and colluvium containing variable amounts of clay that are generally in the low to medium range for expansion potential. The proposed mass grading and resulting compaction would serve to mitigate any potential impacts related to expansive soils.* *Less than Significant*	*PROJECT DESIGN FEATURES* *No project design features or special development requirements related to geology and soils apply to this impact analysis.* *MITIGATION MEASURES* *No mitigation measures are required*	*No significant impacts have been identified and no mitigation measures are required.*
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	A Phase I Environmental Site Assessment (ESA) report including a search of select government listings did not indicate the presence of hazardous material sites in the proposed IBC. As such, the location of the proposed IBC would not create a significant hazard to the public or the environment. However, the Phase I ESA report indicates the presence of several potentially hazardous conditions in the proposed IBC. The following project design features and standard conditions would help to minimize the any potential impacts that may occur during construction activities in the proposed IBC. **Significant.**	*MM 5.6-2* *All wells within or in close proximity to project boundaries shall be accurately plotted on future project maps.*	Less than significant.

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	*Environmental Impacts/Level of Significance Before Mitigation*	*Project Design Features/Mitigation Measures*	*Level of Significance After Mitigation*
5.7 HYDROLOGY AND WATER QUALITY			
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Development of the IBC would increase the amount of impervious surfaces on the site and would therefore increase surface water flows into drainage systems within the watershed. The downstream storm drain facilities were appropriately sized to accommodate high impervious land uses within the project boundary. Thus, off-site drainage impacts remain less than significant. **Less than significant.**	**Project Design Features** ~~The proposed plan's storm drainage improvements would be designed to convey storm water runoff safely from the project area without increasing flood, erosion or capacity hazards within the project site or downstream. The proposed storm drainage improvements for the plan would include several major elements. A series of storm drains and laterals would be constructed within the internal street system to pick up flows from the development areas. Streets, curbs and gutters would direct street flows into collection points, where flows would enter the storm drain. In addition, a series of "sinks" will be installed in the planters, serving as drainage points while also serving as irrigation for the planters (see Section 5.1, *Aesthetics*, for additional information). The storm drains would be strategically placed to pick up flows from the development areas in accordance with City design standards to minimize the threat of on-site flooding. The flows would be delivered to the backbone storm drain facilities (primarily secondary discharge points) at the downstream end and then ultimately discharged into the San Jose Creek. The proposed on-site storm drain system would be designed to safely convey peak flows through the site and therefore, the on-site hydrologic impacts associated with the project would be less than significant. All final engineering plans would be submitted to the City Engineer or other responsible agencies for review and approval prior to development of any drainage improvements.~~ ***No project design features or special development requirements related to hydrology and water quality are proposed.*** **Mitigation Measures** No mitigation measures are required.	No significant impacts have been identified and no mitigation measures are required.

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	*Environmental Impacts/Level of Significance Before Mitigation*	*Project Design Features/Mitigation Measures*		*Level of Significance After Mitigation*
5.14 TRAFFIC AND CIRCULATIONS				
Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)	The proposed project will generate approximately 92,056 vehicle trips at buildout. All arterial roadways and intersections will operate at acceptable levels of service or no worse than no-project conditions provided that planned roadway improvements are implemented. Impacts to identified freeway segments will remain significant if necessary improvements are not implemented by regional transportation agencies. **Potentially significant.**	MM 5.14-1	The City of Industry shall work cooperatively with responsible agencies, including Caltrans, County of Los Angeles and the Cities of Diamond Bar, Pomona, Walnut and West Covina and other appropriate agencies ~~to secure funding for and~~ to ~~cause the~~ implementation ~~of~~ the following or equivalent traffic improvements. Implementation of these improvements would achieve satisfactory levels of service as defined by the thresholds of significance, performance standards and the Los Angeles County Congestion Management Program. ***The City of Industry shall be responsible for providing mitigation funding for traffic improvements to other impacted jurisdictions at the fair share level indicated for 2015 area wide mitigation listed below by establishing an escrow account with a minimum amount of $5,000,000.00 prior to the occupancy of the first building. Cost estimates for the improvements shall be calculated at the time requests for improvements are presented to the City from surrounding jurisdictions and funds shall be paid when construction commences. The escrow account shall be maintained at the minimum funding level until the project has reached maximum build-out and area-wide traffic improvements (or equivalent) for Year 2015 have been completed.*** ***The City of Industry shall fully fund and build the traffic improvements to the Grand Avenue and SR57/60 Interchange as indicated in 2015***	Significant. Tables 5.14-5 and 5.14-6 indicate the level of service that would be achieved for all intersections if all of the improvements listed above were implemented. These improvements would mitigate the impact to less than significant. However, some improvements are located outside the jurisdiction of the City of Industry and would require the cooperation and funding of other agencies, including but not limited to Caltrans, County of Los Angeles and Cities of Diamond Bar, Pomona, West Covina and Walnut. If these agencies choose not to implement the traffic mitigation measures identified above, a significant unavoidable adverse impact to traffic would result.

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		mitigation measures. The City shall fully fund the cost of preparing any necessary Project Study Report/Project Report and associated environmental documentation for the interchange improvements and complete design drawings per Caltrans specifications prior to the first occupancy of any building in the Industry Business Center. Construction of the improvements shall commence when the total traffic volume from project intersections on Grand Avenue reaches 2,000 PM peak hour trips (in and out) or the traffic volume at Intersection #56 reaches 7,500 PM peak hour trips (in and out), which is determined to be the threshold volume where level of service would be near unacceptable. 1) Intersection (2) Grand Avenue @ I-10 EB Ramps (CMP) • *Year 2025 – Project-Related*: Restripe the SB approach to provide an exclusive right-turn lane. • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 2) Intersection (3) Grand Avenue @ Holt Avenue (WC) • *Year 2015 – Project-Related:* Restripe the SB approach and departure to provide a 3rd through lane by modifying the SB approach (removing island & on-street parking) and departure. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 75.8%.***	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 3) Intersection (4) Grand Avenue @ Cameron Avenue (LAC) • *Year 2015 – Project-Related:* Restripe the EB approach to provide a 2nd right-turn lane. • *Year 2025 – Project-Related:* Same as Year 2015, plus restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus restripe the SB approach and departure to provide a 3rd through lane. ***Fair Share: 12.8%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 4) Intersection (5) Grand Avenue @ Shadow Mountain Road-College Vista Avenue (W) • *Year 2015 – Project-Related:* Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median and remove the bike lane on the north and south legs of the intersection. • *Year 2025 – Project-Related:* Same as Year 2015. • Year 2015 – Area-Wide: Same as project-related mitigation measures. ***Fair Share: 71.4%.*** • *Year 2025 – Area-Wide:* Same as project-related	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		mitigation measures. 5) Intersection (6) Grand Avenue @ Mountaineer Road (W) • *Year 2015 – Project-Related:* Widen the NB and SB approaches and departures to provide a 3rd through lane. Remove the bike lane. (Additional ROW (6 feet) may be required from the existing landscaping on the east side of Grand). • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 68.4%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 6) Intersection (7) Grand Avenue @ San Jose Hills Road (W) • *Year 2015 – Project-Related:* Widen the SB and EB approaches to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required from the existing landscaping and parking lot on the west side of Grand. Additional ROW (10 feet) may be required from the existing landscaping and parking lot on the south of San Jose Hills). • *Year 2025 – Project-Related:* Same as Year 2015, plus widen the WB approach and departure to provide a 2nd through lane. (Additional ROW (11 feet) may be required from the existing	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		landscaping and parking lot on the north side of San Jose Hills). • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 13.3%.*** • *Year 2025 – Area-Wide:* Same as Year 2015, plus widen the EB approach to provide a 2nd left-turn lane. (Additional ROW (10 feet) may be required from the existing landscaping and parking lot on the south side of San Jose Hills). 7) Intersection *(8) Nogales Street @ Amar Road (WC/W)* • *Year 2015 – Project-Related:* Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median. • *Year 2025 – Project-Related: side of Amar).* Same as Year 2015, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. Widen the EB approach to provide a 3rd through lane. Remove the bike lane on the EB departure. (Additional ROW (11 feet) may be required from the existing landscaping on the south • *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		parking. ***Fair Share: 89.9%.*** • *Year 2025 – Area-Wide:* Restripe the WB approach to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane, remove the bike lane, and modify the median. Widen the EB approach to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing landscaping on the south side of Amar). Remove the bike lane on the EB departure. Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane. and modify the median. 8) Intersection (9) Lemon Avenue @ Amar Road (W) • *Year 2025 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane. Remove the bike lane. • *Year 2025 – Area-Wide:* Same as project-related mitigation *measures*, plus restripe the NB approach to provide a 2nd right-turn lane. 9) Intersection (10) Grand Avenue @ Temple Avenue (W) • *Year 2015 – Project-Related:* Widen the SB approach to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing gas station on the west side of Grand). • *Year 2025 – Project-Related:* Widen all legs of the intersection to provide a 4th through lane on the NB and SB approaches,	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		and a 3rd *through* lane on the EB and WB approaches. (Additional ROW (11 feet) *may* be required from the existing gas station on the west side of Grand. Additional ROW (11 feet) may be required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet)). • *Year 2015 – Area-Wide:* Widen the SB approach to provide 2 left-turn *lanes*, 3 through lanes, and 1 shared through/right-turn lane. (Additional ROW (11 feet) may be required from the existing gas station on the west of Grand). Widen the EB and WB approaches and departures to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet)). ***Fair Share: 12.4%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation *measures*, plus widen the WB approach and departure to provide a 4th through lane. (Additional ROW (11 feet) may be required from the existing landscaping and gas station on the north side of Temple). 10) Intersection (11) Valley Boulevard @ Temple Avenue	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		(P) • *Year 2015 – Project-Related:* Restripe the NB and SB approaches to provide a 3rd through lane in each direction, and remove on-street parking. • *Year 2025 – Project-Related:* Convert the WB right-turn lane to a shared through/right-turn lane. Widen the WB departure to receive the 4th through lane. Modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 free-flow right-turn lane. (Additional ROW (23 feet) may be required on the north side of Temple). • *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane, and widen the SB approach to provide a 4th through lane. Widen the WB approach to provide a 2nd left-turn lane and a 4th through lane. Widen the EB approach to provide a 2nd left-turn lane. (Additional ROW (11 feet) may be required on the west side and east side of Valley (total ROW required is 22 feet). Additional ROW (22 feet) may be required on the north side of Temple. Additional ROW (11 feet) may be required from the existing multi-*family* residential on the south side of Temple). ***Fair Share 6.1% (Sunset Crossing closed Alternative 6.3%).*** • *Year 2025 – Area-Wide:* Same as project-related	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		mitigation *measures*. 11) Intersection (12) Pomona Boulevard @ Temple Avenue (P) • *Year 2015 – Project-Related:* Widen the NB approach to provide an exclusive right-turn lane. Widen the SB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (9 feet) may be required on the existing landscaping and parking lot on the east side of Pomona. Additional ROW (16 feet) may be required from existing landscaping and fast-food drive-thru on the west side of Pomona). • *Year 2025 – Project-Related:* Widen the EB approach and departure to *provide* a 4th through lane. (Additional ROW (9 feet) may be *required* from the existing landscaping and parking lot on the south side of Temple). • *Year 2015 – Area-Wide:* Widen the NB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd through lane. (Additional ROW (9 feet) may be required on the east side of Pomona. Additional ROW (9 feet) may be required from the existing landscaping and parking lot on the south side of Temple. ***Fair Share: 40.7% (Sunset Crossing closed Alternative 40.3%).*** • *Year 2025 – Area-Wide:* Same as project-related	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		mitigation measures. 12) Intersection (13) Valley Boulevard @ Pomona Boulevard (P) • *Year 2025 – Project-Related:* Restripe the SB approach and *departure* to provide a 3rd through lane, and remove on-street parking. • *Year 2025 – Area-Wide:* Same as project-related mitigation *measures*. ***Alternative mitigation with Sunset Crossing closed to through traffic:*** • ***Year 2015 – Project-Related: Restripe the SB approach and*** departure ***to provide a 3rd*** through ***lane, and remove on-street parking.*** • ***Year 2015 – Area-Wide: Same as project-related mitigation*** *measures.* ***Fair Share: 68.7%.*** • ***Year 2025 – Project Related: None*** • ***Year 2025 – Area-Wide: None*** 13) Intersection (14) SR-57 SB Ramps @ Temple Avenue (CMP) • *Year 2015 – Project-Related:* Widen the EB approach and departure to provide a 4th through lane. (Additional ROW (7 feet) may be required from the existing parking lot and gas station on the south side of Temple). • *Year 2025 – Project-Related:* Same as Year 2015.	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 8.0% (Sunset Crossing closed Alternative 7.9%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 14) Intersection (16) Diamond Bar Boulevard- Mission Boulevard @ Temple Avenue (P/DB) • *Year 2025 – Project-Related:* Widen the EB and WB approaches to *provide* an exclusive right-turn lane. (Additional ROW (6 feet) may *be* required from the existing landscaping and wall on the south side of Temple. Additional ROW (8 feet) may be required from the existing landscaping on the north side of Temple). • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 15) Intersection (17) Grand Avenue @ Snow Creek Drive (W) • *Year 2015 – Project-Related:* Restripe the NB and SB approaches and *departures* to provide a 3rd through lane. Modify the median. Remove the bike lane. ***Fair Share: 64.9%.*** • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. 16) Intersection (19) Grand Avenue @ La Puente Road (W)	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2015 – Project-Related:* Restripe the NB approach to provide a *3rd* through lane, and remove the bike lane. Widen the SB *approach* to provide a 3rd through lane. (Additional ROW (6 feet) may be required from the existing landscaping on the west side of Grand). • *Year 2025 – Project-Related:* Widen the SB approach and departure to *provide* a 4th through lane. (Additional ROW (6 feet) may be *required* from the existing landscaping on the west side of Grand). • *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn *lane* and an exclusive right-turn lane, and modify the SB approach to *provide* 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the SB departure. (Additional ROW (10 feet) may be required on the east side of Grand. Additional ROW (11 feet) may be required on the west side of Grand). ***Fair Share: 69.2%.*** • *Year 2025 – Area-Wide:* Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the SB *approach* and departure to provide a 2nd left-turn lane, a 4th through lane, and an exclusive right-turn lane. (Additional ROW (21 feet) may be	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		required on the east side of Grand. Additional ROW (32 feet) may be required on the west side of Grand). 17) Intersection (21) Fairway Drive-Camino De Teodoro @ Valley Boulevard (W/I) • *Year 2015 – Project-Related:* Widen the EB approach and departure to *provide* a 4th through lane. Widen the NB approach to provide two left-turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro). • *Year 2025 – Project-Related:* Convert the EB right-turn lane to a *shared* through/right-turn lane. Widen the EB departure to receive the 4th through lane. Widen the NB approach to provide two left-turn *lanes*, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro). • *Year 2015 – Area-Wide:* Same as project-related mitigation *measures*. ***Fair Share: 54.8% (Sunset Crossing closed Alternative 55.7%).*** • *Year 2025 – Area-Wide:* Widen the EB approach and departure to *provide* a 4th through	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		lane. Widen the NB approach to provide two left- turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro). 18) Intersection (22) Lemon Avenue @ Valley Boulevard (W/I) • *Year 2015 – Project-Related:* Convert the NB right-turn lane to a *shared* through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane. Widen the EB approach and departure to provide a 2nd left-turn lane and 3rd through lane. (Additional ROW (10 feet) may be required from the existing landscaping on the north side of Valley. Additional ROW (21 feet) may be required on the south side of Valley). • *Year 2025 – Project-Related:* Convert the NB right-turn lane to a *shared* through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane. Modify the EB approach to provide 2 left- turn lanes, 2 through lanes, and 1 shared through/right-turn lane. Widen the EB departure to receive the 3rd through lane. (Additional ROW (10 feet) may be required from the existing landscaping on the north side of	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		Valley. Additional ROW (11 feet) may be required on the south side of Valley). • Year *2015* – *Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 61.5% (Sunset Crossing closed Alternative 62.2%).*** • *Year 2025* – *Area-Wide:* Same as project-related mitigation measures. 19) Intersection (23) Pierre Road @ Valley Boulevard (W) • *Year 2015* – *Project-Related:* Restripe the SB approach to provide a 2nd *left*-turn lane, and modify the median. • *Year 2025* – *Project-Related:* Same as Year 2015. • *Year 2015* – *Area-Wide:* Same as project-related mitigation measures. • *Year 2025* – *Area-Wide:* Same as Year 2015, plus restripe the EB approach to provide a 2nd left-turn lane, and reduce the WB departure by 4 feet. 20) Intersection (25) Grand Avenue @ Valley Boulevard (W/I) • *Year 2015* – *Project-Related:* Convert the WB right-turn lane to a *shared* through/right-turn lane. Widen WB departure to receive the 4th through lane. Widen the EB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. (Additional ROW (11 feet) may be required from	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		the existing landscaping and wall on the north side of Valley. Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (22 feet) may be required on the west side of Grand). • Year *2025* – *Project-Related:* Same as Year 2015. • *Year 2015* – *Area-Wide:* Same as project-related mitigation measures, with the exception of the NB approach and departure. Widen the NB approach and departure to provide 3 left-turn lanes, 4 through lanes, and a free-flow right-turn lane. (Additional ROW (21 feet) may be required on the side of Grand). ***Fair Share 22.6% (Sunset Crossing closed Alternative 23.9%)*** • *Year 2025* – *Area-Wide:* Same as Year 2015, plus widen the EB approach and departure to provide 3 left-turn lanes, 5 through lanes, and a free-flow right-turn lane. (Additional ROW (21 feet) may be required on the south side of Valley). 21) Intersection (26) Chaparral Drive-Prospector Drive @ Sunset Crossing Road (DB) • *Year 2015* – *Project-Related*: Restripe the WB approach to provide an exclusive left-turn lane. • *Year 2025* – *Project-Related:* Same as Year 2015. • *Year 2015* – *Area-Wide:* Same as project-related mitigation *measures.* ***Fair Share: 100%.*** • *Year 2025* – *Area-Wide*: Same as project-related	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		mitigation *measures*. ***Alternative mitigation with sunset Crossing closed to through traffic:*** • ***Year 2015 – Project Related: None*** • ***Year 2025 – Project Related: None*** • ***Year 2015 – Area-Wide: None*** • ***Year 2025 – Area-Wide: None*** 22) Intersection (27) SR-57 SB Ramps @ Sunset Crossing Road (CMP) • Year *2015 – Project-Related:* Install traffic signal. • *Year 2025 – Project-Related:* Install traffic signal. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 27.7% (Sunset Crossing closed Alternative 5.7%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 23) Intersection (28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP) • *Year 2015 – Project-Related:* Restripe the SB approach and *departure* to provide a 3rd through lane. Remove the bike lane on the SB departure. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation *measures*. ***Fair Share 64.5%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures.	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	*Environmental Impacts/Level of Significance Before Mitigation*	*Project Design Features/Mitigation Measures*	*Level of Significance After Mitigation*
		Alternative mitigation with Sunset Crossing closed to through traffic: • ***Year 2015 – Project Related: None*** • ***Year 2025 – Project Related: Restripe the SB approach and departure to provide a 3rd through lane. Remove bike lane on the NB departure.*** • ***Year 2015 – Area-Wide: None*** • ***Year 2025 – Area-Wide: Same as project related mitigation measures.***	
		24) Intersection (29) Diamond Bar Boulevard @ Sunset Crossing Road (DB) • *Year 2015 – Project-Related:* Restripe the NB approach and *departure* to provide a 3rd through lane. Remove the bike lane on the NB departure. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation *measures*, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. (Additional ROW (8 feet) may be required on the south side of Sunset Crossing). ***Fair Share: 70.8%.*** • *Year 2025 – Area-Wide:* Same as Year 2015. ***Alternative mitigation with Sunset Crossing closed to through traffic:*** • *Year **2015 – Project-Related: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane on the NB departure.***	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• ***Year 2025 – Project-Related: Same as Year 2015.*** • *Year* ***2015*** *– **Area-Wide: Same as project-related mitigation measures. Fair Share: 49.5%.*** • ***Year 2025 – Area-Wide: Same as project-related mitigation measures, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. (Additional ROW (8 feet) may be required on the south side of Sunset Crossing).***	
		25) Intersection (30) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP) • *Year 2015 – Project-Related*: Restripe the NB approach and *departure* to provide a 3rd through lane, and remove the bike lane. • *Year 2025 – Project-Related:* Same as Year 2015, plus widen the WB *approach* to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the north side of the SR-60 WB off-ramp). • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 63.4%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. ***Alternative mitigation with Sunset Crossing closed***	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		to through traffic: • *Year 2015 – Project Related: None* • *Year 2025 – Project Related: Restripe the NB approach and departure to provide a 3rd through lane, and remove bike lane. Widen the WB approach to provide a 2nd right-turn lane. Additional ROW (11 feet) is required on the north side of the SR-60 WB off-ramp.* • *Year 2015 – Area-Wide: None* • *Year 2025 – Area-Wide: Same as project related mitigation measures.* 26) Intersection (31) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP) • *Year 2015 – Project-Related*: Restripe the SB approach to provide a 2nd left-turn lane and remove the bike lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 60.6% (Sunset Crossing closed Alternative 60.2%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 27) Intersection (32) Diamond Bar Boulevard @ Gentle Springs Lane- Palomino Drive (DB) • *Year 2025 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		parking. • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 28) Intersection (34) Diamond Bar Boulevard @ Golden Springs Drive (DB) • *Year 2015 – Project-Related:* Restripe the NB approach to provide a 2nd *left*-turn lane, and modify the median. Widen the WB approach to provide an exclusive right-turn lane. Widen on the EB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (7 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (15 feet) may be required from the existing middle school on the south side of Golden Springs). • *Year 2025 – Project-Related:* Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen on the EB approach to *provide* a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (15 feet) may be required from the existing middle school on the south side of Golden Springs). • *Year 2015 – Area-Wide:* Same as project-related mitigation *measures*, plus widen the SB approach to provide a 2nd right-turn lane. (Additional ROW (9 feet)	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		may be required from the existing landscaping on the west side of Diamond Bar). ***Fair Share: 10.4% (Sunset Crossing closed Alternative 12.2%).***	
		• *Year 2025 – Area-Wide:* Same as project-related mitigation measures.	
		29) Intersection (42) Brea Canyon Road @ Cheryl Lane/Grand Crossing (I)	
		• *Year 2015 – Project-Related:* Convert the NB right-turn lane to a free-flow right-turn lane. Widen the EB departure to receive the NB free-flow right- turn lane. Widen the SB approach to provide a 2nd left-turn lane. Widen the WB to pro- vide 3rd left-turn lane. Widen the SB departure to receive the 3rd WB left-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the east side of Brea Canyon. Additional ROW (10 feet) may be required from the existing parking lot on the west side of Brea Canyon. Additional ROW (10 feet) may be required from the north side of Cheryl. Additional ROW (11 feet) may be required from the south side of Cheryl).	
		• *Year 2025 – Project-Related:* Same as Year 2015.	
		• *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 59.3% (Sunset Crossing closed***	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		Alternative 59.5%). • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 30) Intersection (43) Brea Canyon Road @ Currier Road (I) • *Year 2015 – Project-Related:* Restripe the WB approach to provide an exclusive right-turn lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 54.6% (Sunset Crossing closed Alternative 54.9%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 31) Intersection (44) Brea Canyon Road @ Washington Street (DB) • *Year 2015 – Project-Related:* Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to receive the 3rd through lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 44.2% (Sunset Crossing closed Alternative 44.6%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 32) Intersection (45) Brea Canyon Road @ Lycoming Street (DB)	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2015 – Project-Related:* Convert the SB right-turn lane to a *shared* through/right-turn lane. Widen the SB departure to receive the 4th through lane. (Additional ROW (11 feet) may be required from the existing landscaping on the west side of Brea Canyon). • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 43.8% (Sunset Crossing closed Alternative 44.1%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 33) Intersection (46) Brea Canyon Road @ SR-60 WB Ramps (CMP) • *Year 2015 – Project-Related:* Widen the NB approach and departure to provide a 3rd through lane. (Additional ROW (11 feet) may be required on the east side of the SR-60 WB ramps). • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 52.7% (Sunset Crossing closed Alternative 53.1%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 34) Intersection (47) Nogales Street @ Colima Road (LAC) • *Year 2015 – Project-Related:* Restripe the NB	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		approach to provide a 2nd left-turn lane. • *Year 2025 – Project-Related:* Same as Year 2015, with the exception of the EB approach, which should widened to provide 2 left-turn lanes, 2 through lanes, and an exclusive right-turn lane. (Additional ROW (10 feet) may be required from the south side of Colima). • *Year 2015 – Area-Wide:* Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to provide a 3rd left-turn lane. Widen the EB approach and departure to provide a 3rd through lane. Widen the WB approach and departure to provide a 4th through lane. (Additional ROW (2 feet) may be required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) may be required from the existing gas station on the west side of Nogales. Additional ROW (10 feet) may be required from the south side of Colima. Additional ROW (11 feet) may be required from the existing landscaping on the north side of Colima). ***Fair Share: 2.3%.*** • *Year 2025 – Area-Wide:* Widen the NB approach and departure to provide a 2nd left-turn lane, 3rd through lane, and 1 right-turn lane. Widen the SB approach to provide a 3rd left-turn lane, 3 through	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		lanes, and 1 shared through/right-turn lane. Widen the WB approach and departure to provide a 4th through lane. Widen the EB approach and departure to provide a 3rd through lane and 1 right-turn lane. (Additional ROW (13 feet) may be required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) may be required from the existing gas station on the west side of Nogales. Additional ROW (21 feet) may be required from the south side of Colima. Additional ROW (11 feet) may be required from the existing landscaping on the north side of Colima). 35) Intersection (48) Fairway Drive-Brea Canyon Road Cutoff @ Colima Road (LAC) • *Year 2015 – Area-Wide:* Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the WB approach to provide an exclusive right-turn lane. Modify the median on the NB, SB, and WB approaches. (Additional ROW (4 feet) may be required from the existing parking lot on the east side of Brea Canyon. Additional ROW (4 feet) may be required from the existing landscaping on the west side of Brea	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		Canyon. Additional ROW (7 feet) may be required from the existing building on the north side of Colima). • *Year 2025 – Area-Wide:* Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to and departure to provide a 2nd left-turn lane, a 3rd through lane, and 1 right-turn lane. Widen the WB approach to provide an exclusive right- turn lane. (Additional ROW (4 feet) may be required from the existing parking lot on the east side of Brea. Additional ROW (15 feet) may be required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) may be required from the existing building on the north side of Colima). 36) Intersection (50) Lemon Avenue @ Golden Springs Drive (DB) • *Year 2025 – Project-Related:* Convert WB right-turn lane to a shared through/right-turn lane, and remove the bike lane. • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 37) Intersection (52) SR-60 EB Ramps @ Golden Springs Drive (CMP) • *Year 2025 – Project-Related:* Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		receive the 4th through lane. Additional ROW (11 feet) may be required from the existing parking lot on the south side of Golden Springs. • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 38) Intersection (53) Brea Canyon Road @ Golden Springs Drive (DB) • *Year 2015 – Project-Related:* Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd left-turn lane and an exclusive right-turn lane. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) may be required from the existing landscaping on the south side of Golden Springs. • *Year 2025 – Project-Related:* Widen the NB approach and departure to provide a 3rd through lane. Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required on the existing gas station on the east side of Brea Canyon. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (11 feet) may be	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		required from the existing landscaping on the south side of Golden Springs). • *Year 2015 – Area-Wide:* Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach and departure to provide a 3rd left-turn lane and 3rd through lane. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) may be required from the existing landscaping on the south side of Golden Springs). ***Fair Share: 10.6 % (Sunset Crossing closed Alternative 10.2%).*** • *Year 2025 – Area-Wide:* Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach and departure to provide a 3rd through lane and an exclusive right-turn lane. (Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (22 feet) may be required from the existing landscaping on the south side of Golden Springs). 39) Intersection (55) Grand Avenue @ Ferrero Parkway (I) • *Year 2015 – Project-Related:* Restripe the WB and EB approaches, and widen the NB and SB departures to provide a free-flow right-turn lane on the WB and EB approaches. (Additional ROW (11	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		feet) may be required on each side of Grand (total ROW of 22 feet)). • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 50.0% (Sunset Crossing closed Alternative 52.1%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 40) Intersection (56) Grand Avenue @ SR-60 WB Ramps (CMP) • *Year 2015 – Project-Related:* Convert the NB right-turn lane to provide a 4th through lane. Widen the NB departure to receive the 4th through lane. Widen the NB approach to provide a 2nd left- turn lane. Convert the SB right-turn lane to provide a 4th through lane. Widen the SB departure to receive the 4th through lane. Widen the WB approach to provide a 3rd left- turn lane. Widen the EB approach to provide a 2nd left-turn lane and a free-flow right-turn lane. Widen the SB departure further to accommodate the EB free-flow right-turn lane. (Additional ROW (21 feet) may be required on the east side of Grand. Additional ROW (22 feet) may be required on the west side of Grand. Additional ROW (10 feet) may be required on the north side of the SR-60 WB ramps. Additional ROW (21 feet)	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		may be required on the south side of Old Brea Canyon/Grand Crossing). • *Year 2025* – Project-*Related:* Same as Year 2015. • *Year 2015* – *Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 56.0% (Sunset Crossing closed Alternative 60.1%).*** • *Year 2025* – *Area-Wide:* Same as project-related mitigation measures. 41) Intersection (57) Grand Avenue @ SR-60 EB Ramps (CMP) • *Year 2015* – *Project-Related:* Widen the SB approach to pro- vide a 3rd left-turn lane. Widen the EB departure to receive the 3rd SB left-turn lane. (Additional ROW (11 feet) may be required on the SR-60 EB on-ramp). • *Year 2025* – *Project-Related:* Same as Year 2015, plus restripe the EB approach to provide 3 left-turn lanes and 1 right-turn lane. • *Year 2015* – *Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 24.0% (Sunset Crossing closed Alternative 27.1%).*** • *Year 2025* – *Area-Wide:* Same as project-related mitigation measures. 42) Intersection (60) Grand Avenue @ Golden Springs Drive (DB) • *Year 2015* – *Project-Related:* Widen the NB approach and departure to provide a	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		4th through lane and exclusive right-turn lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen the WB approach to provide two right-turn lanes. Widen the EB approach to provide a 2nd right-turn lane. (Additional ROW (22 feet) may be required on the east side of Grand from the existing gas station. Additional ROW (22 feet) may be required on the west side of Grand from the existing landscaping. Additional ROW (22 feet) may be required from the existing parking lot on the north side of Golden Springs. Additional ROW (11 feet) may be required from the existing landscaping on the south side of Golden Springs). • *Year 2025 – Project-Related:* Widen the NB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen the WB approach and departure to provide a 4th through lane, and a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the east side of Grand from the existing gas station. Additional ROW (22 feet) may be required on the west side of Grand from the existing landscaping. Additional ROW (22 feet)	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		may be required from the existing parking lot on the north side of Golden Springs). • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 17.1% (Sunset Crossing closed Alternative 18.9%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 43) Intersection (61) Grand Avenue @ Diamond Bar Villas (DB) • *Year 2015 – Project-Related:* Convert the NB and SB right-turn lanes to provide a 3rd through lane in each direction. Restripe the NB and SB departures to receive the 3rd through lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 50.4% (Sunset Crossing closed Alternative 51.1%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 44) Intersection (62) Montefino Avenue @ Grand Avenue (DB) • *Year 2015 – Project-Related:* Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane.	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year* 2025 – *Project-Related:* Same as Year 2015. • *Year 2015* – *Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 60.8% (Sunset Crossing closed Alternative 61.6%).*** • *Year 2025* – *Area-Wide:* Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd left-turn lane. 45) Intersection (63) Diamond Bar Boulevard @ Grand Avenue (CMP) • *Year* 2015 – *Project-Related:* Restripe the NB approach to provide 2 left-turn lanes, 3 through lanes, and 1 free-flow right-turn lane. Widen the EB departure to accommodate the NB free-flow right-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the south side of Grand). • *Year 2015* – *Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 9.2%*** 46) Intersection (64) Rolling Knoll Road @ Grand Avenue (DB) • *Year* 2015 – *Project-Related:* Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane. • *Year* 2025 – *Project-Related:* Same as Year 2015.	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 32.9%.*** • *Year 2025 – Area-Wide: Same* as project-related mitigation measures. 47) Intersection (65) Shotgun Lane @ Grand Avenue (DB) • *Year 2015 – Project-Related:* Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 32.0%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 48) Intersection (66) Summitridge Drive @ Grand Avenue (DB) • *Year 2015 – Project-Related:* Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 34.2%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. • 49) Intersection (67) Longview Drive @ Grand Avenue (DB)	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2025 – Project-Related:* Restripe the WB approach to provide a 3rd through lane. • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 50) Intersection (68) Diamond Bar Boulevard @ Montefino Avenue (DB) • *Year 2015 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street parking. • *Year* 2025 – *Project-Related:* Same as Year 2015. • *Year* 2015 – *Area-Wide:* Same as project-related mitigation measures, plus restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove on- street parking on the east side of Diamond Bar. Remove bike lane on the west side of Diamond Bar. ***Fair Share: 6.9%.*** • *Year 2025 – Area-Wide:* Same as Year 2015. 51) Intersection (69) Diamond Bar Boulevard @ Quail Summit Drive (DB) • *Year* 2015 – *Project-Related:* Restripe the NB approach to convert the exclusive right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 6.5%.*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 52) Intersection (70) Diamond Bar Boulevard @ Mountain Laurel (DB) • *Year 2015 – Project-Related:* Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Widen the NB approach to provide a 2nd left-turn lane. Widen the SB approach and departure to provide a 3rd through lane. Widen the EB approach to provide a 2nd left- turn lane. (Additional ROW (10 feet) may be required on the east side Diamond Bar from the existing landscaping/wall. Additional ROW (11 feet) may be required from the existing landscaping/wall on the west side of Diamond Bar. Additional ROW (10 feet) may be required from the existing landscaping/wall on the south side of Mountain Laurel. Modify the traffic	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		signal to provide protected left-turn phasing in the east-west direction). ***Fair Share: 6.7%.***	
		• *Year 2025 – Area-Wide:* Same as Year 2015, plus convert the NB right-turn lane to a shared through/right- turn lane. Widen the NB departure to receive the 3rd through lane. Widen the EB approach and departure to provide a 2nd through lane. (Additional ROW (11 feet) may be required on the east side of Diamond Bar from the existing wall for single-family residential. An additional ROW of 11 feet may be required from the existing landscaping on the south side of Mountain Laurel (21 feet of total ROW may be required)).	
		53) Intersection (71) Diamond Bar Boulevard @ Kiowa Crest Drive (DB)	
		• *Year 2015 – Project-Related:* Restripe the EB approach to provide an exclusive left-turn lane and a shared through/right-turn lane. Remove on- street parking.	
		• *Year 2025 – Project-Related:* Same as Year 2015.	
		• *Year 2015 – Area-Wide:* Restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove the bike lane. ***Fair Share: 3.4%.***	
		• *Year 2025 – Area-Wide:* Same as Year 2015.	
		54) Intersection (73) Brea Canyon Road West @	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		Pathfinder Road (DB) • *Year 2025 – Project-Related:* Widen the WB approach to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the north side of Pathfinder). • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 55) Intersection (77) Diamond Bar Boulevard @ Pathfinder Road (DB) • *Year 2015 – Project-Related:* Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Restripe the WB approach to provide a shared left-turn/through lane, and an exclusive right-turn lane. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Widen the SB approach and departure to provide a 3rd through lane and 2nd right-turn lane. Additional ROW (22 feet) may be required from the existing landscaping on the west side of Diamond Bar. ***Fair Share: 19.2%.*** • *Year 2025 – Area-Wide:* Same as Year 2015, plus restripe the WB approach to provide a shared left-turn/ through lane, and an exclusive right-turn lane. 56) Intersection (78) Brea Canyon Cutoff @ Pathfinder	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		Road (LAC) • Year 2015 – *Project-Related*: Restripe the SB approach to provide an exclusive right-turn lane. • *Year* 2025 – *Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Convert the NB right-turn lane to a shared through/right-turn lane. Widen the NB departure to receive the 2nd through lane. Widen the SB approach and departure to provide 2nd through lane and an exclusive right- turn lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required on the east side of Brea Canyon Cutoff from the existing landscaping. Additional ROW (6 feet) may be required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) may be required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) may be required from the existing landscaping on the south side of Pathfinder). ***Fair Share: 4.2%.*** • *Year 2025 – Area-Wide:* Widen the NB approach and departure to provide a 2nd through lane. Widen the SB approach and departure to provide a 2nd and 3rd through lane. Widen the WB approach and departure to provide a 3rd through	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (9 feet) may be required from the existing landscaping/ wall on the east side of Brea Canyon Cutoff. Additional ROW (6 feet) may be required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) may be required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) may be required from the existing landscaping on the south side of Pathfinder). 57) Intersection (81) Diamond Bar Boulevard @ Cold Spring Lane (DB) • *Year 2025 – Area-Wide:* Widen the WB and EB approaches to provide an exclusive right-turn lane in each direction. (Additional ROW (11 feet) may be required from the existing landscaping on the north side of Cold Spring. Additional ROW (11 feet) may be required from the existing single-family residential on the south side of Cold Spring). 58) Intersection (82) Brea Canyon Road @ Diamond Bar Boulevard (DB) • *Year 2015 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane.	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2025 – Project-Related:* Restripe the SB approach to provide a 2nd left-turn lane. Restripe the EB approach to provide an exclusive right- turn lane, and remove the bike lane. • *Year 2015 – Area-Wide:* Widen the NB approach to provide a 2nd right-turn lane. Restripe the SB approach to provide a 2nd left-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. (Additional ROW (11 feet) may be required from the existing channel on the east side of Brea Canyon). ***Fair Share: 3.8%.*** • *Year 2025 – Area-Wide:* Widen the NB approach to provide a 2nd right-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane. (Additional ROW (11 feet) may be required from the existing channel on the east side of Brea Canyon). 59) Intersection (83) Brea Canyon Road @ Silver Bullet Drive (DB) • *Year 2015 – Project-Related:* Restripe the NB and WB approaches to provide an exclusive right-turn lane. Remove on-street parking. • *Year 2025 – Project-Related:* Same as Year 2015.	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		• *Year 2015 – Area-Wide:* Widen the NB and SB approaches and departures to provide a 2nd through lane in each direction. (Additional ROW (11 feet) may be required from the existing landscaping/ meandering sidewalk/bike path on the east side of Brea Canyon. Additional ROW (8 feet) may be required from the existing landscaping on the west side of Brea Canyon). ***Fair Share: 5.2%.*** • *Year 2025 – Area-Wide:* Same as Year 2015. 60) Intersection (84) Diamond Bar Boulevard @ Gold Rush Drive (DB) • *Year* 2025 – Area-*Wide*: Restripe the WB approach to provide 1 left-run lane and a shared through-right-turn lane. 61) Intersection (86) Grand Avenue @ Baker Parkway-"B" Street (i) • *Year 2015 – Project-Related:* Widen the NB approach and departure to provide a 4th through lane and an exclusive right-turn lane. Widen the SB approach and departure to provide 2 left-turn lanes, and 4th and 5th through lane. Widen the Develop the WB approach, and provide a shared left-turn/through lane, and 2 right-turn lanes. Widen the EB approach to provide 2 left-turn lanes, 1 shared left-turn/through lane, and a free-flow right-turn lane. (Additional ROW (22	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		feet) may be required on the east side of Grand. Additional ROW (42 feet) may be required on the west side of Grand. Additional ROW (11 feet) may be required on the south side of Baker). Modify the traffic signal to be added by the Industry East project, and provide east-west split phasing. • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 53.6% (Sunset Crossing Alternative 56.1%).*** • *Year 2025 – Area-Wide:* Same as project-related mitigation measures. 62) Intersection (87) Grand Avenue @ "A" Street (I) • *Year 2015 – Project-Related:* Widen the NB and SB approaches and departures to provide 2 left-turn lanes, a 4th through lane, and an exclusive right-turn lane. Develop the WB approach to provide 2 left-turn lanes, 1 through lane, and 2 right-turn lanes. Develop the EB approach to pro- vide 2 left-turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (42 feet) may be required on the east and west sides of Grand (48 feet of total ROW). Install a traffic signal). • *Year 2025 – Project-Related:* Same as Year 2015. • *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share:***	

TABLE 1.4-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		100.0%. • *Year 2025 – Area-Wide:* Same as project-related mitigation measures.	

2. Page 4-15 Section 4.3, Figure 4.3-5 is hereby modified as shown on the following page:

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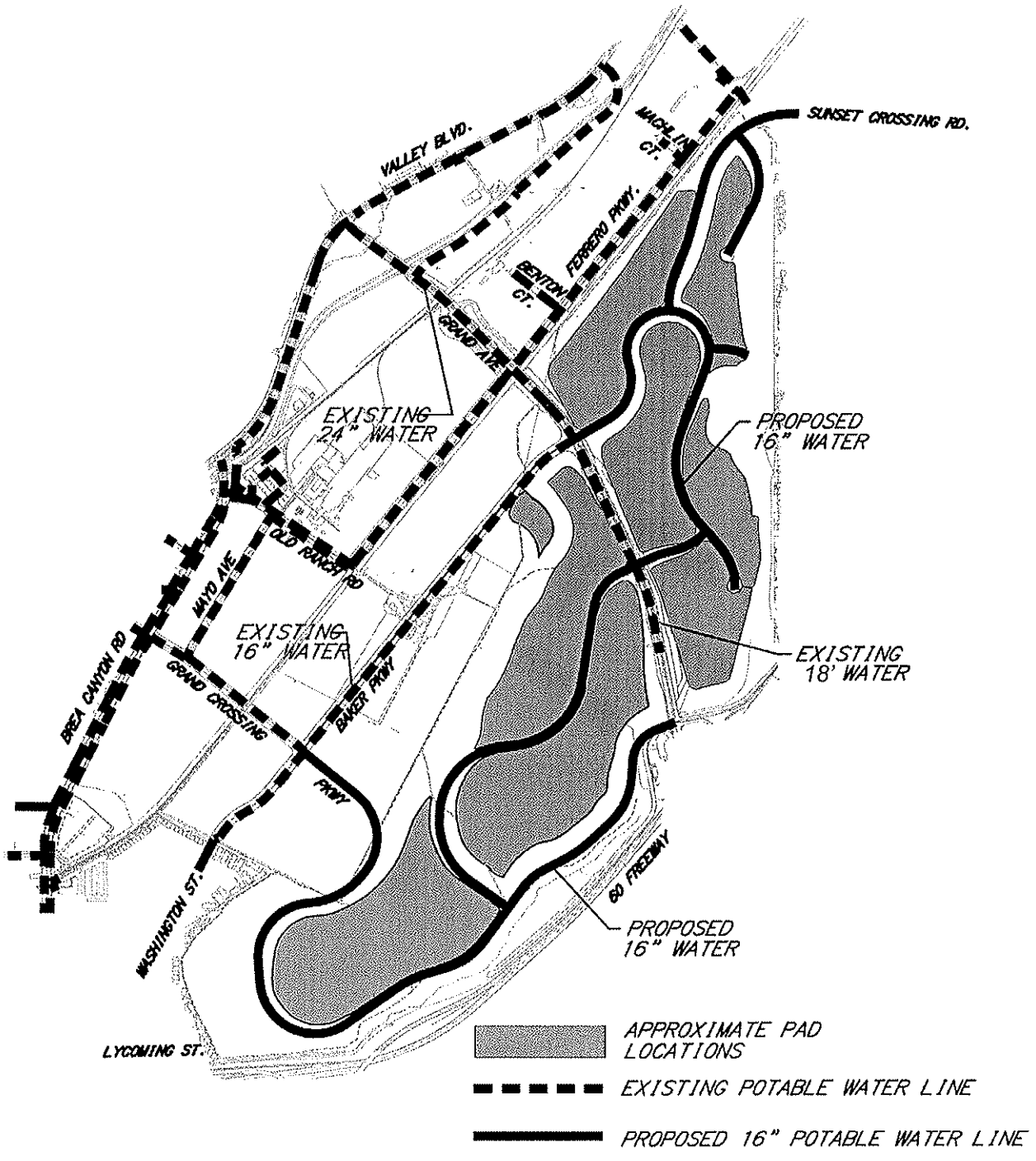
Existing and Proposed Potable Water Lines



NOT TO SCALE

Source: CNC Engineering, 2004

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3. Page 4-17 Section 4.3, Figure 4.3-6 is hereby modified as shown on the following page:

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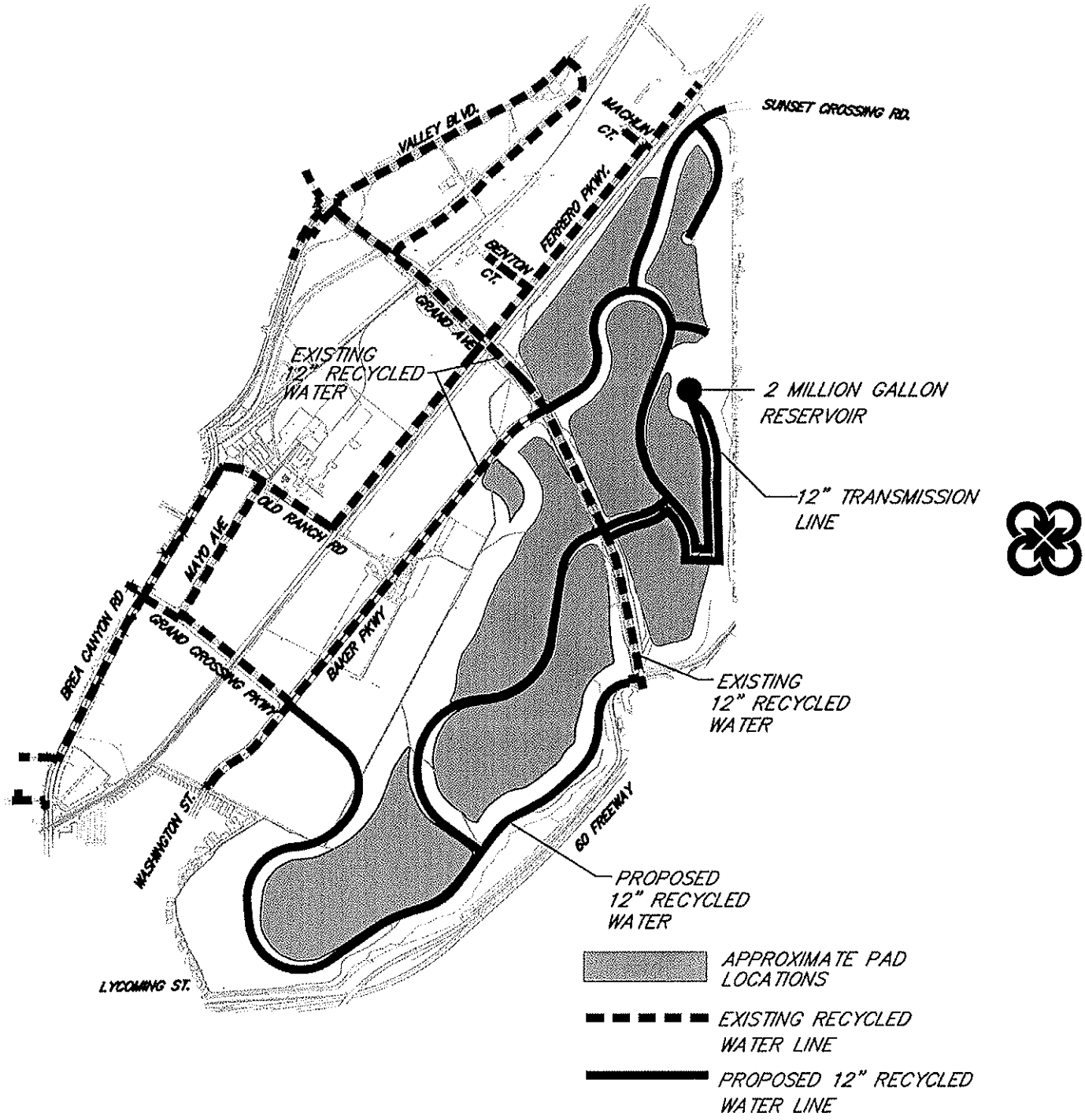
Existing and Proposed Recycled Water Lines



NOT TO SCALE

Source: CNC Engineering, 2004

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4. Page 5-52, Section 5.2-4 of the DEIR, is hereby modified as follows:

MM 5.2-1 Prior to the issuance of grading permits, the project applicant shall include a note on all grading plans, which requires the construction contractor to implement following measures during grading ***and construction***. These measures shall also be discussed at the pregrade conference.

- Use low emission mobile construction equipment.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment.
- Utilize existing power sources (i.e., power poles) when feasible.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum.
- Schedule construction operations affecting traffic for off-peak hours.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).
- ***Use low VOC coatings and solvents or attain similar emissions reductions by limiting the number of gallons applied per day.***

5. Page 5-57, Section 5.2-4 of the DEIR, is hereby modified as follows:

MM 5.2-4 Prior to issuance of building permits for any building located adjacent to sensitive receptors (e.g., residential uses), the project applicant/future tenant shall submit a diesel particulate matter toxic exposure analysis to the City for review and approval. The analysis shall demonstrate that the construction activity falls within applicable federal or state standards or that appropriate measures will reduce emissions sufficiently to meet the standards. These measures may include:

- Extended buffer zones;
- Revisions to building and truck activity area orientation and placement;
- ~~On-~~***Establish and enforce on***site truck parking restrictions;
- ~~On-site idling restrictions~~ ***Restrict idling to 10 minutes or less.***
- Electrification of truck activity areas thereby allowing refrigeration equipment to be shut off; and
- Any other measures that could reduce on-site travel and/or idle time; or revision of proposed land use within the proper designation.

6. Page 5-89, Section 5.3-2, of the DEIR, first full paragraph is hereby modified as follows:

Conditions on the site for all jurisdictional areas appear to reflect normal circumstances at this time, with no problem or atypical situations present. For the project site, the entire length of Diamond Bar Creek and the unnamed tributary are judged to be Federal perennial drainages and wetlands, as well as State streambeds that are part of the San Gabriel watershed. The tributary to Diamond Bar Creek at the southeast portion of the site has a small area of adjacent wetland. Total Federal jurisdiction for waters of

the U.S. (including adjacent wetlands) on the study area is 6,335 linear feet or 81,032.5 square feet (1.86 acres). ***This assessment includes approximately 1,400 linear feet that is contained in the concrete trap channel that was constructed and is maintained by Caltrans through an easement over the property.*** Approximately 11.7 acres of State jurisdiction is present under Fish and Game Code Sections 1600 et seq. within the project site.

7. Page 5-93, Section 5.3-4, third bullet of MM 5.3-3 of the DEIR is hereby modified as follows:

- Restoration and Creation of Habitat: The plan shall require the creation of riparian habitat in the amount and of the type required by CDFG and ACOE, provided, however, that, in order to assure no net loss of jurisdictional resources on an acre-for-acre basis, all impacted ACOE and CDFG jurisdictional habitat shall be compensated by restoration, enhancement or creation at a minimum of ***3:1*** ~~1.25:1~~ratio.

8. Page 5-94, Section 5.3-4 of the DEIR is hereby modified as follows:

MM 5.3-6 The project applicant shall include in project designs appropriate landscaping to reduce the level of impact on foraging grounds for raptors. ***A formal*** ~~Formal~~ landscape design shall be submitted that use***s*** local native grasses, herbs, and shrubs ***and shall include no less than 10.9 acres of riversidian sage scrub community (planted in a single patch) and 5 acres of purple needlegrass (planted in a single patch). The landscape plan shall be developed by a qualified biologist and/or landscape architect in consultation with the California Department of Fish and Game. Plantings*** ~~that~~would be monitored for no less than five years to ensure planting success. Native landscaping shall encompass all manufactured slopes or approximately 200 acres of the project site, consistent with PDFs in Section 5.1. ***The following option maybe exercised if the riversidian sage scrub community and purple needlegrass grassland community is not restored on-site:***

- ***The project applicant shall pay an in-lieu fee to a local off-site conservancy (established for the purpose of native habitat preservation/restoration) to mitigate for the loss of 10.9 acres of riversidian sage scrub community and 4.8 acres of purple needlegrass grassland at a ratio of 1:1.***

9. Page 5-94, Section 5.3-4 of the DEIR is hereby modified as follows:

MM 5.3-6a A buffer shall be established between areas designated for development and riparian habitat areas. Access to riparian habitat areas shall be restricted either by fencing and/or posting of signs.

10. Page 5-97, second paragraph, of the DEIR is hereby modified as follows:

The proposed project is not judged to contribute significantly to the regional loss of non-listed plants and animals. Given the degraded status of the project site and consequently the low number of individuals of these groups potentially expected to be impacted by the proposed project, this impact remains less than significant, as well. In consideration of the preceding factors, the project's contribution to cumulative impacts to ***biological*** ~~cultural~~ resources would be rendered less than considerable and, therefore, less than cumulatively significant.

11. Page 5-148, Section 5.6, First paragraph under heading Existing Regulations And Standard Conditions is hereby modified as follows:

The status of the incomplete, plugged and abandoned oil well within the proposed planning area should be further investigated. Future development located over or within the proximity of the previously plugged and abandoned well may need to be plugged to current DOGGR requirements. Oil wells can be associated with drilling mud pits and hydrocarbon affected soil, which may require remediation if the well is located. ***The Los Angeles County Building Code, Section 110.4 requires that buildings or structures adjacent to or within 200 feet of active, abandoned or idle oil or gas well(s) be provided with methane gas protection systems. The County's Public Works Department, Environmental Programs Division will be contacted for appropriate permits.***

12. Page 5-149, Section 5.6 of the DEIR is hereby modified adding the following:

MM 5.6-2 All wells within or in close proximity to project boundaries shall be accurately plotted on future project maps.

13. Page 5-161, Section 5.7-4 of the DEIR is hereby modified as follows:

Discharge Point #4 – Sub-drainage Areas D and E

The final primary discharge point for the plan includes runoff from west of Grand Avenue Planning Area W-2, the northern half of Planning Area W-3, Planning Area W-4, and the southern portion of Grand Avenue. Under the proposed plan, ~~the Diamond Bar Channel would be filled and~~ an underground storm drain system would be designed to collect flows from sub-areas D and E ***and would be located within the right-of-way of Grand Crossing Parkway***. The proposed storm drain system would discharge into the existing trapezoidal channel at the southwestern portion of the site ***where indicated on Figure 4.3-8***.

14. Page 5-168, Section 5.7-4 of the DEIR is hereby modified as follows:

~~Project design features as they related to on-site drainage follow.~~ No offsite improvements are required for the proposed plan. The downstream storm drain facilities were appropriately sized to accommodate high impervious land uses within the project boundary. According to the San Jose Creek Watershed Study, all connections to San Jose Creek that receive drainage from the project site indicated the capacity for San Jose Creek is greater than the projected peak discharges. Thus, off-site drainage impacts remain less than significant. ~~Implementation of the following Project Design Features would reduce impacts to a level of less than significant.~~

Existing Regulations and Standard Conditions

- ~~No specific existing regulations or standard conditions related to hydrology and water quality apply to this impact analysis.~~
- ***All final engineering plans would be submitted to the City Engineer or other responsible agencies for review and approval prior to development of any drainage improvements.***

Project Design Features

~~The proposed plan's storm drainage improvements would be designed to convey storm water runoff safely from the project area without increasing flood, erosion or capacity hazards within the project site or downstream. The proposed storm drainage improvements for the plan would include several major elements. A series of storm drains and laterals would be constructed within the internal street system to pick up flows from the development areas. Streets, curbs and gutters would direct street flows into collection points, where flows would enter the storm drain. In addition, a series of "sinks" will be installed in the planters, serving as drainage points while also serving as irrigation for the planters (see Section 5.1, Aesthetics, for additional information). The storm drains would be strategically placed to pick up flows from the development areas in accordance with City design standards to minimize the threat of on-site flooding. The flows would be delivered to the backbone storm drain facilities (primarily secondary discharge points) at the downstream end and then ultimately discharged into the San Jose Creek. The proposed on-site storm drain system would be designed to safely convey peak flows through the site and therefore, the on-site hydrologic impacts associated with the project would be less than significant. All final engineering plans would be submitted to the City Engineer or other responsible agencies for review and approval prior to development of any drainage improvements.~~ ***No project design features or special development requirements related to hydrology and water quality are proposed.***

15. Page 5-289, Section 5.12, of the DEIR, second paragraph under the heading *Waste Water Services* is herby modified as follows:

An industrial (interceptor) sewer line is located in closer proximity to the project site adjacent to the Union Pacific Railroad tracks and Baker Parkway. However the District prefers to reserve that line for industrial waste only. In addition, many of the sewer lines shown as "existing" on Figure 4.3-4 were recently installed by the Grand Crossing development. ***Two different points of connection currently exist along the Districts' District #21 Outfall Sewer. At the first connection point (northerly and upstream), this 30-inch diameter trunk sewer has a design capacity of 19.9 million gallons per day (mgd). At the second connection point (southerly and downstream), this 27-inch diameter trunk sewer has a design capacity of 23.6 mgd. Downstream of both connections points in the District #21 Outfall Trunk Sewer, a peak flow measurement was recorded at 9.4 mgd in 2001.*** The project site would need to be annexed into Sanitation District No. 21.

16. Page 5-289, Section 5.12 of the DEIR, last paragraph is hereby modified as follows:

The San Jose Creek WRP has a design capacity of 100 mgd, and currently processes an average flow of ~~88.9~~ ***89.1*** mgd.

17. Page 5-289, Section 5.12 of the DEIR, last paragraph is hereby modified as follows:

The JWPCP has a design capacity of 385 mgd and currently processes an average flow of ~~329.3~~ ***321.4*** mgd.

18. Page 5-289, Section 5.12, of the DEIR, is hereby modified as follows:

Table 5.12-1
Existing Attendance Levels and Current Capacity

School	Current Enrollment	Enrollment Capacity	% of Enrollment Capacity
NORTHWEST PLANNING AREA (PUSD)			
Kellog Elementary	~~565~~ *543*	~~560~~ *550*	~~101%~~ *99%*
Marshall Middle	~~1,130~~ *1,117*	~~1,310~~ *1,140*	~~86%~~ *97%*
Ganesha High	~~1,665~~ *1,668*	~~1,836~~ *1,620*	~~91%~~ *103%*
DIAMOND BAR PLANNING AREA (PUSD)			
Armstrong Elementary	~~569~~ *518*	~~560~~ *525*	~~102%~~ *99%*
Lorbeer Middle	~~1,052~~ *1,019*	~~950~~ *810*	~~110%~~ *112%*
Diamond Ranch High	~~1,848~~ *1,834*	~~2,200~~ *1,647*	~~84%~~ *111%*
WALNUT VALLEY UNIFIED SCHOOL DISTRICT			
Walnut Elementary School	552	630	88%
South Pointe Middle School	1,330	1,330	100%
Walnut High School	2,565	2,565	100%

Source: Pomona Unified School District, Walnut Valley Unified School District

19. Page 5-296, Section 5.12, of the DEIR, is hereby modified as follows:

There is an existing ~~24"~~ ***18"*** potable water line in Grand Avenue. In addition, a 16" potable waters line are proposed for all of the main roads within the project site, including Grand Crossing Parkway, Sunset Crossing Road and A, B, C, and D Streets. In addition to usage fees, initial surcharges for an acreage supply fee and reservoir capacity fee are assessed on a per acre basis by Walnut Valley Water District (WVWD).

20. Page 5-387, Section 5.14, of the DEIR, is hereby modified as follows:

MM 5.14-1 The City of Industry shall work cooperatively with responsible agencies, including Caltrans, County of Los Angeles and the Cities of Diamond Bar, Pomona, Walnut and West Covina and other appropriate agencies ~~to secure funding for and~~ to ~~cause the~~ implementation ~~of~~ the following or equivalent traffic improvements. Implementation of these improvements would achieve satisfactory levels of service as defined by the thresholds of significance, performance standards and the Los Angeles County Congestion Management Program.

The City of Industry shall be responsible for providing mitigation funding for traffic improvements to other impacted jurisdictions at the fair share level indicated for 2015 area wide mitigation listed below by establishing an escrow account with a minimum amount of $5,000,000.00 prior to the occupancy of the first building. Cost estimates for the improvements shall be calculated at the time requests for improvements are presented to the City from surrounding jurisdictions and funds shall be paid when construction commences. The escrow account shall be maintained at the minimum funding level until the project has reached maximum build-out and area-wide traffic improvements (or equivalent) for Year 2015 have been completed.

The City of Industry shall fully fund and build the traffic improvements to the Grand Avenue and SR57/60 Interchange as indicated in 2015 mitigation measures. The City shall fully fund the cost of preparing any necessary Project Study Report/Project Report and associated environmental documentation for the interchange improvements and complete design drawings per Caltrans specifications prior to the first occupancy of any building in the Industry Business Center. Construction of the improvements shall commence when the total traffic volume from project intersections on Grand Avenue reaches 2,000 PM peak hour trips (in and out) or the traffic volume at Intersection #56 reaches 7,500 PM peak hour trips (in and out), which is determined to be the threshold volume where level of service would be near unacceptable.

1) Intersection (2) Grand Avenue @ I-10 EB Ramps (CMP)

- *Year 2025 – Project-Related*: Restripe the SB approach to provide an exclusive right-turn lane.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

2) Intersection (3) Grand Avenue @ Holt Avenue (WC)

- *Year 2015 – Project-Related:* Restripe the SB approach and departure to provide a 3rd through lane by modifying the SB approach (removing island & on-street parking) and departure.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 75.8%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

3) Intersection (4) Grand Avenue @ Cameron Avenue (LAC)

- *Year 2015 – Project-Related:* Restripe the EB approach to provide a 2nd right-turn lane.
- *Year 2025 – Project-Related:* Same as Year 2015, plus restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus restripe the SB approach and departure to provide a 3rd through lane. ***Fair Share: 12.8%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

4) Intersection (5) Grand Avenue @ Shadow Mountain Road-College Vista Avenue (W)

- *Year 2015 – Project-Related:* Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median and remove the bike lane on the north and south legs of the intersection.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 71.4%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

5) Intersection (6) Grand Avenue @ Mountaineer Road (W)

- *Year 2015 – Project-Related:* Widen the NB and SB approaches and departures to provide a 3rd through lane. Remove the bike lane. (Additional ROW (6 feet) may be required from the existing landscaping on the east side of Grand).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 68.4%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

6) Intersection (7) Grand Avenue @ San Jose Hills Road (W)

- *Year 2015 – Project-Related:* Widen the SB and EB approaches to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required from the existing landscaping and parking lot on the west side of Grand. Additional ROW (10 feet) may be required from the existing landscaping and parking lot on the south of San Jose Hills).
- *Year 2025 – Project-Related:* Same as Year 2015, plus widen the WB approach and departure to provide a 2nd through lane. (Additional ROW (11 feet) may be required from the existing landscaping and parking lot on the north side of San Jose Hills).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 13.3%.***
- *Year 2025 – Area-Wide:* Same as Year 2015, plus widen the EB approach to provide a 2nd left-turn lane. (Additional ROW (10 feet) may be required from the existing landscaping and parking lot on the south side of San Jose Hills).

7) Intersection (8) Nogales Street @ Amar Road (WC/W)

- *Year 2015 – Project-Related:* Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median.
- *Year 2025 – Project-Related:* Same as Year 2015, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. Widen the EB approach to provide a 3rd through lane. Remove the bike lane on the EB departure. (Additional ROW (11 feet) may be required from the existing landscaping on the south side of Amar).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. ***Fair Share: 89.9%.***
- *Year 2025 – Area-Wide:* Restripe the WB approach to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane, remove the bike lane, and modify the median. Widen the EB approach to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing landscaping on the south side of Amar). Remove the bike lane on the EB departure. Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median.

8) Intersection (9) Lemon Avenue @ Amar Road (W)

- *Year 2025 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane. Remove the bike lane.

- *Year 2025 – Area-Wide:* Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd right-turn lane.

9) Intersection (10) Grand Avenue @ Temple Avenue (W)

- *Year 2015 – Project-Related:* Widen the SB approach to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing gas station on the west side of Grand).
- *Year 2025 – Project-Related:* Widen all legs of the intersection to provide a 4th through lane on the NB and SB approaches, and a 3rd through lane on the EB and WB approaches. (Additional ROW (11 feet) may be required from the existing gas station on the west side of Grand. Additional ROW (11 feet) may be required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet)).
- *Year 2015 – Area-Wide:* Widen the SB approach to provide 2 left-turn lanes, 3 through lanes, and 1 shared through/right-turn lane. (Additional ROW (11 feet) may be required from the existing gas station on the west of Grand). Widen the EB and WB approaches and departures to provide a 3rd through lane. (Additional ROW (11 feet) may be required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet). ***Fair Share: 12.4%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures, plus widen the WB approach and departure to provide a 4th through lane. (Additional ROW (11 feet) may be required from the existing landscaping and gas station on the north side of Temple).

10) Intersection (11) Valley Boulevard @ Temple Avenue (P)

- *Year 2015 – Project-Related:* Restripe the NB and SB approaches to provide a 3rd through lane in each direction, and remove on-street parking.
- *Year 2025 – Project-Related:* Convert the WB right-turn lane to a shared through/right-turn lane. Widen the WB departure to receive the 4th through lane. Modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 free-flow right-turn lane. (Additional ROW (23 feet) may be required on the north side of Temple).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane, and widen the SB approach to provide a 4th through lane. Widen the WB approach to provide a 2nd left-turn lane and a 4th through lane. Widen the EB approach to provide a 2nd left-turn lane. (Additional ROW (11 feet) may be required on the west side and east side of Valley (total ROW required is 22 feet). Additional ROW (22 feet) may be required on the north side of Temple. Additional ROW (11 feet) may be required from the existing multi-family residential on the south side of Temple). ***Fair Share 6.1% (Sunset Crossing closed Alternative 6.3%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

11) Intersection (12) Pomona Boulevard @ Temple Avenue (P)

- *Year 2015 – Project-Related:* Widen the NB approach to provide an exclusive right-turn lane. Widen the SB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (9 feet) may be required on the

existing landscaping and parking lot on the east side of Pomona. Additional ROW (16 feet) may be required from existing landscaping and fast-food drive-thru on the west side of Pomona).

- *Year 2025 – Project-Related:* Widen the EB approach and departure to provide a 4th through lane. (Additional ROW (9 feet) may be required from the existing landscaping and parking lot on the south side of Temple).
- *Year 2015 – Area-Wide:* Widen the NB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd through lane. (Additional ROW (9 feet) may be required on the east side of Pomona. Additional ROW (9 feet) may be required from the existing landscaping and parking lot on the south side of Temple. ***Fair Share: 40.7% (Sunset Crossing closed Alternative 40.3%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

12) Intersection (13) Valley Boulevard @ Pomona Boulevard (P)

- *Year 2025 – Project-Related:* Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project-Related: Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking.***
- ***Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 68.7%.***
- ***Year 2025 – Project Related: None***
- ***Year 2025 – Area-Wide: None***

13) Intersection (14) SR-57 SB Ramps @ Temple Avenue (CMP)

- *Year 2015 – Project-Related:* Widen the EB approach and departure to provide a 4th through lane. (Additional ROW (7 feet) may be required from the existing parking lot and gas station on the south side of Temple).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 8.0% (Sunset Crossing closed Alternative 7.9%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

14) Intersection (16) Diamond Bar Boulevard- Mission Boulevard @ Temple Avenue (P/DB)

- *Year 2025 – Project-Related:* Widen the EB and WB approaches to provide an exclusive right-turn lane. (Additional ROW (6 feet) may be required from the existing landscaping and wall on the south side of Temple. Additional ROW (8 feet) may be required from the existing landscaping on the north side of Temple).
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

15) Intersection (17) Grand Avenue @ Snow Creek Drive (W)

- *Year 2015 – Project-Related:* Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median. Remove the bike lane. ***Fair Share: 64.9%.***
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures.

16) Intersection (19) Grand Avenue @ La Puente Road (W)

- *Year 2015 – Project-Related:* Restripe the NB approach to provide a 3rd through lane, and remove the bike lane. Widen the SB approach to provide a 3rd through lane. (Additional ROW (6 feet) may be required from the existing landscaping on the west side of Grand).
- *Year 2025 – Project-Related:* Widen the SB approach and departure to provide a 4th through lane. (Additional ROW (6 feet) may be required from the existing landscaping on the west side of Grand).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane, and modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the SB departure. (Additional ROW (10 feet) may be required on the east side of Grand. Additional ROW (11 feet) may be required on the west side of Grand). ***Fair Share: 69.2%.***
- *Year 2025 – Area-Wide:* Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the SB approach and departure to provide a 2nd left-turn lane, a 4th through lane, and an exclusive right-turn lane. (Additional ROW (21 feet) may be required on the east side of Grand. Additional ROW (32 feet) may be required on the west side of Grand).

17) Intersection (21) Fairway Drive-Camino De Teodoro @ Valley Boulevard (W/I)

- *Year 2015 – Project-Related:* Widen the EB approach and departure to provide a 4th through lane. Widen the NB approach to provide two left-turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro).
- *Year 2025 – Project-Related:* Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to receive the 4th through lane. Widen the NB approach to provide two left- turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 54.8% (Sunset Crossing closed Alternative 55.7%).***
- *Year 2025 – Area-Wide:* Widen the EB approach and departure to provide a 4th through lane. Widen the NB approach to provide two left- turn lanes, 1 through lane, and 1 right-turn lane. (Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (11 feet) may be required on the east side of Fairway-Camino de Teodoro).

18) Intersection (22) Lemon Avenue @ Valley Boulevard (W/I)

- *Year 2015 – Project-Related:* Convert the NB right-turn lane to a shared through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane.

Widen the EB approach and departure to provide a 2nd left-turn lane and 3rd through lane. (Additional ROW (10 feet) may be required from the existing landscaping on the north side of Valley. Additional ROW (21 feet) may be required on the south side of Valley).

- *Year 2025 – Project-Related:* Convert the NB right-turn lane to a shared through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane. Modify the EB approach to provide 2 left- turn lanes, 2 through lanes, and 1 shared through/right-turn lane. Widen the EB departure to receive the 3rd through lane. (Additional ROW (10 feet) may be required from the existing landscaping on the north side of Valley. Additional ROW (11 feet) may be required on the south side of Valley).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 61.5% (Sunset Crossing closed Alternative 62.2%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

19) Intersection (23) Pierre Road @ Valley Boulevard (W)

- *Year 2015 – Project-Related:* Restripe the SB approach to provide a 2nd left-turn lane, and modify the median.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures.
- *Year 2025 – Area-Wide:* Same as Year 2015, plus restripe the EB approach to provide a 2nd left-turn lane, and reduce the WB departure by 4 feet.

20) Intersection (25) Grand Avenue @ Valley Boulevard (W/I)

- *Year 2015 – Project-Related:* Convert the WB right-turn lane to a shared through/right-turn lane. Widen WB departure to receive the 4th through lane. Widen the EB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. (Additional ROW (11 feet) may be required from the existing landscaping and wall on the north side of Valley. Additional ROW (11 feet) may be required on the south side of Valley. Additional ROW (22 feet) may be required on the west side of Grand).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, with the exception of the NB approach and departure. Widen the NB approach and departure to provide 3 left-turn lanes, 4 through lanes, and a free-flow right-turn lane. (Additional ROW (21 feet) may be required on the side of Grand). ***Fair Share 22.6% (Sunset Crossing closed Alternative 23.9%)***
- *Year 2025 – Area-Wide:* Same as Year 2015, plus widen the EB approach and departure to provide 3 left-turn lanes, 5 through lanes, and a free-flow right-turn lane. (Additional ROW (21 feet) may be required on the south side of Valley).

21) Intersection (26) Chaparral Drive-Prospector Drive @ Sunset Crossing Road (DB)

- *Year 2015 – Project-Related*: Restripe the WB approach to provide an exclusive left-turn lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 100%.***

- *Year 2025 – Area-Wide*: Same as project-related mitigation measures.

Alternative mitigation with sunset Crossing closed to through traffic:

- ***Year 2015 – Project Related: None***
- ***Year 2025 – Project Related: None***
- ***Year 2015 – Area-Wide: None***
- ***Year 2025 – Area-Wide: None***

22) Intersection (27) SR-57 SB Ramps @ Sunset Crossing Road (CMP)

- *Year 2015 – Project-Related:* Install traffic signal.
- *Year 2025 – Project-Related:* Install traffic signal.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 27.7% (Sunset Crossing closed Alternative 5.7%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

23) Intersection (28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP)

- *Year 2015 – Project-Related:* Restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share 64.5%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project Related: None***
- ***Year 2025 – Project Related: Restripe the SB approach and departure to provide a 3rd through lane. Remove bike lane on the NB departure.***
- ***Year 2015 – Area-Wide: None***
- ***Year 2025 – Area-Wide: Same as project related mitigation measures.***

24) Intersection (29) Diamond Bar Boulevard @ Sunset Crossing Road (DB)

- *Year 2015 – Project-Related:* Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane on the NB departure.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. (Additional ROW (8 feet) may be required on the south side of Sunset Crossing). ***Fair Share: 70.8%.***
- *Year 2025 – Area-Wide:* Same as Year 2015.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project-Related: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane on the NB departure.***
- ***Year 2025 – Project-Related: Same as Year 2015.***

- ***Year 2015 – Area-Wide: Same as project-related mitigation measures. Fair Share: 49.5%.***
- ***Year 2025 – Area-Wide: Same as project-related mitigation measures, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. (Additional ROW (8 feet) may be required on the south side of Sunset Crossing).***

25) Intersection (30) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP)

- *Year 2015 – Project-Related*: Restripe the NB approach and departure to provide a 3rd through lane, and remove the bike lane.
- *Year 2025 – Project-Related:* Same as Year 2015, plus widen the WB approach to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the north side of the SR-60 WB off-ramp).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 63.4%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Alternative mitigation with Sunset Crossing closed to through traffic:

- ***Year 2015 – Project Related: None***
- ***Year 2025 – Project Related: Restripe the NB approach and departure to provide a 3rd through lane, and remove bike lane. Widen the WB approach to provide a 2nd right-turn lane. Additional ROW (11 feet) is required on the north side of the SR-60 WB off-ramp.***
- ***Year 2015 – Area-Wide: None***
- ***Year 2025 – Area-Wide: Same as project related mitigation measures.***

26) Intersection (31) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP)

- *Year 2015 – Project-Related*: Restripe the SB approach to provide a 2nd left-turn lane and remove the bike lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 60.6% (Sunset Crossing closed Alternative 60.2%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

27) Intersection (32) Diamond Bar Boulevard @ Gentle Springs Lane- Palomino Drive (DB)

- *Year 2025 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street parking.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

28) Intersection (34) Diamond Bar Boulevard @ Golden Springs Drive (DB)

- *Year 2015 – Project-Related:* Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen the WB approach to provide an exclusive right-turn lane. Widen on the EB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (7 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (15

feet) may be required from the existing middle school on the south side of Golden Springs).

- *Year 2025 – Project-Related:* Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen on the EB approach to provide a 2nd left-turn lane, and an exclusive right-turn lane. (Additional ROW (15 feet) may be required from the existing middle school on the south side of Golden Springs).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus widen the SB approach to provide a 2nd right-turn lane. (Additional ROW (9 feet) may be required from the existing landscaping on the west side of Diamond Bar). ***Fair Share: 10.4% (Sunset Crossing closed Alternative 12.2%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

29) Intersection (42) Brea Canyon Road @ Cheryl Lane/Grand Crossing (I)

- *Year 2015 – Project-Related:* Convert the NB right-turn lane to a free-flow right-turn lane. Widen the EB departure to receive the NB free-flow right- turn lane. Widen the SB approach to provide a 2nd left-turn lane. Widen the WB to provide 3rd left-turn lane. Widen the SB departure to receive the 3rd WB left-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the east side of Brea Canyon. Additional ROW (10 feet) may be required from the existing parking lot on the west side of Brea Canyon. Additional ROW (10 feet) may be required from the north side of Cheryl. Additional ROW (11 feet) may be required from the south side of Cheryl).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 59.3% (Sunset Crossing closed Alternative 59.5%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

30) Intersection (43) Brea Canyon Road @ Currier Road (I)

- *Year 2015 – Project-Related:* Restripe the WB approach to provide an exclusive right-turn lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 54.6% (Sunset Crossing closed Alternative 54.9%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

31) Intersection (44) Brea Canyon Road @ Washington Street (DB)

- *Year 2015 – Project-Related:* Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to receive the 3rd through lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 44.2% (Sunset Crossing closed Alternative 44.6%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

32) Intersection (45) Brea Canyon Road @ Lycoming Street (DB)

- *Year 2015 – Project-Related:* Convert the SB right-turn lane to a shared through/right-turn lane. Widen the SB departure to receive the 4th through lane.

(Additional ROW (11 feet) may be required from the existing landscaping on the west side of Brea Canyon).

- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 43.8% (Sunset Crossing closed Alternative 44.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

33) Intersection (46) Brea Canyon Road @ SR-60 WB Ramps (CMP)

- *Year 2015 – Project-Related:* Widen the NB approach and departure to provide a 3rd through lane. (Additional ROW (11 feet) may be required on the east side of the SR-60 WB ramps).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 52.7% (Sunset Crossing closed Alternative 53.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

34) Intersection (47) Nogales Street @ Colima Road (LAC)

- *Year 2015 – Project-Related:* Restripe the NB approach to provide a 2nd left-turn lane.
- *Year 2025 – Project-Related:* Same as Year 2015, with the exception of the EB approach, which should widened to provide 2 left-turn lanes, 2 through lanes, and an exclusive right-turn lane. (Additional ROW (10 feet) may be required from the south side of Colima).
- *Year 2015 – Area-Wide:* Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to provide a 3rd left-turn lane. Widen the EB approach and departure to provide a 3rd through lane. Widen the WB approach and departure to provide a 4th through lane. (Additional ROW (2 feet) may be required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) may be required from the existing gas station on the west side of Nogales. Additional ROW (10 feet) may be required from the south side of Colima. Additional ROW (11 feet) may be required from the existing landscaping on the north side of Colima). ***Fair Share: 2.3%.***
- *Year 2025 – Area-Wide:* Widen the NB approach and departure to provide a 2nd left-turn lane, 3rd through lane, and 1 right-turn lane. Widen the SB approach to provide a 3rd left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the WB approach and departure to provide a 4th through lane. Widen the EB approach and departure to provide a 3rd through lane and 1 right-turn lane. (Additional ROW (13 feet) may be required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) may be required from the existing gas station on the west side of Nogales. Additional ROW (21 feet) may be required from the south side of Colima. Additional ROW (11 feet) may be required from the existing landscaping on the north side of Colima).

35) Intersection (48) Fairway Drive-Brea Canyon Road Cutoff @ Colima Road (LAC)

- *Year 2015 – Area-Wide:* Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the WB approach to provide

an exclusive right-turn lane. Modify the median on the NB, SB, and WB approaches. (Additional ROW (4 feet) may be required from the existing parking lot on the east side of Brea Canyon. Additional ROW (4 feet) may be required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) may be required from the existing building on the north side of Colima).

- *Year 2025 – Area-Wide:* Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to and departure to provide a 2nd left-turn lane, a 3rd through lane, and 1 right-turn lane. Widen the WB approach to provide an exclusive right- turn lane. (Additional ROW (4 feet) may be required from the existing parking lot on the east side of Brea. Additional ROW (15 feet) may be required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) may be required from the existing building on the north side of Colima).

36) Intersection (50) Lemon Avenue @ Golden Springs Drive (DB)

- *Year 2025 – Project-Related:* Convert WB right-turn lane to a shared through/right-turn lane, and remove the bike lane.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

37) Intersection (52) SR-60 EB Ramps @ Golden Springs Drive (CMP)

- *Year 2025 – Project-Related:* Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to receive the 4th through lane. Additional ROW (11 feet) may be required from the existing parking lot on the south side of Golden Springs.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

38) Intersection (53) Brea Canyon Road @ Golden Springs Drive (DB)

- *Year 2015 – Project-Related:* Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd left-turn lane and an exclusive right-turn lane. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) may be required from the existing landscaping on the south side of Golden Springs.
- *Year 2025 – Project-Related:* Widen the NB approach and departure to provide a 3rd through lane. Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required on the existing gas station on the east side of Brea Canyon. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (11 feet) may be required from the existing landscaping on the south side of Golden Springs).
- *Year 2015 – Area-Wide:* Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach and departure to provide a 3rd left-turn lane and 3rd through lane. Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) may be required from the existing landscaping on the south side of Golden Springs). ***Fair Share: 10.6 % (Sunset Crossing closed Alternative 10.2%).***
- *Year 2025 – Area-Wide:* Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach and departure to provide a 3rd through lane and an

exclusive right-turn lane. (Additional ROW (11 feet) may be required from the existing gas station on the north side of Golden Springs. Additional ROW (22 feet) may be required from the existing landscaping on the south side of Golden Springs).

39) Intersection (55) Grand Avenue @ Ferrero Parkway (I)

- *Year 2015 – Project-Related:* Restripe the WB and EB approaches, and widen the NB and SB departures to provide a free-flow right-turn lane on the WB and EB approaches. (Additional ROW (11 feet) may be required on each side of Grand (total ROW of 22 feet)).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 50.0% (Sunset Crossing closed Alternative 52.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

40) Intersection (56) Grand Avenue @ SR-60 WB Ramps (CMP)

- *Year 2015 – Project-Related:* Convert the NB right-turn lane to provide a 4th through lane. Widen the NB departure to receive the 4th through lane. Widen the NB approach to provide a 2nd left- turn lane. Convert the SB right-turn lane to provide a 4th through lane. Widen the SB departure to receive the 4th through lane. Widen the WB approach to provide a 3rd left- turn lane. Widen the EB approach to provide a 2nd left-turn lane and a free-flow right-turn lane. Widen the SB departure further to accommodate the EB free-flow right-turn lane. (Additional ROW (21 feet) may be required on the east side of Grand. Additional ROW (22 feet) may be required on the west side of Grand. Additional ROW (10 feet) may be required on the north side of the SR-60 WB ramps. Additional ROW (21 feet) may be required on the south side of Old Brea Canyon/Grand Crossing).
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 56.0% (Sunset Crossing closed Alternative 60.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

41) Intersection (57) Grand Avenue @ SR-60 EB Ramps (CMP)

- *Year 2015 – Project-Related:* Widen the SB approach to pro- vide a 3rd left-turn lane. Widen the EB departure to receive the 3rd SB left-turn lane. (Additional ROW (11 feet) may be required on the SR-60 EB on-ramp).
- *Year 2025 – Project-Related:* Same as Year 2015, plus restripe the EB approach to provide 3 left-turn lanes and 1 right-turn lane.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 24.0% (Sunset Crossing closed Alternative 27.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

42) Intersection (60) Grand Avenue @ Golden Springs Drive (DB)

- *Year 2015 – Project-Related:* Widen the NB approach and departure to provide a 4th through lane and exclusive right-turn lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen

the WB approach to provide two right-turn lanes. Widen the EB approach to provide a 2nd right-turn lane. (Additional ROW (22 feet) may be required on the east side of Grand from the existing gas station. Additional ROW (22 feet) may be required on the west side of Grand from the existing landscaping. Additional ROW (22 feet) may be required from the existing parking lot on the north side of Golden Springs. Additional ROW (11 feet) may be required from the existing landscaping on the south side of Golden Springs).

- *Year 2025 – Project-Related:* Widen the NB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen the WB approach and departure to provide a 4th through lane, and a 2nd right-turn lane. (Additional ROW (11 feet) may be required on the east side of Grand from the existing gas station. Additional ROW (22 feet) may be required on the west side of Grand from the existing landscaping. Additional ROW (22 feet) may be required from the existing parking lot on the north side of Golden Springs).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 17.1% (Sunset Crossing closed Alternative 18.9%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

43) Intersection (61) Grand Avenue @ Diamond Bar Villas (DB)

- *Year 2015 – Project-Related:* Convert the NB and SB right-turn lanes to provide a 3rd through lane in each direction. Restripe the NB and SB departures to receive the 3rd through lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 50.4% (Sunset Crossing closed Alternative 51.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

44) Intersection (62) Montefino Avenue @ Grand Avenue (DB)

- *Year 2015 – Project-Related:* Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 60.8% (Sunset Crossing closed Alternative 61.6%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd left-turn lane.

45) Intersection (63) Diamond Bar Boulevard @ Grand Avenue (CMP)

- *Year 2015 – Project-Related:* Restripe the NB approach to provide 2 left-turn lanes, 3 through lanes, and 1 free-flow right-turn lane. Widen the EB departure to accommodate the NB free-flow right-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the south side of Grand).
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 9.2%***

46) Intersection (64) Rolling Knoll Road @ Grand Avenue (DB)

- *Year 2015 – Project-Related:* Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 32.9%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

47) Intersection (65) Shotgun Lane @ Grand Avenue (DB)

- *Year 2015 – Project-Related:* Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 32.0%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

48) Intersection (66) Summitridge Drive @ Grand Avenue (DB)

- *Year 2015 – Project-Related:* Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 34.2%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

49) Intersection (67) Longview Drive @ Grand Avenue (DB)

- *Year 2025 – Project-Related:* Restripe the WB approach to provide a 3rd through lane.
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

50) Intersection (68) Diamond Bar Boulevard @ Montefino Avenue (DB)

- *Year 2015 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street parking.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures, plus restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove on- street parking on the east side of Diamond Bar. Remove bike lane on the west side of Diamond Bar. ***Fair Share: 6.9%.***
- *Year 2025 – Area-Wide:* Same as Year 2015.

51) Intersection (69) Diamond Bar Boulevard @ Quail Summit Drive (DB)

- *Year 2015 – Project-Related:* Restripe the NB approach to convert the exclusive right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane.

- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 6.5%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

52) Intersection (70) Diamond Bar Boulevard @ Mountain Laurel (DB)

- *Year 2015 – Project-Related:* Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Widen the NB approach to provide a 2nd left-turn lane. Widen the SB approach and departure to provide a 3rd through lane. Widen the EB approach to provide a 2nd left- turn lane. (Additional ROW (10 feet) may be required on the east side Diamond Bar from the existing landscaping/wall. Additional ROW (11 feet) may be required from the existing landscaping/wall on the west side of Diamond Bar. Additional ROW (10 feet) may be required from the existing landscaping/wall on the south side of Mountain Laurel. Modify the traffic signal to provide protected left-turn phasing in the east-west direction). ***Fair Share: 6.7%.***
- *Year 2025 – Area-Wide:* Same as Year 2015, plus convert the NB right-turn lane to a shared through/right- turn lane. Widen the NB departure to receive the 3rd through lane. Widen the EB approach and departure to provide a 2nd through lane. (Additional ROW (11 feet) may be required on the east side of Diamond Bar from the existing wall for single-family residential. An additional ROW of 11 feet may be required from the existing landscaping on the south side of Mountain Laurel (21 feet of total ROW may be required)).

53) Intersection (71) Diamond Bar Boulevard @ Kiowa Crest Drive (DB)

- *Year 2015 – Project-Related:* Restripe the EB approach to provide an exclusive left-turn lane and a shared through/right-turn lane. Remove on- street parking.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove the bike lane. ***Fair Share: 3.4%.***
- *Year 2025 – Area-Wide:* Same as Year 2015.

54) Intersection (73) Brea Canyon Road West @ Pathfinder Road (DB)

- *Year 2025 – Project-Related:* Widen the WB approach to provide a 2nd right-turn lane. (Additional ROW (11 feet) may be required from the existing parking lot on the north side of Pathfinder).
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

55) Intersection (77) Diamond Bar Boulevard @ Pathfinder Road (DB)

- *Year 2015 – Project-Related:* Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Restripe the WB approach to provide a shared left-turn/through lane, and an exclusive right-turn lane.

- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Widen the SB approach and departure to provide a 3rd through lane and 2nd right-turn lane. Additional ROW (22 feet) may be required from the existing landscaping on the west side of Diamond Bar. ***Fair Share: 19.2%.***
- *Year 2025 – Area-Wide:* Same as Year 2015, plus restripe the WB approach to provide a shared left-turn/ through lane, and an exclusive right-turn lane.

56) Intersection (78) Brea Canyon Cutoff @ Pathfinder Road (LAC)

- Year 2015 – *Project-Related*: Restripe the SB approach to provide an exclusive right-turn lane.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Convert the NB right-turn lane to a shared through/right-turn lane. Widen the NB departure to receive the 2nd through lane. Widen the SB approach and departure to provide 2nd through lane and an exclusive right-turn lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (11 feet) may be required on the east side of Brea Canyon Cutoff from the existing landscaping. Additional ROW (6 feet) may be required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) may be required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) may be required from the existing landscaping on the south side of Pathfinder). ***Fair Share: 4.2%.***
- *Year 2025 – Area-Wide:* Widen the NB approach and departure to provide a 2nd through lane. Widen the SB approach and departure to provide a 2nd and 3rd through lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. (Additional ROW (9 feet) may be required from the existing landscaping/ wall on the east side of Brea Canyon Cutoff. Additional ROW (6 feet) may be required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) may be required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) may be required from the existing landscaping on the south side of Pathfinder).

57) Intersection (81) Diamond Bar Boulevard @ Cold Spring Lane (DB)

- *Year 2025 – Area-Wide:* Widen the WB and EB approaches to provide an exclusive right-turn lane in each direction. (Additional ROW (11 feet) may be required from the existing landscaping on the north side of Cold Spring. Additional ROW (11 feet) may be required from the existing single-family residential on the south side of Cold Spring).

58) Intersection (82) Brea Canyon Road @ Diamond Bar Boulevard (DB)

- *Year 2015 – Project-Related:* Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane.
- *Year 2025 – Project-Related:* Restripe the SB approach to provide a 2nd left-turn lane. Restripe the EB approach to provide an exclusive right- turn lane, and remove the bike lane.

- *Year 2015 – Area-Wide:* Widen the NB approach to provide a 2nd right-turn lane. Restripe the SB approach to provide a 2nd left-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. (Additional ROW (11 feet) may be required from the existing channel on the east side of Brea Canyon). ***Fair Share: 3.8%.***
- *Year 2025 – Area-Wide:* Widen the NB approach to provide a 2nd right-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane. (Additional ROW (11 feet) may be required from the existing channel on the east side of Brea Canyon).

59) Intersection (83) Brea Canyon Road @ Silver Bullet Drive (DB)

- *Year 2015 – Project-Related:* Restripe the NB and WB approaches to provide an exclusive right-turn lane. Remove on-street parking.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Widen the NB and SB approaches and departures to provide a 2nd through lane in each direction. (Additional ROW (11 feet) may be required from the existing landscaping/ meandering sidewalk/bike path on the east side of Brea Canyon. Additional ROW (8 feet) may be required from the existing landscaping on the west side of Brea Canyon). ***Fair Share: 5.2%.***
- *Year 2025 – Area-Wide:* Same as Year 2015.

60) Intersection (84) Diamond Bar Boulevard @ Gold Rush Drive (DB)

- *Year 2025 – Area-Wide*: Restripe the WB approach to provide 1 left-run lane and a shared through-right-turn lane.

61) Intersection (86) Grand Avenue @ Baker Parkway-"B" Street (I)

- *Year 2015 – Project-Related:* Widen the NB approach and departure to provide a 4th through lane and an exclusive right-turn lane. Widen the SB approach and departure to provide 2 left-turn lanes, and 4th and 5th through lane. Widen the Develop the WB approach, and provide a shared left-turn/through lane, and 2 right-turn lanes. Widen the EB approach to provide 2 left-turn lanes, 1 shared left-turn/through lane, and a free-flow right-turn lane. (Additional ROW (22 feet) may be required on the east side of Grand. Additional ROW (42 feet) may be required on the west side of Grand. Additional ROW (11 feet) may be required on the south side of Baker). Modify the traffic signal to be added by the Industry East project, and provide east-west split phasing.
- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 53.6% (Sunset Crossing Alternative 56.1%).***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

62) Intersection (87) Grand Avenue @ "A" Street (I)

- *Year 2015 – Project-Related:* Widen the NB and SB approaches and departures to provide 2 left-turn lanes, a 4th through lane, and an exclusive right-turn lane. Develop the WB approach to provide 2 left-turn lanes, 1 through lane, and 2 right-turn lanes. Develop the EB approach to pro- vide 2 left-turn lanes, 1

through lane, and 1 right-turn lane. (Additional ROW (42 feet) may be required on the east and west sides of Grand (48 feet of total ROW). Install a traffic signal).

- *Year 2025 – Project-Related:* Same as Year 2015.
- *Year 2015 – Area-Wide:* Same as project-related mitigation measures. ***Fair Share: 100.0%.***
- *Year 2025 – Area-Wide:* Same as project-related mitigation measures.

Level of Significance After Mitigation: Significant. Tables 5.14-5 and 5.14-6 indicate the level of service that would be achieved for all intersections if all of the improvements listed above were implemented. These improvements would mitigate the impact to less than significant. However, some improvements are located outside the jurisdiction of the City of Industry and would require the cooperation and funding of other agencies, including but not limited to Caltrans, County of Los Angeles and Cities of Diamond Bar, Pomona, West Covina and Walnut. If these agencies choose not to implement the traffic mitigation measures identified above, a significant unavoidable adverse impact to traffic would result.

Legend for Intersection Codes:

CMP = Intersection is a monitoring station per Los Angeles County Congestion Management Program
WC = City of West Covina
LAC = Los Angeles County
W = City of Walnut
P = City of Pomona
DB = City of Diamond Bar
I = City of Industry

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Appendix A
Addendum to Biological Resources Report

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Jones & Stokes

11 August 2004

Ms. Dotty Hardinger
The Planning Center
1580 Metro Drive
Costa Mesa, CA 92626

Subject: Addendum to the Biological Resources Impact Analysis for the Proposed Industry Business Center Project, City of Industry, California.

Dear Ms. Hardinger:

This letter is an addendum to the Biological Resources Impact Analysis for the Proposed Industry Business Center project (Jones & Stokes 2003) and its purpose is two-fold (1) discuss where relevant an anticipated reduction in impact to biological and jurisdictional waters & wetlands resources and (2) provide further direction for determining adequate mitigation for the losses of biological and jurisdictional waters and wetlands resources for the revised (reduced) impact footprint. In this letter-report the term "EIR" denotes the Jones & Stokes (2003) document.

Proposed Revision

In the EIR it was anticipated that the entire 591.7-acre property would be impacted by the proposed industrial complex (including associated streets, infrastructure, and slope stabilization). It is now expected that the impact footprint may not include the entire property and that there has been a reduction in the proposed pad footprint to 310.5 acres which is a net loss of 20.6 acres. The precise location of the revised impact footprint is not available at this time. However, for slope stabilization and infrastructure reasons a mid-section portion of Diamond Bar Creek and its associated riparian (within the west side of the development; Figures 4-1a & b and Figures 4-2a & b of the EIR) maybe altered in some way. The alteration could take the following forms:

- Complete removal of this portion of the drainage and associated riparian within the mid-section and installation of a box culvert, or

- Relocation of the mid-section of the Creek and associated riparian within the existing property.

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Conclusions

The following discussion provides an evaluation of impacts to those resources determined to have potentially adverse effects as a result of the revised project footprint. This discussion follows from Section 5.2 and Section 6.0 of the EIR to allow easy comparison. The following compensation measures assume that any on-site mitigation efforts and that any existing natural resources remaining post construction are provided standard protective measures to impede potential indirect impacts from adjacent development. Such measures include (1) at least a 100-foot buffer between development and natural lands and/or restored lands, (2) limiting lighting adjacent to habitat areas as much as possible, (3) directing any needed lighting away from habitats or providing screening where directional lighting is not possible, (4) limiting runoff and/or providing treatment of runoff from paved surfaces, and (5) fencing to prevent access from residential areas and roadways to prevent dumping of trash, dog walking, off road vehicle activities, etc.

1. **Raptor Foraging.** The loss of 310.5 acres of low quality raptor foraging habitat is judged significant but mitigable under CEQA. The amount of raptor forging habitat that will be impacted by the revised footprint is not know at this time, however we anticipate the loss will be less than the EIR estimate of 591.7 acres.

   Compensation. It is conceivable to provide appropriate landscaping within the industrial development to reduce the level of impact on foraging grounds for raptors to less than significant under CEQA. This would require a formal landscape design using local native grasses, herbs, and shrubs and short-term irrigation that would be monitored for no less than five years (on a quarterly basis) to ensure planting success. This mitigation measure would require that the net amount of potential raptor foraging habitat remaining on the site be no less than 200 acres of the 591.7-acre property. The mitigation would require that no less than 11 acres of the 200 would be restored to Riversidian Sage Scrub and that the proposed sage scrub be planted in a single patch to reduce edge effect. In addition, the mitigation would require that 5 of the 200 acres be restored to Valley Needlegrass Grassland and that this too be planted in a single patch to better ensure habitat value. For any areas left undisturbed during construction that portion can count towards the 200 acres and any areas disturbed during construction must be planted in native landscaping as described above. A precise landscape plan and its implementation would need to be coordinated with detailed project plans, a qualified biologist, a qualified native upland vegetation community restorationist, and California Department of Fish and Game personnel.

2. **Nesting Birds.** The abandonment of a nesting raptor as well as nesting birds in the riparian vegetation from project construction would trigger the Migratory Bird Treaty Act (MBTA) and Fish and Game code and is judged adverse but not significant under CEQA. This only applies if construction in these areas is to begin between 15 January and 30 September.

   Compensation - Raptor Nesting. If construction is to occur at any time from 15 January through 30 September we recommend that within 15 days of any project actions that will cause a potentially substantial increase or other change in existing site conditions, the project proponent have a biologist conduct a pre-construction, raptor nesting site check. The biologist must be qualified to determine the status and stage of nesting efforts by all locally breeding raptor

species without causing intrusive disturbance. This survey should cover all reasonably potential nesting locations for the relevant species on or closely adjacent to the project site (e.g., mature gum trees, transmission towers).

If an active nesting effort is confirmed by the biologist, no construction activities should occur within at least 300 feet of the nesting site until measures to address the constraint are agreed to by the project proponent, U.S. Fish and Wildlife Service, and Fish and Game personnel. This agreement can be made by a conference telephone call, an on-site meeting, or other mutually agreeable means. If there are clear and present human safety risks due to any project delay, it will be important to quickly apprise the agency personnel so that they can address the issue expeditiously.

Measures available as options to address this constraint are dependent on the species and any other protections afforded it, details of the nest site, the nest stage, types and levels of ongoing disturbances, the relevant project actions, and distances involved. Potentially appropriate measures will be determined by the regulating agency (USFWS and CDFG). Mitigation for raptor nesting under CEQA is judged unnecessary.

Compensation - Nesting Riparian Birds. Removal or abandonment of nesting birds (non-raptors) in the riparian vegetation caused by project development would trigger the Migratory Bird Treaty and Fish and Game code. If removal of riparian vegetation or construction adjacent to the riparian occurs outside of 15 March through 30 August (the breeding season), no mitigation would be necessary. If construction occurs between 15 March and 30 August, a 300-foot buffer between the construction zone and the riparian would be necessary to assure riparian nesting birds were not disturbed.

3. **Depleted Natural Communities.** The project may potentially remove up to 10.8 acres of Riversidian Sage Scrub and this is judged significant but mitigable under CEQA given the rarity of this vegetation community regionally and particularly within Los Angeles County. In addition, the project will remove up to 4.8 acres of Valley Needlegrass Grassland and 4.4 acres of riparian vegetation which are also depleted vegetation communities regionally and judged significant but mitigable under CEQA.

Compensation - Riversidian Sage Scrub. This natural community is considered a depleted vegetation community by California Department of Fish and Game (CDFG). The amount of Riversidian Sage Scrub that would be removed under the revised plan is not known at this time but we conclude the removal of more than 1.5 acres of low quality Riversidian Sage Scrub in the County of Los Angeles to be a significant impact under CEQA. Necessary mitigation to reduce this impact to a level of adverse but not significant under CEQA, for both project and cumulative impacts, would require a 1:1 compensation. It is expected that the mitigation measure provided for raptor foraging will incorporate and address compensation for the loss of this resource.

Compensation – Valley Needlegrass Grassland. This form of native perennial grassland is classified as a depleted vegetation community by California Department of Fish and Game. The revised project footprint will potentially remove up to 4.8 acres of this vegetation community. Although the needlegrass grassland on the project site is highly degraded with nonnative grasses

and forbs providing 90 to 95 percent vegetation cover, this depleted vegetation community is rare regionally and thus requires 1:1 mitigation. The mitigation proposed for Raptor Foraging is intended to incorporate restoration of this depleted natural vegetation community within the proposed development.

Compensation - Riparian. Mitigation for riparian impacts are addressed in #5 below under state streambeds.

4. **Biological Linkage.** Given the context of the developed landscape in which the project site lies and the biologically important natural open space areas to the northwest (San Jose Hills), southeast (Puente-Chino Hills), and east (Whittier Narrows), development of the site may still have potential in significantly impacting biological resource linkage between these existing open space areas. The biological ramifications are judged significant but mitigable under CEQA.

   Compensation. It is possible to reduce the impacts to biological resource linkage in conjunction with the above raptor foraging measure to a level of less that significant under CEQA for both project and cumulative impacts. This would involve creating and maintaining native vegetation along the west and north boundaries (on the West side) and along the east boundary on the East side of the study area if these areas are modified/impacted by the revised development plan. This would entail local native plant landscaping within a bottomland area that provides a safe and physically appropriate setting for animals to traverse. Similar to raptor foraging, a linkage plan would need to be coordinated with a detailed project design, a qualified biologist, a qualified native community restorationist, and California Department of Fish and Game personnel.

5. **Jurisdictional Federal Waters & Wetlands and State Streambeds.** The project is expected to remove federal jurisdictional waters in the form of perennial streams and adjacent wetlands. In conjunction with this, the project is anticipated to remove state jurisdictional streambeds. This removal is expected to trigger processing under the Clean Water Act (Sections 401, 402, 404) and Fish and Game 1601 Code (Lake or Streambed Alteration Agreement).

   With the revised development plan the total extent of impact to federal jurisdictional waters/wetlands and state streambeds on the west side of the project site has been reduced by 2/3 or will be limited to 1/3 of that anticipated in the EIR. Because the exact location of that portion of the Creek that may be impacted is not known at this time we have simply provided the total upper extent of impact now anticipated by the revised project plan in Table 1 below.

Table 1. Summary of Jurisdiction of Federal Waters & Wetlands and State Streambeds Potentially Impacted by the Revised Footprint.

FEDERAL CLEAN WATER ACT JURISDICTION: WATERS OF THE U.S.		
Types of Waters of the U.S.		**Project Impact Totals (=Study Area Totals)**
1. Ephemeral drainages		None
2. Intermittent drainages	wetland	None
	non-wetland	None
3. Perennial drainages	wetland	2,355 linear ft.; 32,491 ft.^{2} (0.74 acre)
	non-wetland	None
4. Adjacent wetland		11,250 ft^2; (0.26 acres)
Total Area (1+2+3+4)		**43,741 ft.^{2} (1.0 acre)**
Total Lengths (linear feet)		**2,355 linear feet**
STATE JURISDICTION (LAKE OR STREAMBEDS)		
Total Area		**4.4 acres**

Compensation – Federal Jurisdictional Waters & Wetlands. An estimated upper limit of 1.0 acre or 2,355 linear feet of federally jurisdictional waters and wetlands could be filled by the proposed revised project. Of this total, 2,355 linear feet or 0.74 acre are perennial (wetland) stream with the remainder being adjacent wetland (0.26 acre). This will require Sections 401 and 404 permitting under the federal Clean Water Act. Specifically the appropriate permit under Section 404 will be an Individual Permit. The mitigation required by the Army Corps of Engineers is expected to reduce the level of impacts to this resource to a level of less than significant under CEQA for both project and cumulative impacts. This assumes that Corps mitigation requirements are at a ratio of at least 3:1. Potential mitigation of impacts may be in the form of payment into an approved mitigation bank, relocation of the Creek within the subject property, or some combination of these two.

Compensation – State Streambed. Up to 4.4 acres of state jurisdictional streambed may be removed by the proposed revised project. A Fish and Game 1601 Lake or Streambed Alteration Agreement would be necessary and it is anticipated that the mitigation requirements for this Agreement will fulfill mitigation requirements under CEQA for project and cumulative impacts. This assumes that the negotiated mitigation ratio is not less than 3:1. Potential mitigation of impacts for state Streambeds is anticipated to be the same as that for federal waters and wetlands as discussed above.

6. **Cumulative Impacts.** The significance level of cumulative impacts under the revised footprint remains significant but mitigable under the revised plan. See the EIR (Section 5.2 and 6.0) for details.

Essentially the revised project footprint is anticipated to reduce the total area impacted by the proposed project. The greatest reduction of impact is along Diamond Bar Creek on the west side of the project site where up to 2/3 of the Creek will remain intact. Please contact me if you have any questions regarding this addendum letter. It has been a pleasure working with you on this project.

Sincerely,

Tricia A. Campbell
Senior Wildlife Biologist

Citation

Jones & Stokes. 2003. Biological Resources Impact Analysis for the Proposed Industry Business Center Project, City of Industry, Los Angeles County, California. Prepared for The Planning Center. Dated 18 December 2003.

Appendix B
Walnut Valley Water District Water Supply Assessment Approval

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Certified Copy of Excerpt

MINUTES OF MEETING OF THE BOARD OF DIRECTORS OF WALNUT VALLEY WATER DISTRICT

June 22, 2004
2:00 P.M. At The Offices of The District

DIRECTORS PRESENT:
Edward N. Layton, President
Edwin M. Hilden
Donald L. Nettles
Allen L. Wu

ABSENT:
Keith K. Gunn

OTHERS PRESENT:
H. Jess Senecal, Legal Counsel
Karen Powers, General Manager
Erik Hitchman, Assistant General Manager/Chief Engineer
Shawna Whallon, Director of Finance
Cregg Zimmerman, Director of Operations
Denis Hernandez, Director of Administrative Services
Jo Ann Angelico, Assistant Secretary
Karen Miller, Recording Secretary

The meeting was called to order with President Layton presiding.

Item 13: Engineering & Special Projects Committee – Director Hilden

- The Board is asked to approve the Water Supply Assessment (WSA) for the proposed Industry Business Center development and authorize staff to submit the WSA to the Industry Urban Development Agency. The Industry UDA requested the District prepare a WSA for the proposed Industry Business Center in accordance with requirements established by SB 221 and SB 610.

Upon consideration thereof, it was moved by Director Hilden, seconded by Director Nettles and unanimously carried, to approve the Water Supply Assessment for the proposed Industry Business Center and authorize staff to submit it to the Industry Urban Development Agency. (Item 13-B)

The undersigned JO ANN ANGELICO does hereby certify and declare that she is the duly appointed, qualified, and acting Assistant Secretary of Walnut Valley Water District; that the foregoing is a true and exact copy of an excerpt from Minutes of a regular meeting of the Board of Directors of the Walnut Valley Water District held on the 22nd day of June, 2004, that a quorum of Directors was present at all times at said meeting, and that said Minutes have not been altered, amended or rescinded.

Dated: August 13, 2004

WALNUT VALLEY WATER DISTRICT ORGANIZED JULY 10, 1952 CALIFORNIA

Assistant Secretary
Walnut Valley Water District

Appendix C
Supplemental Traffic Analysis With Sunset Crossing Closed to Through Traffic

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LINSCOTT
LAW &
GREENSPAN
ENGINEERS

Philip M. Linscott, P.E. (1924-2000)
Jack M. Greenspan, P.E.
William A. Law, P.E. (Ret.)
Paul W. Wilkinson, P.E.
John P. Keating, P.E.
David S. Shender, P.E.
John A. Boarman, P.E.
Clare M. Look-Jaeger, P.E.
Richard E. Barretto, P.E.

ENGINEERS & PLANNERS ▪ TRAFFIC, TRANSPORTATION, PARKING

1580 Corporate Drive, Suite 122 ▪ Costa Mesa, California 92626
Phone: 714 641-1587 ▪ Fax: 714 641-0139

Ms. Dotty Hardinger
THE PLANNING CENTER
1580 Metro Drive
Costa Mesa, CA 92626

Subject: **TRAFFIC IMPACT STUDY FOR INDUSTRY BUSINESS CENTER PROJECT ALTERNATIVE: WITHOUT SUNSET CROSSING EXTENSION**

Dear Ms. Hardinger:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this separate set of findings for an alternative project scenario for the Industry Business Center project in the City of Industry.

The project alternative presumes that Sunset Crossing Road will not be extended between the project site and the roadway's current western terminus. This package includes the following tables that reflect the traffic impact analysis findings under the alternative project scenario:

- **Table 8A**: Year 2015 Cumulative + Project Intersection Peak Hour Levels of Service (the table includes only those key intersections that had a measurable change in ICU and LOS from the original project description)
- **Table 9A**: Year 2025 Cumulative + Project Intersection Peak Hour Levels of Service (the table includes only those key intersections that had a measurable change in ICU and LOS from the original project description)
- **Table 10A:** Year 2015 Roadway Segment Levels of Service
- **Table 11A:** Year 2025 Roadway Segment Levels of Service
- **Table 12A:** Year 2015 Freeway Mainline Segment Levels of Service
- **Table 13A:** Year 2025 Freeway Mainline Segment Levels of Service

- **Table 14A:** Summary of Significant Traffic Impacts and Mitigation Measures
- **Table 15A:** Project's Potential Fair-Share

We appreciate the opportunity to provide this separate set of findings for the project alternative. Please call us if you have any questions.

Very Truly Yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

Trissa (de Jesus) Allen, P.E.
Transportation Engineer III
California Registration: Traffic 2231

Attachments

2436-ltr-without Sunset.doc

TABLE 8A
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
Industry Business Center, City of Industry

		Existing (2003)				Year 2015 Cumulative Base					Year 2015 Cumulative + Project						Year 2015 Cumulative + Project with Mitigation							
																	Project-Related Mitigation Measures				Area-Wide Mitigation Measures			
Key Intersections	Peak Hour	ICU	Ave. Delay (sec/veh)	LOS	Poor LOS?	ICU (1)	Ave. Delay (sec/veh)	LOS	Poor LOS?	Change in ICU or Delay (Cum. Base vs. Existing)	ICU	Ave. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?	ICU (2)	LOS	Change in ICU (2) - (1)	Residual Impact?	ICU (3)	LOS	Change in ICU (3) - (1)	Residual Impact?
11) Valley Boulevard @	AM	1.03	-	F	Yes	1.25	-	F	Yes	0.22	1.32	-	F	0.07	Yes	Yes	1.14	F	-0.11	No	0.83	D	-0.42	No
Temple Avenue (P)	PM	0.78	-	C	No	0.92	-	E	Yes	0.14	1.00	-	E	0.08	Yes	Yes	0.87	D	-0.05	No	0.84	D	-0.08	No
12) Pomona Boulevard @	AM	0.68	-	B	No	0.88	-	D	No	0.20	0.95	-	E	0.07	Yes	Yes	0.86	D	-0.02	No	same as project-related mitigation measures			
Temple Avenue (P)	PM	0.72	-	C	No	0.92	-	E	Yes	0.20	1.11	-	F	0.19	Yes	Yes	0.87	D	-0.05	No				
13) Valley Boulevard @	AM	0.61	-	B	No	0.74	-	C	No	0.13	0.92	-	E	0.18	Yes	Yes	0.78	C	0.04	No	same as project-related mitigation measures			
Pomona Boulevard (P)	PM	0.45	-	A	No	0.56	-	A	No	0.11	0.68	-	B	0.12	No	No	0.68	B	0.12	No				
14) SR-57 SB Ramps @	AM	0.68	-	B	No	0.84	-	D	No	0.16	0.90	-	D	0.06	No	No	0.90	D	0.06	No	same as project-related mitigation measures			
Temple Avenue (CMP)	PM	1.01	-	F	Yes	1.15	-	F	Yes	0.14	1.24	-	F	0.09	Yes	Yes	1.11	F	-0.04	No				
15) SR-57 NB Ramps @	AM	0.71	-	C	No	0.92	-	E	No	0.21	0.93	-	E	0.01	No	No	-	-	-	-	-	-	-	-
Temple Avenue (CMP)	PM	0.66	-	B	No	0.76	-	C	No	0.10	0.83	-	D	0.07	No	No	-	-	-	-	-	-	-	-
16) Diamond Bar Boulevard-	AM	0.74	-	C	No	0.85	-	D	No	0.11	0.87	-	D	0.02	No	No	-	-	-	-	-	-	-	-
Mission Boulevard @	PM	0.75	-	C	No	0.86	-	D	No	0.11	0.87	-	D	0.01	No	No	-	-	-	-	-	-	-	-
Temple Avenue (P/DB)																								
21) Fairway Drive-Camino De Teodoro	AM	0.71	-	C	No	0.79	-	C	No	0.08	0.82	-	D	0.03	No	No	0.79	C	0.00	No	same as project-related mitigation measures			
Valley Boulevard (W/I)	PM	0.84	-	D	No	0.89	-	D	No	0.05	0.97	-	E	0.08	Yes	Yes	0.85	D	-0.04	No				
22) Lemon Avenue @	AM	0.83	-	D	No	0.86	-	D	No	0.03	0.94	-	E	0.08	Yes	Yes	0.81	D	-0.05	No	same as project-related mitigation measures			
Valley Boulevard (W/I)	PM	0.89	-	D	No	0.92	-	E	Yes	0.03	1.05	-	F	0.13	Yes	Yes	0.85	D	-0.07	No				
23) Pierre Road @	AM	0.81	-	D	No	0.94	-	E	Yes	0.13	0.98	-	E	0.04	Yes	Yes	0.86	D	-0.08	No	same as project-related mitigation measures			
Valley Boulevard (W)	PM	0.68	-	B	No	0.82	-	D	No	0.14	0.94	-	E	0.12	Yes	Yes	0.84	D	0.02	No				
24) Brea Canyon Road @	AM	0.49	-	A	No	0.65	-	B	No	0.16	0.84	-	D	0.19	No	No	-	-	-	-	-	-	-	-
Valley Boulevard (W/I) [a]	PM	0.66	-	B	No	0.69	-	B	No	0.03	0.77	-	C	0.08	No	No	-	-	-	-	-	-	-	-
25) Grand Avenue @	AM	1.08	-	F	Yes	0.94	-	E	Yes	-0.14	1.11	-	F	0.17	Yes	Yes	0.87	D	-0.07	No	0.81	D	-0.13	No
Valley Boulevard (W/I)	PM	1.19	-	F	Yes	1.01	-	F	Yes	-0.18	1.26	-	F	0.25	Yes	Yes	1.00	E	-0.01	No	0.90	D	-0.11	No
26) Chapparal Drive-Prospector	*AM*	-	*13.49*	*B*	*No*	-	*15.71*	*C*	*No*	*2.22*	-	*15.71*	*C*	*0.00*	*No*	*No*	-	-	-	-	-	-	-	-
Drive @ Sunset Crossing Road (DB)	*PM*	-	*8.82*	*A*	*No*	-	*9.13*	*A*	*No*	*0.31*	-	*9.13*	*A*	*0.00*	*No*	*No*	-	-	-	-	-	-	-	-
27) SR-57 SB Ramps @	*AM*	-	*66.30*	*F*	*Yes*	-	*119.00*	*F*	*Yes*	*52.70*	-	*167.40*	*F*	*48.40*	*Yes*	*Yes*	*0.60*	*A*	*n/a*	*No*	*same as project-related mitigation measures*			
Sunset Crossing Road (CMP)	*PM*	-	*39.00*	*E*	*No*	-	*93.80*	*F*	*Yes*	*54.80*	-	*113.30*	*F*	*19.50*	*Yes*	*Yes*	*0.57*	*A*	*n/a*	*No*				
28) Diamond Bar Boulevard @	AM	0.79	-	C	No	0.93	-	E	No	0.14	0.97	-	E	0.04	No	No	-	-	-	-	-	-	-	-
SR-57 NB Ramps (CMP)	PM	0.71	-	C	No	0.82	-	D	No	0.11	0.93	-	E	0.11	No	No	-	-	-	-	-	-	-	-
29) Diamond Bar Boulevard @	AM	0.80	-	C	No	0.93	-	E	Yes	0.13	1.00	-	E	0.07	Yes	Yes	0.82	D	-0.11	No	same as project-related mitigation measures			
Sunset Crossing Road (DB)	PM	0.84	-	D	No	0.96	-	E	Yes	0.12	1.05	-	F	0.09	Yes	Yes	0.89	D	-0.07	No				

TABLE 8A (Continued)
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
Industry Business Center, City of Industry

Key/Intersection	Peak Hour	Existing (2003) ICU	Existing (2003) Avg. Delay (sec/veh)	Existing (2003) LOS	Existing (2003) Poor LOS?	Year 2015 Cumulative Base ICU (b)	Year 2015 Cumulative Base Avg. Delay (sec/veh)	Year 2015 Cumulative Base LOS	Year 2015 Cumulative Base Poor LOS?	Year 2015 Cumulative Base Change in ICU or Delay (Cumm. Base vs. Existing)	Year 2015 Cumulative + Project ICU	Year 2015 Cumulative + Project Avg. Delay (sec/veh)	Year 2015 Cumulative + Project LOS	Year 2015 Cumulative + Project Change in ICU or Delay (Cumm. + Project vs. Cumm. Base)	Year 2015 Cumulative + Project Project Impact?	Year 2015 Cumulative + Project Area-Wide Impact?	Year 2015 Cumulative + Project with Mitigation: Project-Related Mitigation Measures ICU (c)	Project-Related Mitigation Measures LOS	Project-Related Mitigation Measures Change in ICU (c) - (b)	Project-Related Mitigation Measures Residual Impact?	Year 2015 Cumulative + Project with Mitigation: Area-Wide Mitigation Measures ICU (d)	Area-Wide Mitigation Measures LOS	Area-Wide Mitigation Measures Change in ICU (d) - (b)	Area-Wide Mitigation Measures Residual Impact?
30) Diamond Bar Boulevard @	AM	0.75	-	C	No	0.88	-	D	No	0.13	0.97	-	E	0.09	No	No	-	-	-	-	-	-	-	-
SR-60 WB Ramps (CMP)	PM	0.74	-	C	No	0.88	-	D	No	0.14	0.91	-	E	0.03	No	No	-	-	-	-	-	-	-	-
31) Diamond Bar Boulevard @	AM	0.69	-	B	No	0.79	-	C	No	0.10	0.82	-	D	0.03	No	No	0.74	C	-0.05	No	same as project-related mitigation measures			
SR-60 EB Ramps (CMP)	PM	**0.93**	-	**E**	**No**	**1.06**	-	**F**	**Yes**	**0.13**	**1.20**	-	**F**	**0.14**	**Yes**	**Yes**	1.05	F	-0.01	No				
32) Diamond Bar Boulevard @	AM	0.67	-	B	No	0.79	-	C	No	0.12	0.81	-	D	0.02	No	No	-	-	-	-	-	-	-	-
Gentle Springs Lane-	PM	0.68	-	B	No	0.79	-	C	No	0.11	0.89	-	D	0.10	No	No	-	-	-	-	-	-	-	-
Palomino Drive (DB)																								
33) Diamond Bar Boulevard @	AM	0.42	-	A	No	0.51	-	A	No	0.09	0.53	-	A	0.02	No	No	-	-	-	-	-	-	-	-
K-Mart Entrance (DB)	PM	0.56	-	A	No	0.66	-	B	No	0.10	0.75	-	C	0.09	No	No	-	-	-	-	-	-	-	-
34) Diamond Bar Boulevard @	**AM**	**0.91**	-	**E**	**Yes**	**1.06**	-	**F**	**Yes**	**0.15**	**1.16**	-	**F**	**0.10**	**Yes**	**Yes**	0.98	E	-0.08	No	0.86	D	-0.20	No
Golden Springs Drive (DB)	**PM**	0.80	-	C	No	**0.99**	-	**E**	**Yes**	**0.19**	**1.27**	-	**F**	**0.28**	**Yes**	**Yes**	0.95	E	-0.04	No	0.87	D	-0.12	No
35) Golden Springs Drive @	AM	0.51	-	A	No	0.59	-	A	No	0.08	0.77	-	C	0.18	No	No	-	-	-	-	-	-	-	-
Prospectors Road (DB)	PM	0.43	-	A	No	0.52	-	A	No	0.09	0.71	-	C	0.19	No	No	-	-	-	-	-	-	-	-
36) Golden Springs Drive @	AM	0.49	-	A	No	0.57	-	A	No	0.08	0.75	-	C	0.18	No	No	-	-	-	-	-	-	-	-
Golden Prados Drive (DB)	PM	0.44	-	A	No	0.53	-	A	No	0.09	0.72	-	C	0.19	No	No	-	-	-	-	-	-	-	-
37) Fairway Drive @	AM	0.42	-	A	No	0.48	-	A	No	0.06	0.51	-	A	0.03	No	No	-	-	-	-	-	-	-	-
Business Parkway (I)	PM	0.61	-	B	No	0.71	-	C	No	0.10	0.73	-	C	0.02	No	No	-	-	-	-	-	-	-	-
38) Fairway Drive @	AM	0.58	-	A	No	0.67	-	B	No	0.09	0.69	-	B	0.02	No	No	-	-	-	-	-	-	-	-
Walnut Drive (I)	PM	0.66	-	B	No	0.76	-	C	No	0.10	0.77	-	C	0.01	No	No	-	-	-	-	-	-	-	-
39) Fairway Drive @	AM	0.71	-	C	No	0.79	-	C	No	0.08	0.79	-	C	0.00	No	No	-	-	-	-	-	-	-	-
SR-60 WB Ramps (CMP)	PM	0.90	-	D	No	1.03	-	F	Yes	0.13	1.03	-	F	0.00	No	No	-	-	-	-	-	-	-	-
40) Fairway Drive @	AM	0.71	-	C	No	0.80	-	C	No	0.09	0.82	-	D	0.02	No	No	-	-	-	-	-	-	-	-
SR-60 EB Ramps (CMP)	PM	0.73	-	C	No	0.85	-	D	No	0.12	0.86	-	D	0.01	No	No	-	-	-	-	-	-	-	-
41) *Brea Canyon Road @*	*AM*	-	*0.42*	*A*	*No*	-	*0.53*	*A*	*No*	*0.11*	-	*0.47*	*A*	*-0.06*	*No*	*No*	-	-	-	-	-	-	-	-
Old Ranch Road (I) [a]	*PM*	-	*1.37*	*A*	*No*	-	*2.42*	*A*	*No*	*1.05*	-	*3.71*	*A*	*1.29*	*No*	*No*	-	-	-	-	-	-	-	-
42) Brea Canyon Road @	AM	0.38	-	A	No	0.58	-	A	No	0.20	**1.27**	-	**F**	**0.69**	**Yes**	**Yes**	0.52	A	-0.06	No	same as project-related mitigation measures			
Cheryl Lane (I) [a]	PM	0.51	-	A	No	0.70	-	B	No	0.19	**1.20**	-	**F**	**0.50**	**Yes**	**Yes**	0.86	D	0.16	No				
43) Brea Canyon Road @	AM	0.46	-	A	No	0.64	-	B	No	0.18	0.90	-	D	0.26	No	No	0.84	D	0.20	No	same as project-related mitigation measures			
Currier Road (I) [a]	PM	0.70	-	B	No	0.81	-	D	No	0.11	**1.00**	-	**E**	**0.19**	**Yes**	**Yes**	0.87	D	0.06	No				
44) Brea Canyon Road @	AM	0.54	-	A	No	0.86	-	D	No	0.32	**1.12**	-	**F**	**0.26**	**Yes**	**Yes**	0.85	D	-0.01	No	same as project-related mitigation measures			
Washington Street (DB)	PM	0.47	-	A	No	0.66	-	B	No	0.19	0.84	-	D	0.18	No	No	0.84	D	0.18	No				

TABLE 8A (Continued)
YEAR 2015 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
Industry Business Center, City of Industry

Key Intersections	Peak Hour	Existing (2003)				Year 2015 Cumulative Base					Year 2015 Cumulative + Project						Year 2015 Cumulative + Project with Mitigation							
																	Project-Related Mitigation Measures				Area-Wide Mitigation Measures			
		ICU	Avg. Delay (sec/veh)	LOS	Poor LOS?	ICU (1)	Avg. Delay (sec/veh)	LOS	Poor LOS?	Change in ICU or Delay (Cum. Base vs. Existing)	ICU	Avg. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?	ICU (2)	LOS	Change in ICU (2) - (1)	Residual Impact?	ICU (3)	LOS	Change in ICU (3) - (1)	Residual Impact?
45) Brea Canyon Road @	AM	0.62	-	B	No	0.71	-	C	No	0.09	0.89	-	D	0.18	No	No	0.89	D	0.18	No	same as project-related mitigation measures			
Lycoming Street (DB)	PM	0.84	-	D	No	0.77	-	C	No	-0.07	0.96	-	E	0.19	Yes	Yes	0.80	C	0.03	No				
46) Brea Canyon Road @	AM	0.85	-	D	No	0.86	-	D	No	0.01	1.13	-	F	0.27	Yes	Yes	0.92	E	0.06	No	same as project-related mitigation measures			
SR-60 WB Ramps (CMP)	PM	0.78	-	C	No	0.71	-	C	No	-0.07	0.86	-	D	0.15	No	No	0.86	D	0.15	No				
52) SR-60 EB Ramps @	AM	0.78	-	C	No	0.83	-	D	No	0.05	0.97	-	E	0.14	No	No	-	-	-	-	-	-	-	-
Golden Springs Drive (CMP)	PM	0.69	-	B	No	0.82	-	D	No	0.13	0.94	-	E	0.12	No	No	-	-	-	-	-	-	-	-
53) Brea Canyon Road @	AM	0.80	-	C	No	**0.94**	-	E	Yes	0.14	1.12	-	F	0.18	Yes	Yes	0.90	D	-0.04	No	0.90	D	-0.04	No
Golden Springs Drive (DB)	PM	**0.93**	-	E	Yes	**0.95**	-	E	Yes	0.02	1.01	-	F	0.06	Yes	Yes	0.91	E	-0.04	No	0.86	D	-0.09	No
55) *Grand Avenue @*	*AM*	-	*0.35*	*A*	*No*	-	*1.86*	*A*	*No*	*1.51*	-	*12.22*	*B*	*10.36*	*No*	*No*	*0.00*	*A*	*-1.86*	*No*	same as project-related mitigation measures			
Ferrero Parkway (I)	*PM*	-	*1.44*	*A*	*No*	-	*10.13*	*B*	*No*	*8.69*	-	*183.31*	*F*	*173.18*	*Yes*	*Yes*	*0.00*	*A*	*-10.13*	*No*				
56) Grand Avenue @	AM	0.82	-	D	No	0.74	-	C	No	-0.08	**1.10**	-	F	**0.36**	Yes	Yes	1.00	E	0.26	No	same as project-related mitigation measures			
SR-60 WB Ramps (CMP)	PM	0.76	-	C	No	0.72	-	C	No	-0.04	**1.74**	-	F	**1.02**	Yes	Yes	0.99	E	0.27	No				
57) Grand Avenue @	AM	**1.03**	-	F	Yes	0.79	-	C	No	-0.24	**1.13**	-	F	**0.34**	Yes	Yes	0.87	D	0.08	No	same as project-related mitigation measures			
SR-60 EB Ramps (CMP)	PM	0.96	-	E	No	0.88	-	D	No	-0.08	**1.08**	-	F	**0.20**	Yes	Yes	0.86	D	-0.02	No				
60) Grand Avenue @	AM	**1.06**	-	F	Yes	0.86	-	D	No	-0.20	**1.08**	-	F	**0.22**	Yes	Yes	0.74	C	-0.12	No	same as project-related mitigation measures			
Golden Springs Drive (DB)	PM	0.87	-	D	No	0.89	-	D	No	0.02	**1.09**	-	F	**0.20**	Yes	Yes	0.89	D	0.00	No				
61) Grand Avenue @	AM	0.64	-	B	No	0.81	-	D	No	0.17	**0.97**	-	E	**0.16**	Yes	Yes	0.68	B	-0.13	No	same as project-related mitigation measures			
Diamond Bar Villas (DB)	PM	0.67	-	B	No	**0.91**	-	E	Yes	0.24	**1.08**	-	F	**0.17**	Yes	Yes	0.79	C	-0.12	No				
62) Montefino Avenue @	AM	0.69	-	B	No	0.84	-	D	No	0.15	**1.00**	-	E	**0.16**	Yes	Yes	0.72	C	-0.12	No	same as project-related mitigation measures			
Grand Avenue (DB)	PM	0.75	-	C	No	**0.94**	-	E	Yes	**0.19**	**1.11**	-	F	**0.17**	Yes	Yes	0.89	D	-0.05	No				
84) Diamond Bar Boulevard @	AM	0.74	-	C	No	0.88	-	D	No	0.14	0.88	-	D	0.00	No	No	-	-	-	-	-	-	-	-
Gold Rush Drive (DB)	PM	0.67	-	B	No	0.79	-	C	No	0.12	0.79	-	C	0.00	No	No	-	-	-	-	-	-	-	-
85) Diamond Bar Boulevard @	AM	0.40	-	A	No	0.46	-	A	No	0.06	0.46	-	A	0.00	No	No	-	-	-	-	-	-	-	-
Tin Drive-Crestview Drive (DB)	PM	0.56	-	A	No	0.67	-	B	No	0.11	0.67	-	B	0.00	No	No	-	-	-	-	-	-	-	-
86) Grand Avenue @	AM	Future Intersection				**0.63**	-	B	No	n/a	**1.02**	-	F	**0.39**	Yes	Yes	0.78	C	0.15	No	same as project-related mitigation measures			
Baker Parkway-"B" Street (I)	PM					**0.83**	-	D	No	n/a	**1.46**	-	F	**0.63**	Yes	Yes	0.89	D	0.06	No				
87) Grand Avenue @	AM	Future Intersection				Future Intersection w/ the Project					**1.12**	-	F	n/a	Yes	Yes	0.81	D	n/a	No	same as project-related mitigation measures			
"A" Street (I)	PM										-	-	F	n/a	Yes	Yes	0.85	D	n/a	No				

Notes:
CMP = Congestion Management Program station; WC = West Covina; LAC = Los Angeles County; W = Walnut; P = Pomona; DB = Diamond Bar; I = Industry
[a] LOS reported reflects Year 2004 conditions.

TABLE 9A
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
Industry Business Center, City of Industry

		Existing (2003)				Year 2025 Cumulative Base					Year 2025 Cumulative + Project						Year 2025 Cumulative + Project with Mitigation							
																	Project-Related Mitigation Measures				Area-Wide Mitigation Measures			
Key Intersections	Peak Hour	ICU	Ave. Delay (sec/veh)	LOS	Poor LOS	ICU (1)	Ave. Delay (sec/veh)	LOS	Poor LOS	Change in ICU or Delay (Cum.Base - Existing)	ICU	Ave. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum.Project - Cum.Base)	Project Impact	Area-Wide Impact	ICU (2)	LOS	Change in ICU (2) - (1)	Residual Impact?	ICU (3)	LOS	Change in ICU (3) - (1)	Residual Impact?
11) Valley Boulevard @ Temple Avenue (P)	AM	1.03	-	F	Yes	0.96	-	E	Yes	-0.07	1.00	-	E	0.04	Yes	Yes	0.85	D	-0.11	No	same as project-related mitigation measures			
	PM	0.78	-	C	No	0.84	-	D	No	0.06	0.90	-	D	0.06	No	No	0.90	D	0.06	No				
12) Pomona Boulevard @ Temple Avenue (P)	AM	0.68	-	B	No	0.86	-	D	No	0.18	0.89	-	D	0.03	No	No	0.86	D	0.00	No	same as project-related mitigation measures			
	PM	0.72	-	C	No	0.83	-	D	No	0.11	1.01	-	F	0.18	Yes	Yes	0.90	D	0.07	No				
13) Valley Boulevard @ Pomona Boulevard (P)	AM	0.61	-	B	No	0.79	-	C	No	0.18	0.97	-	E	0.18	Yes	Yes	0.82	D	0.03	No	same as project-related mitigation measures			
	PM	0.45	-	A	No	0.59	-	A	No	0.14	0.72	-	C	0.13	No	No	0.72	C	0.13	No				
14) SR-57 SB Ramps @ Temple Avenue (CMP)	AM	0.68	-	B	No	0.90	-	D	No	0.22	0.96	-	E	0.06	No	No	0.96	E	0.06	No	same as project-related mitigation measures			
	PM	1.01	-	F	Yes	1.25	-	F	Yes	0.24	1.34	-	F	0.09	Yes	Yes	1.20	F	-0.05	No				
15) SR-57 NB Ramps @ Temple Avenue (CMP)	AM	0.71	-	C	No	0.98	-	E	No	0.27	1.00	-	E	0.02	No	No	-	-	-	-	-	-	-	-
	PM	0.66	-	B	No	0.82	-	D	No	0.16	0.88	-	D	0.06	No	No	-	-	-	-	-	-	-	-
16) Diamond Bar Boulevard-Mission Boulevard @ Temple Avenue (P/DB)	AM	0.74	-	C	No	0.90	-	D	No	0.16	0.92	-	E	0.02	Yes	Yes	0.88	D	-0.02	No	same as project-related mitigation measures			
	PM	0.75	-	C	No	0.90	-	D	No	0.15	0.91	-	E	0.01	No	Yes	0.78	C	-0.12	No				
21) Fairway Drive-Camino De Teodoro Valley Boulevard (W/I)	AM	0.71	-	C	No	0.86	-	D	No	0.15	0.87	-	D	0.01	No	No	0.84	D	-0.02	No	0.84	D	-0.02	No
	PM	0.84	-	D	No	0.95	-	E	Yes	0.11	1.03	-	F	0.08	Yes	Yes	0.95	E	0.00	No	0.88	D	-0.07	No
22) Lemon Avenue @ Valley Boulevard (W/I)	AM	0.83	-	D	No	0.92	-	E	Yes	0.09	0.95	-	E	0.03	Yes	Yes	0.86	D	-0.06	No	same as project-related mitigation measures			
	PM	0.89	-	D	No	0.91	-	E	Yes	0.02	1.05	-	F	0.14	Yes	Yes	0.90	D	-0.01	No				
23) Pierre Road @ Valley Boulevard (W)	AM	0.81	-	D	No	1.01	-	F	Yes	0.20	1.05	-	F	0.04	Yes	Yes	0.92	E	-0.09	No	0.88	D	-0.13	No
	PM	0.68	-	B	No	0.88	-	D	No	0.20	0.99	-	E	0.11	Yes	Yes	0.88	D	0.00	No	0.88	D	0.00	No
24) Brea Canyon Road @ Valley Boulevard (W/I) [a]	AM	0.49	-	A	No	0.70	-	B	No	0.21	0.89	-	D	0.19	No	No	-	-	-	-	-	-	-	-
	PM	0.66	-	B	No	0.73	-	C	No	0.07	0.81	-	D	0.08	No	No	-	-	-	-	-	-	-	-
25) Grand Avenue @ Valley Boulevard (W/I)	AM	1.08	-	F	Yes	1.01	-	F	Yes	-0.07	1.18	-	F	0.17	Yes	Yes	0.92	E	-0.09	No	0.82	D	-0.19	No
	PM	1.19	-	F	Yes	1.08	-	F	Yes	-0.11	1.33	-	F	0.25	Yes	Yes	1.08	F	0.00	No	0.90	D	-0.18	No
26) Chapparal Drive-Prospector Drive @ Sunset Crossing Road (DB)	*AM*	-	*13.49*	*B*	*No*	-	*17.67*	*C*	*No*	*4.18*	-	*17.67*	*C*	*0.00*	*No*	*No*	-	-	-	-	-	-	-	-
	PM	-	*8.82*	*A*	*No*	-	*9.32*	*A*	*No*	*0.50*	-	*9.32*	*A*	*0.00*	*No*	*No*	-	-	-	-	-	-	-	-
27) SR-57 SB Ramps @ Sunset Crossing Road (CMP)	*AM*	-	*66.30*	*F*	*Yes*	-	*147.50*	*F*	*Yes*	*81.20*	-	*198.10*	*F*	*50.60*	*Yes*	*Yes*	*0.70*	*B*	*n/a*	*No*	*same as project-related mitigation measures*			
	PM	-	*39.00*	*E*	*No*	-	*117.50*	*F*	*Yes*	*78.50*	-	*138.40*	*F*	*20.90*	*Yes*	*Yes*	*0.67*	*B*	*n/a*	*No*				
28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP)	AM	0.79	-	C	No	0.99	-	E	No	0.20	1.02	-	F	0.03	Yes	Yes	0.91	E	-0.08	No	same as project-related mitigation measures			
	PM	0.71	-	C	No	0.86	-	D	No	0.15	0.97	-	E	0.11	No	No	0.87	D	0.01	No				
29) Diamond Bar Boulevard @ Sunset Crossing Road (DB)	AM	0.80	-	C	No	0.98	-	E	Yes	0.18	1.05	-	F	0.07	Yes	Yes	0.86	D	-0.12	No	0.85	D	-0.13	No
	PM	0.84	-	D	No	1.02	-	F	Yes	0.18	1.10	-	F	0.08	Yes	Yes	0.94	E	-0.08	No	0.87	D	-0.15	No

TABLE 9A (Continued)
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
Industry Business Center, City of Industry

Key Intersections	Peak Hour	Existing (2003)				Year 2025 Cumulative Base					Year 2025 Cumulative + Project						Year 2025 Cumulative + Project with Mitigation							
																	Project-Related Mitigation Measures				Area-Wide Mitigation Measures			
		ICU	Ave. Delay (sec/veh)	LOS	Poor LOS?	ICU (1)	Ave. Delay (sec/veh)	LOS	Poor LOS?	Change in ICU or Delay (Cum. Base vs. Existing)	ICU	Ave. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum. + Project vs. Cum. Base)	Project Impact?	Area-Wide Impact?	ICU (2)	LOS	Change in ICU (2)-(1)	Residual Impact?	ICU (3)	LOS	Change in ICU (3)-(1)	Residual Impact?
30) **Diamond Bar Boulevard @**	AM	0.75	-	C	No	0.93	-	E	No	0.18	1.02	-	F	0.09	Yes	Yes	0.98	E	0.05	No	same as project-related mitigation measures			
SR-60 WB Ramps (CMP)	PM	0.74	-	C	No	0.93	-	E	No	0.19	0.96	-	E	0.03	No	No	0.93	E	0.00	No				
31) **Diamond Bar Boulevard @**	AM	0.69	-	B	No	0.83	-	D	No	0.14	0.86	-	D	0.03	No	No	0.78	C	-0.05	No	same as project-related mitigation measures			
SR-60 EB Ramps (CMP)	PM	0.93	-	E	No	1.12	-	F	Yes	0.19	1.27	-	F	0.15	Yes	Yes	1.10	F	-0.02	No				
32) **Diamond Bar Boulevard @**	AM	0.67	-	B	No	0.83	-	D	No	0.16	0.85	-	D	0.02	No	No	0.68	B	-0.15	No	same as project-related mitigation measures			
Gentle Springs Lane-	PM	0.68	-	B	No	0.84	-	D	No	0.16	0.93	-	E	0.09	Yes	Yes	0.83	D	-0.01	No				
Palomino Drive (DB)																								
33) Diamond Bar Boulevard @	AM	0.42	-	A	No	0.53	-	A	No	0.11	0.55	-	A	0.02	No	No	-	-	-	-	-	-	-	-
K-Mart Entrance (DB)	PM	0.56	-	A	No	0.69	-	B	No	0.13	0.79	-	C	0.10	No	No	-	-	-	-	-	-	-	-
34) **Diamond Bar Boulevard @**	AM	0.91	-	E	Yes	1.12	-	F	Yes	0.21	1.22	-	F	0.10	Yes	Yes	1.00	E	-0.12	No	0.90	D	-0.22	No
Golden Springs Drive (DB)	PM	0.80	-	C	No	1.04	-	F	Yes	0.24	1.32	-	F	0.28	Yes	Yes	0.97	E	-0.07	No	0.90	D	-0.14	No
35) Golden Springs Drive @	AM	0.51	-	A	No	0.63	-	B	No	0.12	0.81	-	D	0.18	No	No	-	-	-	-	-	-	-	-
Prospectors Road (DB)	PM	0.43	-	A	No	0.55	-	A	No	0.12	0.74	-	C	0.19	No	No	-	-	-	-	-	-	-	-
36) Golden Springs Drive @	AM	0.49	-	A	No	0.61	-	B	No	0.12	0.78	-	C	0.17	No	No	-	-	-	-	-	-	-	-
Golden Prados Drive (DB)	PM	0.44	-	A	No	0.56	-	A	No	0.12	0.75	-	C	0.19	No	No	-	-	-	-	-	-	-	-
37) Fairway Drive @	AM	0.42	-	A	No	0.52	-	A	No	0.10	0.54	-	A	0.02	No	No	-	-	-	-	-	-	-	-
Business Parkway (I)	PM	0.61	-	B	No	0.76	-	C	No	0.15	0.78	-	C	0.02	No	No	-	-	-	-	-	-	-	-
38) Fairway Drive @	AM	0.58	-	A	No	0.71	-	C	No	0.13	0.74	-	C	0.03	No	No	-	-	-	-	-	-	-	-
Walnut Drive (I)	PM	0.66	-	B	No	0.81	-	D	No	0.15	0.83	-	D	0.02	No	No	-	-	-	-	-	-	-	-
39) Fairway Drive @	AM	0.71	-	C	No	0.85	-	D	No	0.14	0.85	-	D	0.00	No	No	-	-	-	-	-	-	-	-
SR-60 WB Ramps (CMP)	PM	0.90	-	D	No	1.11	-	F	Yes	0.21	1.11	-	F	0.00	No	No	-	-	-	-	-	-	-	-
40) Fairway Drive @	AM	0.71	-	C	No	0.86	-	D	No	0.15	0.88	-	D	0.02	No	No	-	-	-	-	-	-	-	-
SR-60 EB Ramps (CMP)	PM	0.73	-	C	No	0.91	-	E	No	0.18	0.93	-	E	0.02	No	No	-	-	-	-	-	-	-	-
41) *Brea Canyon Road @*	*AM*	-	*0.42*	*A*	*No*	-	*0.55*	*A*	*No*	*0.13*	-	*0.47*	*A*	*-0.08*	*No*	*No*	-	-	-	-	-	-	-	-
Old Ranch Road (I) [a]	*PM*	-	*1.37*	*A*	*No*	-	*2.77*	*A*	*No*	*1.40*	-	*4.38*	*A*	*1.61*	*No*	*No*	-	-	-	-	-	-	-	-
42) **Brea Canyon Road @**	AM	0.38	-	A	No	0.58	-	A	No	0.20	1.27	-	F	0.69	Yes	Yes	0.55	A	-0.03	No	same as project-related mitigation measures			
Cheryl Lane (I) [a]	PM	0.51	-	A	No	0.73	-	C	No	0.22	1.22	-	F	0.49	Yes	Yes	0.89	D	0.16	No				
43) **Brea Canyon Road @**	AM	0.46	-	A	No	0.67	-	B	No	0.21	0.94	-	E	0.27	Yes	Yes	0.87	D	0.20	No	same as project-related mitigation measures			
Currier Road (I) [a]	PM	0.70	-	B	No	0.86	-	D	No	0.16	1.05	-	F	0.19	Yes	Yes	0.90	D	0.04	No				
44) **Brea Canyon Road @**	AM	0.54	-	A	No	0.89	-	D	No	0.35	1.15	-	F	0.26	Yes	Yes	0.88	D	-0.01	No	same as project-related mitigation measures			
Washington Street (DB)	PM	0.47	-	A	No	0.68	-	B	No	0.21	0.86	-	D	0.18	No	No	0.86	D	0.18	No				

TABLE 9A (Continued)
YEAR 2025 CUMULATIVE + PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE
Industry Business Center, City of Industry

Key Intersection	Peak Hour	Existing (2003)				Year 2025 Cumulative Base					Year 2025 Cumulative + Project						Year 2025 Cumulative + Project with Mitigation							
																	Project-Related Mitigation Measures				Area-Wide Mitigation Measures			
		ICU	Avg. Delay (sec/veh)	LOS	Poor LOS?	ICU (1)	Avg. Delay (sec/veh)	LOS	Poor LOS?	Change in ICU or Delay (Cum Base - Existing)	ICU	Avg. Delay (sec/veh)	LOS	Change in ICU or Delay (Cum + Project vs. Cum Base)	Project Impact?	Area-Wide Impact?	ICU (2)	LOS	Change in ICU (2) - (1)	Residual Impact?	ICU (3)	LOS	Change in ICU (3) - (1)	Residual Impact?
45) Brea Canyon Road @	AM	0.62	-	B	No	0.73	-	C	No	0.11	0.91	-	E	0.18	Yes	Yes	0.91	E	0.18	Yes	same as project-related mitigation measures			
Lycoming Street (DB)	PM	0.84	-	D	No	0.80	-	C	No	-0.04	1.00	-	E	0.20	Yes	Yes	0.82	D	0.02	No				
46) Brea Canyon Road @	AM	0.85	-	D	No	0.90	-	D	No	0.05	1.17	-	F	0.27	Yes	Yes	0.96	E	0.06	No	same as project-related mitigation measures			
SR-60 WB Ramps (CMP)	PM	0.78	-	C	No	0.75	-	C	No	-0.03	0.90	-	D	0.15	No	No	0.90	D	0.15	No				
52) SR-60 EB Ramps @	AM	0.78	-	C	No	0.90	-	D	No	0.12	1.04	-	F	0.14	Yes	Yes	0.97	E	0.07	No	same as project-related mitigation measures			
Golden Springs Drive (CMP)	PM	0.69	-	B	No	0.96	-	E	No	0.27	1.04	-	F	0.08	Yes	Yes	0.92	E	-0.04	No				
53) Brea Canyon Road @	AM	0.80	-	C	No	0.82	-	D	No	0.02	0.94	-	E	0.12	Yes	Yes	0.82	D	0.00	No	0.84	D	0.02	No
Golden Springs Drive (DB)	PM	0.93	-	E	Yes	1.00	-	E	Yes	0.07	1.06	-	F	0.06	Yes	Yes	0.96	E	-0.04	No	0.83	D	-0.17	No
55) Grand Avenue @	*AM*	-	*0.35*	*A*	*No*	-	*2.07*	*A*	*No*	*1.72*	-	*14.98*	*B*	*12.91*	*No*	*No*	*0.00*	*A*	*-2.07*	*No*	same as project-related mitigation measures			
Ferrero Parkway (I)	*PM*	-	*1.44*	*A*	*No*	-	*180.49*	*F*	*Yes*	*179.05*	-	*179.03*	*F*	*-1.46*	*Yes*	*Yes*	*0.00*	*A*	*-180.49*	*No*				
56) Grand Avenue @	AM	0.82	-	D	No	0.76	-	C	No	-0.06	1.03	-	F	0.27	Yes	Yes	0.97	E	0.21	No	same as project-related mitigation measures			
SR-60 WB Ramps (CMP)	PM	0.76	-	C	No	0.93	-	E	No	0.17	1.57	-	F	0.64	Yes	Yes	0.99	E	0.06	No				
57) Grand Avenue @	AM	1.03	-	F	Yes	0.75	-	C	No	-0.28	1.07	-	F	0.32	Yes	Yes	0.89	D	0.14	No	same as project-related mitigation measures			
SR-60 EB Ramps (CMP)	PM	0.96	-	E	No	0.74	-	C	No	-0.22	0.89	-	D	0.15	No	No	0.89	D	0.15	No				
60) Grand Avenue @	AM	1.06	-	F	Yes	0.90	-	D	No	-0.16	1.10	-	F	0.20	Yes	Yes	0.78	C	-0.12	No	same as project-related mitigation measures			
Golden Springs Drive (DB)	PM	0.87	-	D	No	0.86	-	D	No	-0.01	1.03	-	F	0.17	Yes	Yes	0.90	D	0.04	No				
61) Grand Avenue @	AM	0.64	-	B	No	0.85	-	D	No	0.21	1.01	-	F	0.16	Yes	Yes	0.71	C	-0.14	No	same as project-related mitigation measures			
Diamond Bar Villas (DB)	PM	0.67	-	B	No	0.96	-	E	Yes	0.29	1.13	-	F	0.17	Yes	Yes	0.82	D	-0.14	No				
62) Montefino Avenue @	AM	0.69	-	B	No	0.88	-	D	No	0.19	1.04	-	F	0.16	Yes	Yes	0.76	C	-0.12	No	0.69	B	-0.19	No
Grand Avenue (DB)	PM	0.75	-	C	No	0.99	-	E	Yes	0.24	1.17	-	F	0.18	Yes	Yes	0.93	E	-0.06	No	0.84	D	-0.15	No
84) Diamond Bar Boulevard @	AM	0.74	-	C	No	0.93	-	E	Yes	0.19	0.93	-	E	0.00	No	Yes	-	-	-	-	0.87	D	-0.06	No
Gold Rush Drive (DB)	PM	0.67	-	B	No	0.83	-	D	No	0.16	0.83	-	D	0.00	No	No	-	-	-	-	0.80	C	-0.03	No
85) Diamond Bar Boulevard @	AM	0.40	-	A	No	0.49	-	A	No	0.09	0.49	-	A	0.00	No	No	-	-	-	-	-	-	-	-
Tin Drive-Crestview Drive (DB)	PM	0.56	-	A	No	0.71	-	C	No	0.15	0.71	-	C	0.00	No	No	-	-	-	-	-	-	-	-
86) Grand Avenue @	AM	Future Intersection				0.66	-	B	No	n/a	1.06	-	F	0.40	Yes	Yes	0.76	C	0.10	No	same as project-related mitigation measures			
Baker Parkway-"B" Street (I)	PM					0.86	-	D	No	n/a	1.41	-	F	0.55	Yes	Yes	0.89	D	0.03	No				
87) Grand Avenue @	AM	Future Intersection				Future Intersection w/ the Project					1.16	-	F	n/a	Yes	Yes	0.81	D	n/a	No	same as project-related mitigation measures			
"A" Street (I)	PM										1.36	-	F	n/a	Yes	Yes	0.86	D	n/a	No				

Notes:
CMP = Congestion Management Program station; WC = West Covina; LAC = Los Angeles County; W = Walnut; P = Pomona; DB = Diamond Bar; I = Industry
[a] LOS reported reflects Year 2004 conditions.

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE 10A
YEAR 2015 ROADWAY SEGMENT LEVELS OF SERVICE
Industry Business Center, City of Industry

Roadway Segment	Capacity [a]	Existing (Year 2004)			Year 2015 Cumulative Base				Year 2015 Cumulative + Project					
		Existing Daily Volume	V/C (1)	LOS	Cumulative Base Daily Volume	V/C (2)	LOS	Change in V/C (2) - (1)	Project-Generated Daily Volumes	Cumulative + Project Daily Volume	V/C (3)	LOS	Change in V/C (3) - (2)	Significant Impact?
A. Temple Avenue west of SR-57 SB Ramps	56,300	35,492	0.63	B	43,042	0.76	C	0.13	4,410	47,452	0.84	D	0.08	Yes
B. Temple Avenue between Diamond Bar Boulevard and Golden Springs Drive	37,500	18,406	0.49	A	20,249	0.54	A	0.05	0	20,249	0.54	A	0.00	No
C. Golden Springs Drive between Temple Avenue and Sunset Crossing Road	25,000	13,002	0.52	A	14,462	0.58	A	0.06	0	14,462	0.58	A	0.00	No
D. Sunset Crossing Road between Prospectors Road-Chapparal Drive and SR-57 SB Ramps	25,000	4,866	0.19	A	5,304	0.21	A	0.02	0	5,304	0.21	A	0.00	No
E. Sunset Crossing Road between Diamond Boulevard and Golden Springs Drive	12,500	2,532	0.20	A	2,760	0.22	A	0.02	0	2,760	0.22	A	0.00	No
F. Diamond Bar Boulevard between Sunset Crossing Road and SR-60 WB Ramps	37,500	34,332	0.92	E	40,822	1.09	F	0.17	2,790	43,612	1.16	F	0.07	Yes
G. Golden Springs Drive east of Diamond Bar Boulevard	37,500	15,318	0.41	A	18,850	0.50	A	0.09	1,990	20,840	0.56	A	0.06	No
H. Grand Avenue north of SR-60 WB/SR-57 SB Ramps (CMP)	37,500	30,752	0.82	D	52,685	1.40	F	0.58	15,399	68,084	1.82	F	0.42	Yes
I. Grand Avenue north of Golden Springs Drive (CMP)	37,500	18,572	0.50	A	29,737	0.79	C	0.29	15,380	45,117	1.20	F	0.41	Yes
J. Golden Springs Drive between Brea Canyon Road and Gateway Center Drive	37,500	32,285	0.86	D	37,923	1.01	F	0.15	360	38,283	1.02	F	0.01	Yes
K. Golden Springs Drive west of Grand Avenue	37,500	32,095	0.86	D	39,558	1.05	F	0.19	360	39,918	1.06	F	0.01	Yes
L. Golden Springs Drive east of Grand Avenue	37,500	29,196	0.78	C	35,306	0.94	E	0.16	7,670	42,976	1.15	F	0.21	Yes

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE 10A (Continued)
YEAR 2015 ROADWAY SEGMENT LEVELS OF SERVICE
Industry Business Center, City of Industry

Roadway Segment	Capacity [a]	Existing (Year 2004)			Year 2015 Cumulative Base				Year 2015 Cumulative + Project					
		Existing Daily Volume	V/C (1)	LOS	Cumulative Base Daily Volume	V/C (2)	LOS	Change in V/C (2) - (1)	Project-Generated Daily Volumes	Cumulative + Project Daily Volume	V/C (3)	LOS	Change in V/C (3) - (2)	Significant Impact?
M. Grand Avenue south of Golden Springs Drive (CMP)	37,500	26,390	0.70	B	35,886	0.96	E	0.26	7,350	43,236	1.15	F	0.19	Yes
N. Grand Avenue west of Diamond Bar Boulevard (CMP)	37,500	28,282	0.75	C	36,796	0.98	E	0.23	7,350	44,146	1.18	F	0.20	Yes
O. Diamond Bar Boulevard north of Grand Avenue (CMP)	37,500	33,936	0.90	D	42,415	1.13	F	0.23	0	42,415	1.13	F	0.00	No
P. Grand Avenue east of Diamond Bar Boulevard (CMP)	37,500	36,810	0.98	E	49,649	1.32	F	0.34	3,410	53,059	1.41	F	0.09	Yes
Q. Diamond Bar Boulevard south of Grand Avenue (CMP)	37,500	33,417	0.89	D	46,159	1.23	F	0.34	3,940	50,099	1.34	F	0.11	Yes
R. Brea Canyon Road between Golden Springs Drive and Pathfinder Road	37,500	25,513	0.68	B	30,222	0.81	D	0.13	2,820	33,042	0.88	D	0.07	Yes
S. Pathfinder Road between Brea Canyon Road (east) and Diamond Bar Boulevard	37,500	18,375	0.49	A	22,689	0.61	B	0.12	660	23,349	0.62	B	0.01	No
T. Diamond Bar Boulevard north of Pathfinder Road	37,500	35,126	0.94	E	47,345	1.26	F	0.32	1,950	49,295	1.31	F	0.05	Yes
U. Brea Canyon Road (east) between Pathfinder Road and Diamond Bar Boulevard	25,000	9,569	0.38	A	10,620	0.42	A	0.04	780	11,400	0.46	A	0.04	No
V. Diamond Bar Boulevard between Brea Canyon Road (east) and Pathfinder Road	37,500	23,490	0.63	B	31,683	0.84	D	0.21	1,290	32,973	0.88	D	0.04	Yes

Note:

[a] The capacities and LOS criteria are based upon the Los Angeles County CMP and City of Diamond Bar traffic impact study guidelines.

LOS	V/C Ratio
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	>1.01

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE 11A
YEAR 2025 ROADWAY SEGMENT LEVELS OF SERVICE
Industry Business Center, City of Industry

Roadway Segment	Capacity [a]	Existing (Year 2004)			Year 2025 Cumulative Base				Year 2025 Cumulative + Project					
		Existing Daily Volume	V/C (1)	LOS	Cumulative Base Daily Volume	V/C (2)	LOS	Change in V/C (2) - (1)	Project-Generated Daily Volumes	Cumulative + Project Daily Volume	V/C (3)	LOS	Change in V/C (3) - (2)	Significant Impact?
A. Temple Avenue west of SR-57 SB Ramps	56,300	35,492	0.63	B	45,917	0.82	D	0.19	4,410	50,327	0.89	D	0.07	Yes
B. Temple Avenue between Diamond Bar Boulevard and Golden Springs Drive	37,500	18,406	0.49	A	21,537	0.57	A	0.08	0	21,537	0.57	A	0.00	No
C. Golden Springs Drive between Temple Avenue and Sunset Crossing Road	25,000	13,002	0.52	A	15,372	0.61	B	0.09	0	15,372	0.61	B	0.00	No
D. Sunset Crossing Road between Prospectors Road-Chapparal Drive and SR-57 SB Ramps	25,000	4,866	0.19	A	5,645	0.23	A	0.04	0	5,645	0.23	A	0.00	No
E. Sunset Crossing Road between Diamond Boulevard and Golden Springs Drive	12,500	2,532	0.20	A	2,937	0.23	A	0.03	0	2,937	0.23	A	0.00	No
F. Diamond Bar Boulevard between Sunset Crossing Road and SR-60 WB Ramps	37,500	34,332	0.92	E	43,225	1.15	F	0.23	2,790	46,015	1.23	F	0.08	Yes
G. Golden Springs Drive east of Diamond Bar Boulevard	37,500	15,318	0.41	A	19,922	0.53	A	0.12	1,990	21,912	0.58	A	0.05	No
H. Grand Avenue north of SR-60 WB/SR-57 SB Ramps (CMP)	37,500	30,752	0.82	D	54,837	1.46	F	0.64	15,399	70,236	1.87	F	0.41	Yes
I. Grand Avenue north of Golden Springs Drive (CMP)	37,500	18,572	0.50	A	31,037	0.83	D	0.33	15,380	46,417	1.24	F	0.41	Yes
J. Golden Springs Drive between Brea Canyon Road and Gateway Center Drive	37,500	32,285	0.86	D	40,183	1.07	F	0.21	360	40,543	1.08	F	0.01	Yes
K. Golden Springs Drive west of Grand Avenue	37,500	32,095	0.86	D	41,805	1.11	F	0.25	360	42,165	1.12	F	0.01	Yes
L. Golden Springs Drive east of Grand Avenue	37,500	29,196	0.78	C	37,349	1.00	E	0.22	7,670	45,019	1.20	F	0.20	Yes

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE 11A (Continued)
YEAR 2025 ROADWAY SEGMENT LEVELS OF SERVICE
Industry Business Center, City of Industry

Roadway Segment	Capacity [a]	Existing (Year 2004)			Year 2025 Cumulative Base				Year 2025 Cumulative + Project					
		Existing Daily Volume	V/C (1)	LOS	Cumulative Base Daily Volume	V/C (2)	LOS	Change in V/C (2) - (1)	Project-Generated Daily Volumes	Cumulative + Project Daily Volume	V/C (3)	LOS	Change in V/C (3) - (2)	Significant Impact?
M. Grand Avenue south of Golden Springs Drive (CMP)	37,500	26,390	0.70	B	37,733	1.01	F	0.31	7,350	45,083	1.20	F	0.19	Yes
N. Grand Avenue west of Diamond Bar Boulevard (CMP)	37,500	28,282	0.75	C	38,776	1.03	F	0.28	7,350	46,126	1.23	F	0.20	Yes
O. Diamond Bar Boulevard north of Grand Avenue (CMP)	37,500	33,936	0.90	D	44,790	1.19	F	0.29	0	44,790	1.19	F	0.00	No
P. Grand Avenue east of Diamond Bar Boulevard (CMP)	37,500	36,810	0.98	E	52,226	1.39	F	0.41	3,410	55,636	1.48	F	0.09	Yes
Q. Diamond Bar Boulevard south of Grand Avenue (CMP)	37,500	33,417	0.89	D	48,498	1.29	F	0.40	3,940	52,438	1.40	F	0.11	Yes
R. Brea Canyon Road between Golden Springs Drive and Pathfinder Road	37,500	25,513	0.68	B	32,008	0.85	D	0.17	2,820	34,828	0.93	E	0.08	Yes
S. Pathfinder Road between Brea Canyon Road (east) and Diamond Bar Boulevard	37,500	18,375	0.49	A	23,975	0.64	B	0.15	660	24,635	0.66	B	0.02	No
T. Diamond Bar Boulevard north of Pathfinder Road	37,500	35,126	0.94	E	49,804	1.33	F	0.39	1,950	51,754	1.38	F	0.05	Yes
U. Brea Canyon Road (east) between Pathfinder Road and Diamond Bar Boulevard	25,000	9,569	0.38	A	11,290	0.45	A	0.07	780	12,070	0.48	A	0.03	No
V. Diamond Bar Boulevard between Brea Canyon Road (east) and Pathfinder Road	37,500	23,490	0.63	B	33,327	0.89	D	0.26	1,290	34,617	0.92	E	0.03	Yes

Note:

[a] The capacities and LOS criteria are based upon the Los Angeles County CMP and City of Diamond Bar traffic impact study guidelines.

LOS	V/C Ratio
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	>1.01

TABLE 12A
YEAR 2015 FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE
Industry Business Center, Industry

		Freeway Capacity [a]		Existing (2003)						Year 2015 Cumulative Base								Year 2015 Cumulative + Project											
				NB/EB			SB/WB			NB/EB				SB/WB				NB/EB						SB/WB					
Roadway Segment	Peak Hour	NB/EB	SB/WB	Existing Demand	D/C (1)	LOS	Existing Demand	D/C (2)	LOS	Cumulative Base Volumes	D/C (3)	LOS	Change in D/C (3)-(1)	Cumulative Base Volumes	D/C (4)	LOS	Change in D/C (4)-(2)	Project Generated Volumes	Cumulative + Project Volumes	D/C (5)	LOS	Change in D/C (5)-(3)	Signif. Impact ?	Project Generated Volumes	Cumulative + Project Volumes	D/C (6)	LOS	Change in D/C (6)-(4)	Signif. Impact ?
SR-60 east of	AM	8,000	8,000	7,141	0.89	D	11,098	1.39	F(2)	8,881	1.11	F(0)	0.22	12,703	1.59	F(3)	0.20	657	9,538	1.19	F(0)	0.08	Yes	146	12,849	1.61	F(3)	0.02	Yes
Nogales	PM	8,000	8,000	10,282	1.29	F(1)	7,510	0.94	E	11,985	1.50	F(3)	0.21	9,422	1.18	F(0)	0.24	282	12,267	1.53	F(3)	0.03	Yes	690	10,112	1.26	F(1)	0.08	Yes
SR-60 west of	AM	8,000	8,000	6,856	0.86	D	7,319	0.91	D	8,562	1.07	F(0)	0.21	8,468	1.06	F(0)	0.15	590	9,152	1.14	F(0)	0.07	Yes	126	8,594	1.07	F(0)	0.01	No
Brea Canyon Road	PM	8,000	8,000	10,282	1.29	F(1)	7,383	0.92	D	12,008	1.50	F(3)	0.21	9,286	1.16	F(0)	0.24	229	12,237	1.53	F(3)	0.03	Yes	603	9,889	1.24	F(0)	0.08	Yes
SR-60 east of Junction	AM	8,000	6,000	5,634	0.70	C	6,181	1.03	F(0)	6,643	0.37	B	-0.33	7,086	0.39	B	-0.64	388	7,031	0.39	B	0.02	No	198	7,284	0.40	B	0.01	No
Route 57 North [b]	PM	8,000	6,000	11,098	1.39	F(2)	6,099	1.02	F(0)	12,665	0.70	C	-0.69	7,220	0.40	B	-0.62	253	12,918	0.72	C	0.02	No	398	7,618	0.42	B	0.02	No
SR-57 south of	AM	8,000	8,000	5,985	0.75	C	8,242	1.03	F(0)	7,126	0.89	D	0.14	9,385	1.17	F(0)	0.14	391	7,517	0.94	E	0.05	No	83	9,468	1.18	F(0)	0.01	No
Pathfinder	PM	8,000	8,000	10,282	1.29	F(1)	6,108	0.76	C	11,783	1.47	F(3)	0.18	7,340	0.92	D	0.16	154	11,937	1.49	F(3)	0.02	Yes	395	7,735	0.97	E	0.05	No
SR-57 south of	AM	10,000	10,000	6,424	0.64	C	5,906	0.59	C	7,557	0.76	C	0.12	7,253	0.73	C	0.14	145	7,702	0.77	C	0.01	No	625	7,878	0.79	D	0.06	No
Junction Routes 10/71/210	PM	10,000	10,000	5,563	0.56	C	6,619	0.66	C	6,752	0.68	C	0.12	8,267	0.83	D	0.17	654	7,406	0.74	C	0.06	No	272	8,539	0.85	D	0.02	No

es:

a] The capacities and LOS criteria are based upon the Los Angeles County CMP traffic impact study guidelines. The 2001 CMP traffic volumes were adjusted by 2% to reflect Year 2003 conditions (assumes a 1% annual growth rate).

LOS	D/C Ratio	LOS	D/C Ratio
A	0.00-0.35	F(0)	>1.00-1.25
B	>0.35-0.54	F(1)	>1.25-1.35
C	>0.54-0.77	F(2)	>1.35-1.45
D	>0.77-0.93	F(3)	>1.45
E	>0.93-1.00		

b] Caltrans plans to widen SR-60 east of Junction Route 57 North by the Year 2007 to provide 9 lanes (7 mixed-flow lanes and 2 HOV lanes) in each direction of the freeway.
Therefore, under Year 2015 Cumulative Base and Cumulative + Project conditions, the capacity used per direction of the freeway segment is 18,000 vehicles per hour per lane (vphpl).

TABLE 13A
YEAR 2025 FREEWAY MAINLINE SEGMENT LEVELS OF SERVICE
Industry Business Center, Industry

Roadway Segment	Peak Hour	Freeway Capacity (vphpl) [a] NB/EB	Freeway Capacity (vphpl) [a] SB/WB	Existing (Year 2003) NB/EB Existing Demand	Existing (Year 2003) NB/EB D/C (1)	Existing (Year 2003) NB/EB LOS	Existing (Year 2003) SB/WB Existing Demand	Existing (Year 2003) SB/WB D/C (2)	Existing (Year 2003) SB/WB LOS	Year 2025 Cumulative Base NB/EB Cumulative Base Volumes	Year 2025 Cumulative Base NB/EB D/C (3)	Year 2025 Cumulative Base NB/EB LOS	Year 2025 Cumulative Base NB/EB Change in D/C (3) - (1)	Year 2025 Cumulative Base SB/WB Cumulative Base Volumes	Year 2025 Cumulative Base SB/WB D/C (4)	Year 2025 Cumulative Base SB/WB LOS	Year 2025 Cumulative Base SB/WB Change in D/C (4) - (2)	Year 2025 Cumulative + Project NB/EB Project Generated Volumes	Year 2025 Cumulative + Project NB/EB Cumulative + Project Volumes	Year 2025 Cumulative + Project NB/EB D/C (5)	Year 2025 Cumulative + Project NB/EB LOS	Year 2025 Cumulative + Project NB/EB Change in D/C (5) - (3)	Year 2025 Cumulative + Project NB/EB Signif. Impact	Year 2025 Cumulative + Project SB/WB Project Generated Volumes	Year 2025 Cumulative + Project SB/WB Cumulative + Project Volumes	Year 2025 Cumulative + Project SB/WB D/C (6)	Year 2025 Cumulative + Project SB/WB LOS	Year 2025 Cumulative + Project SB/WB Change in D/C (6) - (4)	Year 2025 Cumulative + Project SB/WB Signif. Impact
SR-60 east of Nogales	AM	8,000	8,000	7,141	0.89	D	11,098	1.39	F(2)	9,595	1.20	F(0)	0.31	14,585	1.82	F(3)	0.43	657	10,252	1.28	F(1)	0.08	Yes	146	14,731	1.84	F(3)	0.02	Yes
	PM	8,000	8,000	10,282	1.29	F(1)	7,510	0.94	E	13,014	1.63	F(3)	0.34	10,174	1.27	F(1)	0.33	282	13,296	1.66	F(3)	0.03	Yes	690	10,864	1.36	F(2)	0.09	Yes
SR-60 west of Brea Canyon Road	AM	8,000	8,000	6,856	0.86	D	7,319	0.91	D	9,248	1.16	F(0)	0.30	9,200	1.15	F(0)	0.24	590	9,838	1.23	F(0)	0.07	Yes	126	9,326	1.17	F(0)	0.02	Yes
	PM	8,000	8,000	10,282	1.29	F(1)	7,383	0.92	D	13,037	1.63	F(3)	0.34	10,024	1.25	F(0)	0.33	229	13,266	1.66	F(3)	0.03	Yes	603	10,627	1.33	F(0)	0.08	Yes
SR-60 east of Junction Route 57 North [b]	AM	8,000	6,000	5,634	0.70	C	6,181	1.03	F(0)	7,206	0.40	B	-0.30	7,704	0.43	B	-0.6	388	7,594	0.42	B	0.02	No	198	7,902	0.44	B	0.01	No
	PM	8,000	6,000	11,098	1.39	F(2)	6,099	1.02	F(0)	13,775	0.77	C	-0.62	7,830	0.44	B	-0.58	253	14,028	0.78	D	0.01	No	398	8,228	0.46	B	0.02	No
SR-57 south of Pathfinder	AM	8,000	8,000	5,985	0.75	C	8,242	1.03	F(0)	7,724	0.97	E	0.22	10,209	1.28	F(1)	0.25	391	8,115	1.01	F(0)	0.04	Yes	83	10,292	1.29	F(1)	0.01	No
	PM	8,000	8,000	10,282	1.29	F(1)	6,108	0.76	C	12,812	1.60	F(3)	0.31	7,950	0.99	E	0.23	154	12,966	1.62	F(3)	0.02	Yes	395	8,345	1.04	F	0.05	Yes
SR-57 south of Junction Routes 10/71/210	AM	10,000	10,000	6,424	0.64	C	5,906	0.59	C	8,212	0.82	D	0.18	7,858	0.79	D	0.2	145	8,357	0.84	D	0.02	No	625	8,483	0.85	D	0.06	No
	PM	10,000	10,000	5,563	0.56	C	6,619	0.66	C	7,319	0.73	C	0.17	8,941	0.89	D	0.23	654	7,973	0.80	D	0.07	No	272	9,213	0.92	D	0.03	No

Notes:

[a] The capacities and LOS criteria are based upon the Los Angeles County CMP traffic impact study guidelines. The 2001 CMP traffic volumes were adjusted by 2% to reflect Year 2003 conditions (assumes a 1% annual growth rate).

LOS	D/C Ratio	LOS	D/C Ratio
A	0.00-0.35	F(0)	>1.00-1.25
B	>0.35-0.54	F(1)	>1.25-1.35
C	>0.54-0.77	F(2)	>1.35-1.45
D	>0.77-0.93	F(3)	>1.45
E	>0.93-1.00		

[b] Caltrans plans to widen SR-60 east of Junction Route 57 North by the Year 2007 to provide 9 lanes (7 mixed-flow lanes and 2 HOV lanes) in each direction of the freeway. Therefore, under Year 2025 Cumulative Base and Cumulative + Project conditions, the capacity used per direction of the freeway segment is 18,000 vehicles per hour per lane (vphpl).

TABLE 14A
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project Related Impact	Area Wide Impact	Project Related Impact	Area Wide Impact	Project-Related Mitigation Measures - Description	Area-Wide Mitigation Measures - Description
1) Grand Avenue @ I-10 WB Ramps (CMP)	No	No	No	No	None	None
2) Grand Avenue @ I-10 EB Ramps (CMP)	No	No	Yes	Yes	Year 2025: Restripe the SB approach to provide an exclusive right-turn lane.	Year 2025: Same as project-related mitigation measures.
3) Grand Avenue @ Holt Avenue (WC)	Yes	Yes	Yes	Yes	Year 2015: Restripe the SB approach and departure to provide a 3rd through lane by modifying the SB approach (removing island & on-street parking) and departure. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project related mitigation measures.
4) Grand Avenue @ Cameron Avenue (LAC)	Yes	Yes	Yes	Yes	Year 2015: Restripe the EB approach to provide a 2nd right-turn lane. Year 2025: Same as Year 2015, plus restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure.	Year 2015: Same as project-related mitigation measures, plus restripe the SB approach and departure to provide a 3rd through lane. Year 2025: Same as project related mitigation measures.
5) Grand Avenue @ Shadow Mountain Road-College Vista Avenue (W)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median and remove the bike lane on the north and south legs of the intersection. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project related mitigation measures.
6) Grand Avenue @ Mountaineer Road (W)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB and SB approaches and departures to provide a 3rd through lane. Remove the bike lane. Additional ROW (6 feet) is required from the existing landscaping on the east side of Grand. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project related mitigation measures.
7) Grand Avenue @ San Jose Hills Road (W)	Yes	Yes	Yes	Yes	Year 2015: Widen the SB and EB approaches to provide an exclusive right-turn lane. Additional ROW (11 feet) is required from the existing landscaping and parking lot on the west side of Grand. Additional ROW (10 feet) is required from the existing landscaping and parking lot on the south of San Jose Hills. Year 2025: Same as Year 2015, plus widen the WB approach and departure to provide a 2nd through lane. Additional ROW (11 feet) is required from the existing landscaping and parking lot on the north side of San Jose Hills.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as Year 2015, plus widen the EB approach to provide a 2nd left-turn lane. Additional ROW (10 feet) is required from the the existing landscaping and parking lot on the south side of San Jose Hills.
8) Nogales Street @ Amar Road (WC/W)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median. Year 2025: Same as Year 2015, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. Widen the EB approach to provide a 3rd through lane. Additional ROW (11 feet) is required from the existing landscaping on the south side of Amar. Remove the bike lane on the EB departure.	Year 2015: Same as project-related mitigation measures, plus restripe the SB approach to provide 1 shared left/through lane and an exclusive right-turn lane, and remove on-street parking. Year 2025: Restripe the WB approach to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane, remove the bike lane, and modify the median. Widen the EB approach to provide a 3rd through lane. Additional ROW (11 feet) is required from the existing landscaping on the south side of Amar. Remove the bike lane on the EB departure. Restripe the NB approach to provide 2 left-turn lanes and 1 shared through/right-turn lane, and modify the median.
9) Lemon Avenue @ Amar Road (W)	No	No	Yes	Yes	Year 2025: Restripe the EB approach to provide an exclusive right-turn lane. Remove the bike lane.	Year 2025: Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd right-turn lane.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures - Description	Area-Wide Mitigation Measures - Description
10) Grand Avenue @ Temple Avenue (W)	Yes	Yes	Yes	Yes	Year 2015: Widen the SB approach to provide a 3rd through lane. Additional ROW (11 feet) is required from the existing gas station on the west side of Grand. Year 2025: Widen all legs of the intersection to provide a 4th through lane on the NB and SB approaches, and a 3rd through lane on the EB and WB approaches. Additional ROW (11 feet) is required from the existing gas station on the west side of Grand. Additional ROW (11 feet) is required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet).	Year 2015: Widen the SB approach to provide 2 left-turn lanes, 3 through lanes, and 1 shared through/right-turn lane. Additional ROW (11 feet) is required from the existing gas station on the west of Grand. Widen the EB and WB approaches and departures to provide a 3rd through lane. Additional ROW (11 feet) is required from the existing landscaping, gas station, and wildlife sanctuary on the north side and south side of Temple (total ROW required is 22 feet). Year 2025: Same as project-related mitigation measures, plus widen the WB approach and departure to provide a 4th through lane. Additional ROW (11 feet) is required from the existing landscaping and gas station on the north side of Temple.
11) Valley Boulevard @ Temple Avenue (P)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB and SB approaches to provide a 3rd through lane in each direction, and remove on-street parking. Year 2025: Convert the WB right-turn lane to a shared through/right-turn lane. Widen the WB departure to receive the 4th through lane. Modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 free-flow right-turn lane. Additional ROW (23 feet) is required on the north side of Temple.	Year 2015: Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane, and widen the SB approach to provide a 4th through lane. Widen the WB approach to provide a 2nd left-turn lane and a 4th through lane. Widen the EB approach to provide a 2nd left-turn lane. Additional ROW (11 feet) is required on the west side and east side of Valley (total ROW required is 22 feet). Additional ROW (22 feet) is required on the north side of Temple. Additional ROW (11 feet) is required from the existing multi-family residential on the south side of Temple. Year 2025: Same as project-related mitigation measures.
12) Pomona Boulevard @ Temple Avenue (P)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 4th through lane. Additional ROW (9 feet) is required on the east side of Pomona. Additional ROW (9 feet) is required from the existing landscaping and parking lot on the south side of Temple. Year 2025: Widen the EB approach and departure to provide a 4th through lane. Additional ROW (9 feet) is required from the existing landscaping and parking lot on the south side of Temple.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
13) Valley Boulevard @	Yes	Yes	Yes	Yes	Year 2015: Restripe the SB approach and departure to provide a 3rd through lane, and remove on-street parking. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
14) SR-57 SB Ramps @ Temple Avenue (CMP)	Yes	Yes	Yes	Yes	Year 2015: Widen the EB approach and departure to provide a 4th through lane. Additional ROW (7 feet) is required from the existing parking lot and gas station on the south side of Temple. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
15) SR-57 NB Ramps @ Temple Avenue (CMP)	No	No	No	No	None	None
16) Diamond Bar Boulevard-Mission Boulevard @ Temple Avenue (P/DB)	No	No	Yes	Yes	Year 2015: None Year 2025: Widen the EB and WB approaches to provide an exclusive right-turn lane. Additional ROW (6 feet) is required from the existing landscaping and wall on the south side of Temple. Additional ROW (8 feet) is required from the existing landscaping on the north side of Temple.	Year 2015: None Year 2025: Same as project-related mitigation measures.
17) Grand Avenue @ Snow Creek Drive (W)	Yes	Yes	No	No	Year 2015: Restripe the NB and SB approaches and departures to provide a 3rd through lane. Modify the median. Remove the bike lane.	Year 2015: Same as project-related mitigation measures.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures Description	Area-Wide Mitigation Measures Description
					Year 2025: None	Year 2025: None
18) Nogales Street @ La Puente Road (WC/LAC)	No	No	No	No	None	None
19) Grand Avenue @ La Puente Road (W)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB approach to provide a 3rd through lane, and remove the bike lane. Widen the SB approach to provide a 3rd through lane. Additional ROW (6 feet) is required from the existing landscaping on the west side of Grand. Year 2025: Widen the SB approach and departure to provide a 4th through lane. Additional ROW (6 feet) is required from the existing landscaping on the west side of Grand.	Year 2015: Same as project-related mitigation measures, plus widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane, and modify the SB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the SB departure. ROW (10 feet) is required on the east side of Grand. Additional ROW (11 feet) is required on the west side of Grand. Year 2025: Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the SB approach and departure to provide a 2nd left-turn lane, a 4th through lane, and an exclusive right-turn lane. Additional ROW (21 feet) is required on the east side of Grand. Additional ROW (32 feet) is required on the west side of Grand.
20) Nogales Street @ Valley Boulevard (WC/I) [a]	No	No	No	No	None	None
21) Fairway Drive-Camino De Teodoro @ Valley Boulevard (W/I)	Yes	Yes	Yes	Yes	Year 2015: Widen the EB approach and departure to provide a 4th through lane. Widen the NB approach to provide two left-turn lanes, 1 through lane, and 1 right-turn lane. Additional ROW (11 feet) is required on the south side of Valley. Additional ROW (11 feet) is required on the east side of Fairway-Camino de Teodoro. Year 2025: Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to receive the 4th through lane. Widen the NB approach to provide two left-turn lanes, 1 through lane, and 1 right-turn lane. Additional ROW (11 feet) is required on the south side of Valley. Additional ROW (11 feet) is required on the east side of Fairway-Camino de Teodoro.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as Year 2015.
22) Lemon Avenue @ Valley Boulevard (W/I)	Yes	Yes	Yes	Yes	Year 2015: Convert the NB right-turn lane to a shared through/right-turn lane. Widen the WB approach to provide a 2nd left-turn lane. Modify the EB approach to provide 2 left-turn lanes, 2 through lanes, and 1 shared through/right-turn lane. Widen the EB departure to receive the 3rd through lane. Additional ROW (10 feet) is required from the existing landscaping on the north side of Valley. Additional ROW (11 feet) is required on the south side of Valley. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
23) Pierre Road @ Valley Boulevard (W)	Yes	Yes	Yes	Yes	Year 2015: Restripe the SB approach to provide a 2nd left-turn lane, and modify the median.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as Year 2015, plus restripe

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TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures - Description	Area-Wide Mitigation Measures - Description
					Year 2025: Same as Year 2015.	the EB approach to provide a 2nd left-turn lane, and reduce the WB departure by 4 feet.
24) Brea Canyon Road @ Valley Boulevard (W/I)	No	No	No	No	None	None
25) Grand Avenue @ Valley Boulevard (W/I)	Yes	Yes	Yes	Yes	Year 2015: Widen the WB approach and departure to provide a 4th through lane. Widen the EB approach and departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. Additional ROW (11 feet) is required from the existing landscaping and wall on the north side of Valley. Additional ROW (11 feet) is required on the south side of Valley. Additional ROW (22 feet) is required on the west side of Grand. Additional ROW (11 feet) is required on the east side of Grand. Year 2025: Convert the WB right-turn lane to a shared through/right-turn lane. Widen WB departure to receive the 4th through lane. Widen the EB approach and departure to provide a 4th through lane. Widen the EB departure to provide a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. Additional ROW (11 feet) is required from the existing landscaping and wall on the north side of Valley. Additional ROW (11 feet) is required on the south side of Valley. Additional ROW (22 feet) is required on the west side of Grand.	Year 2015: Widen the EB approach and departure to provide 2 left-turn lanes, 4 through lanes, and a free-flow right-turn lane. Widen the WB approach and departure to provide 2 left-turn lanes, 4 through lanes, and an exclusive right-turn lane. Widen the NB approach to to provide a 3rd left-turn lane and a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. Additional ROW (11 feet) is required from the existing landscaping and wall on the north side of Valley. Additional ROW (11 feet) is required on the south side of Valley. Additional ROW (21 feet) is required on the west side of Grand. Additional ROW (21 feet) is required on the east side of Grand. Year 2025: Widen the EB approach and departure to provide 3 left-turn lanes, 5 through lanes, and a free-flow right-turn lane. Widen the WB approach and departure to provide 3 left-turn lanes, 3 through lanes, and 1 shared through/right-turn lane. Widen the NB approach to provide a 3rd left-turn lane and a 4th through lane. Widen the SB approach and departure to provide a 4th and 5th through lane. Additional ROW (33 feet) is required from the existing landscaping and wall on the north side of Valley. Additional ROW (22 feet) is required on the south side of Valley. Additional ROW (21 feet) is required on the west side of Grand. Additional ROW (21 feet) is required on the east side of Grand.
26) Chaparral Drive-Prospector Drive @ Sunset Crossing Road (DB)	No	No	No	No	None	None
27) SR-57 SB Ramps @ Sunset Crossing Road (CMP)	*Yes*	*Yes*	*Yes*	*Yes*	*Year 2015: Install traffic signal.* *Year 2025: Install traffic signal.*	*Year 2015: Same as project-related mitigation measures.* *Year 2025: Same as project-related mitigation measures.*
28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP)	No	No	Yes	Yes	Year 2015: None Year 2025: Restripe the SB approach and departure to provide a 3rd through lane. Remove the bike lane on the SB departure.	Year 2015: None Year 2025: Same as project-related mitigation measures.
29) Diamond Bar Boulevard @ Sunset Crossing Road (DB)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane on the NB departure. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures, plus widen WB approach to provide 1 left-turn lane, 1 through lane, and 2 right-turn lanes. Additional ROW (8 feet) is required on the south side of Sunset Crossing.
30) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP)	No	No	Yes	Yes	Year 2015: None Year 2025: Restripe the NB approach and departure to provide a 3rd through lane, and remove the bike lane. Widen the WB approach to provide a 2nd right-turn lane. Additional ROW (11 feet) is required on the north side of the SR-60 WB off-ramp.	Year 2015: None Year 2025: Same as project-related mitigation measures.
31) Diamond Bar Boulevard @ SR-60 EB Ramps (CMP)	Yes	Yes	Yes	Yes	Year 2015: Restripe the SB approach to provide a 2nd left-turn lane, and remove the bike lane. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
32) Diamond Bar Boulevard @ Gentle Springs Lane-Palomino Drive (DB)	No	No	Yes	Yes	Year 2015: None Year 2025: Restripe the WB approach to provide an exclusive right-turn lane, and	Year 2015: None Year 2025: Same as project-related mitigation measures.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project Related Impact	Area Wide Impact	Project Related Impact	Area Wide Impact	Project-Related Mitigation Measures - Description	Area Wide Mitigation Measures - Description
					remove on-street parking.	
33) Diamond Bar Boulevard @ K-Mart Entrance (DB)	No	No	No	No	None	None
34) Diamond Bar Boulevard @ Golden Springs Drive (DB)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen the WB approach to provide an exclusive right-turn lane. Widen on the EB approach to provide a 2nd left-turn lane. Additional ROW (7 feet) is required from the existing gas station on the north side of of Golden Springs. Additional ROW (9 feet) is required from the existing middle school on the south side of Golden Springs. Year 2025: Restripe the NB approach to provide a 2nd left-turn lane, and modify the median. Widen on the SB approach to provide a 2nd right-turn lane. Widen the EB approach to provide a 2nd left-turn lane. Additional ROW (15 feet) is required from the existing middle school on the south side of Golden Springs. Additional ROW (9 feet) is required from the existing landscaping on the west side of Diamond Bar.	Year 2015: Same as project-related mitigation measures, plus widen the SB approach to provide a 2nd right-turn lane. Widen the EB approach to provide an exclusive right-turn lane. Additional ROW (9 feet) is required from the existing landscaping on the west side of Diamond Bar. Additional ROW (11 feet) is required from the existing middle school on the south side of Golden Springs. Year 2025: Same as project-related mitigation measures, plus widen the WB approach to provide an exclusive right-turn lane. Additional ROW (7 feet) is required from the existing gas station on the north side of Golden Springs.
35) Golden Springs Drive @ Prospectors Road (DB)	No	No	No	No	None	None
36) Golden Springs Drive @ Golden Prados Drive (DB)	No	No	No	No	None	None
37) Fairway Drive @ Business Parkway (I)	No	No	No	No	None	None
38) Fairway Drive @ Walnut Drive (I)	No	No	No	No	None	None
39) Fairway Drive @ SR-60 WB Ramps (CMP)	No	No	No	No	None	None
40) Fairway Drive @ SR-60 EB Ramps (CMP)	No	No	No	No	None	None
41) Brea Canyon Road @ Old Ranch Road (I)	*No*	*No*	*No*	*No*	*None*	*None*
42) Brea Canyon Road @ Cheryl Lane (I)	Yes	Yes	Yes	Yes	Year 2015: Convert the NB right-turn lane to a free-flow right-turn lane. Widen the EB departure to receive the NB free-flow right-turn lane. Widen the SB approach to provide a 2nd left-turn lane. Widen the WB to provide 3rd left-turn lane. Widen the SB departure to receive the 3rd WB left-turn lane. Additional ROW (11 feet) is required from the existing parking lot on the east side of Brea Canyon. Additional ROW (10 feet) is required from the existing parking lot on the west side of Brea Canyon. Additional ROW (10 feet) is required from the north side of Cheryl. Additional ROW (11 feet) is required from the south side of Cheryl. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
43) Brea Canyon Road @ Currier Road (I)	Yes	Yes	Yes	Yes	Year 2015: Restripe the EB approach to provide an exclusive right-turn lane. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
44) Brea Canyon Road @ Washington Street (DB)	Yes	Yes	Yes	Yes	Year 2015: Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to receive the 3rd through lane. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
45) Brea Canyon Road @ Lycoming Street (DB)	Yes	Yes	Yes	Yes	Year 2015: Convert the SB right-turn lane to a shared through/right-turn lane. Widen the SB departure to receive the 4th through lane. Additional ROW (11 feet) is required from the existing landscaping on the west side of Brea Canyon. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
46) Brea Canyon Road @ SR-60 WB Ramps (CMP)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB approach and departure to provide a 3rd through lane. Additional ROW (11 feet) is required on the	Year 2015: Same as project-related mitigation measures.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures: Description	Area-Wide Mitigation Measures: Description
					east side of the SR-60 WB ramps. Year 2025: Same as Year 2015.	Year 2025: Same as project-related mitigation measures.
47) Nogales Street @ Colima Road (LAC)	Yes	Yes	Yes	Yes	Year 2015: Restripe the NB approach to provide a 2nd left-turn lane. Year 2025: Same as Year 2015, with the exception of the EB approach, which should widened to provide 2 left-turn lanes, 2 through lanes, and an exclusive right-turn lane. Additional ROW (10 feet) is required from the south side of Colima.	Year 2015: Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to provide a 3rd left-turn lane. Widen the EB approach and departure to provide a 3rd through lane. Widen the WB approach and departure to provide a 4th through lane. Additional ROW (2 feet) is required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) is required from the existing gas station on the west side of Nogales. Additional ROW (10 feet) is required from the south side of Colima. Additional ROW (11 feet) is required from the existing landscaping on the north side of Colima. Year 2025: Widen the NB approach and departure to provide a 2nd left-turn lane, 3rd through lane, and 1 right-turn lane. Widen the SB approach to provide a 3rd left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen the WB approach and departure to provide a 4th through lane. Widen the EB approach and departure to provide a 3rd through lane and 1 right-turn lane. Additional ROW (13 feet) is required from the existing gas station on the east side of Nogales. Additional ROW (20 feet) is required from the existing gas station on the west side of Nogales. Additional ROW (21 feet) is required from the south side of Colima. Additional ROW (11 feet) is required from the existing landscaping on the north side of Colima.
48) Fairway Drive-Brea Canyon Road Cutoff @ Colima Road (LAC)	No	Yes	No	Yes	Year 2015: None Year 2025: None	Year 2015: Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the NB approach to provide a 2nd left-turn lane and an exclusive right-turn lane. Widen the WB approach to provide an exclusive right-turn lane. Modify the median on the NB, SB, and WB approaches. Additional ROW (4 feet) is required from the existing parking lot on the east side of Brea Canyon. Additional ROW (4 feet) is required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) is required from the existing building on the north side of Colima. Year 2025: Widen the NB approach and departure to provide a 2nd left-turn lane, and 3rd through lane. Widen the SB approach to and departure to provide a 2nd left-turn lane, a 3rd through lane, and 1 right-turn lane. Widen the WB approach to provide an exclusive right-turn lane. Additional ROW (4 feet) is required from the existing parking lot on the east side of Brea. Additional ROW (15 feet) is required from the existing landscaping on the west side of Brea Canyon. Additional ROW (7 feet) is required from the existing building on the north side of Colima.
49) Calbourne Drive @ Golden Springs Drive (DB)	No	No	No	No	None	None
50) Lemon Avenue @ Golden Springs Drive (DB)	No	No	Yes	Yes	Year 2015: None Year 2025: Convert WB right-turn lane to a shared through/right-turn lane, and remove the bike lane.	Year 2015: None Year 2025: Same as project-related mitigation measures.
51) Rapidview Drive @ Golden Springs Drive (DB)	No	No	No	No	None	None
52) SR-60 EB Ramps @ Golden Springs Drive (CMP)	No	No	Yes	Yes	Year 2015: None Year 2025: Convert the EB right-turn lane to a shared through/right-turn lane. Widen the EB departure to receive the 4th through lane. Additional ROW (11 feet) is required from the	Year 2015: None Year 2025: Same as project-related mitigation measures.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project Related Impact	Area Wide Impact	Project Related Impact	Area Wide Impact	Project-Related Mitigation Measure Description	Area-Wide Mitigation Measure Description
					existing parking lot on the south side of Golden Springs.	
53) Brea Canyon Road @ Golden Springs Drive (DB)	Yes	Yes	Yes	Yes	Year 2015: Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach to provide a 3rd left-turn lane and exclusive right-turn lane. Additional ROW (11 feet) is required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) is required from the existing landscaping on the south side of Golden Springs. Year 2025: Widen the NB approach and departure to provide a 3rd through lane. Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach to provide an exclusive right-turn lane. Additional ROW (11 feet) is required on the existing gas station on the east side of Brea Canyon. Additional ROW (11 feet) is required from the existing gas station on the north side of Golden Springs. Additional ROW (11 feet) is required from the existing landscaping on the south side of Golden Springs.	Year 2015: Widen the WB approach to provide an exclusive right-turn lane. Widen the EB approach and departure to provide a 3rd left-turn lane and 3rd through lane. Additional ROW (11 feet) is required from the existing gas station on the north side of Golden Springs. Additional ROW (21 feet) is required from the existing landscaping on the south side of Golden Springs. Year 2025: Widen the WB approach to provide a 2nd right-turn lane. Widen the EB approach and departure to provide a 3rd through lane and an exclusive right-turn lane. Additional ROW (11 feet) is required from the existing gas station on the north side of Golden Springs. Additional ROW (22 feet) is required from the existing landscaping on the south side of Golden Springs.
54) Brea Canyon Road @ Glenbrook Drive (DB)	No	No	No	No	None	None
55) Grand Avenue @ Ferrero Parkway (I)	*Yes*	*Yes*	*Yes*	*Yes*	Year 2015: Restripe the WB and EB approaches, and widen the NB and SB departures to provide a free-flow right-turn lane on the WB and EB approaches. Additional ROW (11 feet) is required on each side of Grand (total ROW of 22 feet). Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
56) Grand Avenue @ SR-60 WB Ramps (CMP)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB approach to provide a 2nd left-turn lane. Convert the SB right-turn lane to provide a 4th through lane. Widen the SB departure to receive the 4th through lane. Widen the WB approach to provide a 3rd left-turn lane. Widen the EB approach to provide a 2nd left-turn lane and a free-flow right-turn lane. Widen the SB departure further to accommodate the EB free-flow right-turn lane. Additional ROW (10 feet) is required on the east side of Grand. Additional ROW (22 feet) is required on the west side of Grand. Additional ROW (10 feet) is required on the north side of the SR-60 WB ramps. Additional ROW (21 feet) is required on the south side of Old Brea Canyon/Grand Crossing. Year 2025: Widen the NB approach to provide a 2nd left-turn lane. Convert the NB right-turn lane to provide a 5th through lane. Widen the NB departure to receive the 5th through lane. Convert the SB right-turn lane to provide a 4th through lane. Widen the SB departure to receive the 4th through lane. to receive the 4th through lane. Widen the WB Widen the EB approach to provide a 2nd left-turn lane, 2nd through lanes, and a free-flow right-turn lane. Widen the WB approach to provide a 3rd left-turn lane. Widen the SB departure further to accommodate the EB free-flow right-turn lane. Additional ROW (10 feet) is required on the east side of Grand. Additional ROW (22 feet) is required on the west west of Grand. Additional (10 feet) is required on the north side of the SR-60 WB ramps. Additional ROW (21 feet) is required on the south side of Old Brea Canyon/Grand Crossing.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
57) Grand Avenue @ SR-60 EB Ramps (CMP)	Yes	Yes	Yes	Yes	Year 2015: Widen the SB approach to provide a 3rd left-turn lane. Widen the EB departure to receive the 3rd SB left-turn lane. Restripe the EB approach to provide 3 left-turn lanes and 1 right-turn lane. Additional	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersection	Year 2015: Project-Related Impact	Year 2015: Area-Wide Impact	Year 2025: Project-Related Impact	Year 2025: Area-Wide Impact	Potential Mitigation Measures: Project-Related Mitigation Measures: Description	Potential Mitigation Measures: Area-Wide Mitigation Measures: Description
					ROW (11 feet) is required on the SR-60 EB EB on-ramp. Year 2025: Restripe the EB approach to provide 3 left-turn lanes and 1 right-turn lane.	
58) Gateway Center Drive @ Golden Springs Drive (DB)	No	No	No	No	None	None
59) Copley Drive @ Golden Springs Drive (DB)	No	No	No	No	None	None
60) Grand Avenue @ Golden Springs Drive (DB)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB approach and departure to provide a 4th and 5th through lane. Widen the SB approach and departure to provide a 4th through lane and a free-flow right-turn lane. Widen the WB approach to provide 2 right-turn lanes. Widen the EB approach to provide a 2nd right-turn lane. Additional ROW (22 feet) is required on the east side of Grand from the existing gas station. Additional ROW (22 feet) is required on the west side of Grand from the existing landscaping. Additional ROW (22 feet) is required from the existing parking lot on the north side of Golden Springs. Additional ROW (11 feet) is required from the existing landscaping on the south side of Golden Springs. Year 2025: Same as Year 2015, plus widen the NB approach to provide an exclusive right-turn lane. Additional ROW (11 feet) is required from the existing gas station on the east side of Grand.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
61) Grand Avenue @ Diamond Bar Villas (DB)	Yes	Yes	Yes	Yes	Year 2015: Convert the NB and SB right-turn lanes to provide a 3rd through lane in each direction. Restripe the NB and SB departures to receive the 3rd through lane. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
62) Montefino Avenue @ Grand Avenue (DB)	Yes	Yes	Yes	Yes	Year 2015: Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures Year 2025: Same as project-related mitigation measures, plus restripe the NB approach to provide a 2nd left-turn lane.
63) Diamond Bar Boulevard @ Grand Avenue (CMP)	Yes	Yes	No	No	Year 2015: Restripe the NB approach to provide 2 left-turn lanes, 3 through lanes, and 1 free-flow right-turn lane. Widen the EB departure to accommodate the NB free-flow right-turn lane. Additional ROW (11 feet) is required from the existing parking lot on the south side of Grand. Year 2025: None	Year 2015: Same as project-related mitigation measures. Year 2025: None
64) Rolling Knoll Road @ Grand Avenue (DB)	Yes	Yes	Yes	Yes	Year 2015: Restripe the WB approach and departure to provide a 3rd through lane. Convert the EB right-turn lane to a shared through/right-turn lane. Restripe the EB departure to receive the 3rd through lane. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
65) Shotgun Lane @ Grand Avenue (DB)	Yes	Yes	Yes	Yes	Year 2015: Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
66) Summitridge Drive @ Grand Avenue (DB)	Yes	Yes	Yes	Yes	Year 2015: Restripe the EB and WB approaches and departures to provide a 3rd through lane in each direction, and modify the median. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
67) Longview Drive @ Grand Avenue (DB)	No	No	Yes	Yes	Year 2015: None Year 2025: Restripe the WB approach to	Year 2015: None Year 2025: Same as project-related mitigation

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures Description	Area-Wide Mitigation Measures Description
					provide a 3rd through lane.	measures.
68) Diamond Bar Boulevard @ Montefino Avenue (DB)	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the EB approach to provide an exclusive right-turn lane, and remove on-street parking. **Year 2025:** Same as Year 2015.	**Year 2015:** Same as project-related mitigation measures, plus restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove on-street parking on the east side of Diamond Bar. Remove bike lane on the west side of Diamond Bar. **Year 2025:** Same as Year 2015.
69) Diamond Bar Boulevard @ Quail Summit Drive (DB)	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the NB approach to convert the exclusive right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane. **Year 2025:** Same as Year 2015.	**Year 2015:** Same as project-related mitigation measures. **Year 2025:** Same as project-related mitigation measures.
70) Diamond Bar Boulevard @ Mountain Laurel (DB)	Yes	Yes	Yes	Yes	**Year 2015:** Convert the NB right-turn lane to a shared through/right-turn lane. Restripe the NB departure to accommodate the 3rd through lane. Restripe the SB approach and departure to provide a 3rd through lane, and remove the bike lane. **Year 2025:** Same as Year 2015.	**Year 2015:** Widen the NB approach to provide a 2nd left-turn lane. Widen the SB approach and departure to provide a 3rd through lane. Widen the EB approach to provide a 2nd left-turn lane. Additional ROW (10 feet) is required on the east side Diamond Bar from the existing landscaping/wall . Additional ROW (11 feet) is required from the existing landscaping/wall on the west side of Diamond Bar. Additional ROW (10 feet) is required from the existing landscaping/wall on the south side of Mountain Laurel. Modify the traffic signal to provide protected left-turn phasing in the east-west direction: **Year 2025:** Same as Year 2015, plus convert the NB right-turn lane to a shared through/right-turn lane. Widen the NB departure to receive the 3rd through lane. Widen the EB approach and departure to provide a 2nd through lane. Additional ROW (11 feet) is required on the east side of Diamond Bar from the existing wall for single-family residential. An additional ROW of 11 feet is required from the existing landscaping on the south side of Mountain Laurel (21 feet of total ROW is required).
71) Diamond Bar Boulevard @ Kiowa Crest Drive (DB).	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the EB approach to provide an exclusive left-turn lane and a shared through/right-turn lane. Remove on-street parking. **Year 2025:** Same as Year 2015.	**Year 2015:** Restripe the NB and SB approaches and departures to provide a 3rd through lane in each direction. Remove the bike lane. **Year 2025:** Same as Year 2015.
72) Brea Canyon Road @ Diamond Crest Lane (DB)	No	No	No	No	None	None
73) Brea Canyon Road West @ Pathfinder Road (DB)	No	No	Yes	Yes	**Year 2015:** None **Year 2025:** Widen the WB approach to provide a 2nd right-turn lane. Additional ROW (11 feet) is required from the existing parking lot on the north side of Pathfinder.	**Year 2015:** None **Year 2025:** Same as project-related mitigation measures.
74) SR-57 SB Ramps @ Pathfinder Road (CMP)	No	No	No	No	None	None
75) SR-57 NB Ramps @ Pathfinder Road (CMP)	No	No	No	No	None	None
76) Brea Canyon Road (East)-Fern Hollow Drive @ Pathfinder Road (DB)	No	No	No	No	None	None
77) Diamond Bar Boulevard @ Pathfinder Road (DB)	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Restripe the WB approach to provide a shared left-turn/through lane, and an exclusive right-turn lane. **Year 2025:** Same as Year 2015.	**Year 2015:** Restripe the NB approach and departure to provide a 3rd through lane. Remove the bike lane. Widen the SB approach and departure to provide a 3rd through lane and 2nd right-turn lane. Additional ROW (22 feet) is required from the existing landscaping on the west side of Diamond Bar. **Year 2025:** Same as Year 2015, plus restripe the WB approach to provide a shared left-turn/ through lane, and an exclusive right-turn lane.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key No. / Intersection	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures Description	Area-Wide Mitigation Measures Description
78) Brea Canyon Cutoff @ Pathfinder Road (LAC)	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the SB approach to provide an exclusive right-turn lane. **Year 2025:** Same as Year 2015.	**Year 2015:** Convert the NB right-turn lane to a shared through/right-turn lane. Widen the NB departure to receive the 2nd through lane. Widen the SB approach and departure to provide 2nd through lane and an exclusive right-turn lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. Additional ROW (11 feet) is required on the east side of Brea Canyon Cutoff from the existing landscaping. Additional ROW (6 feet) is required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) is required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) is required from the existing landscaping on the south side of Pathfinder. **Year 2025:** Widen the NB approach and departure to provide a 2nd through lane. Widen the SB approach and departure to provide a 2nd and 3rd through lane. Widen the WB approach and departure to provide a 3rd through lane. Widen the EB approach to provide an exclusive right-turn lane. Additional ROW (9 feet) is required from the existing landscaping/wall on the east side of Brea Canyon Cutoff. Additional ROW (6 feet) is required on the west side of Brea Canyon Cutoff. Additional ROW (9 feet) is required from the existing landscaping on the north side of Pathfinder. Additional ROW (9 feet) is required from the existing landscaping on the south side of Pathfinder.
79) Diamond Bar Boulevard @ Shadow Canyon Drive (DB)	No	No	No	No	None	None
80) Diamond Bar Boulevard @ Sugarpine Place (DB)	No	No	No	No	None	None
81) Diamond Bar Boulevard @ Cold Spring Lane (DB)	No	No	No	Yes	None	**Year 2015:** None. **Year 2025:** Widen the WB and EB approaches to provide an exclusive right-turn lane in each direction. Additional ROW (11 feet) is required from the existing landscaping on the north side of Cold Spring. Additional ROW (11 feet) is required from the existing single-family residential on the south side of Cold Spring.
82) Brea Canyon Road @ Diamond Bar Boulevard (DB)	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane. **Year 2025:** Restripe the SB approach to provide a 2nd left-turn lane. Restripe the EB approach to provide an exclusive right-turn lane, and remove the bike lane.	**Year 2015:** Widen the NB approach to provide a 2nd right-turn lane. Restripe the SB approach to provide a 2nd left-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. Additional ROW (11 feet) is required from the existing channel on the east side of Brea Canyon. **Year 2025:** Widen the NB approach to provide a 2nd right-turn lane. Restripe the WB approach to provide a 2nd left-turn lane, modify the median, and remove the bike lane. Restripe the EB approach to provide an an exclusive right-turn lane, and remove the bike lane. Additional ROW (11 feet) is required from the existing channel on the east side of Brea Canyon.
83) Brea Canyon Road @ Silver Bullet Drive (DB)	Yes	Yes	Yes	Yes	**Year 2015:** Restripe the NB and WB approaches to provide an exclusive right-turn lane. Remove on-street parking. **Year 2025:** Same as Year 2015.	**Year 2015:** Widen the NB and SB approaches and departures to provide a 2nd through lane in each direction. Additional ROW (11 feet) is required from the existing landscaping/meandering sidewalk/bike path on the east side of Brea Canyon. Additional ROW (8 feet) is required from the existing landscaping on the west side of Brea Canyon. **Year 2025:** Same as Year 2015.

TABLE 14A (Continued)
SUMMARY OF
SIGNIFICANT TRAFFIC IMPACTS AND MITIGATION MEASURES
Industry Business Center, Industry

Key Intersections	Year 2015		Year 2025		Potential Mitigation Measures	
	Project-Related Impact	Area-Wide Impact	Project-Related Impact	Area-Wide Impact	Project-Related Mitigation Measures Description	Area-Wide Mitigation Measures Description
84) Diamond Bar Boulevard @	No	No	No	Yes	Year 2015: None Year 2025: None	Year 2015: None Year 2025: Restripe the WB approach to provide 1 left-turn lane and 1 shared through/ right-turn lane. Remove on-street parking.
85) Diamond Bar Boulevard @ Tin Drive-Crestview Drive (DB)	No	No	No	No	None	None
86) Grand Avenue @ Baker Parkway-"B" Street (I)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB approach and departure to provide a 4th through lane and an exclusive right-turn lane. Widen the SB approach and departure to provide 2 left-turn lanes, and 4th and 5th through lane. Develop the WB approach, and provide a shared left-turn/through lane, and 2 right-turn lanes. Widen the EB approach to provide 2 left-turn lanes, 1 shared left-turn/through lane, and a free-flow right-turn lane. Additional ROW (22 feet) is required on the east side of Grand. Additional ROW (42 feet) is required on the west side of Grand. Additional ROW (11 feet) is required on the south side of Baker. Modify the traffic signal to be added by the Industry East project, and provide east-west split phasing. Year 2025: Widen the NB approach and and departure to provide a 4th through lane and 5th through lane . Widen the SB approach and departure to provide 2 left-turn lanes, and a 4th and 5th through lane. Develop the WB approach, and provide a shared left-turn/through lane, and 2 right-turn lanes. Widen the EB approach to provide 2 left-turn lanes, 1 shared left-turn/through lane, and a free-flow right-turn lane. Additional ROW (22 feet) is required on the east side of Grand. Additional ROW (42 feet) is required on the west side of Grand. Additional ROW (11 feet) is required on the south side of Baker. Modify the traffic signal to be added by the Industry East project, and provide east-west split phasing.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.
87) Grand Avenue @ "A" Street (I)	Yes	Yes	Yes	Yes	Year 2015: Widen the NB and SB approaches and departures to provide 2 left-turn lanes, a 4th through lane, and an exclusive right-turn lane. Develop the WB approach to provide 2 left-turn lanes, 1 through lane, and 2 right-turn lanes. Develop the EB approach to provide 2 left-turn lanes, 1 through lane, and 2 right-turn lanes. Additional ROW (42 feet) is required on the east and west sides of Grand (48 feet of total ROW). Install a traffic signal. Year 2025: Same as Year 2015.	Year 2015: Same as project-related mitigation measures. Year 2025: Same as project-related mitigation measures.

Notes:

CMP = the intersection is a monitoring station per the Los Angeles County Congestion Management Program (CMP)
WC = City of West Covina
LAC = Los Angeles County
W = City of Walnut
P = City of Pomona
DB = City of Diamond Bar
I = City of Industry

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TABLE 15A

PROJECT'S POTENTIAL FAIR-SHARE
Industry Business Center, Industry

Key Intersection	Year 2015 Fair-Share % [a]	Year 2025 Fair-Share % [a]
1) Grand Avenue @ I-10 WB Ramps (CMP)	no project or area-wide impact	no project or area-wide impact
2) Grand Avenue @ I-10 EB Ramps (CMP)	no project or area-wide impact	63.9%
3) Grand Avenue @ Holt Avenue (WC)	75.8%	68.0%
4) Grand Avenue @ Cameron Avenue (LAC) [b]	12.8%	11.8%
5) Grand @ Shadow Mountain Road-College Vista Ave (W)	71.4%	65.7%
6) Grand Avenue @ Mountaineer Road (W)	68.4%	62.8%
7) Grand Avenue @ San Jose Hills Road (W) [b]	13.3%	12.2%
8) Nogales Street @ Amar Road (WC/W)	89.9%	77.8%
9) Lemon Avenue @ Amar Road (W)	no project or area-wide impact	58.3%
10) Grand Avenue @ Temple Avenue (W) [b]	12.4%	11.3%
11) Valley Boulevard @ Temple Avenue (P) [b]	6.3%	5.8%
12) Pomona Boulevard @ Temple Avenue (P)	40.3%	38.9%
13) Valley Boulevard @ Pomona Boulevard (P)	68.7%	68.7%
14) SR-57 SB Ramps @ Temple Avenue (CMP) [b]	7.9%	7.3%
15) SR-57 NB Ramps @ Temple Avenue (CMP)	no project or area-wide impact	no project or area-wide impact
16) Diamond Bar-Mission Blvd Temple Avenue (P/DB)	no project or area-wide impact	52.2%
17) Grand Avenue @ Snow Creek Drive (W)	64.9%	no project or area-wide impact

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TABLE 15A (Continued)

PROJECT'S POTENTIAL FAIR-SHARE
Industry Business Center, Industry

Key Intersection	Year 2015 Fair-Share % [a]	Year 2025 Fair-Share % [a]
18) Nogales Street @ La Puente Road (WC/LAC)	no project or area-wide impact	no project or area-wide impact
19) Grand Avenue @ La Puente Road (W)	69.2%	68.5%
20) Nogales Street @ Valley Boulevard (WC/I) [b]	6.6%	6.1%
21) Fairway Dr-Camino De Teodoro @ Valley Blvd (W/I)	55.7%	53.0%
22) Lemon Avenue @ Valley Boulevard (W/I)	62.2%	61.7%
23) Pierre Road @ Valley Boulevard (W)	64.6%	64.6%
24) Brea Canyon Road @ Valley Boulevard (W/I)	no project or area-wide impact	no project or area-wide impact
25) Grand Avenue @ Valley Boulevard (W/I) [b]	23.9%	22.6%
26) Chapparral Dr-Prospector Dr @ Sunset Crossing Rd (DB)	no project or area-wide impact	no project or area-wide impact
27) SR-57 SB Ramps @ Sunset Crossing Road (CMP) [b]	*5.7%*	*5.4%*
28) Diamond Bar Boulevard @ SR-57 NB Ramps (CMP)	no project or area-wide impact	46.1%
29) Diamond Bar Boulevard @ Sunset Crossing Road (DB)	49.5%	49.5%
30) Diamond Bar Boulevard @ SR-60 WB Ramps (CMP)	no project or area-wide impact	56.9%
31) Diamond Bar Boulevard @ SR-60 EB Ramps (CMP)	60.2%	60.2%
32) Diamond Bar Blvd. @ Gentle Springs Ln-Palomino Dr. (DB)	no project or area-wide impact	60.2%
33) Diamond Bar Boulevard @ K-Mart Entrance (DB)	no project or area-wide impact	no project or area-wide impact
34) Diamond Bar Boulevard @ Golden Springs Drive (DB) [b]	12.2%	11.6%

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ENGINEERS

TABLE 15A (Continued)

PROJECT'S POTENTIAL FAIR-SHARE
Industry Business Center, Industry

Key Intersection	Year 2015 Fair-Share % [a]	Year 2025 Fair-Share % [a]
35) Golden Springs Drive @ Prospectors Road (DB)	no project or area-wide impact	no project or area-wide impact
36) Golden Springs Drive @ Golden Prados Drive (DB)	no project or area-wide impact	no project or area-wide impact
37) Fairway Drive @ Business Parkway (I)	no project or area-wide impact	no project or area-wide impact
38) Fairway Drive @ Walnut Drive (I)	no project or area-wide impact	no project or area-wide impact
39) Fairway Drive @ SR-60 WB Ramps (CMP)	no project or area-wide impact	no project or area-wide impact
40) Fairway Drive @ SR-60 EB Ramps (CMP)	no project or area-wide impact	no project or area-wide impact
41) Brea Canyon Road @ Old Ranch Road (I)	*no project or area-wide impact*	*no project or area-wide impact*
42) Brea Canyon Road @ Cheryl Lane (I)	59.5%	59.5%
43) Brea Canyon Road @ Currier Road (I)	54.9%	54.9%
44) Brea Canyon Road @ Washington Street (DB)	44.6%	44.6%
45) Brea Canyon Road @ Lycoming Street (DB)	44.1%	44.1%
46) Brea Canyon Road @ SR-60 WB Ramps (CMP)	53.1%	53.1%
47) Nogales Street @ Colima Road (LAC) [b]	2.3%	2.1%
48) Fairway Drive-Brea Canyon Rd Cutoff @ Colima Rd (LAC)	29.6%	29.6%
49) Calbourne Drive @ Golden Springs Drive (DB)	no project or area-wide impact	no project or area-wide impact
50) Lemon Avenue @ Golden Springs Drive (DB)	no project or area-wide impact	28.1%

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TABLE 15A (Continued)

PROJECT'S POTENTIAL FAIR-SHARE
Industry Business Center, Industry

Key Intersection	Year 2015 Fair-Share % [a]	Year 2025 Fair-Share % [a]
51) Rapidview Drive @ Golden Springs Drive (DB)	no project or area-wide impact	no project or area-wide impact
52) SR-60 EB Ramps @ Golden Springs Drive (CMP)	no project or area-wide impact	44.3%
53) Brea Canyon Road @ Golden Springs Drive (DB) [b]	10.2%	9.7%
54) Brea Canyon Road @ Glenbrook Drive (DB)	no project or area-wide impact	no project or area-wide impact
55) Grand Avenue @ Ferrero Parkway (I)	*52.1%*	*52.1%*
56) Grand Avenue @ SR-60 WB Ramps (CMP)	60.1%	60.1%
57) Grand Avenue @ SR-60 EB Ramps (CMP) [b]	27.1%	26.2%
58) Gateway Center Drive @ Golden Springs Drive (DB)	no project or area-wide impact	no project or area-wide impact
59) Copley Drive @ Golden Springs Drive (DB)	no project or area-wide impact	no project or area-wide impact
60) Grand Avenue @ Golden Springs Drive (DB) [b]	18.9%	18.1%
61) Grand Avenue @ Diamond Bar Villas (DB)	51.1%	51.1%
62) Montefino Avenue @ Grand Avenue (DB)	61.6%	61.6%
63) Diamond Bar Boulevard @ Grand Avenue (CMP) [b]	9.2%	no project or area-wide impact
64) Rolling Knoll Road @ Grand Avenue (DB)	32.9%	32.9%
65) Shotgun Lane @ Grand Avenue (DB)	32.0%	32.0%
66) Summitridge Drive @ Grand Avenue (DB)	34.2%	34.2%

LINSCOTT LAW & GREENSPAN
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TABLE 15A (Continued)

PROJECT'S POTENTIAL FAIR-SHARE
Industry Business Center, Industry

Key Intersection	Year 2015 Fair-Share % [a]	Year 2025 Fair-Share % [a]
67) Longview Drive @ Grand Avenue (DB)	no project or area-wide impact	34.2%
68) Diamond Bar Boulevard @ Montefino Avenue (DB) [b]	6.9%	6.5%
69) Diamond Bar Boulevard @ Quail Summit Drive (DB) [b]	6.5%	6.2%
70) Diamond Bar Boulevard @ Mountain Laurel (DB) [b]	6.7%	6.4%
71) Diamond Bar Boulevard @ Kiowa Crest Drive (DB) [b]	3.4%	3.2%
72) Brea Canyon Road @ Diamond Crest Lane (DB)	no project or area-wide impact	no project or area-wide impact
73) Brea Canyon Road West @ Pathfinder Road (DB)	no project or area-wide impact	49.6%
74) SR-57 SB Ramps @ Pathfinder Road (CMP)	no project or area-wide impact	no project or area-wide impact
75) SR-57 NB Ramps @ Pathfinder Road (CMP)	no project or area-wide impact	no project or area-wide impact
76) Brea Canyon Rd (East)-Fern Hollow Dr @ Pathfinder Rd (DB)	no project or area-wide impact	no project or area-wide impact
77) Diamond Bar Boulevard @ Pathfinder Road (DB)	19.2%	19.2%
78) Brea Canyon Cutoff @ Pathfinder Road (LAC) [b]	4.2%	3.9%
79) Diamond Bar Boulevard @ Shadow Canyon Drive (DB)	no project or area-wide impact	no project or area-wide impact
80) Diamond Bar Boulevard @ Sugarpine Place (DB)	no project or area-wide impact	no project or area-wide impact
81) Diamond Bar Boulevard @ Cold Spring Lane (DB)	no project or area-wide impact	18.6%
82) Brea Canyon Road @ Diamond Bar Boulevard (DB) [b]	3.8%	3.6%

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TABLE 15A (Continued)

PROJECT'S POTENTIAL FAIR-SHARE
Industry Business Center, Industry

Key Intersection	Year 2015 Fair-Share % [a]	Year 2025 Fair-Share % [a]
83) Brea Canyon Road @ Silver Bullet Drive (DB) [b]	5.2%	4.9%
84) Diamond Bar Boulevard @ Gold Rush Drive (DB)	no project or area-wide impact	0.0%
85) Diamond Bar Boulevard @ Tin Drive-Crestview Drive (DB)	no project or area-wide impact	no project or area-wide impact
86) Grand Avenue @ Baker Street-"B" Street (I)	56.1%	56.1%
87) Grand Avenue @ "A" Street (I)	100.0%	100.0%

Notes:

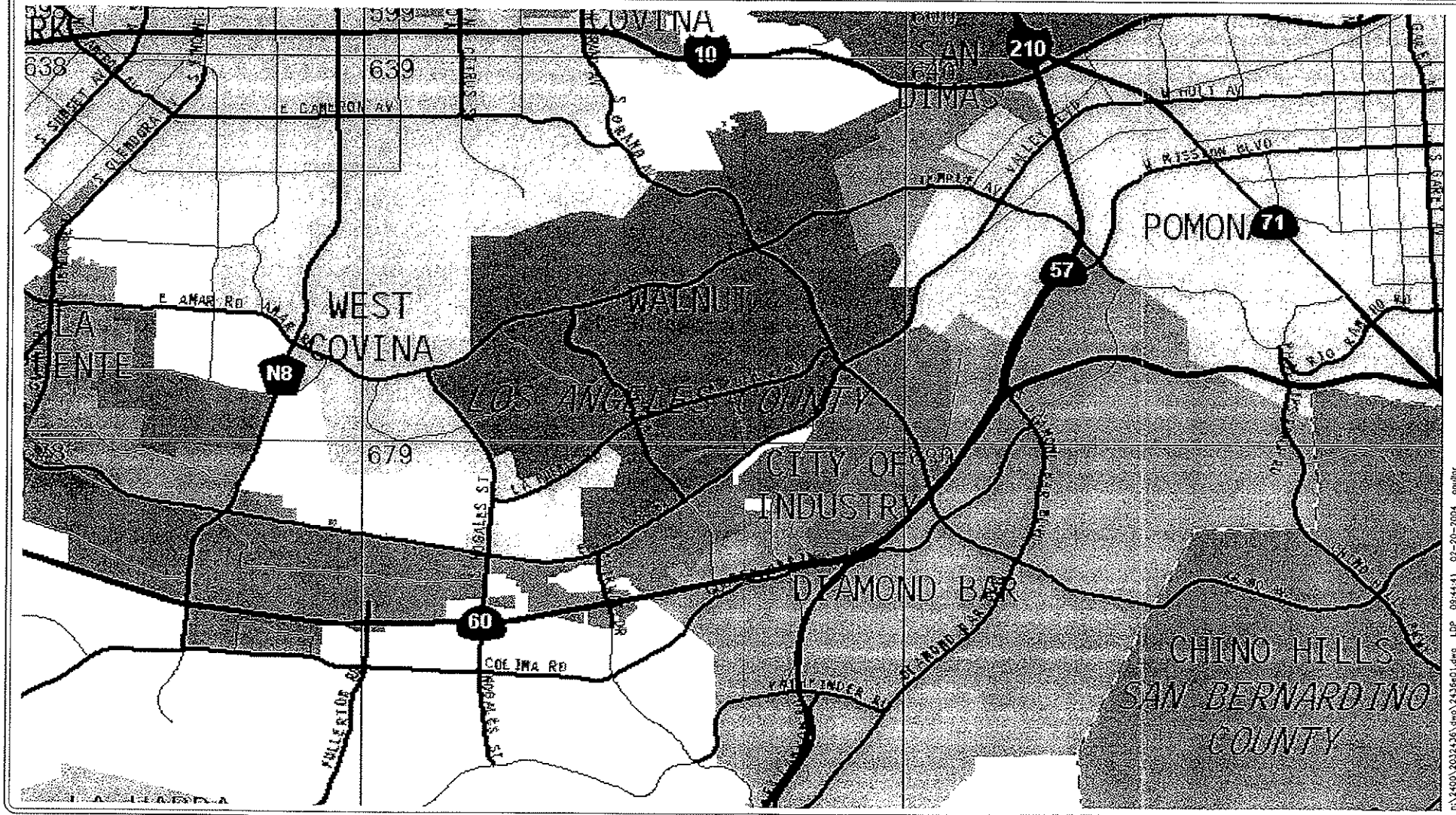
[a] The fair-share contribution percentages were calculated using the following equation (per City of Diamond Bar TIA Guidelines):

$$\text{Fair-Share \%} = \frac{\text{Project Traffic}}{\text{Project Traffic} + \text{Other Project's Traffic}}$$

It should be noted that existing and ambient growth traffic volumes are not included in this calculation.

[b] The intersection currently operates at a poor LOS E or F during the AM and/or PM peak hours. The fair-share contribution percentages were calculated using the following equation:

$$\text{Fair-Share \%} = \frac{\text{Project Traffic}}{\text{Existing Traffic} + \text{Ambient Growth} + \text{Other Project's Traffic} + \text{Project Traffic}}$$



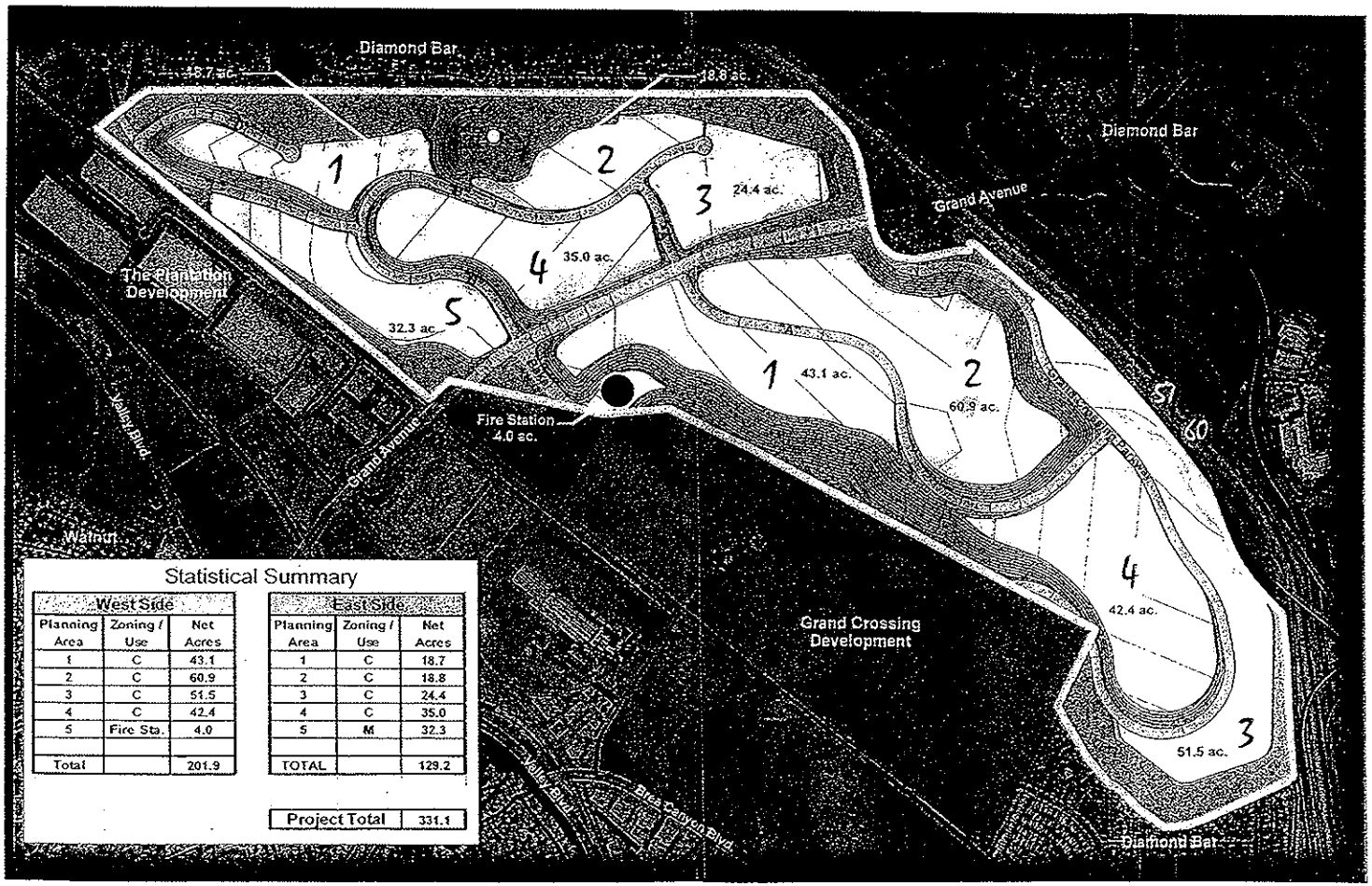
N NO SCALE

KEY
= PROJECT SITE

EXHIBIT 1

VICINITY MAP
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

LINSCOTT LAW & GREENSPAN ENGINEERS



Statistical Summary

West Side		
Planning Area	Zoning / Use	Net Acres
1	C	43.1
2	C	60.9
3	C	51.5
4	C	42.4
5	Fire Sta.	4.0
Total		201.9

East Side		
Planning Area	Zoning / Use	Net Acres
1	C	18.7
2	C	18.8
3	C	24.4
4	C	35.0
5	M	32.3
TOTAL		129.2

Project Total	331.1

n:\2400\2032436\dwg\2436e02.dwg LDP 10:01:25 02-20-2004 aguitar

NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

EXHIBIT 2

PROJECT SITE PLAN

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

87 ● = STUDY INTERSECTION

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

= PROJECT SITE

EXHIBIT 3

STUDY AREA

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

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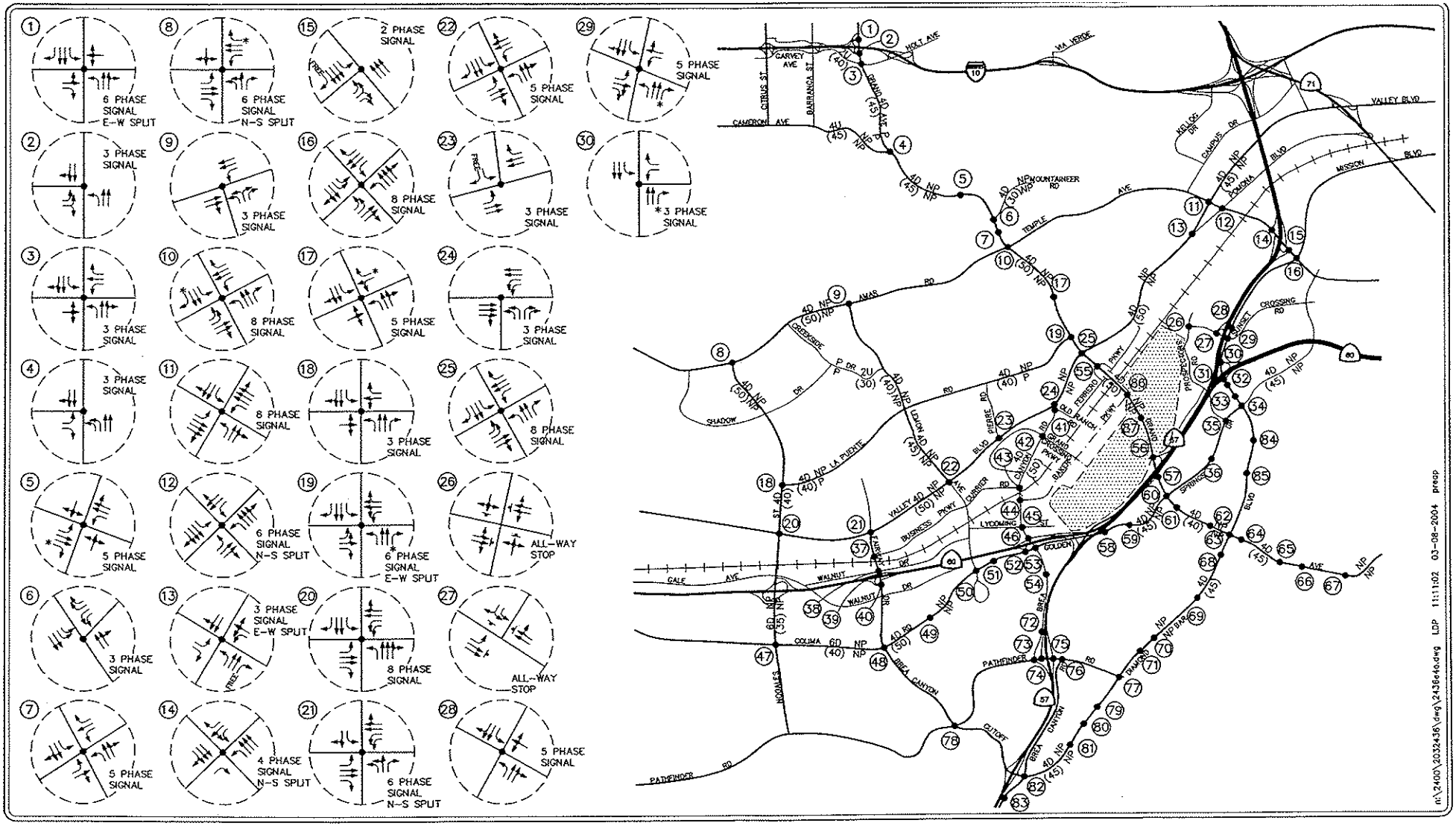


N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

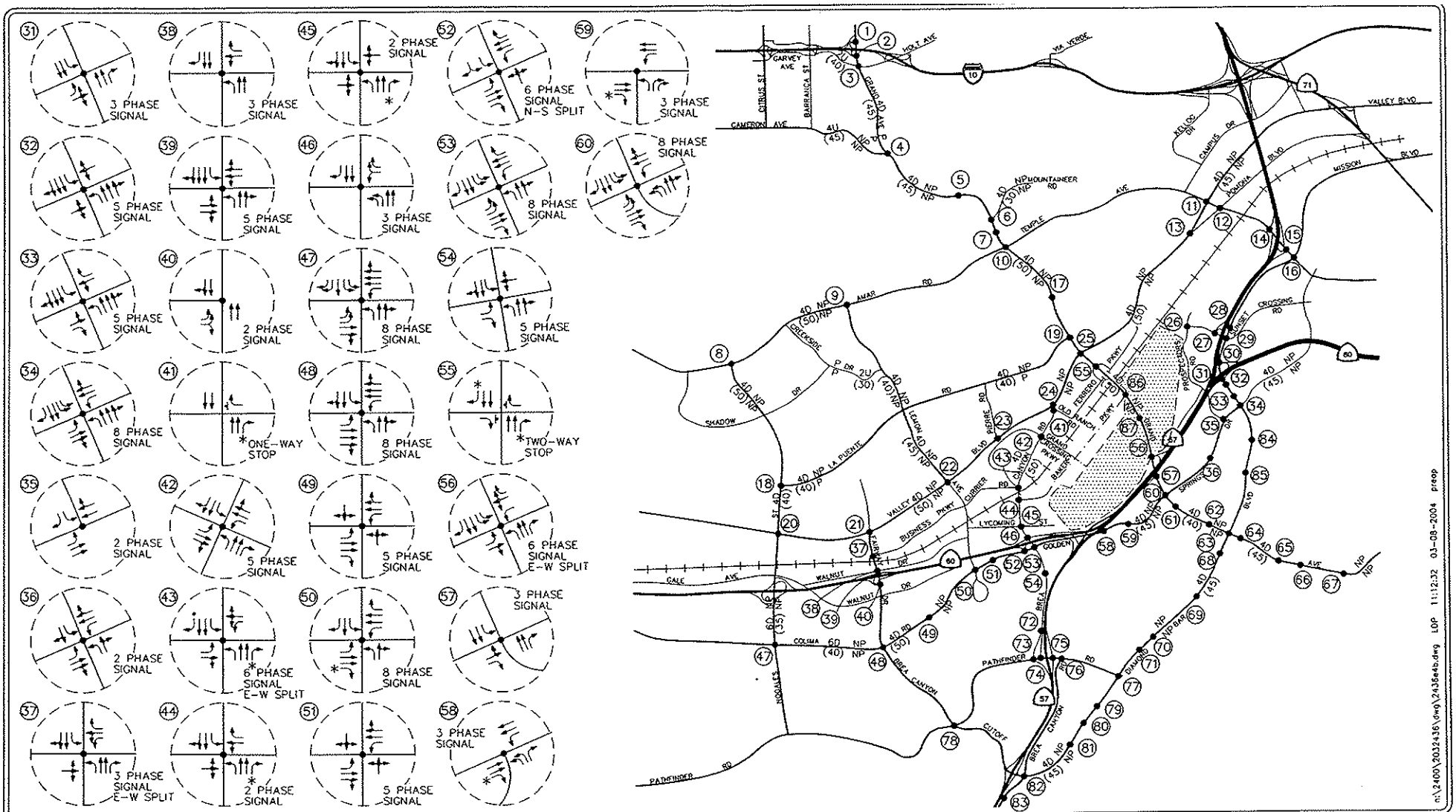
KEY

- ←— = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- 37● = STUDY INTERSECTION
- = PROJECT SITE
- * = FUNCTIONS AS A SEPARATE TURN LANE, HOWEVER IS NOT STRIPED AS SUCH

EXHIBIT 4A

EXISTING ROADWAY AND INTERSECTION PHYSICAL CHARACTERISTICS
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

n:\2400\2032436\dwg\2436e4a.dwg LDP 11:11:02 03-08-2004 preap



KEY

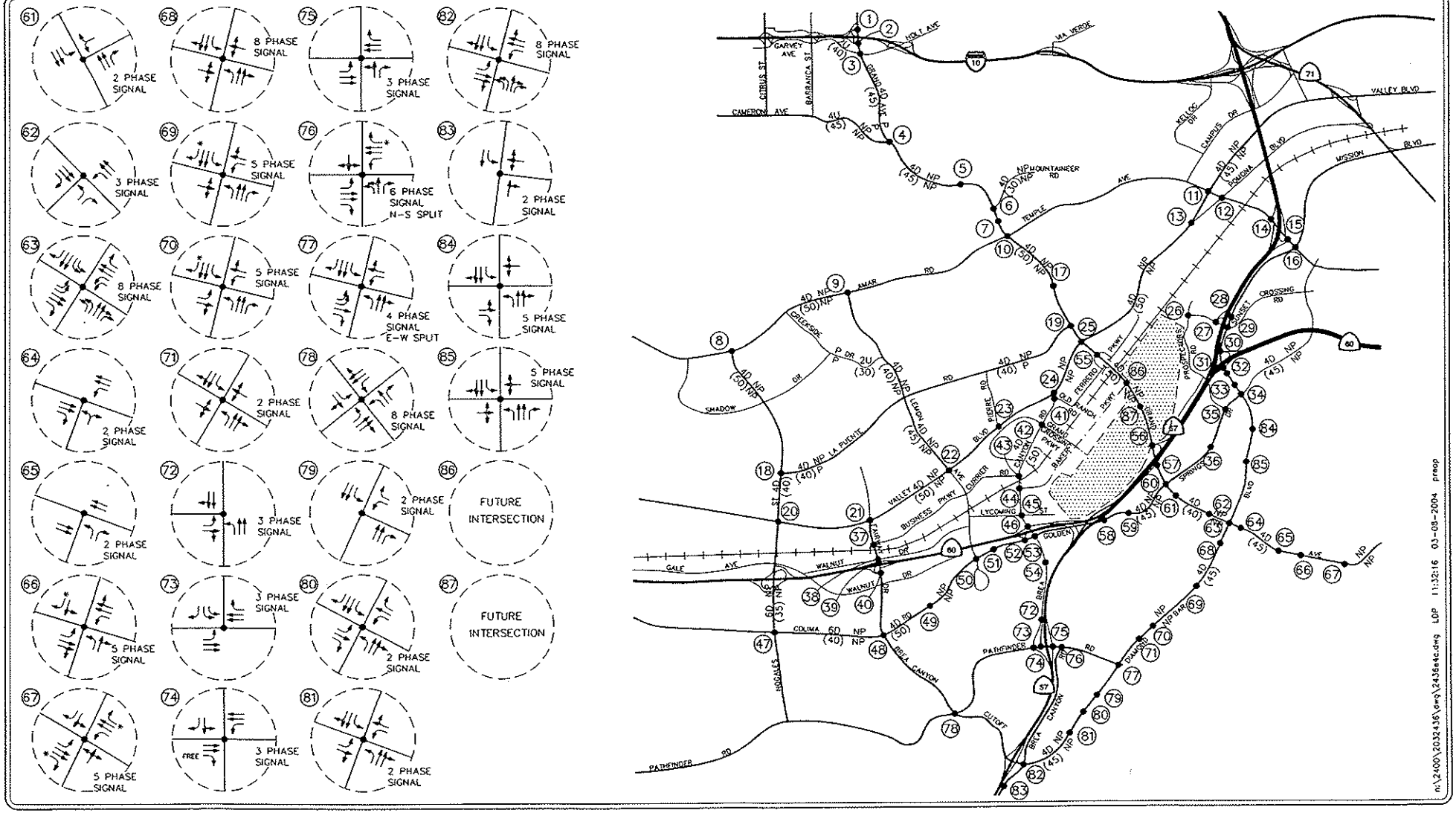
- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- 87● = STUDY INTERSECTION
- = PROJECT SITE
- * = FUNCTIONS AS A SEPARATE TURN LANE, HOWEVER IS NOT STRIPED AS SUCH

N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

EXHIBIT 4B

EXISTING ROADWAY AND INTERSECTION PHYSICAL CHARACTERISTICS
KEY INTERSECTIONS 31 – 60
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

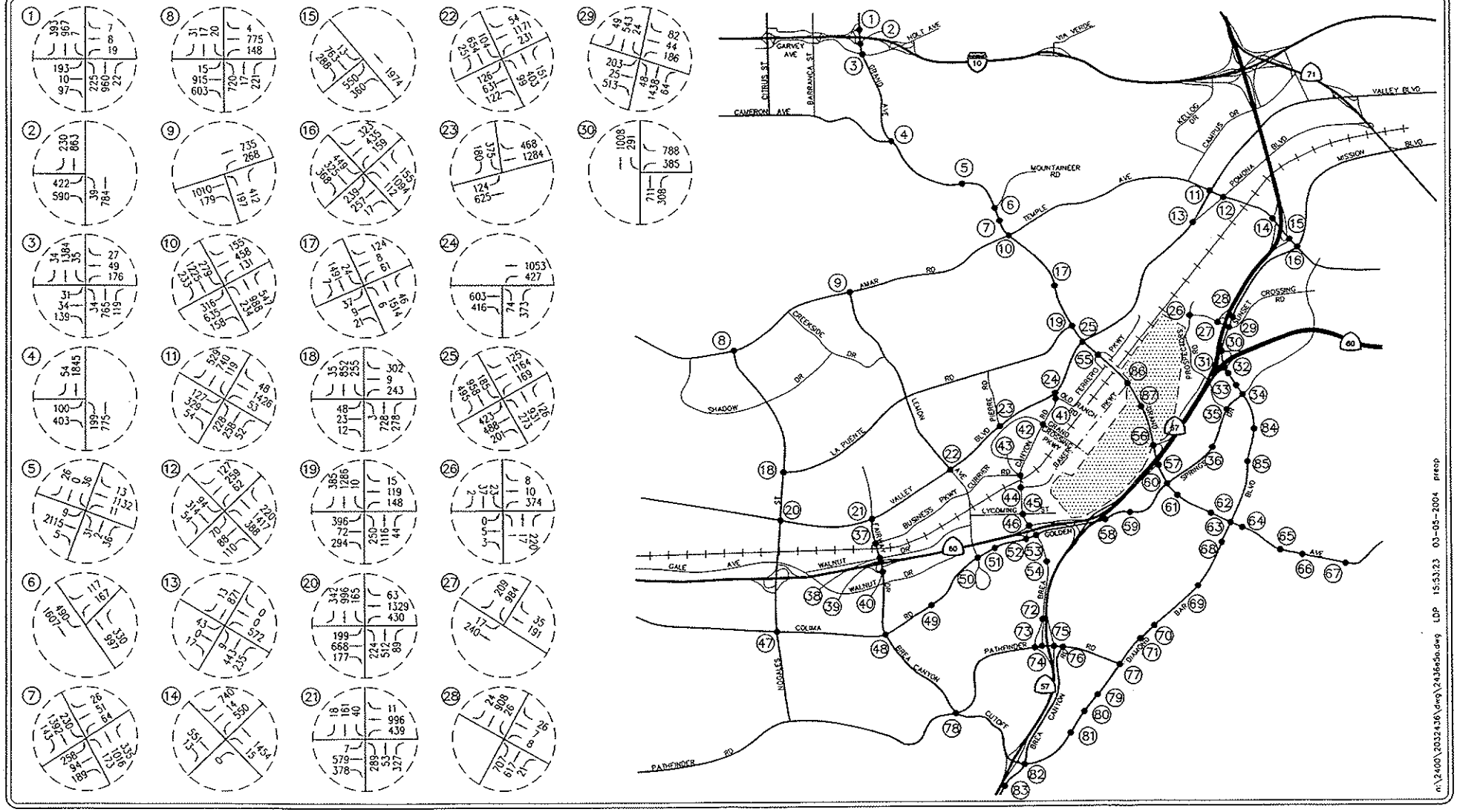
LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (xx) = POSTED SPEED LIMIT (MPH)
- (87)● = STUDY INTERSECTION
- = PROJECT SITE
- * = FUNCTIONS AS A SEPARATE TURN LANE, HOWEVER IS NOT STRIPED AS SUCH

EXHIBIT 4C

EXISTING ROADWAY AND INTERSECTION PHYSICAL CHARACTERISTICS
KEY INTERSECTIONS 61 – 85
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

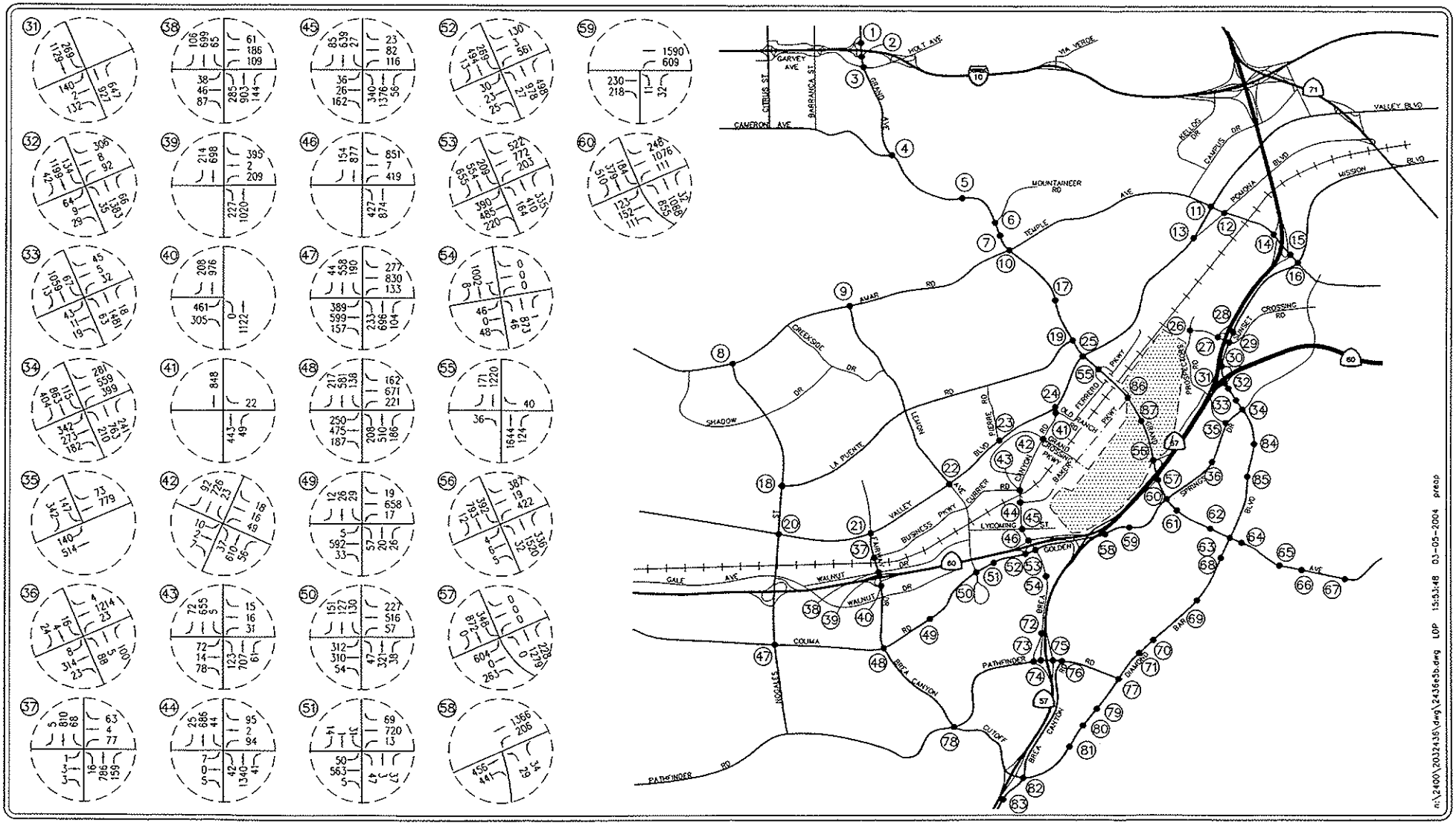
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 5A

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

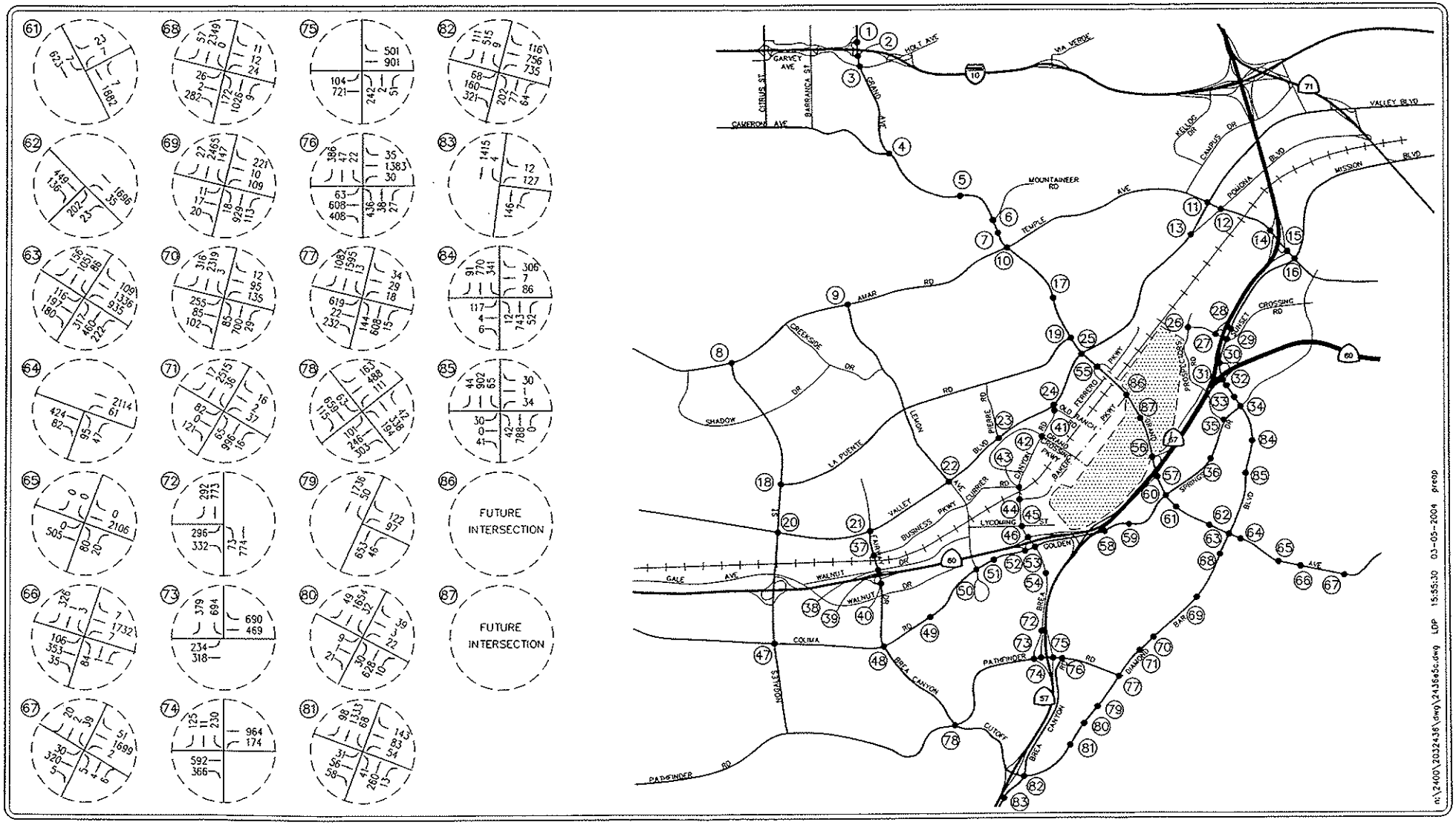
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 5B

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

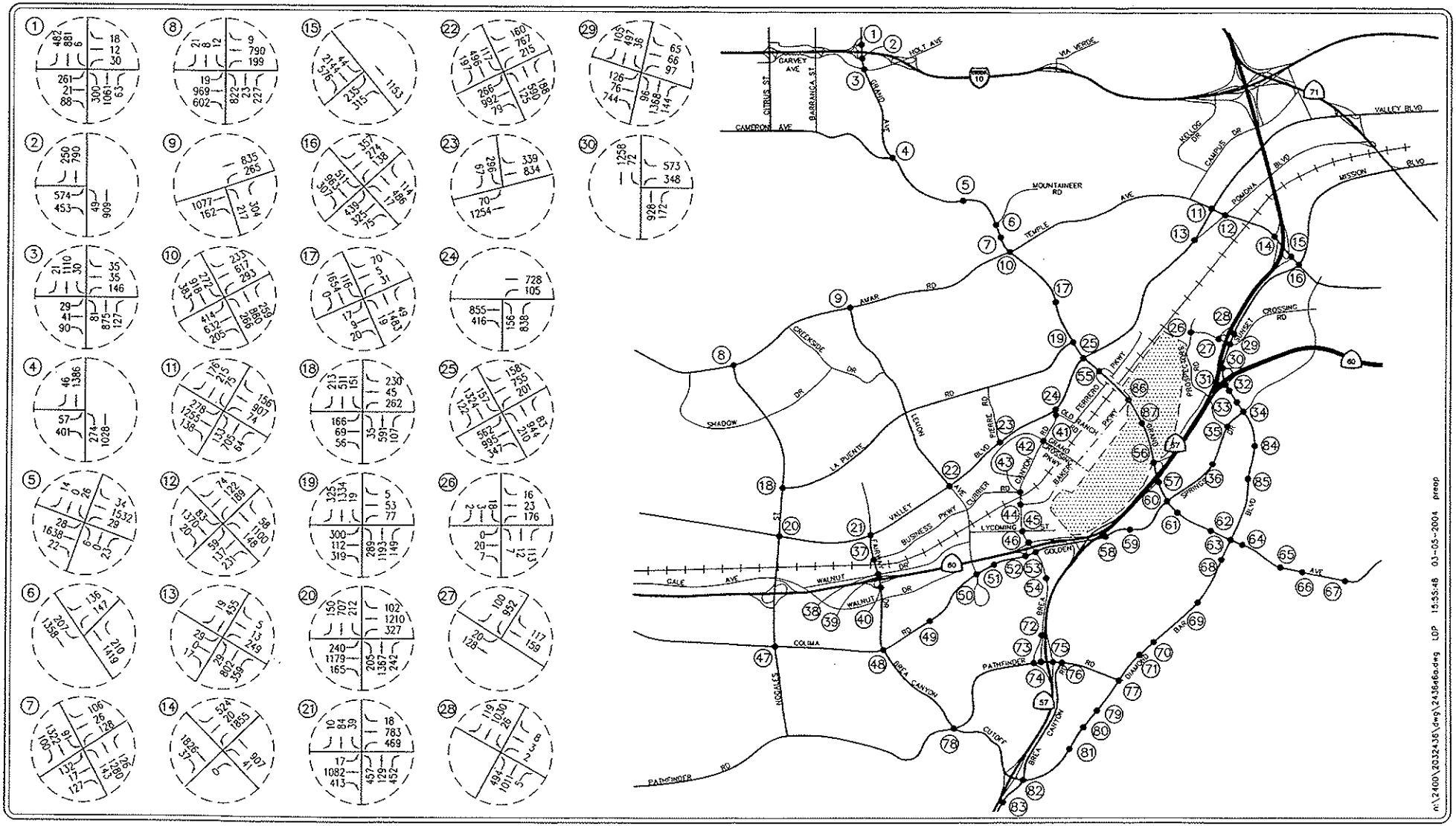
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 5C

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

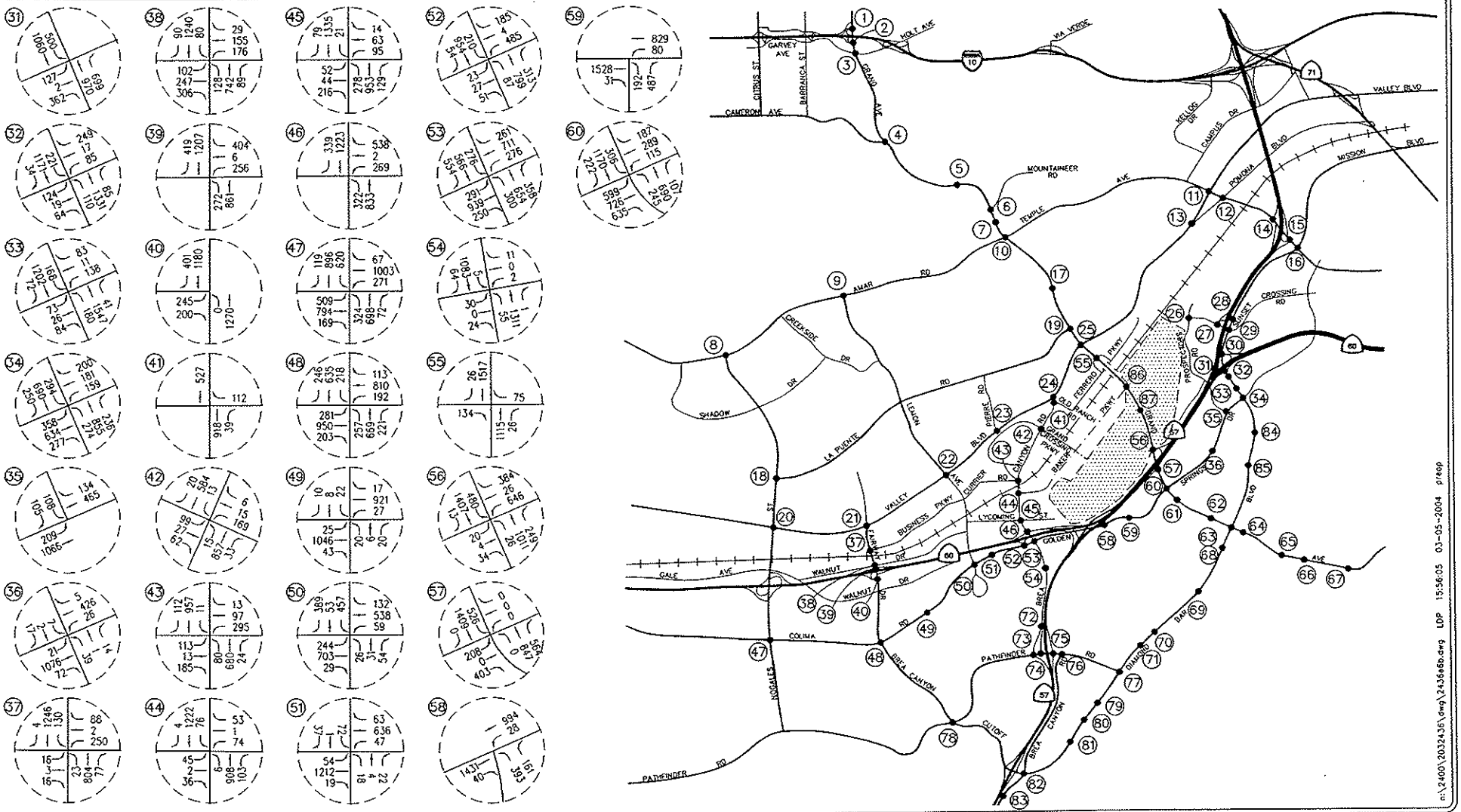
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 6A

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

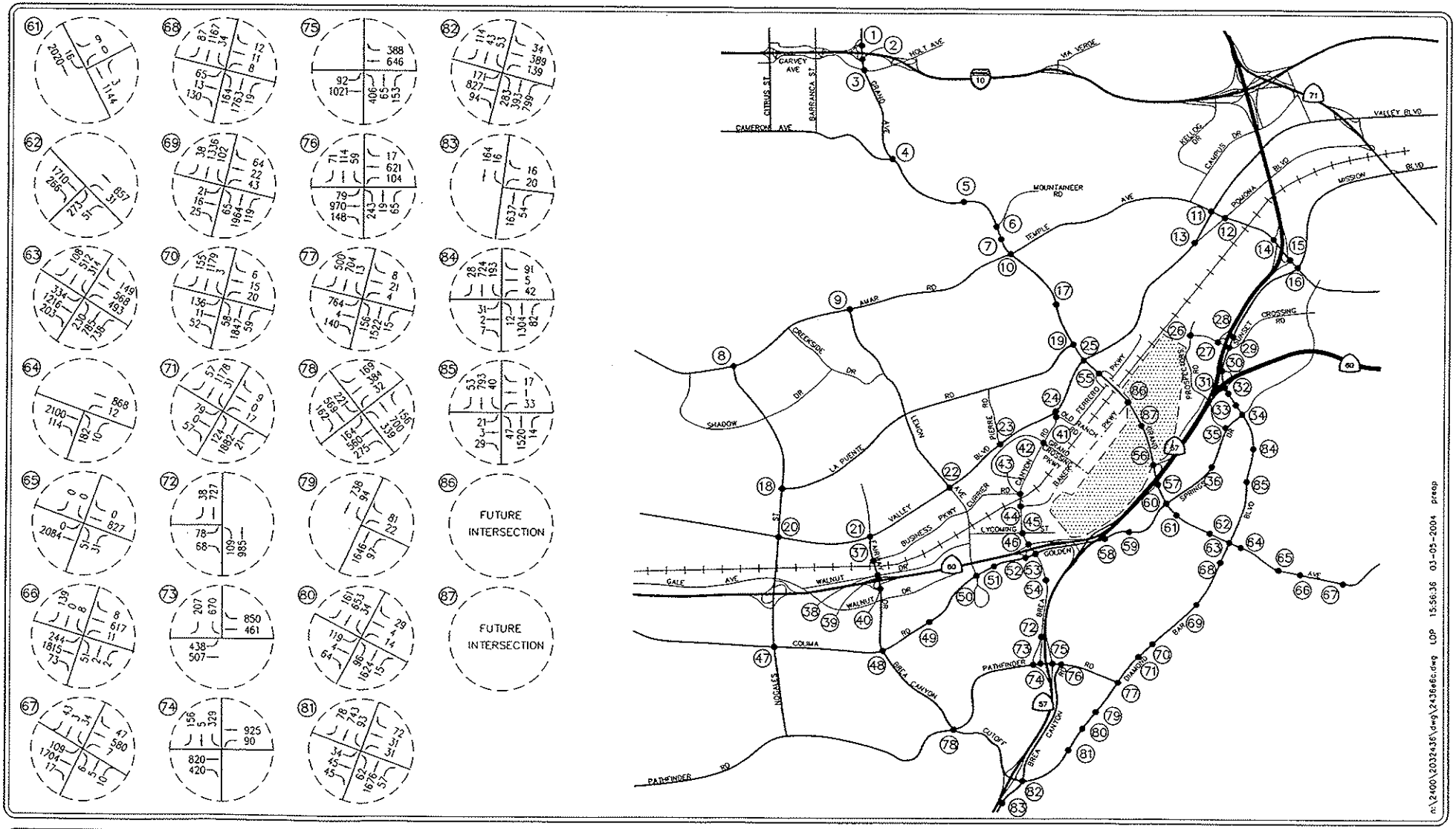
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 6B

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

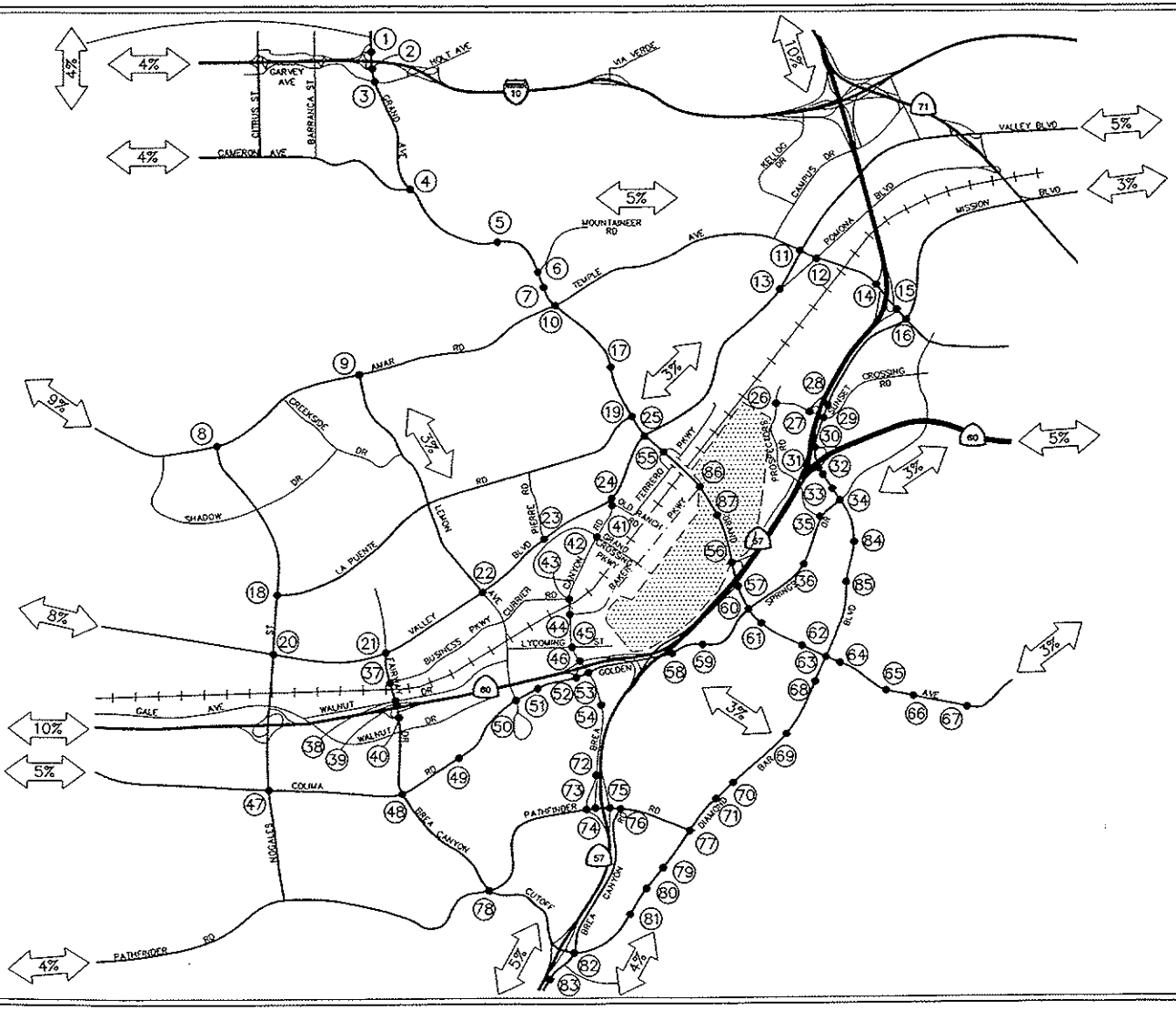
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 6C

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-44

KEY

87 ● = STUDY INTERSECTION

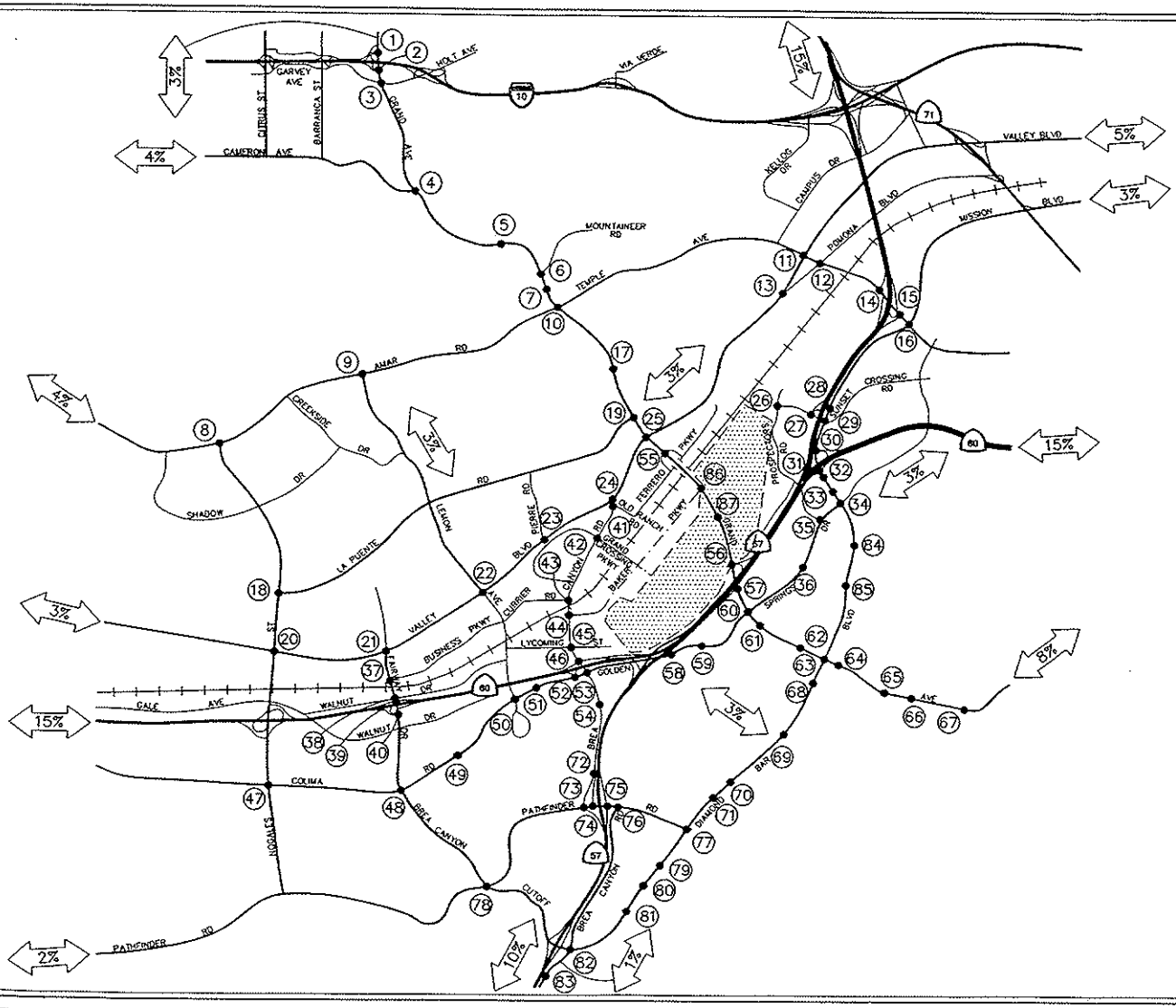
– – – = FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

▒ = PROJECT SITE

EXHIBIT 7

PROJECT TRAFFIC DISTRIBUTION PATTERN FOR COMMERCIAL CENTER, REGIONAL RETAIL, AUTO DEALERSHIP

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



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N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-45

KEY

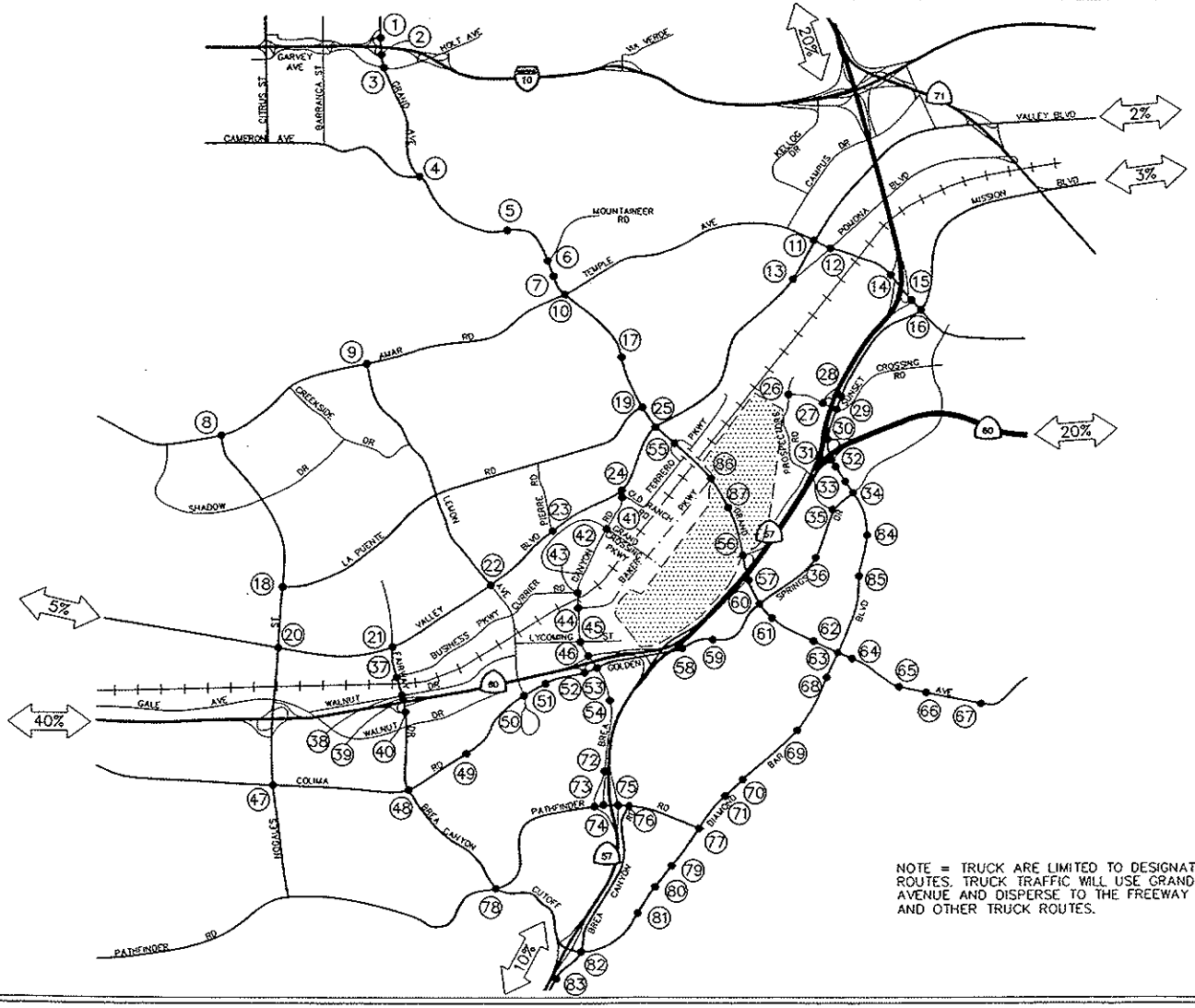
67 ● = STUDY INTERSECTION

- · - = FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

▨ = PROJECT SITE

EXHIBIT 8

PROJECT TRAFFIC DISTRIBUTION PATTERN FOR
CORPORATE OFFICE, GENERAL OFFICE, BUSINESS PARK, AND INDUSTRIAL PARK
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



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N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

87 ● = STUDY INTERSECTION

- - - = FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

▒ = PROJECT SITE

EXHIBIT 9

PROJECT TRAFFIC DISTRIBUTION PATTERN FOR TRUCK TRIPS

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

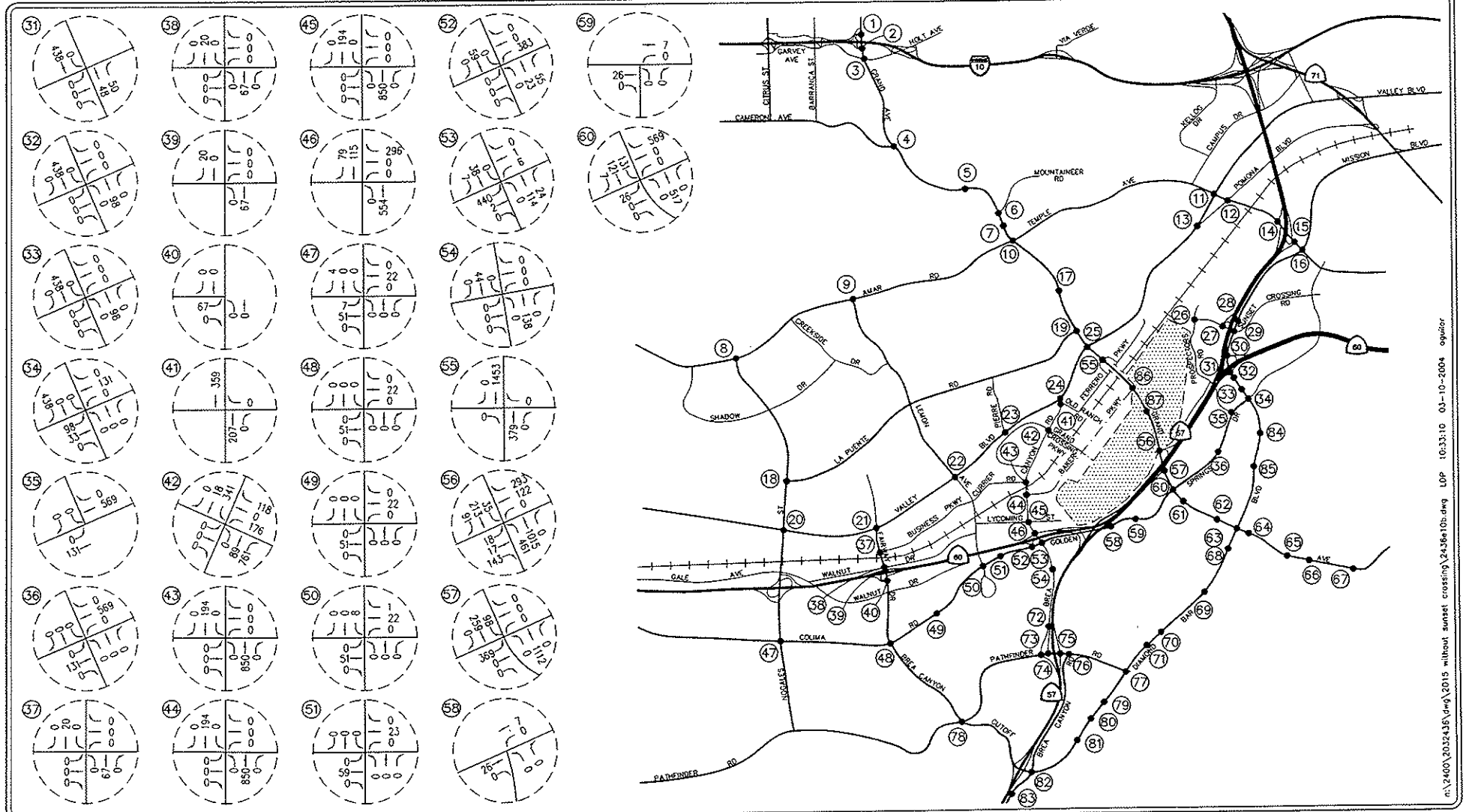
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 10A

PROJECT-GENERATED AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 - 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

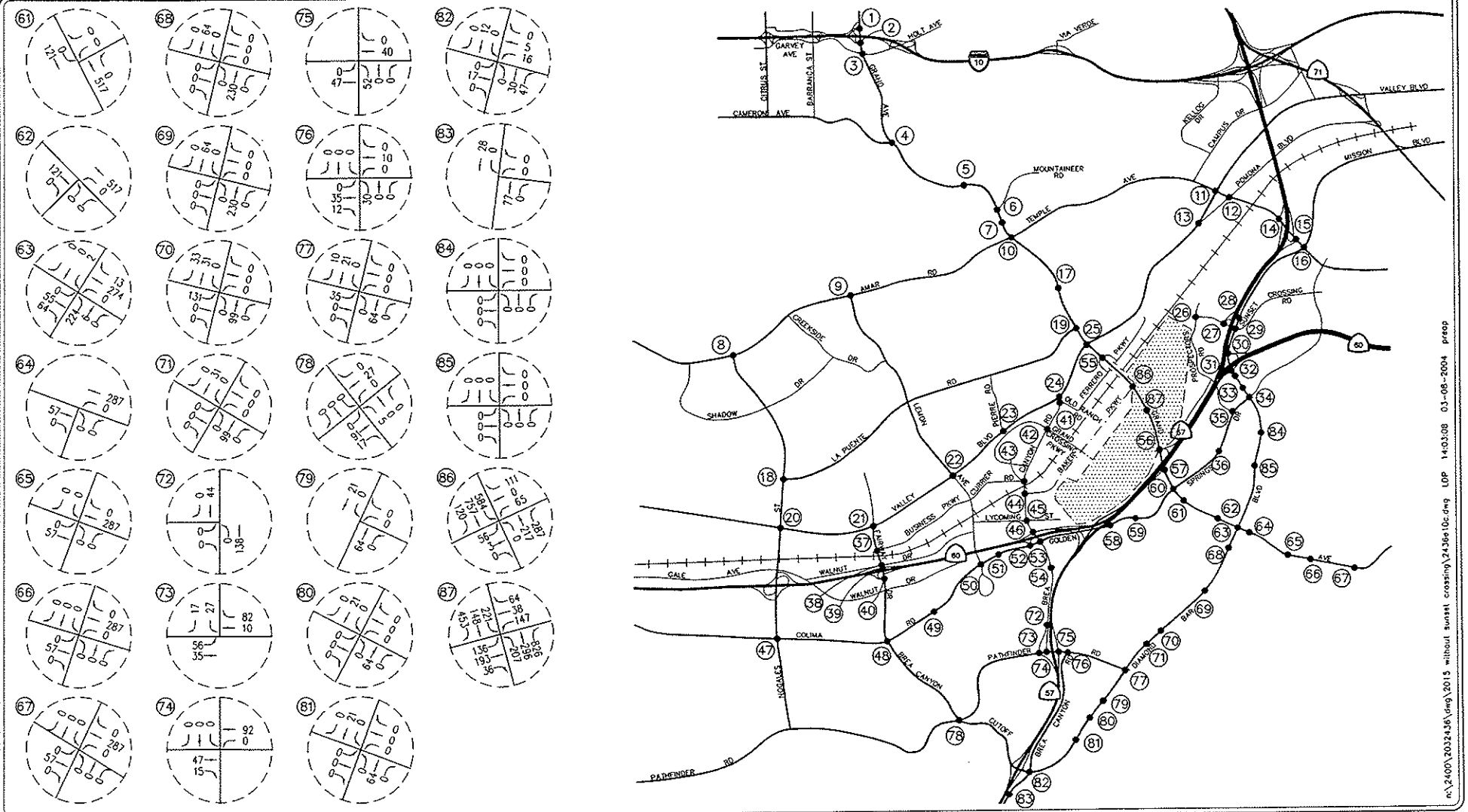
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 10B

PROJECT-GENERATED AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 - 60
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

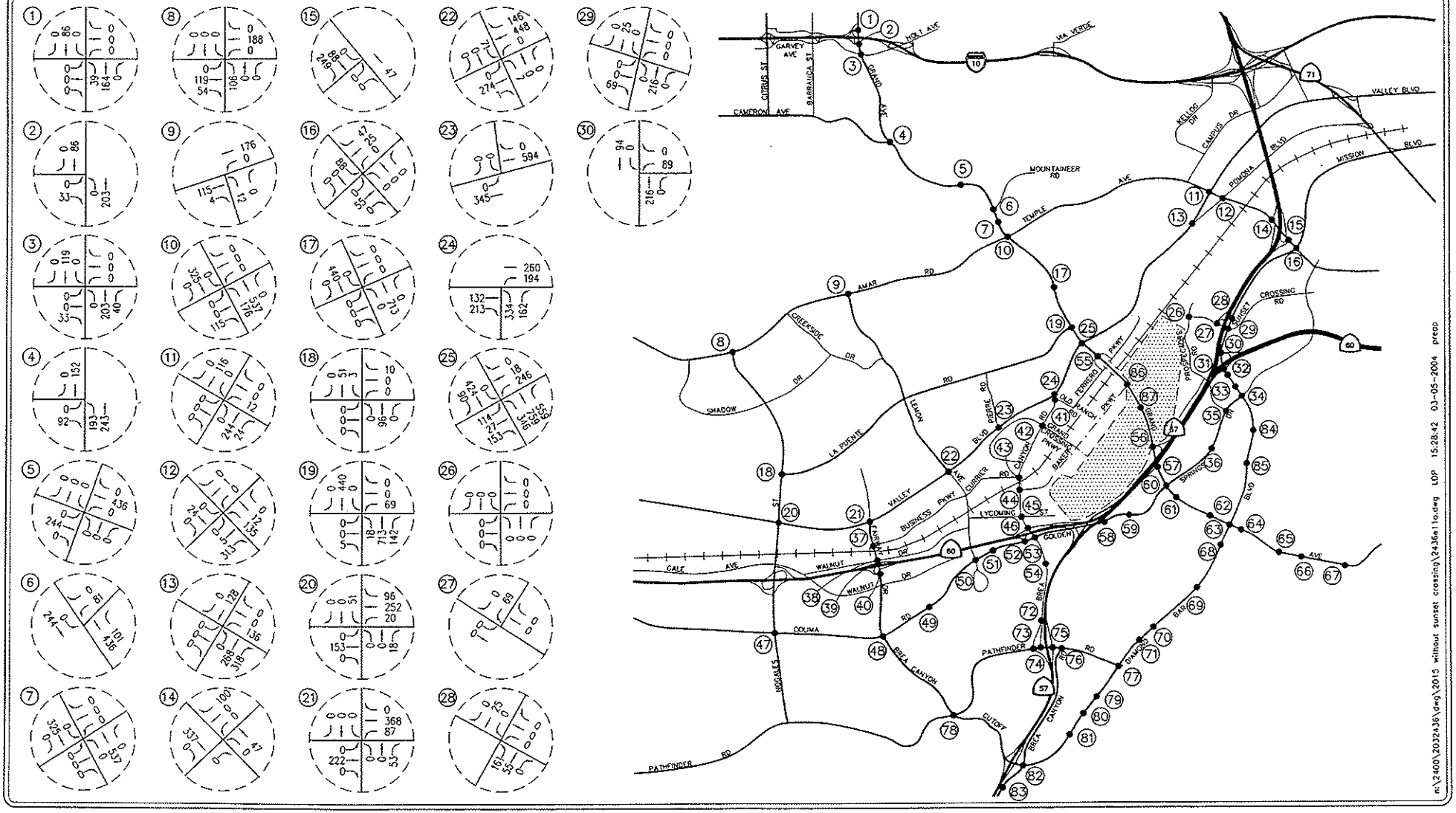
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 10C

PROJECT–GENERATED AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

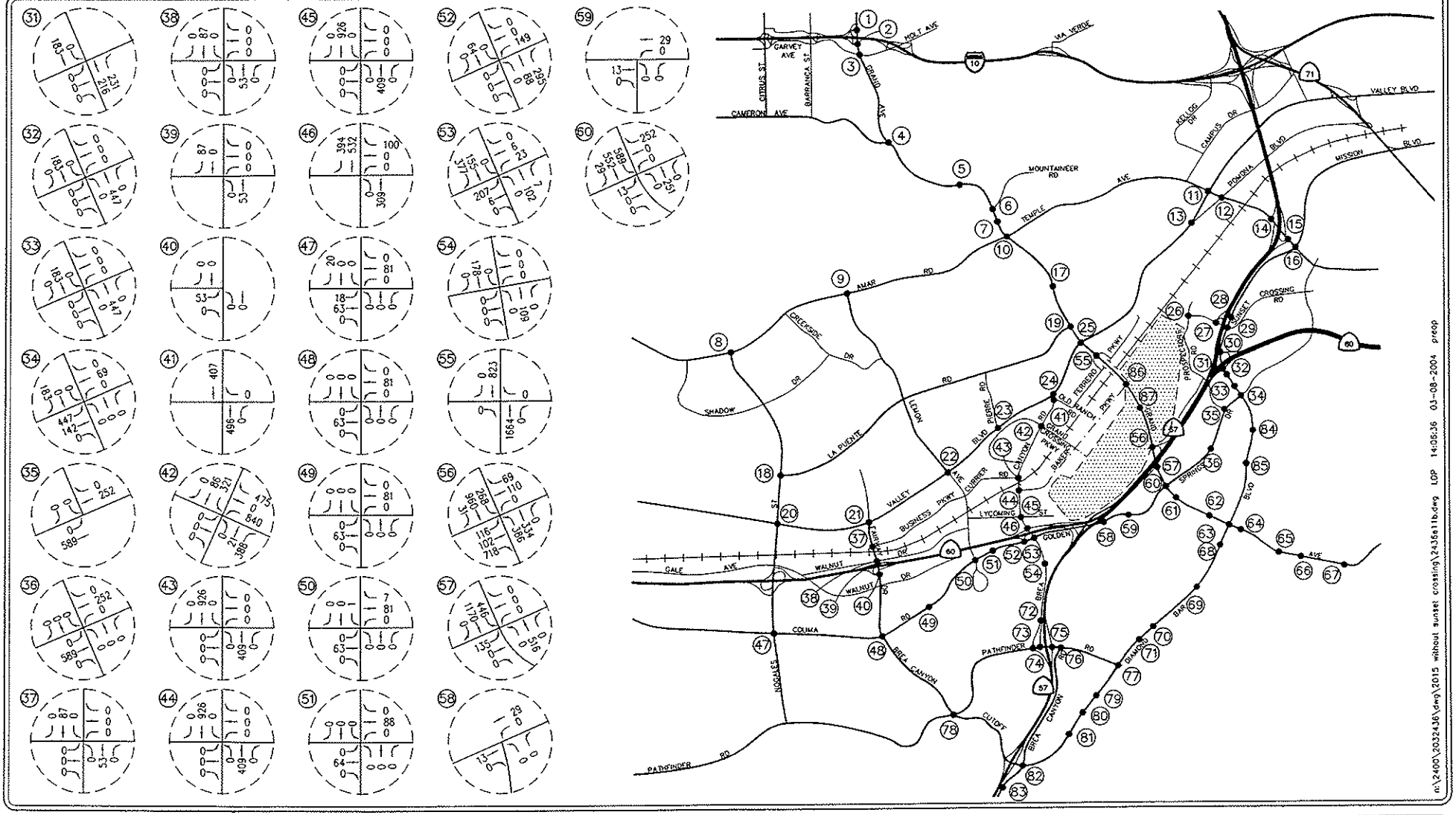
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 11A

PROJECT-GENERATED PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-51

KEY

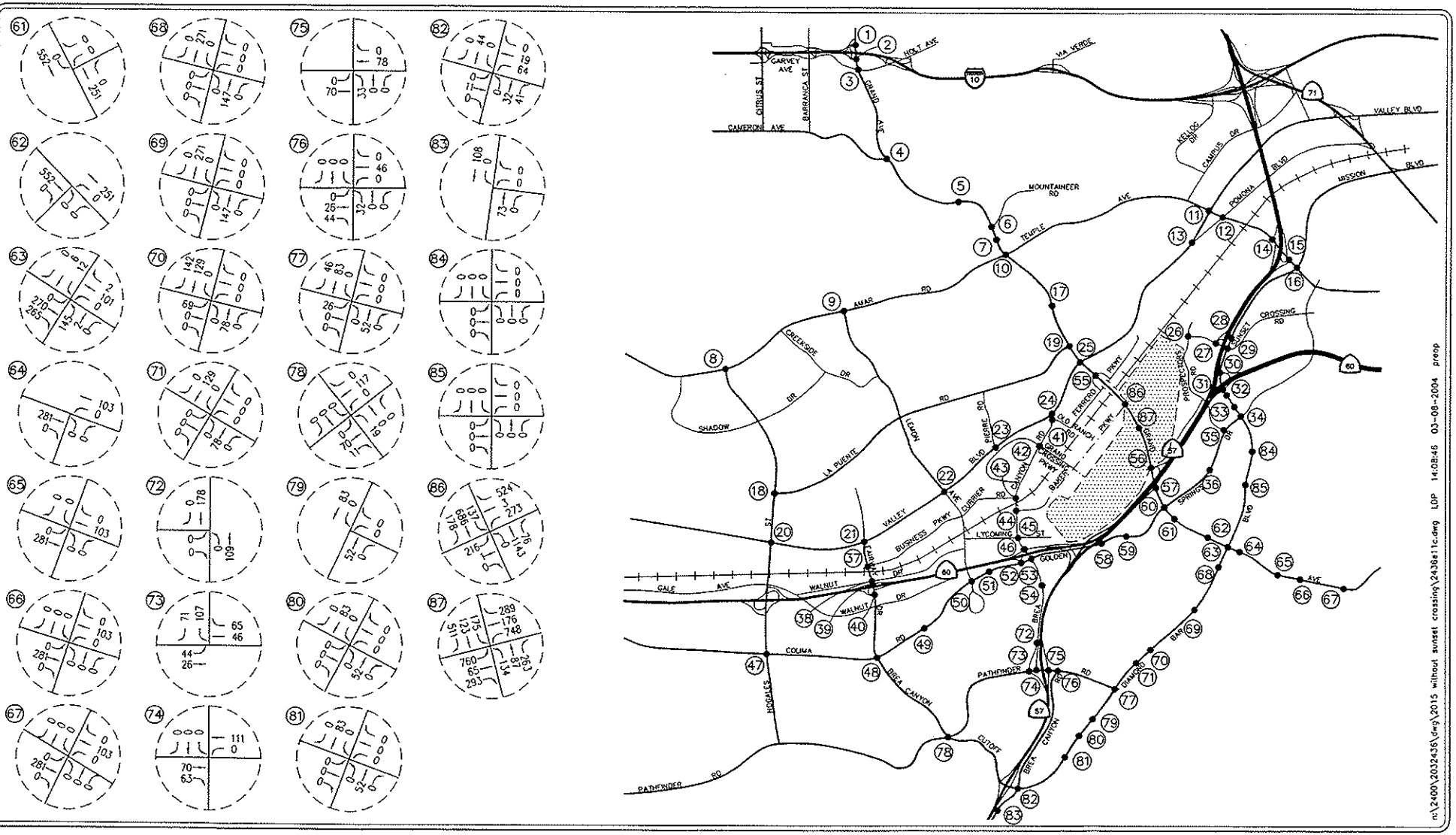
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 11B

PROJECT-GENERATED PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 - 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

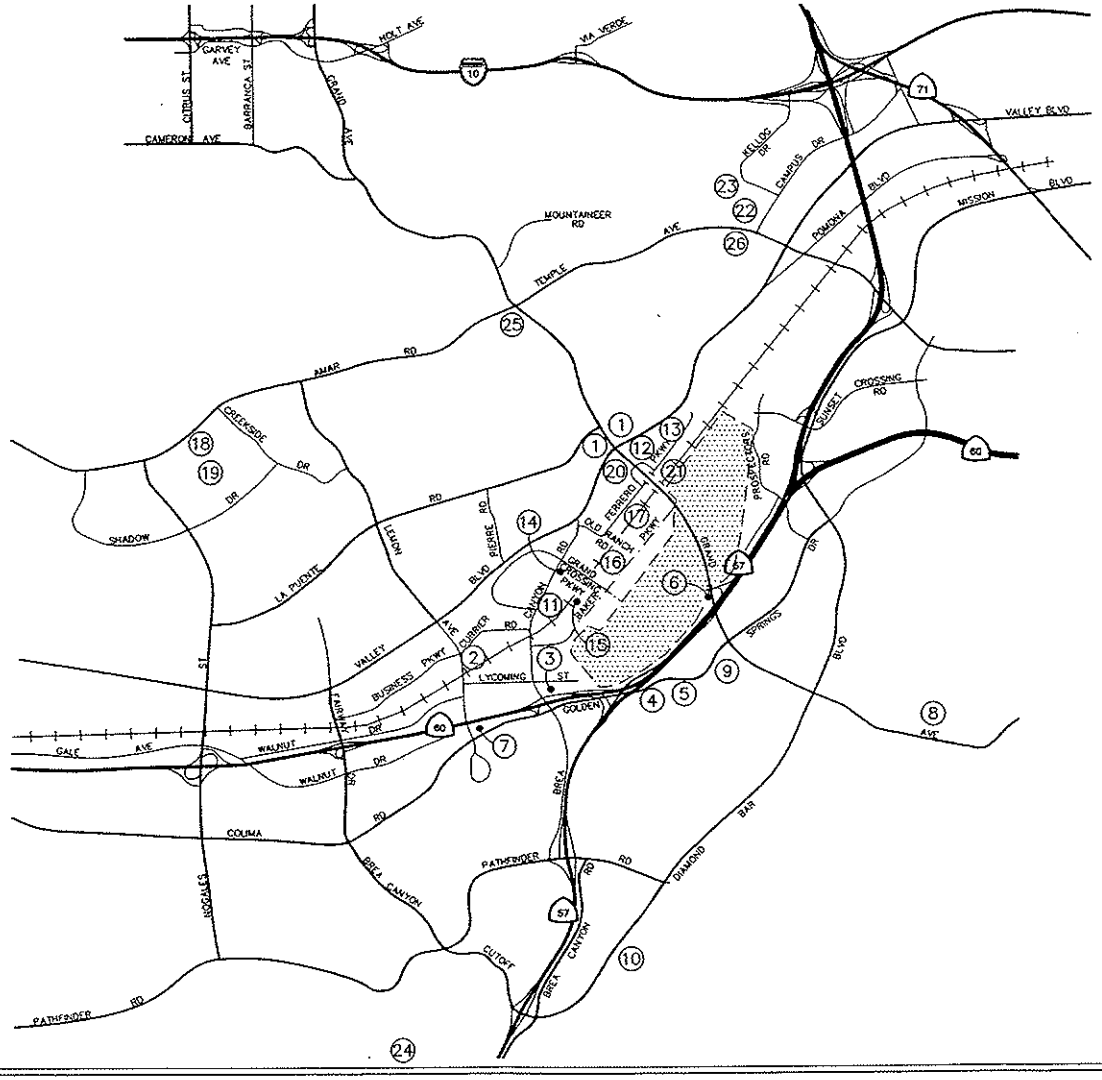
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

C-52

EXHIBIT 11C

PROJECT-GENERATED PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



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N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-53

KEY

26 ● = STUDY INTERSECTION

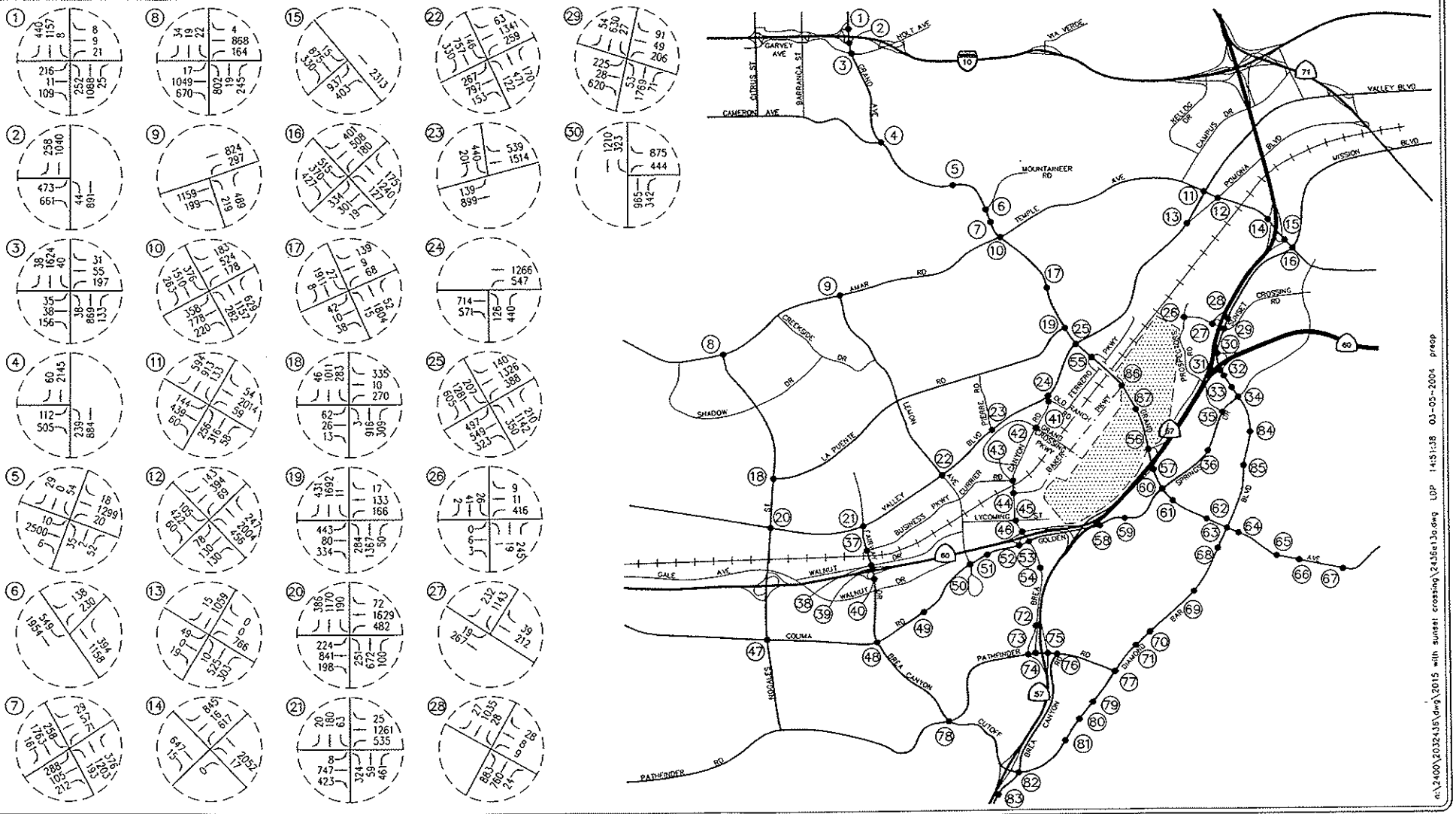
– · – = FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

▭ = PROJECT SITE

EXHIBIT 12

CUMULATIVE PROJECTS LOCATION MAP

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

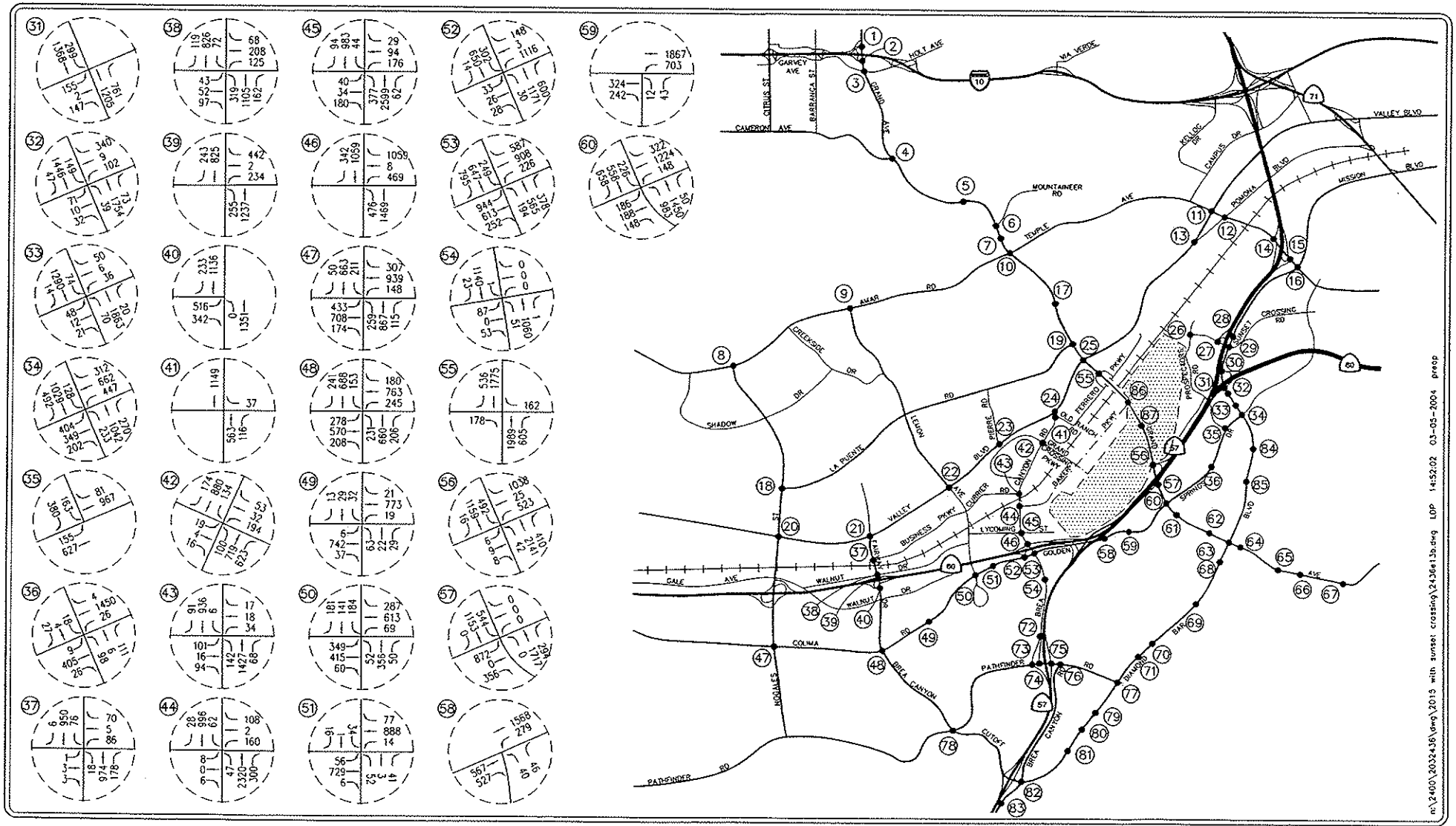
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 13A

YEAR 2015 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-55

KEY

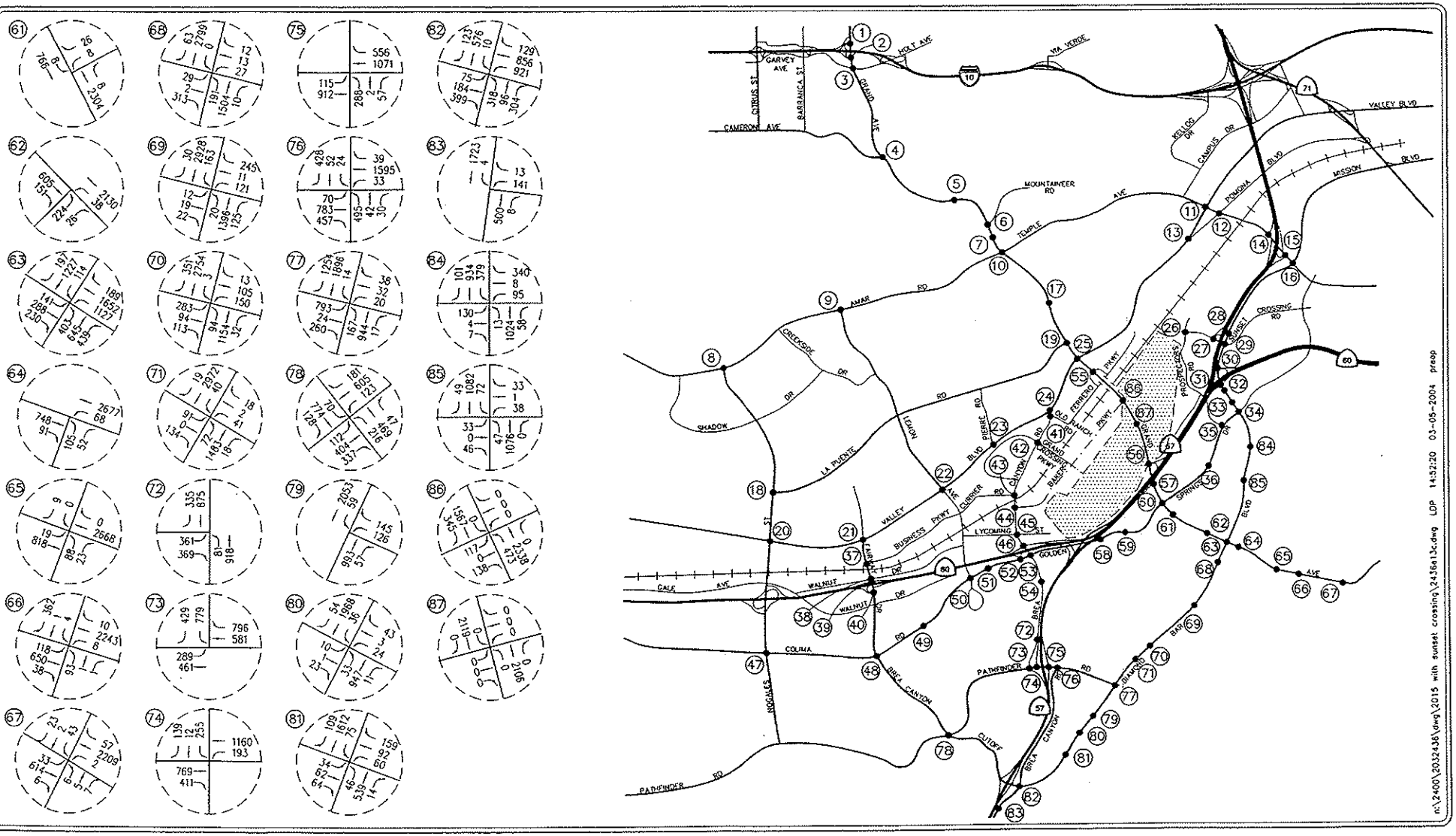
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 13B

YEAR 2015 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

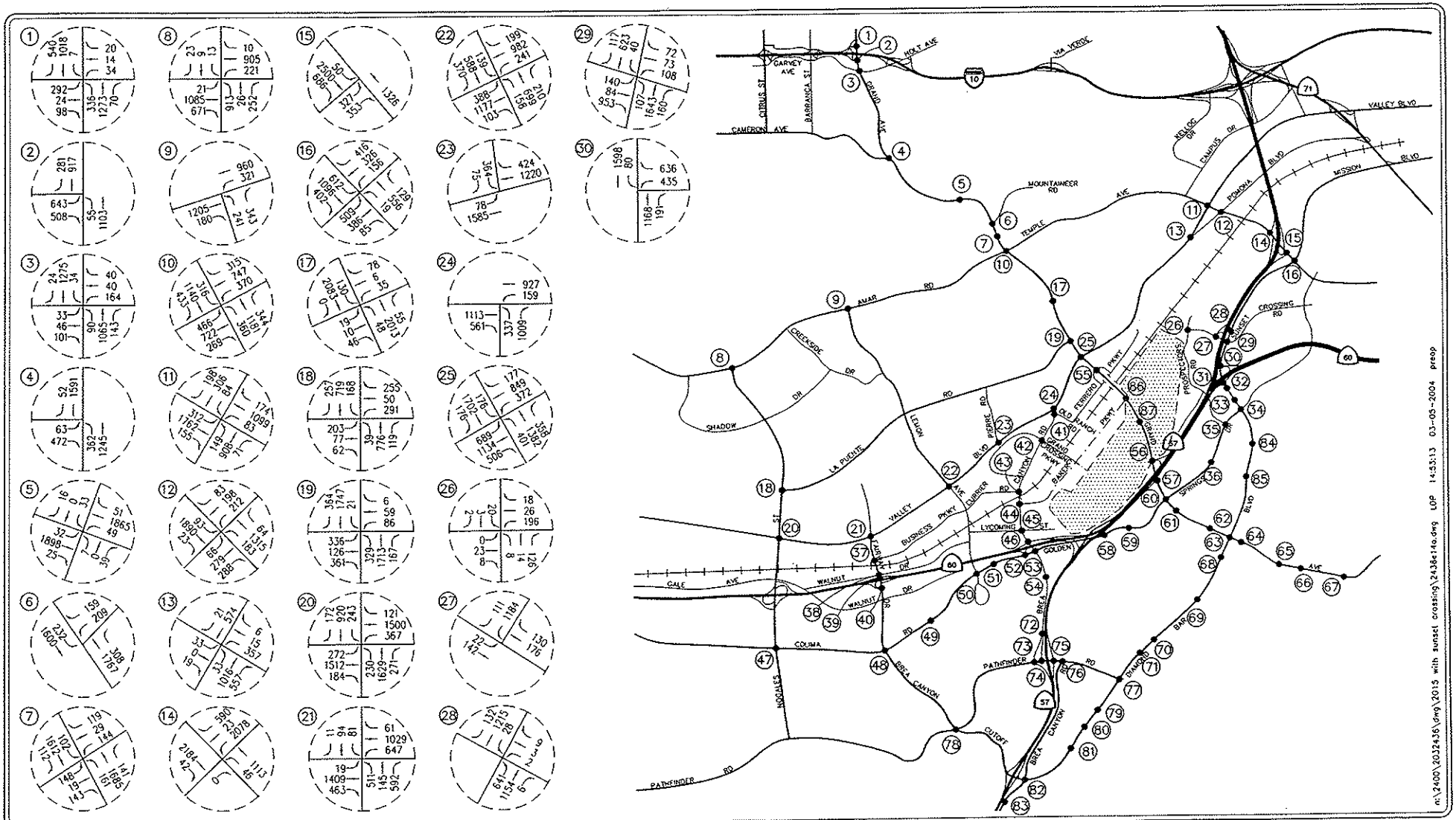
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 13C

YEAR 2015 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-57

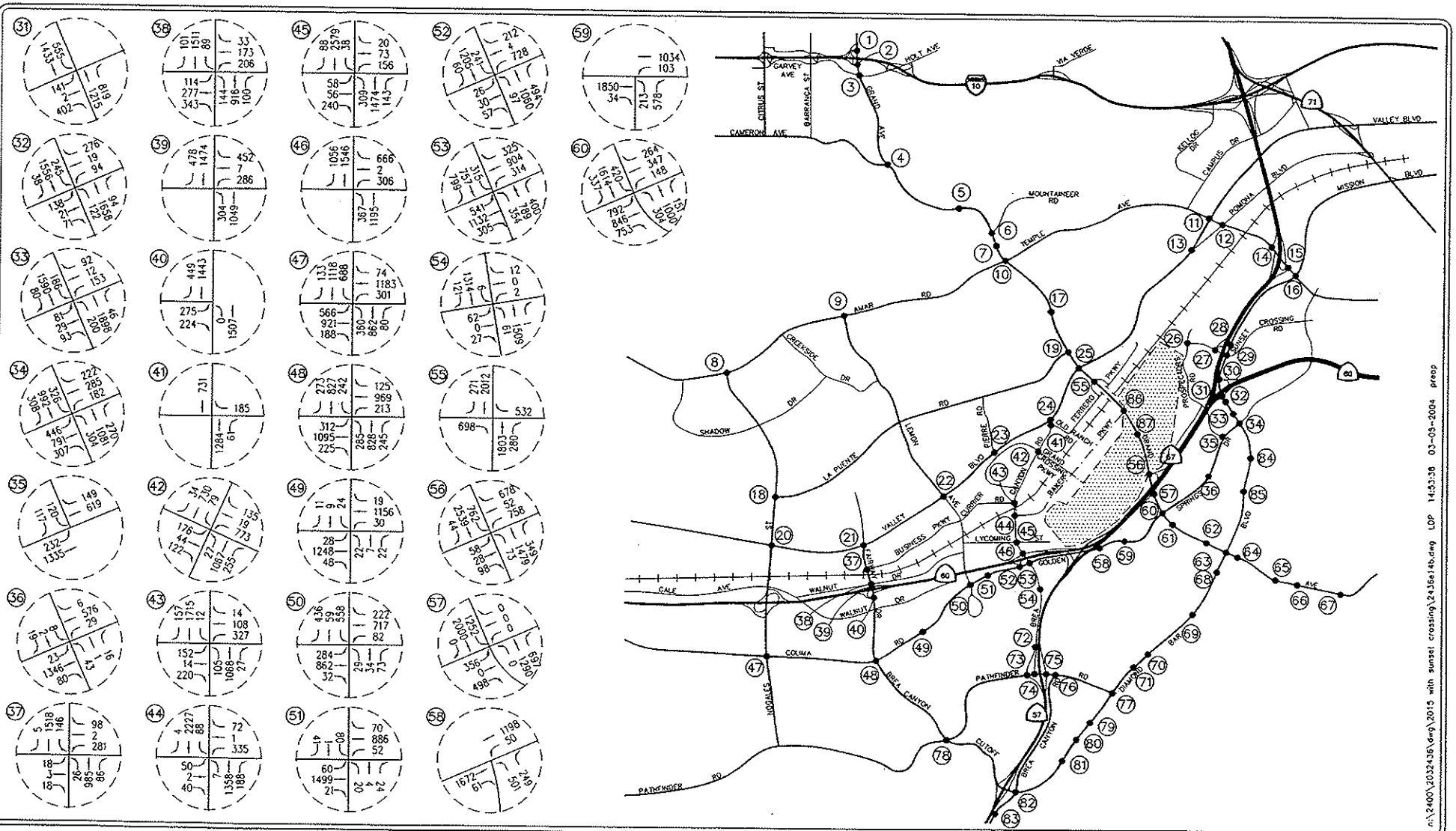
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 14A

YEAR 2015 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

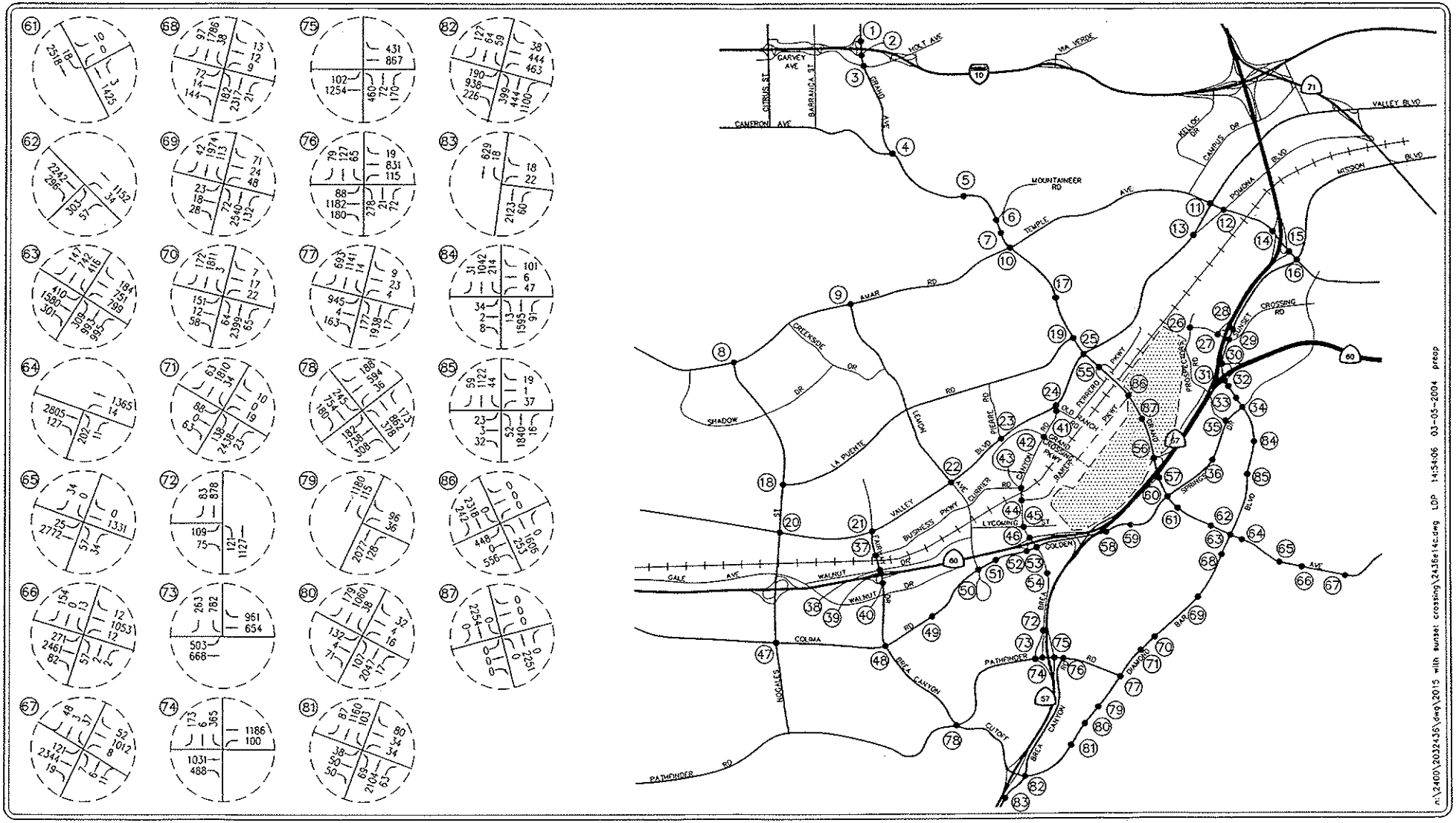
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 14B

YEAR 2015 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

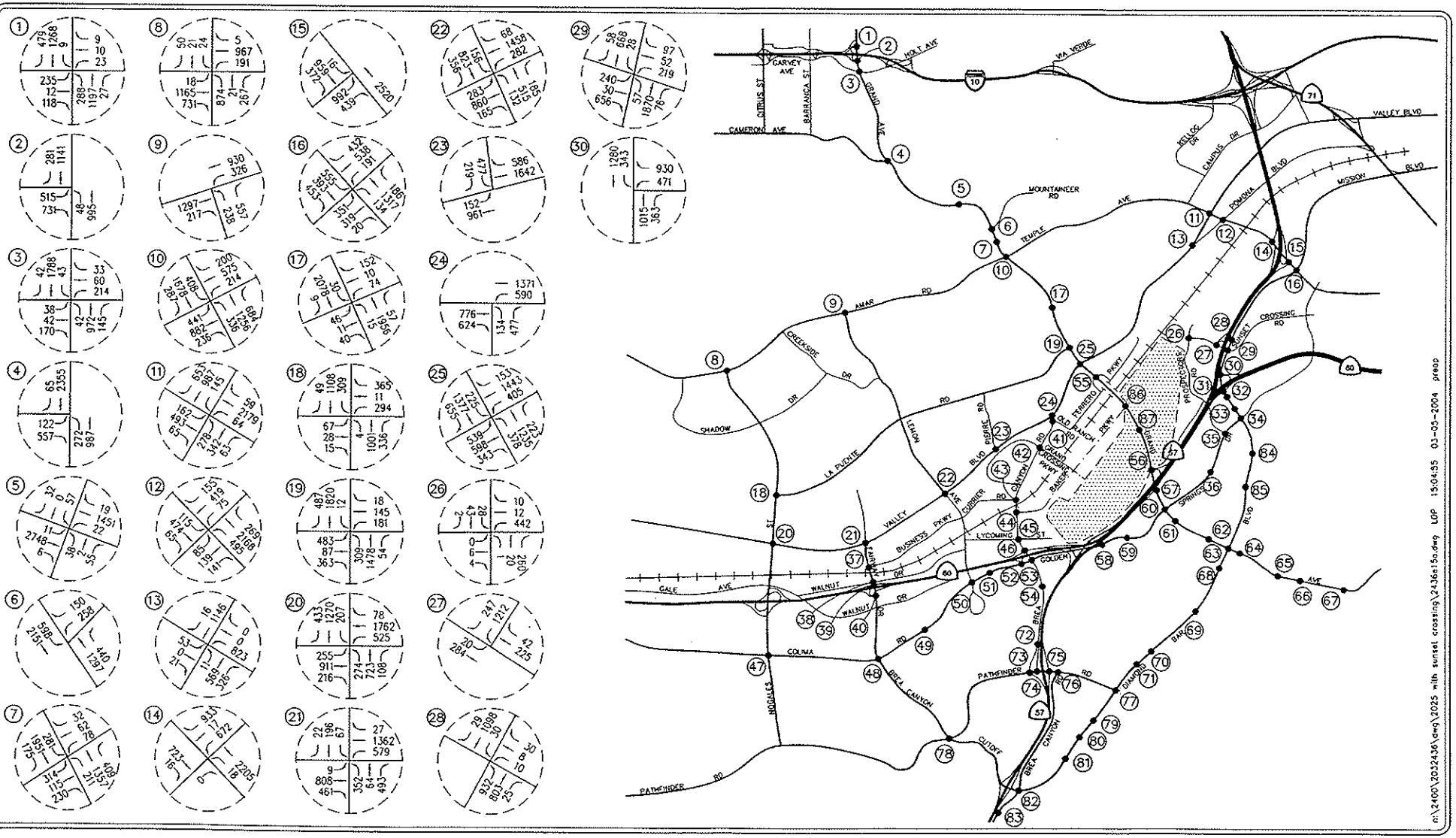
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 14C

YEAR 2015 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

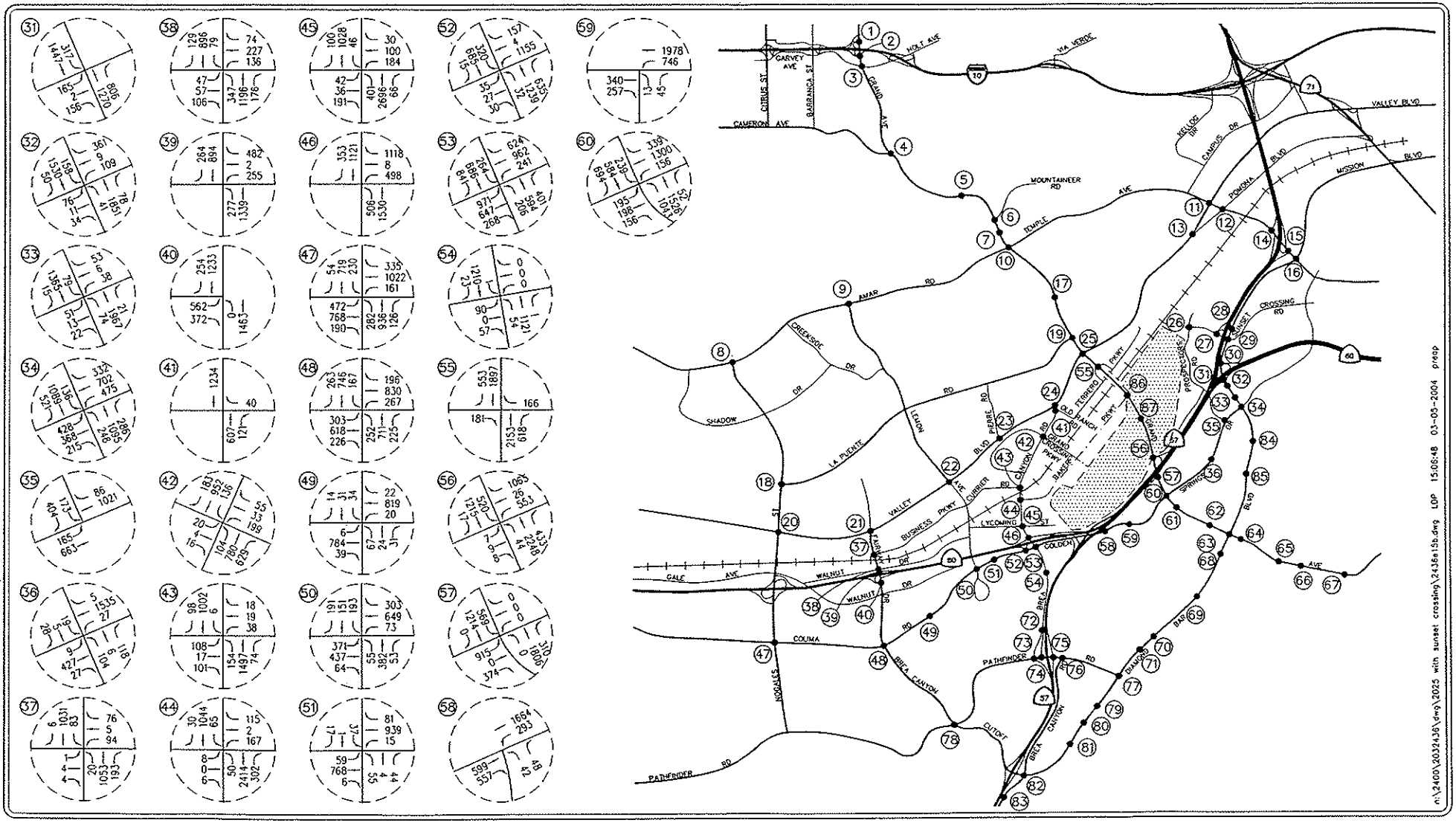
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 15A

YEAR 2025 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

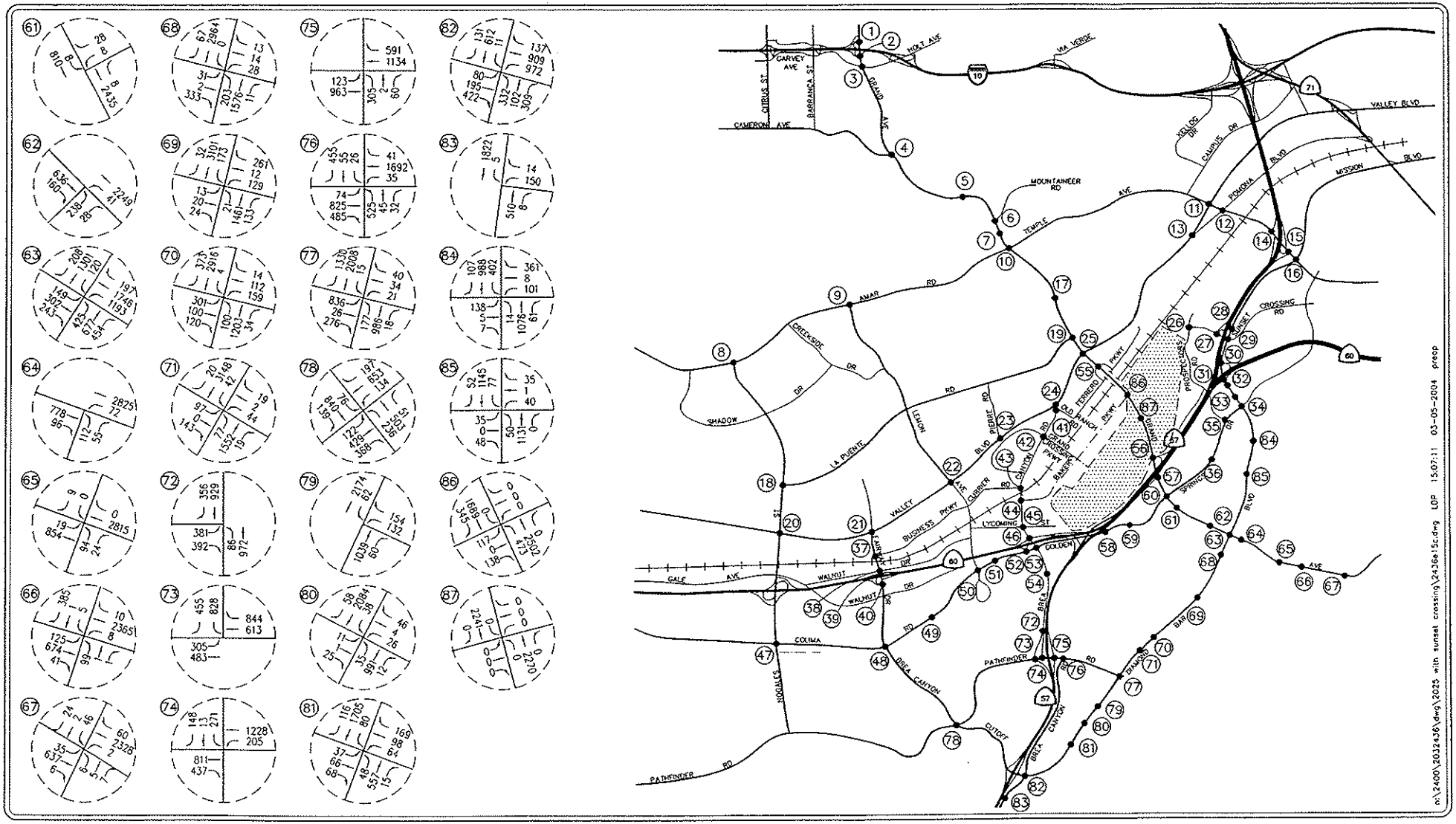
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 15B

YEAR 2025 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

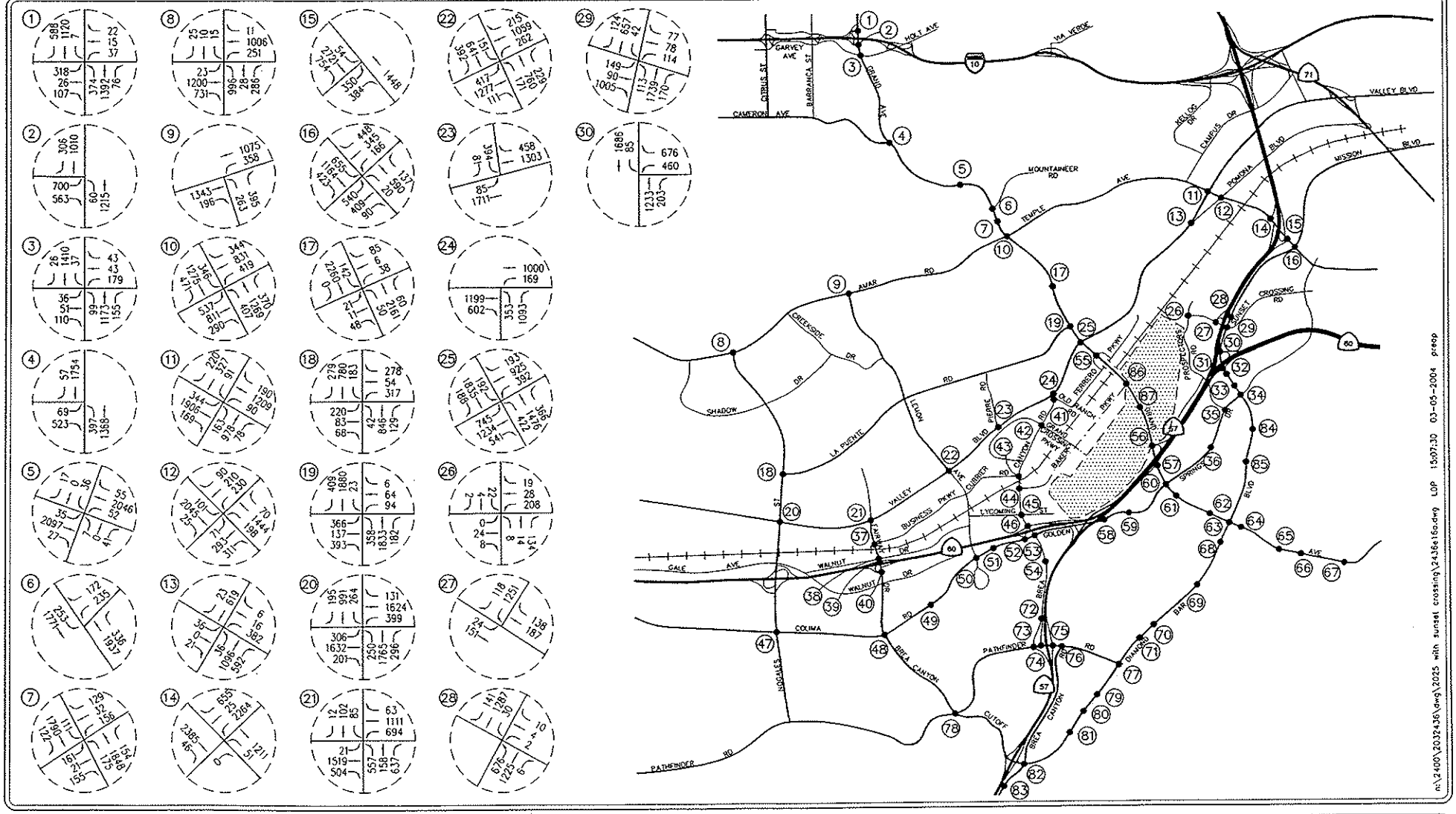
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 15C

YER 2025 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

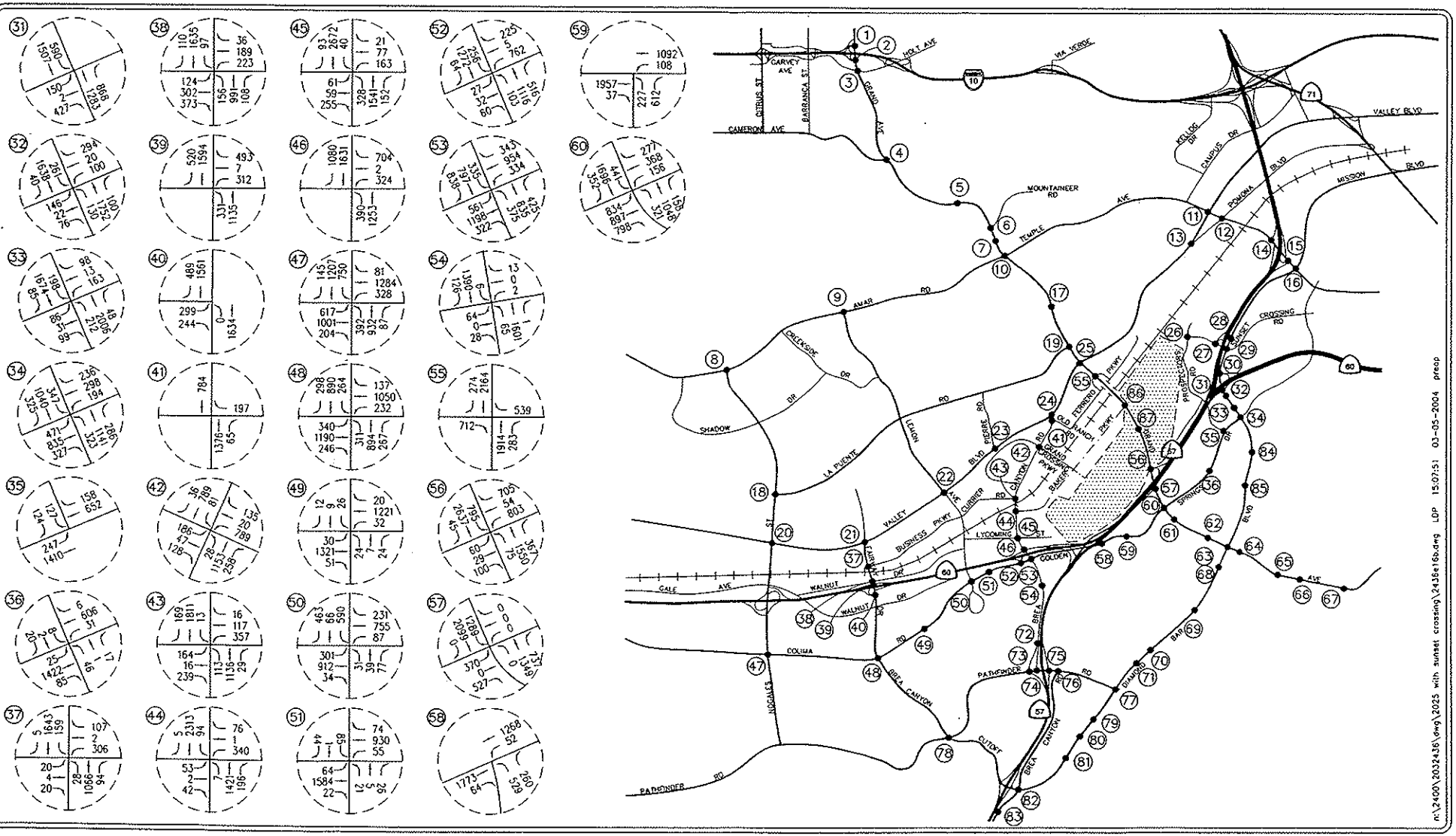
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 16A

YEAR 2025 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 16B

YEAR 2025 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

= PROJECT SITE

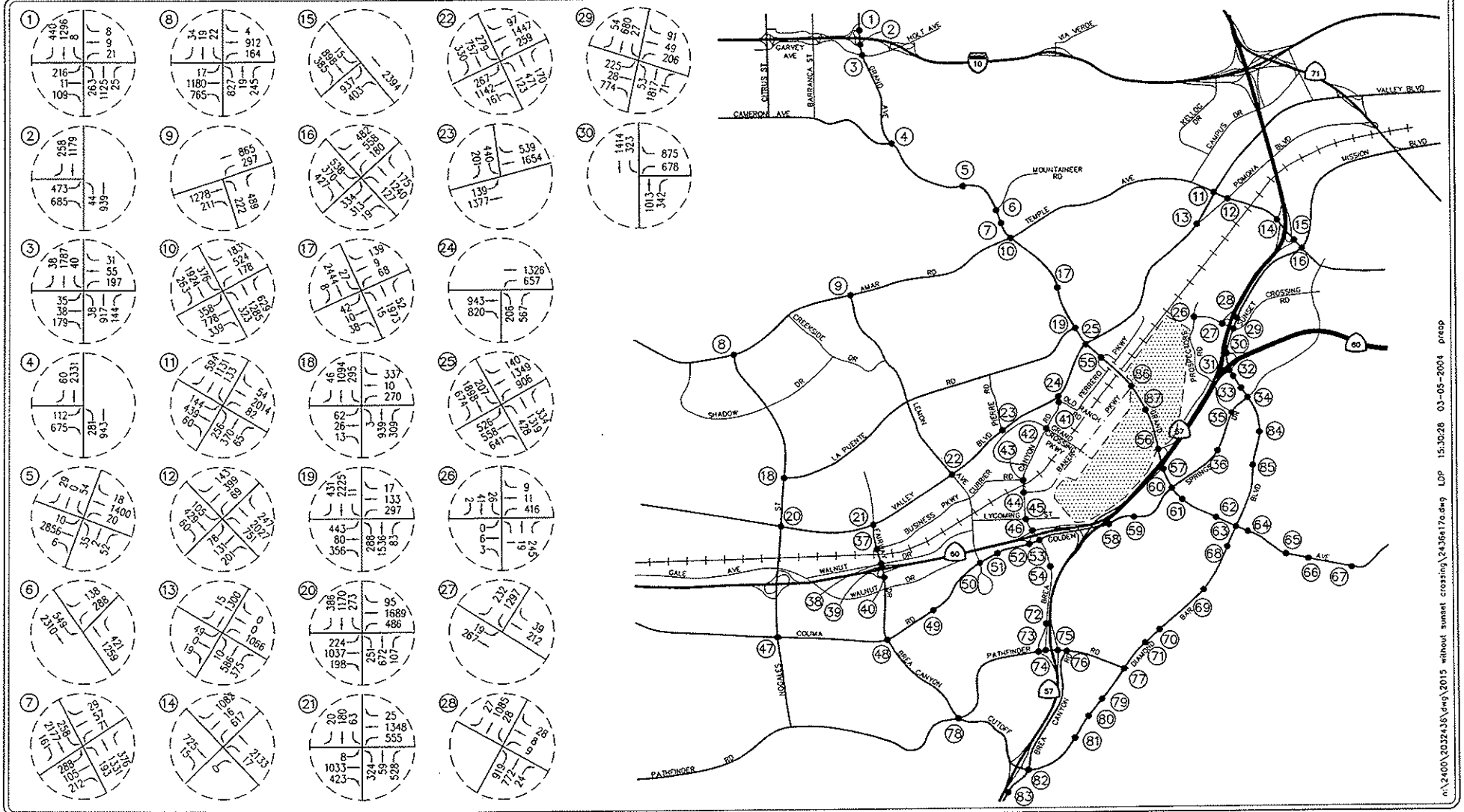
= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

C-65

EXHIBIT 16C

YEAR 2025 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-66

KEY

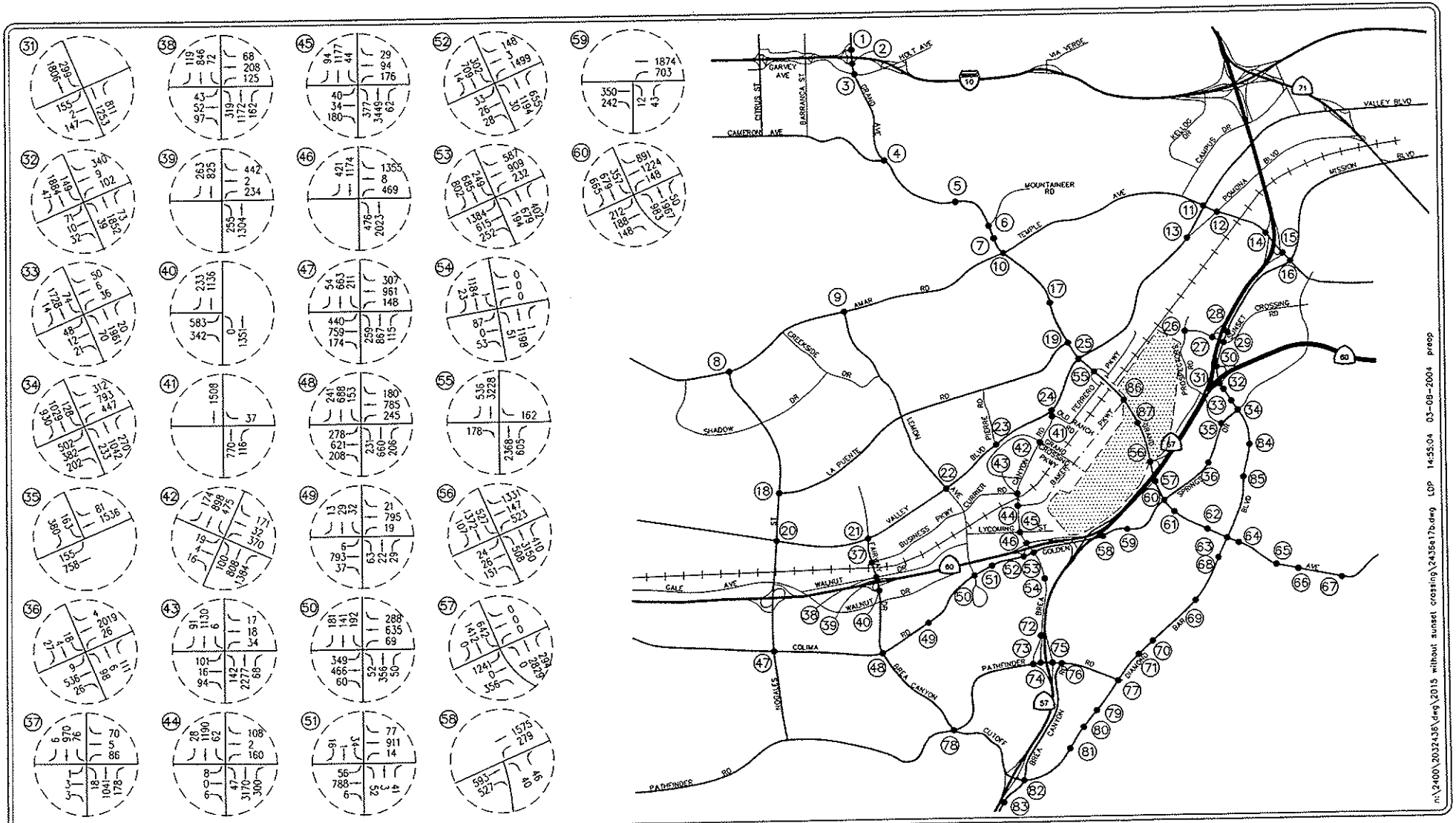
= PROJECT SITE

= FUTURE ROADWAY: EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 17A

YEAR 2015 CUMULATIVE + PROJECT AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

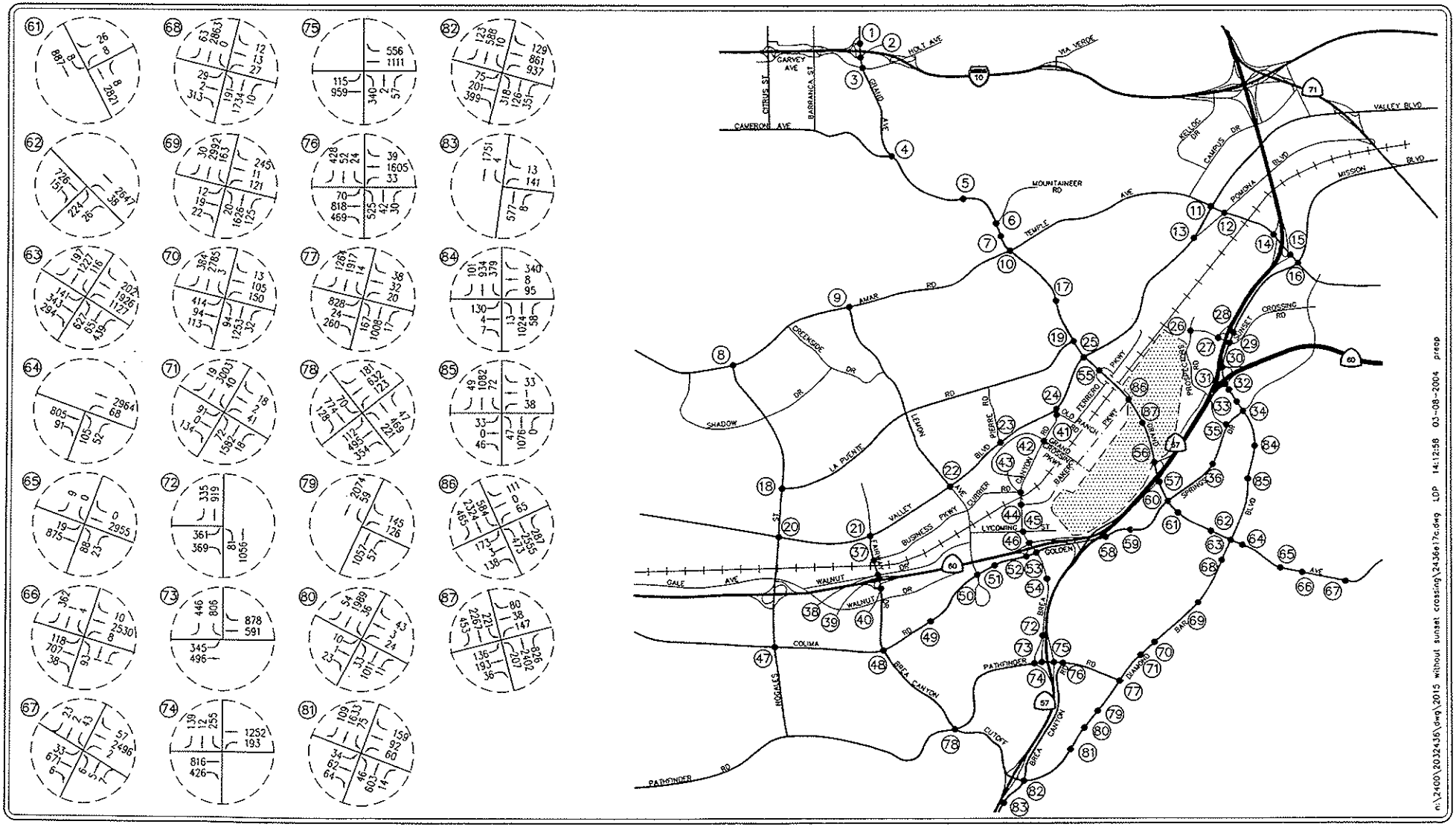
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 17B

YEAR 2015 CUMULATIVE + PROJECT AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

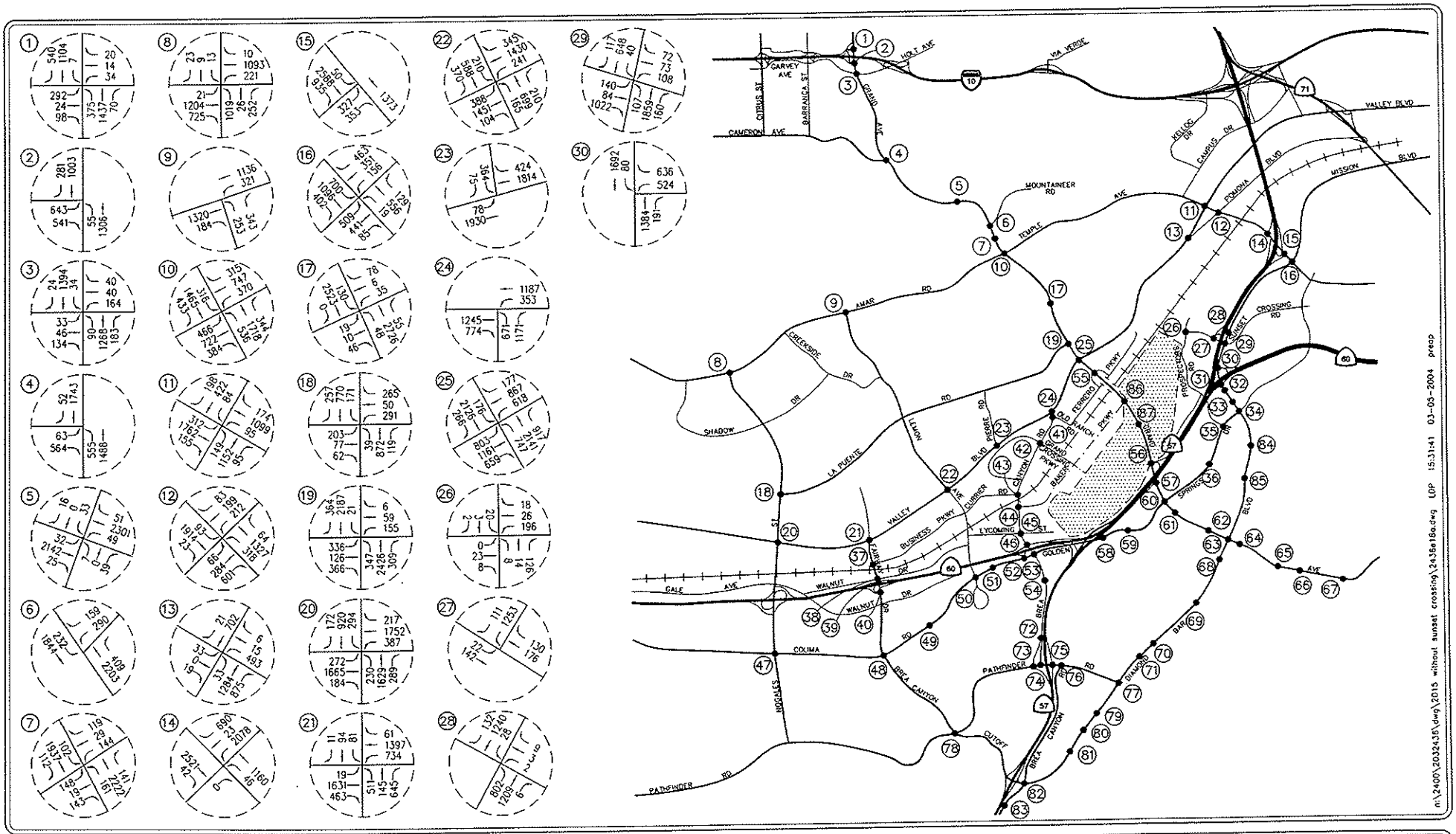
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 17C

YEAR 2015 CUMULATIVE + PROJECT AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

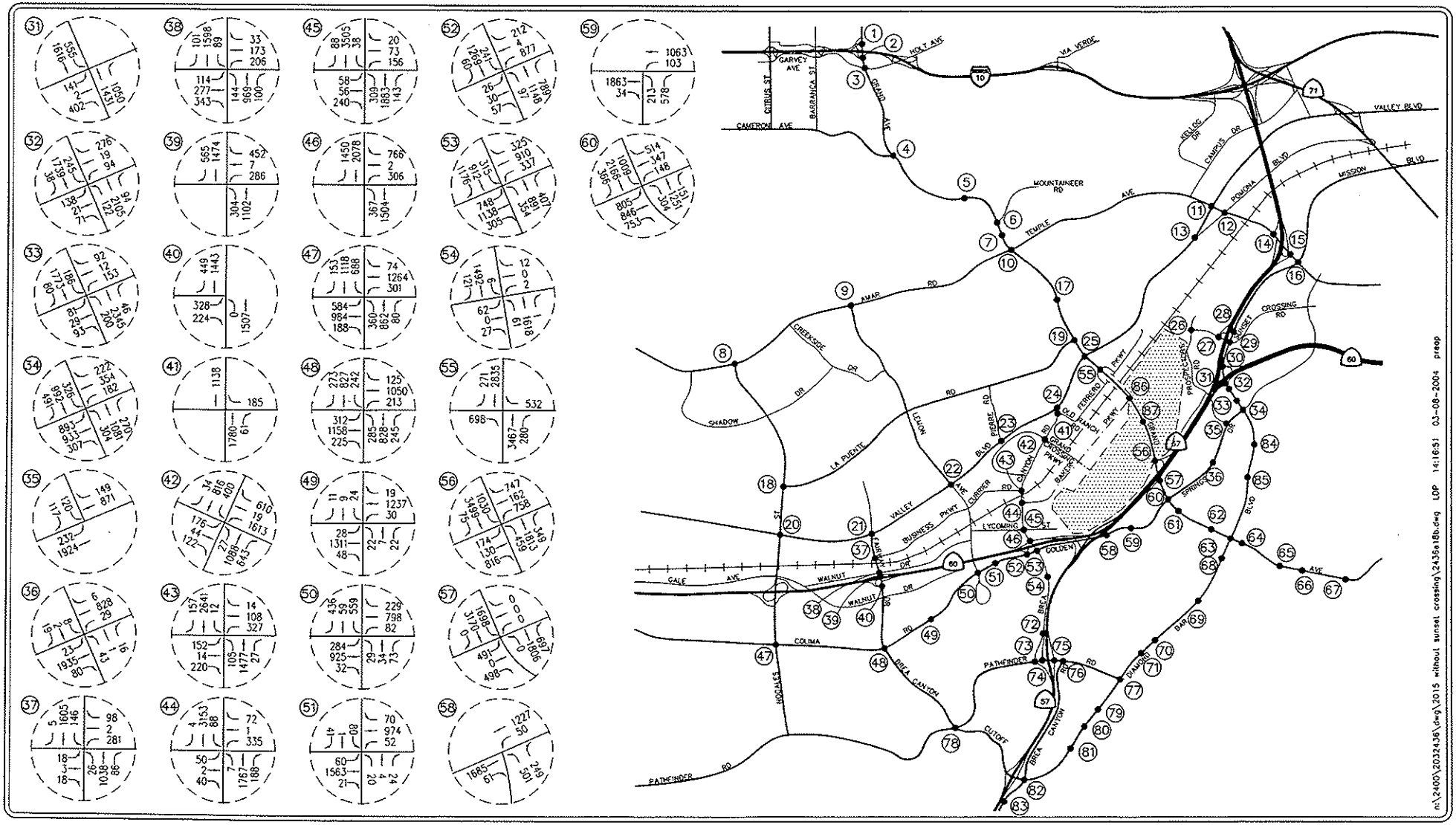
KEY

= PROJECT SITE

= FUTURE ROADWAY: EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 18A

YEAR 2015 CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

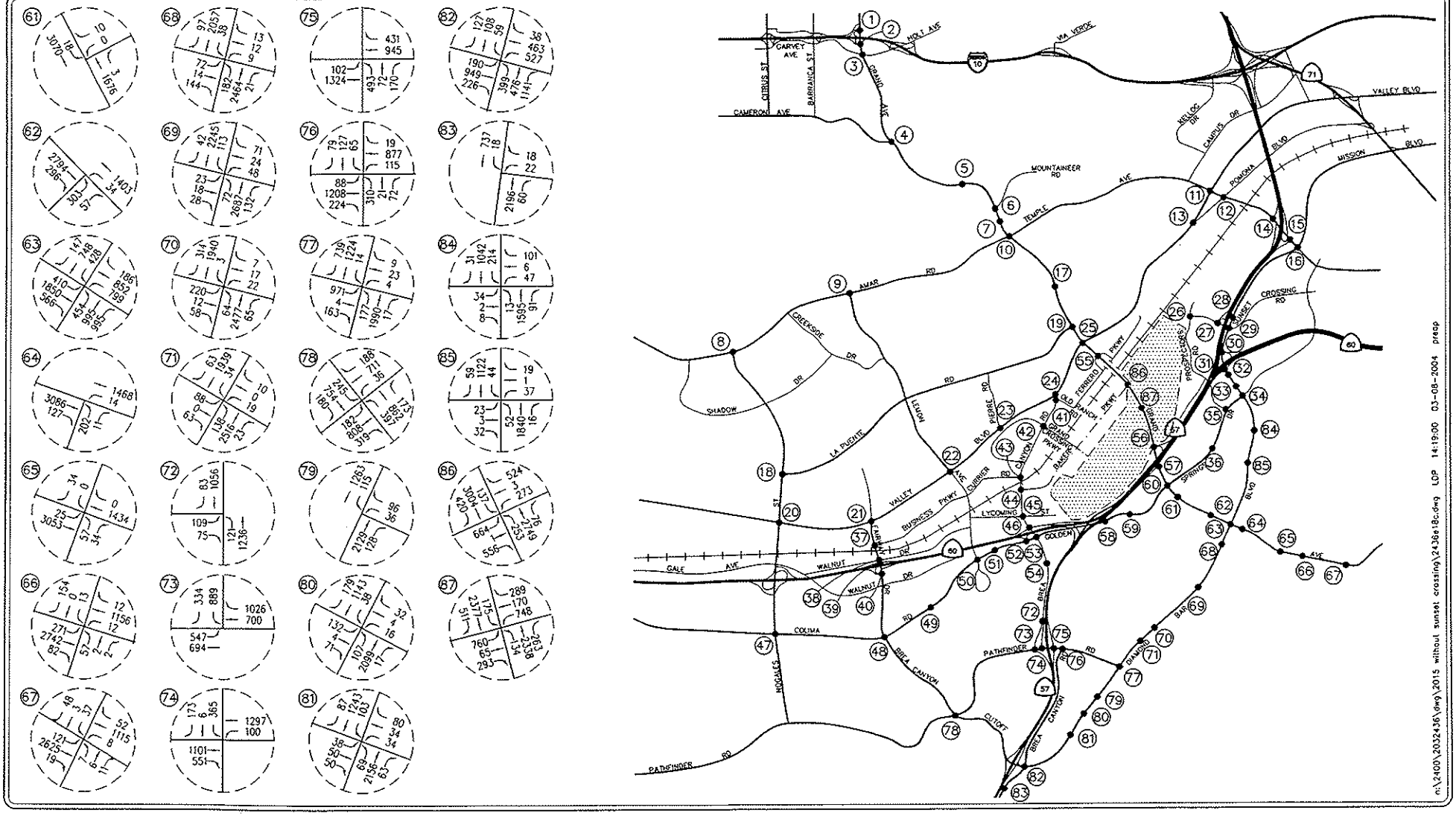
KEY

= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 18B

YEAR 2015 CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

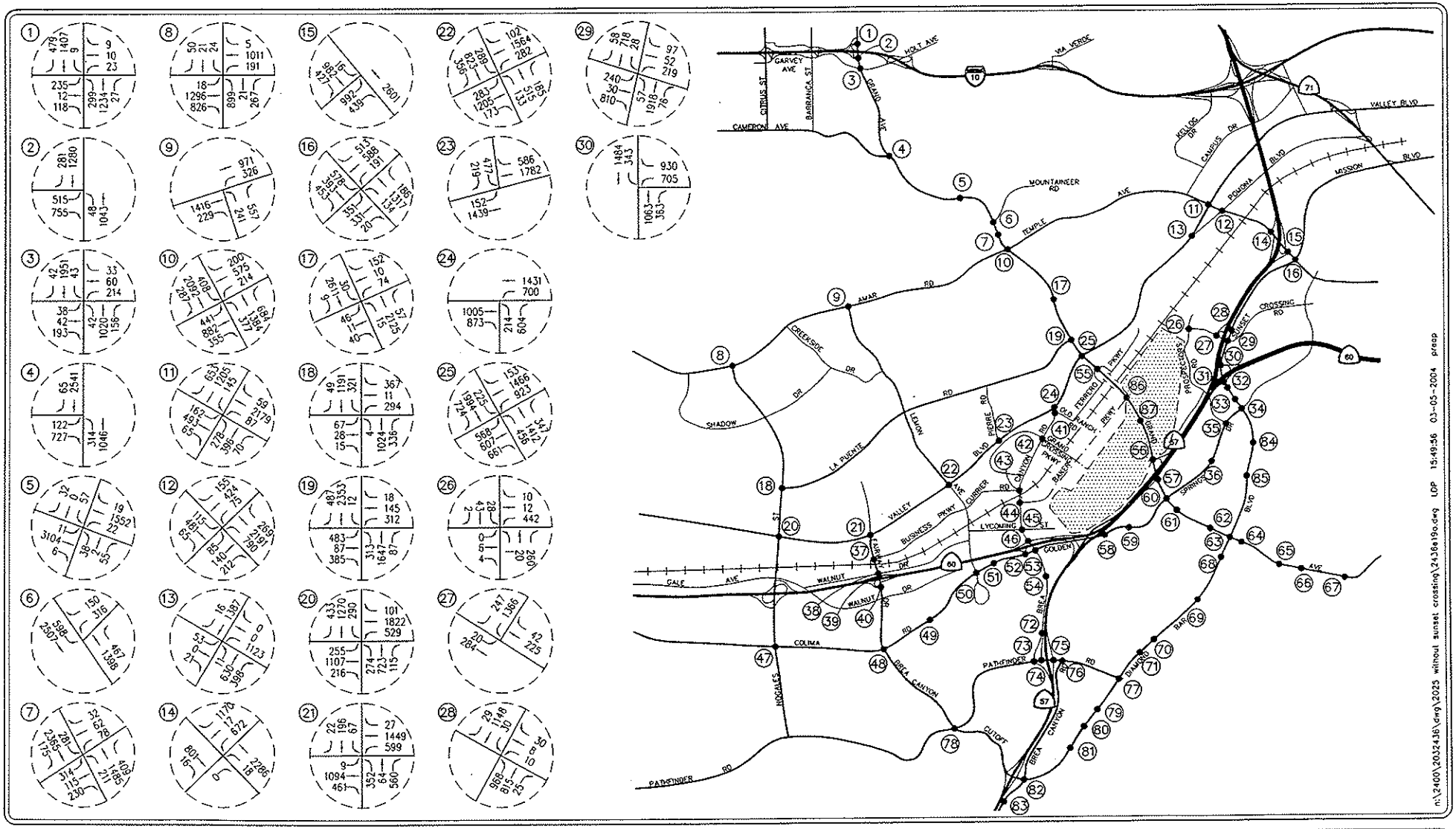
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 18C

YEAR 2015 CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



n:\2400\2032436\dwg\2025 w/nout sunset crossing\2436e19o.dwg LDP 15:49:56 03-05-2004 preap

N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-72

KEY

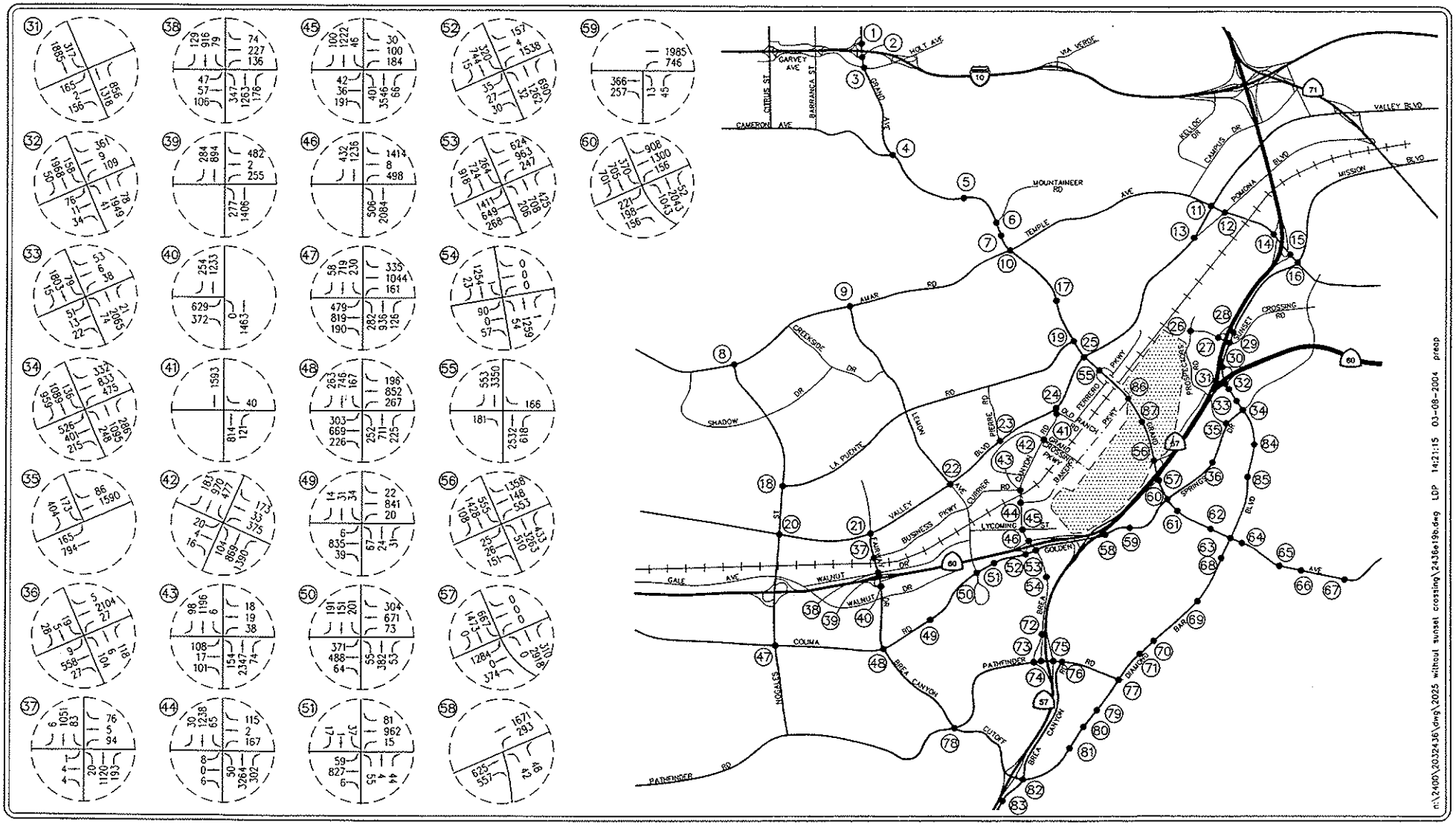
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 19A

YEAR 2025 CUMULATIVE + PROJECT AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 - 30

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

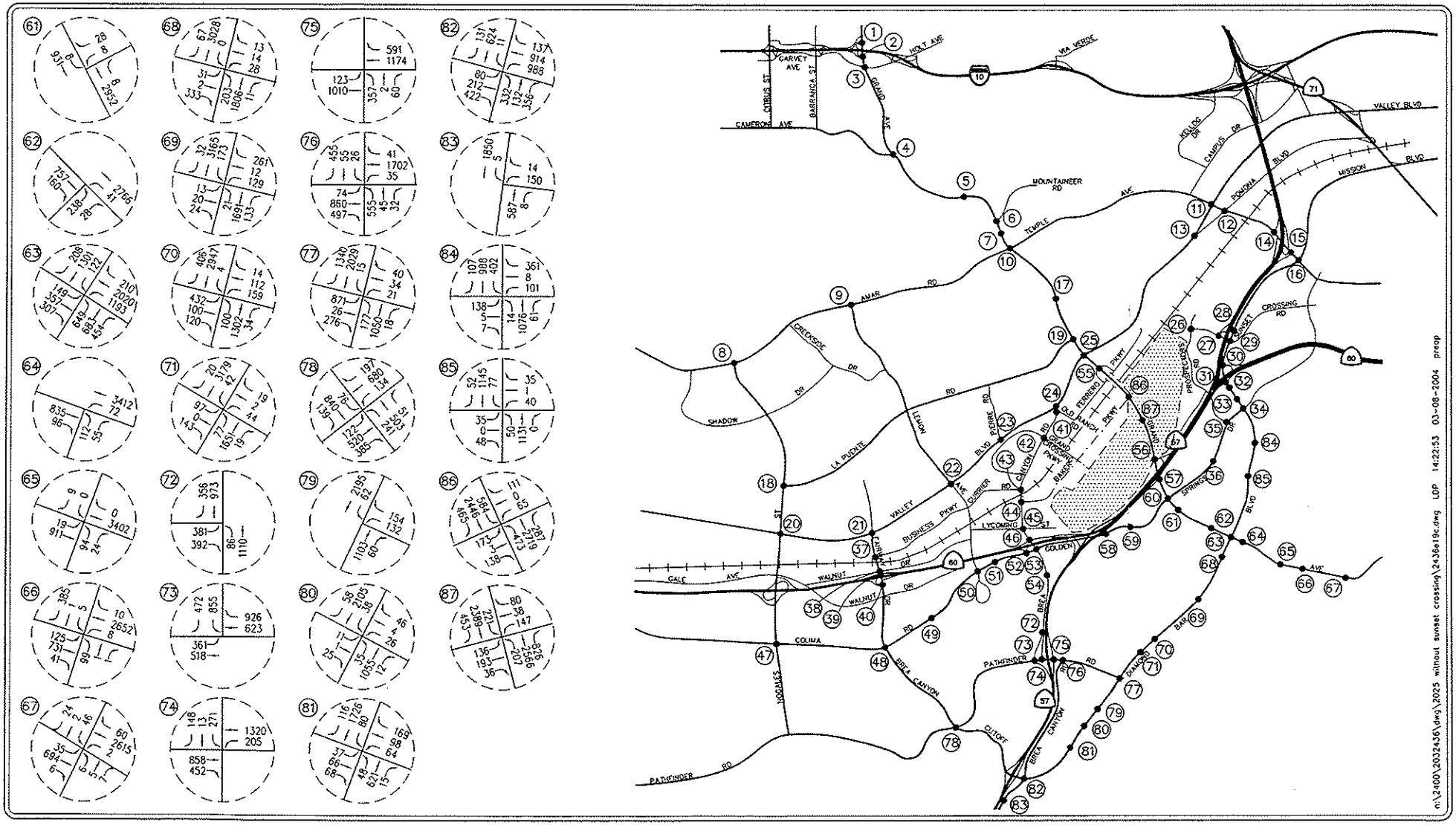
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 19B

YEAR 2025 CUMULATIVE + PROJECT AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

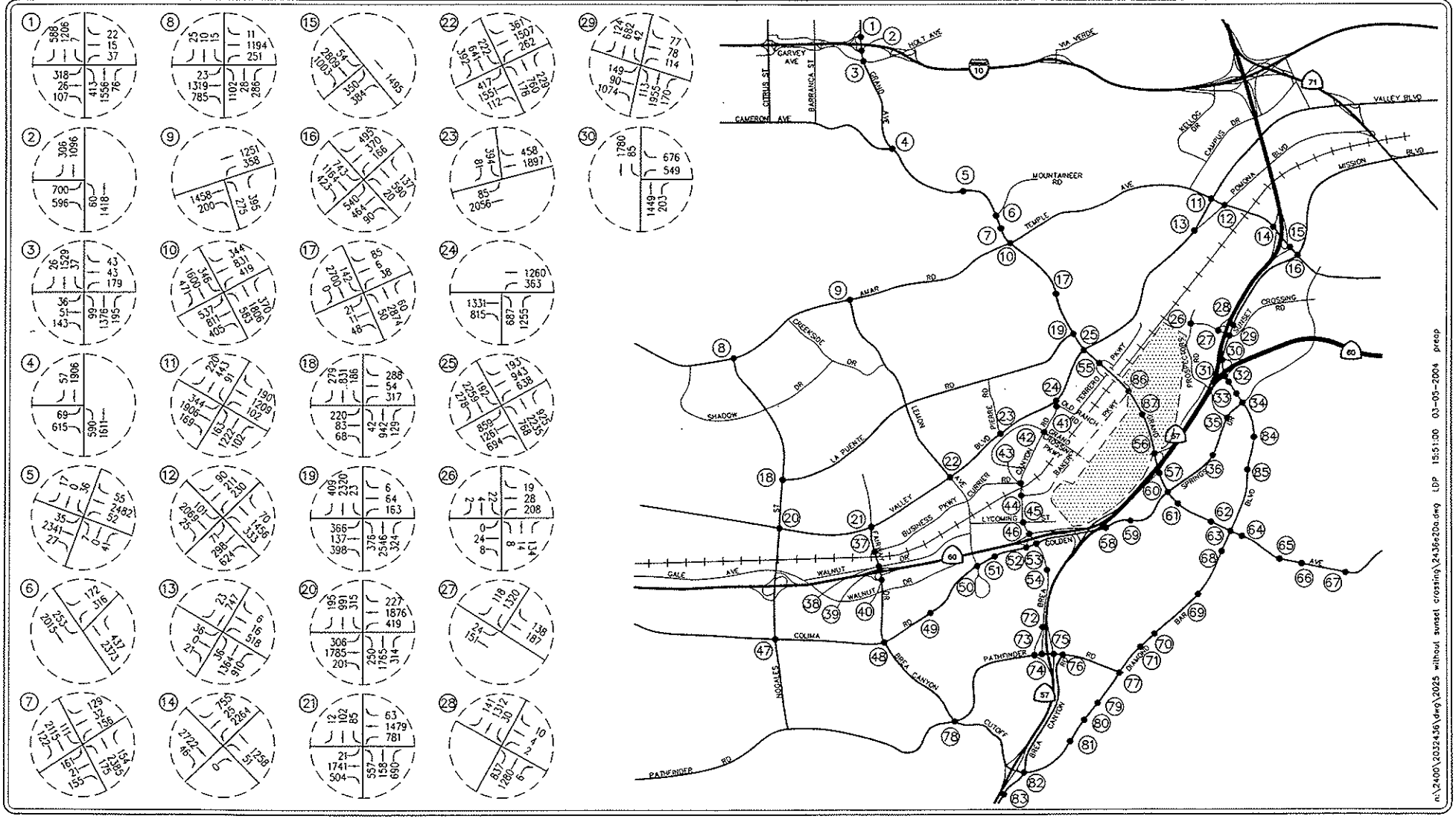
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 19C

YEAR 2025 CUMULATIVE + PROJECT AM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

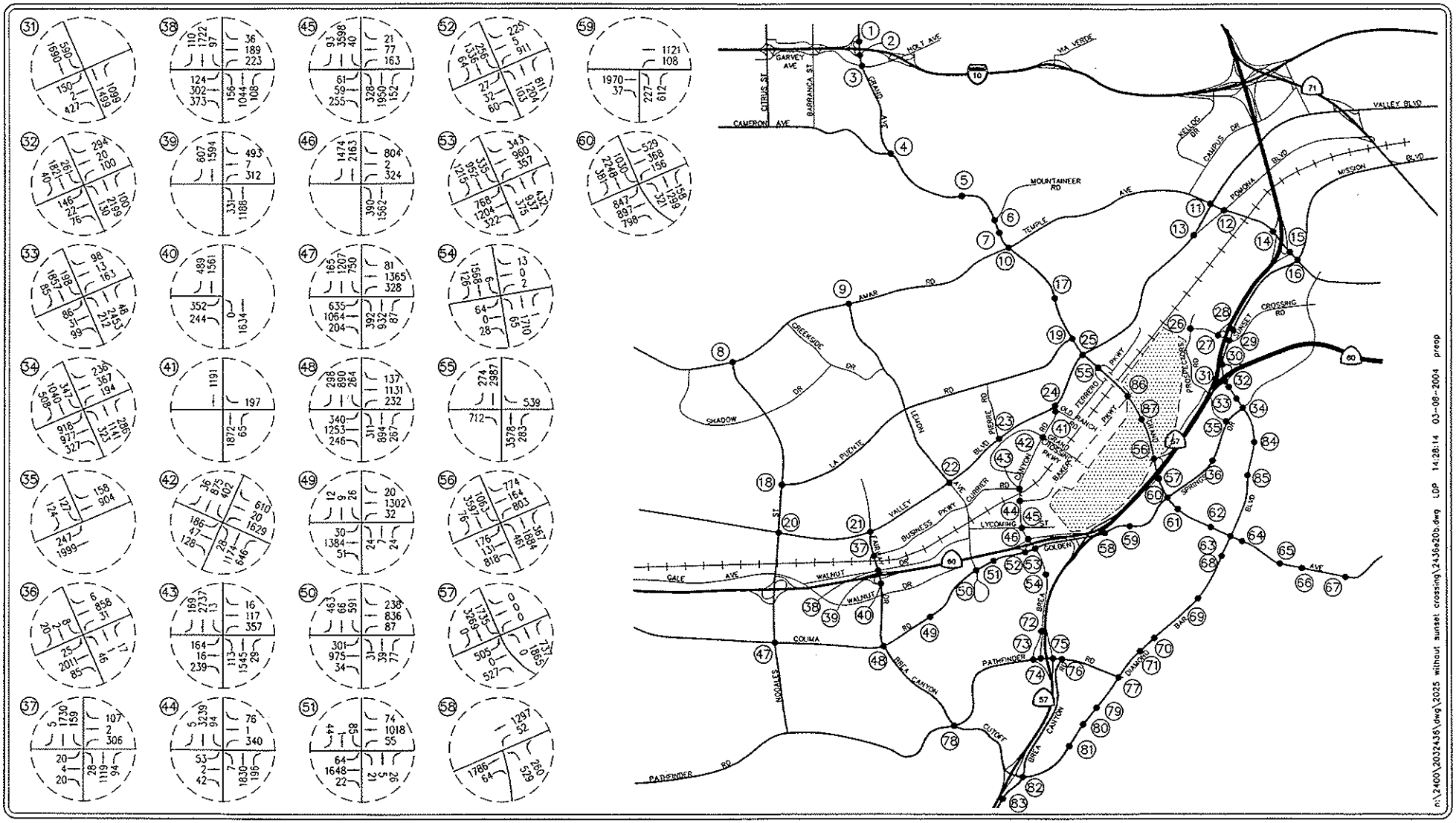
= PROJECT SITE

= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

C-75

EXHIBIT 20A

YEAR 2025 CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 1 – 30
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

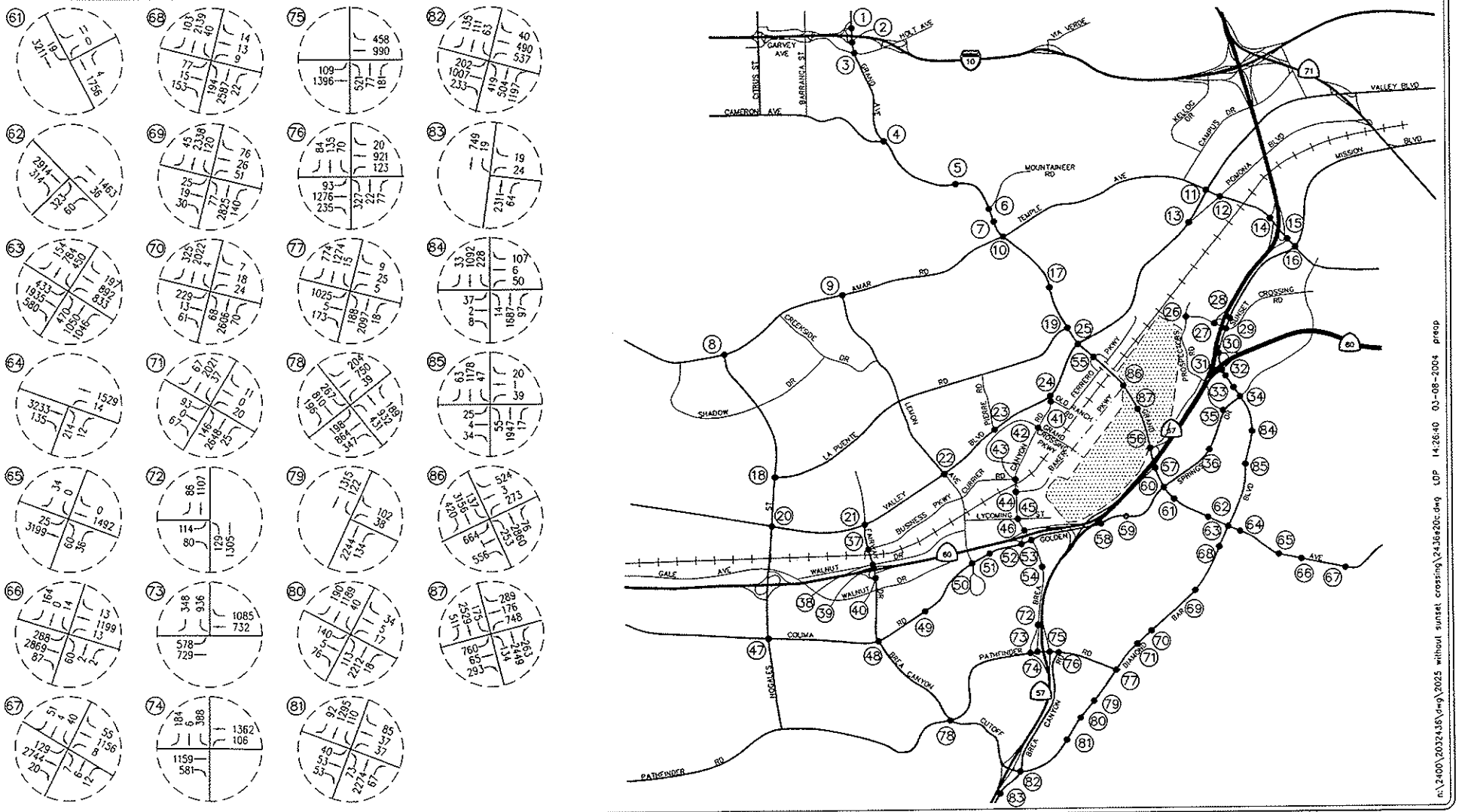
= PROJECT SITE

= FUTURE ROADWAY: EXPECTED TO BE COMPLETED SUMMER 2004

EXHIBIT 20B

YEAR 2025 CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 31 – 60

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

KEY

= PROJECT SITE

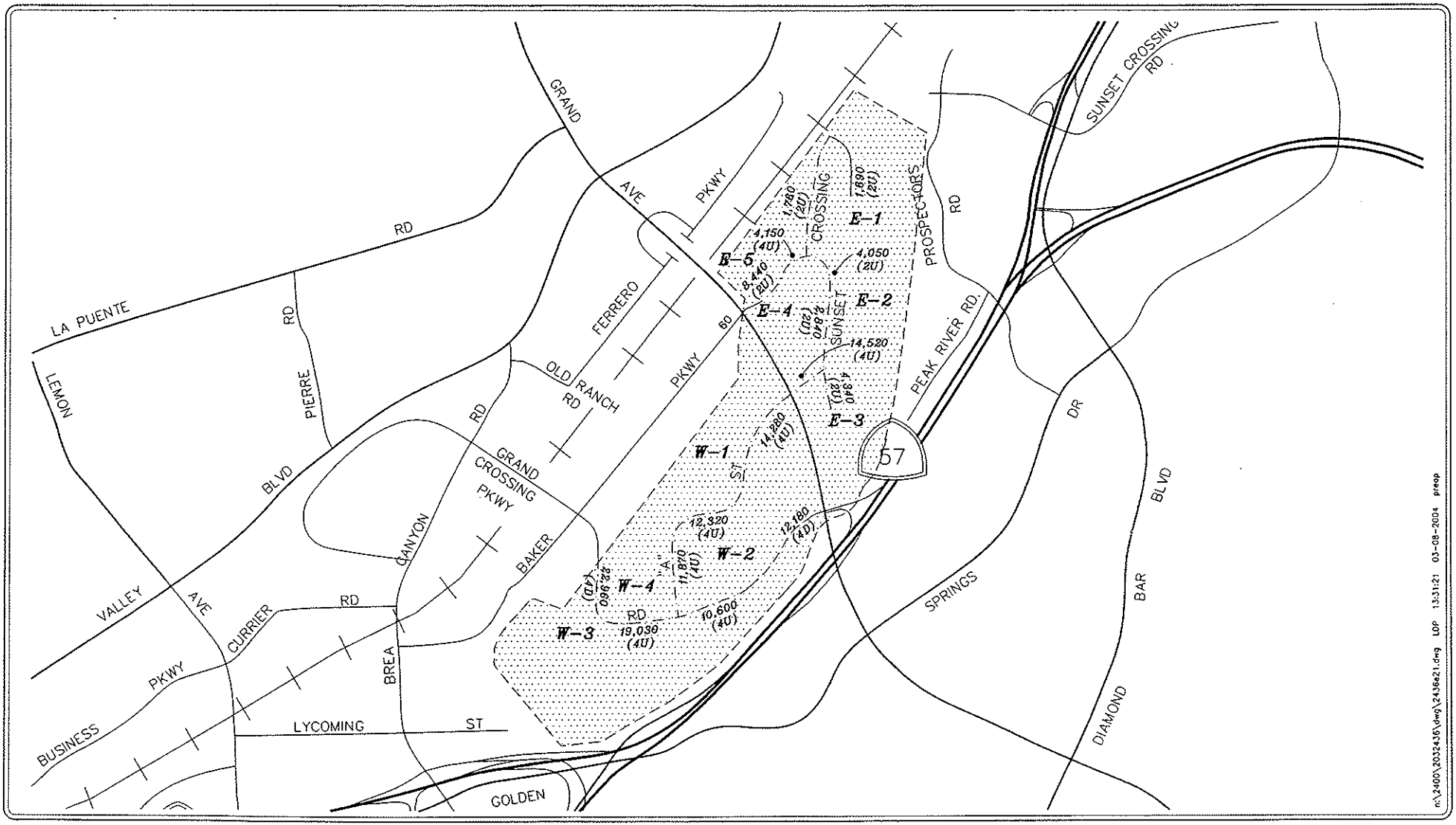
= FUTURE ROADWAY; EXPECTED TO BE COMPLETED SUMMER 2004

C-77

EXHIBIT 20C

YEAR 2025 CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
KEY INTERSECTIONS 61 – 87

INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY



N NO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

C-78

KEY

XXX = DAILY TRAFFIC VOLUMES (ROUNDED TO THE RECOMMENDED NEAREST 10 VEHICLE TRIPS)
(X) = NUMBER OF TWO-WAY TRAVEL LANES RECOMMENDED
U = UNDIVIDED ROADWAY
D = DIVIDED ROADWAY
= FUTURE ROADWAY AS PLANNED PART OF PROJECT
= PROJECT SITE

EXHIBIT 21

INTERNAL CIRCULATION RECOMMENDATIONS
WITHOUT SUNSET CROSSING ROAD EXTENSION
INDUSTRY BUSINESS CENTER, CITY OF INDUSTRY

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LINSCOTT
LAW &
GREENSPAN
ENGINEERS

APPENDIX A

Level of Service Worksheets

LINSCOTT LAW & GREENSPAN
ENGINEERS

YEAR 2015

Intersection Peak Hour Level of Service Worksheets

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU11.wk4

Valley Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
				V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C
Movement	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio
Nb Left	228	1	1600	0.143 *	27	256	1	1600	0.160 *	0	256	1	1600	0.160 *	0	256	1	1600	0.160 *	0	256	2	2880	0.089 *
Nb Thru	258	2	3200	0.097	31	288	2	3200	0.108	28	316	2	3200	0.117	54	370	2	3200	0.136	0	370	3	4800	0.091
Nb Right	52	0	0	-	6	58	0	0	-	0	58	0	0	-	7	65	0	0	-	0	65	0	0	-
Sb Left	119	1	1600	0.074	14	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083
Sb Thru	740	2	3200	0.397 *	89	829	2	3200	0.444 *	84	913	2	3200	0.471 *	218	1131	2	3200	0.539 *	0	1131	4	6400	0.270 *
Sb Right	529	0	0	-	64	593	0	0	-	1	594	0	0	-	0	594	0	0	-	0	594	0	0	-
Eb Left	127	1	1600	0.080 *	15	143	1	1600	0.089 *	1	144	1	1600	0.090 *	0	144	1	1600	0.090 *	0	144	2	2880	0.050 *
Eb Thru	329	3	4800	0.080	40	369	3	4800	0.089	70	439	3	4800	0.104	0	439	3	4800	0.104	0	439	3	4800	0.104
Eb Right	54	0	0	-	6	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Wb Left	53	1	1600	0.033	6	59	1	1600	0.037	0	59	1	1600	0.037	23	82	1	1600	0.051	0	82	2	2880	0.028
Wb Thru	1426	3	4800	0.307 *	171	1597	3	4800	0.344 *	417	2014	3	4800	0.431 *	0	2014	3	4800	0.431 *	0	2014	4	6400	0.323 *
Wb Right	48	0	0	-	6	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.027					1.137					1.252					1.320					0.832
LOS				F					F					F					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.068
Significant Impact: YES

-0.420
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	3963		TOTAL	476	4439		TOTAL	601	5040		TOTAL	302	5342					0	5342					

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Valley Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU11.wk4

INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	133	1	1600	0.083	16	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093	0	149	2	2880	0.052
Nb Thru	705	2	3200	0.240 *	85	790	2	3200	0.269 *	118	908	2	3200	0.306 *	244	1152	2	3200	0.390 *	0	1152	3	4800	0.260 *
Nb Right	64	0	0	-	8	71	0	0	-	0	71	0	0	-	24	95	0	0	-	0	95	0	0	-
Sb Left	75	1	1600	0.047 *	9	84	1	1600	0.052 *	0	84	1	1600	0.052 *	0	84	1	1600	0.052 *	0	84	1	1600	0.052 *
Sb Thru	215	2	3200	0.122	26	241	2	3200	0.137	65	306	2	3200	0.157	116	422	2	3200	0.194	0	422	4	6400	0.097
Sb Right	176	0	0	-	21	197	0	0	-	1	198	0	0	-	0	198	0	0	-	0	198	0	0	-
Eb Left	278	1	1600	0.174 *	33	311	1	1600	0.194 *	1	312	1	1600	0.195 *	0	312	1	1600	0.195 *	0	312	2	2880	0.108
Eb Thru	1255	3	4800	0.290	151	1406	3	4800	0.325	356	1762	3	4800	0.399	0	1762	3	4800	0.399	0	1762	3	4800	0.399 *
Eb Right	138	0	0	-	17	155	0	0	-	0	155	0	0	-	0	155	0	0	-	0	155	0	0	-
Wb Left	74	1	1600	0.046	9	83	1	1600	0.052	0	83	1	1600	0.052	12	95	1	1600	0.059	0	95	2	2880	0.033 *
Wb Thru	907	3	4800	0.221 *	109	1016	3	4800	0.248 *	83	1099	3	4800	0.265 *	0	1099	3	4800	0.265 *	0	1099	4	6400	0.199
Wb Right	156	0	0	-	19	174	0	0	-	0	174	0	0	-	0	174	0	0	-	0	174	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.782					0.863					0.918					1.002					0.844
LOS				C					D					E					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.084
Significant Impact: YES

-0.074
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4175		TOTAL	501	4676		TOTAL	624	5300		TOTAL	396	5696							0	5696			

C-8.2

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pomona Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU12.wk4
N/S Split Phasing

Pomona Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

175

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	70	1	1600	0.044	8	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049
Nb Thru	88	2	3200	0.062 *	11	98	2	3200	0.069 *	32	130	2	3200	0.081 *	1	131	2	3200	0.104 *	0	131	2	3200	0.041 *
Nb Right	110	0	0	-	13	123	0	0	-	7	130	0	0	-	71	201	0	0	-	0	201	1	1600	0.126
Sb Left	62	1	1600	0.039	7	69	1	1600	0.043	0	69	1	1600	0.043	0	69	1	1600	0.043	0	69	1	1600	0.043
Sb Thru	259	2	3200	0.121 *	31	290	2	3200	0.135 *	104	394	2	3200	0.168 *	5	399	2	3200	0.169 *	0	399	2	3200	0.169 *
Sb Right	127	0	0	-	15	143	0	0	-	0	143	0	0	-	0	143	0	0	-	0	143	0	0	-
Eb Left	94	1	1600	0.059 *	11	105	1	1600	0.066 *	0	105	1	1600	0.066 *	0	105	1	1600	0.066	0	105	1	1600	0.066
Eb Thru	314	3	4800	0.077	38	352	3	4800	0.086	70	422	3	4800	0.100	7	429	3	4800	0.102 *	0	429	4	6400	0.076 *
Eb Right	54	0	0	-	6	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Wb Left	388	1	1600	0.242	47	434	1	1600	0.271	22	456	1	1600	0.285	295	751	1	1600	0.470 *	0	751	1	1600	0.470 *
Wb Thru	1417	3	4800	0.341 *	170	1587	3	4800	0.382 *	417	2004	3	4800	0.469 *	23	2027	3	4800	0.474	0	2027	3	4800	0.474
Wb Right	220	0	0	-	26	247	0	0	-	0	247	0	0	-	0	247	0	0	-	0	247	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.683**					**0.752**					**0.884**					**0.945**					**0.856**
LOS				**B**					**C**					**D**					**E**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.061
Significant Impact: YES

Area Traffic Mitigation: -0.028
Widen EB to provide 4th through lane and widen NB to provide an exclusive right-turn lane

TOTAL	3202		TOTAL	384	3586		TOTAL	652	4238		TOTAL	402	4640						0	4640			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pomona Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU12.wk4
N/S Split Phasing

Pomona Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	59	1	1600	0.037	7	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041
Nb Thru	137	2	3200	0.115 *	16	154	2	3200	0.129 *	125	279	2	3200	0.177 *	5	284	2	3200	0.277 *	0	284	2	3200	0.089
Nb Right	231	0	0	-	28	259	0	0	-	29	288	0	0	-	313	601	0	0	-	0	601	1	1600	0.376 *
Sb Left	189	1	1600	0.118 *	23	212	1	1600	0.132 *	0	212	1	1600	0.132 *	0	212	1	1600	0.132 *	0	212	1	1600	0.132
Sb Thru	122	2	3200	0.061	15	137	2	3200	0.069	61	198	2	3200	0.088	1	199	2	3200	0.088	0	199	2	3200	0.088 *
Sb Right	74	0	0	-	9	83	0	0	-	0	83	0	0	-	0	83	0	0	-	0	83	0	0	-
Eb Left	83	1	1600	0.052	10	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058
Eb Thru	1370	3	4800	0.290 *	164	1534	3	4800	0.324 *	356	1890	3	4800	0.398 *	24	1914	3	4800	0.403 *	0	1914	4	6400	0.303 *
Eb Right	20	0	0	-	2	23	0	0	-	0	23	0	0	-	0	23	0	0	-	0	23	0	0	-
Wb Left	148	1	1600	0.093 *	18	166	1	1600	0.104 *	17	183	1	1600	0.115 *	135	318	1	1600	0.199 *	0	318	1	1600	0.199
Wb Thru	1100	3	4800	0.241	132	1232	3	4800	0.270	83	1315	3	4800	0.287	12	1327	3	4800	0.290	0	1327	3	4800	0.290
Wb Right	58	0	0	-	7	64	0	0	-	0	64	0	0	-	0	64	0	0	-	0	64	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.716					0.789					0.922					1.111					0.867
LOS				C					C					E					F					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.189
Significant Impact: YES

Area Traffic Mitigation: -0.055
Widen EB to provide 4th through lane and widen NB to provide an exclusive right-turn lane

TOTAL	3591		TOTAL	431	4021		TOTAL	671	4692		TOTAL	490	5182							0	5182			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Pomona Boulevard
Peak hr: AM
Annual Growth: 1.00%

N-S St: Valley Boulevard
E-W St: Pomona Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU13.wk4
E/W Split Phasing

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

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	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	9	1	1600	0.006	1	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	443	2	3200	0.139	53	497	2	3200	0.155	28	525	2	3200	0.164	61	586	2	3200	0.183	0	586	2	3200	0.183
Nb Right	235	FREE	999999	0.000	28	264	FREE	999999	0.000	39	303	FREE	999999	0.000	72	375	FREE	999999	0.000	0	375	FREE	999999	0.000
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	871	2	3200	0.276 *	104	975	2	3200	0.309 *	84	1059	2	3200	0.336 *	241	1300	2	3200	0.411 *	0	1300	3	4800	0.274 *
Sb Right	13	0	0	-	2	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-
Eb Left	43	1	1600	0.027 *	5	49	1	1600	0.030 *	0	49	1	1600	0.030 *	0	49	1	1600	0.030 *	0	49	1	1600	0.030 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	17	1	1600	0.011	2	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012
Wb Left	572	2	2880	0.198 *	69	640	2	2880	0.222 *	126	766	2	2880	0.266 *	300	1066	2	2880	0.370 *	0	1066	2	2880	0.370 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.607					0.667					0.738					0.917					0.780
LOS				B					B					C					E					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.179
Significant Impact: YES

Area Traffic Mitigation: Restripe SB to provide 3rd through lane

TOTAL	2204		TOTAL	264	2468		TOTAL	277	2745		TOTAL	674	3419						0	3419			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Pomona Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU13.wk4
E/W Split Phasing

Valley Boulevard @ Pomona Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	29	1	1600	0.018	4	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021
Nb Thru	802	2	3200	0.251 *	96	898	2	3200	0.281 *	118	1016	2	3200	0.318 *	268	1284	2	3200	0.401 *	0	1284	2	3200	0.401 *
Nb Right	359	FREE	999999	0.000	43	402	FREE	999999	0.000	155	557	FREE	999999	0.001	318	875	FREE	999999	0.001	0	875	FREE	999999	0.001
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	455	2	3200	0.148	55	509	2	3200	0.166	65	574	2	3200	0.186	128	702	2	3200	0.226	0	702	3	4800	0.151
Sb Right	19	0	0	-	2	21	0	0	-	0	21	0	0	-	0	21	0	0	-	0	21	0	0	-
Eb Left	29	1	1600	0.018 *	4	33	1	1600	0.020 *	0	33	1	1600	0.020 *	0	33	1	1600	0.020 *	0	33	1	1600	0.020 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	17	1	1600	0.011	2	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012
Wb Left	249	0	0	0.000	30	279	0	0	0.000	78	357	0	0	0.000	136	493	0	0	0.000	0	493	0	0	0.000
Wb Thru	13	2	3200	0.084 *	2	15	2	3200	0.094 *	0	15	2	3200	0.118 *	0	15	2	3200	0.161 *	0	15	2	3200	0.161 *
Wb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.453					0.495					0.556					0.682					0.682
LOS				A					A					A					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.126
Significant Impact: NO

Area Traffic Mitigation: Restripe SB to provide 3rd through lane

TOTAL	1978		TOTAL	237	2215		TOTAL	416	2631		TOTAL	850	3481						0	3481			

C.8.A.6

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 SB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU14.wk4

SR-57 SB Ramps @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Sb Left	550	0	0	0.000	66	617	0	0	0.000	0	617	0	0	0.000	0	617	0	0	0.000	0	617	0	0	0.000
Sb Thru	14	3	4800	0.272 *	2	16	3	4800	0.304 *	0	16	3	4800	0.308 *	0	16	3	4800	0.357 *	0	16	3	4800	0.357 *
Sb Right	740	0	0	-	89	829	0	0	-	16	845	0	0	-	237	1082	0	0	-	0	1082	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	551	3	4800	0.118	66	618	3	4800	0.132	29	647	3	4800	0.138	78	725	3	4800	0.154	0	725	4	6400	0.116
Eb Right	13	0	0	-	2	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-
Wb Left	15	1	1600	0.009	2	17	1	1600	0.011	0	17	1	1600	0.011	0	17	1	1600	0.011	0	17	1	1600	0.011
Wb Thru	1454	3	4800	0.303 *	175	1629	3	4800	0.339 *	423	2052	3	4800	0.427 *	81	2133	3	4800	0.444 *	0	2133	3	4800	0.444 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.675					0.743					0.835					0.901					0.901
LOS				B					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.066
Significant Impact: NO

0.066
Area Traffic Mitigation: Widen EB to provide 4th through lane

TOTAL	3339		TOTAL	401	3740		TOTAL	468	4208		TOTAL	396	4604						0	4604			

L.A. 38

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 SB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU14.wk4

SR-57 SB Ramps @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Sb Left	1855	0	0	0.000	223	2078	0	0	0.000	0	2078	0	0	0.000	0	2078	0	0	0.000	0	2078	0	0	0.000
Sb Thru	20	3	4800	0.500 *	2	23	3	4800	0.560 *	0	23	3	4800	0.561 *	0	23	3	4800	0.581 *	0	23	3	4800	0.581 *
Sb Right	524	0	0	-	63	587	0	0	-	3	590	0	0	-	100	690	0	0	-	0	690	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1826	3	4800	0.388 *	219	2045	3	4800	0.435 *	139	2184	3	4800	0.464 *	337	2521	3	4800	0.534 *	0	2521	4	6400	0.400 *
Eb Right	37	0	0	-	4	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Wb Left	41	1	1600	0.026 *	5	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	46	1	1600	0.029 *
Wb Thru	907	3	4800	0.189	109	1016	3	4800	0.212	97	1113	3	4800	0.232	47	1160	3	4800	0.242	0	1160	3	4800	0.242
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.014					1.124					1.154					1.244					1.110
LOS				F					F					F					F					F

C-84.8

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.090
Significant Impact: YES

-0.044
Area Traffic Mitigation: Widen EB to provide 4th through lane

TOTAL	5212			TOTAL	625	5837			TOTAL	239	6076			TOTAL	484	6560				0	6560			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 NB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU15.wk4

SR-57 NB Ramps @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	550	0	0	0.000	66	617	0	0	0.000	320	937	2	2880	0.325	0	937	2	2880	0.325	0	937	2	2880	0.325
Nb Thru	0	3	4800	0.190 *	0	0	3	4800	0.212 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	360	0	0	-	43	403	0	0	-	0	403	1	1600	0.252	0	403	1	1600	0.252	0	403	1	1600	0.252
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	13	1	1600	0.008 *	2	15	1	1600	0.009 *	0	15	1	1600	0.009 *	0	15	1	1600	0.009 *	0	15	1	1600	0.009 *
Eb Thru	763	3	4800	0.159	92	854	3	4800	0.178	21	875	3	4800	0.182	23	898	3	4800	0.187	0	898	3	4800	0.187
Eb Right	288	1	1600	0.180	35	322	1	1600	0.201	8	330	1	1600	0.206	55	385	1	1600	0.241	0	385	1	1600	0.241
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1974	3	4800	0.411 *	237	2210	3	4800	0.460 *	103	2313	3	4800	0.482 *	81	2394	3	4800	0.499 *	0	2394	3	4800	0.499 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.709					0.781					0.916					0.933					0.933
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.017
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3947			TOTAL	474	4421			TOTAL	452	4873			TOTAL	159	5032				0	5032			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 NB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU15.wk4

SR-57 NB Ramps @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	235	0	0	0.000	28	264	0	0	0.000	63	327	0	0	0.000	0	327	0	0	0.000	0	327	0	0	0.000
Nb Thru	0	3	4800	0.115 *	0	0	3	4800	0.128 *	0	0	3	4800	0.142 *	0	0	3	4800	0.142 *	0	0	3	4800	0.142 *
Nb Right	315	0	0	-	38	353	0	0	-	0	353	0	0	-	0	353	0	0	-	0	353	0	0	-
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	44	1	1600	0.028	5	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Eb Thru	2144	3	4800	0.447 *	257	2402	3	4800	0.500 *	98	2500	3	4800	0.521 *	88	2588	3	4800	0.539	0	2588	3	4800	0.539
Eb Right	576	1	1600	0.360	69	645	1	1600	0.403	41	686	1	1600	0.429	249	935	1	1600	0.584 *	0	935	1	1600	0.584 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1153	3	4800	0.240	138	1292	3	4800	0.269	34	1326	3	4800	0.276	47	1373	3	4800	0.286	0	1373	3	4800	0.286
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.662					0.728					0.763					0.826					0.826
LOS				B					C					C					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.063
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	4468		TOTAL	536	5004		TOTAL	236	5240		TOTAL	384	5624							0	5624			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard-Mission Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU16.wk4

Diamond Bar Boulevard-Mission Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2002
Projection Year: 2015

	2002 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	239	2	2880	0.083 *	31	270	2	2880	0.094 *	64	334	2	2880	0.116 *	0	334	2	2880	0.116 *	0	334	2	2880	0.116 *
Nb Thru	257	2	3200	0.086	33	290	2	3200	0.097	11	301	2	3200	0.100	12	313	2	3200	0.104	0	313	2	3200	0.104
Nb Right	17	0	0	-	2	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-
Sb Left	159	1	1600	0.099	21	180	1	1600	0.112	0	180	1	1600	0.112	0	180	1	1600	0.112	0	180	1	1600	0.112
Sb Thru	435	2	3200	0.136 *	57	492	2	3200	0.154 *	16	508	2	3200	0.159 *	50	558	2	3200	0.174 *	0	558	2	3200	0.174 *
Sb Right	323	1	1600	0.202	42	365	1	1600	0.228	36	401	1	1600	0.251	81	482	1	1600	0.301	0	482	1	1600	0.301
Eb Left	449	2	2880	0.156 *	58	507	2	2880	0.176 *	8	515	2	2880	0.179 *	23	538	2	2880	0.187 *	0	538	2	2880	0.187 *
Eb Thru	325	2	3200	0.217	42	367	2	3200	0.245	3	370	2	3200	0.249	0	370	2	3200	0.249	0	370	2	3200	0.249
Eb Right	368	0	0	-	48	416	0	0	-	11	427	0	0	-	0	427	0	0	-	0	427	0	0	-
Wb Left	112	1	1600	0.070	15	127	1	1600	0.079	0	127	1	1600	0.079	0	127	1	1600	0.079	0	127	1	1600	0.079
Wb Thru	1094	3	4800	0.260 *	142	1236	3	4800	0.294 *	4	1240	3	4800	0.295 *	0	1240	3	4800	0.295 *	0	1240	3	4800	0.295 *
Wb Right	155	0	0	-	20	175	0	0	-	0	175	0	0	-	0	175	0	0	-	0	175	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.735					0.818					0.849					0.872					0.872
LOS				C					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.023
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3933		TOTAL	511	4444		TOTAL	153	4597		TOTAL	166	4763						0	4763			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard-Mission Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU16.wk4

Diamond Bar Boulevard-Mission Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2002
Projection Year: 2015

	2002 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	439	2	2880	0.152 *	57	496	2	2880	0.172 *	13	509	2	2880	0.177 *	0	509	2	2880	0.177 *	0	509	2	2880	0.177 *
Nb Thru	325	2	3200	0.125	42	367	2	3200	0.141	19	386	2	3200	0.147	55	441	2	3200	0.164	0	441	2	3200	0.164
Nb Right	75	0	0	-	10	85	0	0	-	0	85	0	0	-	0	85	0	0	-	0	85	0	0	-
Sb Left	138	1	1600	0.086	18	156	1	1600	0.097	0	156	1	1600	0.097	0	156	1	1600	0.097	0	156	1	1600	0.097
Sb Thru	274	2	3200	0.086 *	36	310	2	3200	0.097 *	16	326	2	3200	0.102 *	25	351	2	3200	0.110 *	0	351	2	3200	0.110 *
Sb Right	357	1	1600	0.223	46	403	1	1600	0.252	13	416	1	1600	0.260	47	463	1	1600	0.290	0	463	1	1600	0.290
Eb Left	511	2	2880	0.177	66	577	2	2880	0.200	35	612	2	2880	0.213	88	700	2	2880	0.243	0	700	2	2880	0.243
Eb Thru	963	2	3200	0.397 *	125	1088	2	3200	0.448 *	8	1096	2	3200	0.468 *	0	1096	2	3200	0.468 *	0	1096	2	3200	0.468 *
Eb Right	307	0	0	-	40	347	0	0	-	55	402	0	0	-	0	402	0	0	-	0	402	0	0	-
Wb Left	17	1	1600	0.011 *	2	19	1	1600	0.012 *	0	19	1	1600	0.012 *	0	19	1	1600	0.012 *	0	19	1	1600	0.012 *
Wb Thru	486	3	4800	0.125	63	549	3	4800	0.141	7	556	3	4800	0.143	0	556	3	4800	0.143	0	556	3	4800	0.143
Wb Right	114	0	0	-	15	129	0	0	-	0	129	0	0	-	0	129	0	0	-	0	129	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.746					0.829					0.859					0.867					0.867
LOS				C					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.008
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	4006		TOTAL	521	4527		TOTAL	166	4693		TOTAL	215	4908						0	4908			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive-Camino De Teodoro
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU21.wk4
N/S Split Phasing

Fairway Drive-Camino De Teodoro @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	289	0	0	0.000	35	324	0	0	0.000	0	324	0	0	0.000	0	324	0	0	0.000	0	324	2	2880	0.112
Nb Thru	53	2	3200	0.107 *	6	59	2	3200	0.119 *	0	59	2	3200	0.119 *	0	59	2	3200	0.119	0	59	1	1600	0.037
Nb Right	327	1	1600	0.205	39	367	1	1600	0.229	94	461	1	1600	0.288	67	528	1	1600	0.330 *	0	528	1	1600	0.330 *
Sb Left	40	1	1600	0.025	5	45	1	1600	0.028	18	63	1	1600	0.040	0	63	1	1600	0.040	0	63	1	1600	0.040
Sb Thru	161	1	1600	0.112 *	19	180	1	1600	0.125 *	0	180	1	1600	0.125 *	0	180	1	1600	0.125 *	0	180	1	1600	0.125 *
Sb Right	18	0	0	-	2	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005 *
Eb Thru	579	2	3200	0.181	70	649	2	3200	0.203	98	747	3	4800	0.156	286	1033	3	4800	0.215	0	1033	4	6400	0.161
Eb Right	378	1	1600	0.236 *	45	423	1	1600	0.264 *	0	423	1	1600	0.264 *	0	423	1	1600	0.264 *	0	423	1	1600	0.264
Wb Left	439	2	2880	0.153 *	53	492	2	2880	0.171 *	43	535	2	2880	0.186 *	20	555	2	2880	0.193	0	555	2	2880	0.193
Wb Thru	996	2	3200	0.315	119	1115	2	3200	0.352	146	1261	2	3200	0.394	87	1348	2	3200	0.421	0	1348	2	3200	0.421 *
Wb Right	11	0	0	-	1	12	0	0	-	13	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.708					0.779					0.794					0.819					0.788
LOS				C					C					C					D					C

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.025
Significant Impact: NO

Area Traffic Mitigation: -0.006 Widen NB and EB approaches

TOTAL	3298		TOTAL	396	3694		TOTAL	412	4106		TOTAL	460	4566						0	4566			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

Fairway Drive-Camino De Teodoro @ Valley Boulevard

N-S St: Fairway Drive-Camino De Teodoro
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU21.wk4
N/S Split Phasing

Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	457	0	0	0.000	55	511	0	0	0.000	0	511	0	0	0.000	0	511	0	0	0.000	0	511	2	2880	0.178 *
Nb Thru	129	2	3200	0.183 *	16	145	2	3200	0.205 *	0	145	2	3200	0.205 *	0	145	2	3200	0.205 *	0	145	1	1600	0.090
Nb Right	452	1	1600	0.283	54	507	1	1600	0.317	85	592	1	1600	0.370	53	645	1	1600	0.403	0	645	1	1600	0.403
Sb Left	39	1	1600	0.025	5	44	1	1600	0.028	37	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051
Sb Thru	84	1	1600	0.059 *	10	94	1	1600	0.066 *	0	94	1	1600	0.066 *	0	94	1	1600	0.066 *	0	94	1	1600	0.066 *
Sb Right	10	0	0	-	1	11	0	0	-	0	11	0	0	-	0	11	0	0	-	0	11	0	0	-
Eb Left	17	1	1600	0.011	2	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012
Eb Thru	1082	2	3200	0.338 *	130	1212	2	3200	0.379 *	197	1409	3	4800	0.294 *	222	1631	3	4800	0.340 *	0	1631	4	6400	0.255 *
Eb Right	413	1	1600	0.258	50	463	1	1600	0.289	0	463	1	1600	0.289	0	463	1	1600	0.289	0	463	1	1600	0.289
Wb Left	469	2	2880	0.163 *	56	525	2	2880	0.182 *	122	647	2	2880	0.225 *	87	734	2	2880	0.255 *	0	734	2	2880	0.255 *
Wb Thru	783	2	3200	0.250	94	877	2	3200	0.281	152	1029	2	3200	0.322	368	1397	2	3200	0.437	0	1397	2	3200	0.437
Wb Right	18	0	0	-	2	20	0	0	-	41	61	1	1600	0.038	0	61	1	1600	0.038	0	61	1	1600	0.038
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				**0.843**					**0.932**					**0.890**					**0.966**					**0.854**
LOS				**D**					**E**					**D**					**E**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.076
Significant Impact: YES

Area Traffic Mitigation: -0.036 Widen NB and EB approaches

TOTAL	3954		TOTAL	474	4429		TOTAL	634	5063		TOTAL	730	5793						0	5793			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU22.wk4

Lemon Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	99	1	1600	0.062 *	12	111	1	1600	0.069 *	11	122	1	1600	0.076 *	1	123	1	1600	0.077	0	123	1	1600	0.077 *
Nb Thru	403	2	3200	0.173	48	451	2	3200	0.194	20	471	2	3200	0.147	0	471	2	3200	0.147 *	0	471	3	4800	0.134
Nb Right	151	0	0	-	18	170	0	0	-	0	170	1	1600	0.106	0	170	1	1600	0.106	0	170	0	0	-
Sb Left	104	1	1600	0.065	12	117	1	1600	0.073	29	146	1	1600	0.091	133	279	1	1600	0.174 *	0	279	1	1600	0.174
Sb Thru	654	2	3200	0.205 *	79	733	2	3200	0.229 *	24	757	2	3200	0.237 *	0	757	2	3200	0.237	0	757	2	3200	0.237 *
Sb Right	251	1	1600	0.157	30	282	1	1600	0.176	48	330	1	1600	0.206	0	330	1	1600	0.206	0	330	1	1600	0.206
Eb Left	126	1	1600	0.079 *	15	141	1	1600	0.088 *	126	267	1	1600	0.167 *	0	267	1	1600	0.167	0	267	2	2880	0.093 *
Eb Thru	631	2	3200	0.235	76	707	2	3200	0.264	90	797	2	3200	0.249	345	1142	2	3200	0.357 *	0	1142	3	4800	0.271
Eb Right	122	0	0	-	15	137	0	0	-	16	153	1	1600	0.096	8	161	1	1600	0.101	0	161	0	0	-
Wb Left	231	1	1600	0.145	28	259	1	1600	0.162	0	259	1	1600	0.162	0	259	1	1600	0.162 *	0	259	2	2880	0.090
Wb Thru	1171	2	3200	0.383 *	141	1312	2	3200	0.429 *	29	1341	3	4800	0.279 *	106	1447	3	4800	0.301	0	1447	3	4800	0.301 *
Wb Right	54	0	0	-	6	60	0	0	-	3	63	1	1600	0.039	34	97	1	1600	0.061	0	97	1	1600	0.061
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.829					0.915					0.859					0.940					0.808
LOS				D					E					D					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.081
Significant Impact: YES

-0.051
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	3999		TOTAL	480	4479		TOTAL	396	4875		TOTAL	627	5502						0	5502				

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INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU22.wk4

Lemon Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	125	1	1600	0.078	15	140	1	1600	0.088	18	158	1	1600	0.099	7	165	1	1600	0.103	0	165	1	1600	0.103
Nb Thru	590	2	3200	0.243 *	71	660	2	3200	0.272 *	39	699	2	3200	0.219 *	0	699	2	3200	0.219 *	0	699	3	4800	0.190 *
Nb Right	188	0	0	-	23	210	0	0	-	0	210	1	1600	0.131	0	210	1	1600	0.131	0	210	0	0	-
Sb Left	117	1	1600	0.073 *	14	131	1	1600	0.082 *	8	139	1	1600	0.087 *	71	210	1	1600	0.131 *	0	210	1	1600	0.131 *
Sb Thru	496	2	3200	0.155	59	555	2	3200	0.174	33	588	2	3200	0.184	0	588	2	3200	0.184	0	588	2	3200	0.184
Sb Right	197	1	1600	0.123	24	221	1	1600	0.138	149	370	1	1600	0.231	0	370	1	1600	0.231	0	370	1	1600	0.231
Eb Left	266	1	1600	0.166	32	297	1	1600	0.186	91	388	1	1600	0.243	0	388	1	1600	0.243	0	388	2	2880	0.135 *
Eb Thru	992	2	3200	0.335 *	119	1111	2	3200	0.375 *	66	1177	2	3200	0.368 *	274	1451	2	3200	0.454 *	0	1451	3	4800	0.324
Eb Right	79	0	0	-	9	88	0	0	-	15	103	1	1600	0.065	1	104	1	1600	0.065	0	104	0	0	-
Wb Left	215	1	1600	0.134 *	26	241	1	1600	0.150 *	0	241	1	1600	0.150 *	0	241	1	1600	0.150 *	0	241	2	2880	0.084
Wb Thru	767	2	3200	0.290	92	859	2	3200	0.324	123	982	3	4800	0.205	448	1430	3	4800	0.298	0	1430	3	4800	0.298 *
Wb Right	160	0	0	-	19	179	0	0	-	20	199	1	1600	0.124	146	345	1	1600	0.215	0	345	1	1600	0.215
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.885					0.979					0.924					1.054					0.854
LOS				D					E					E					F					D

C-97A16

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.130
Significant Impact: YES

-0.070
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4191		TOTAL	503	4694		TOTAL	562	5256		TOTAL	947	6203						0	6203				

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pierre Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU23.wk4

Pierre Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	375	1	1600	0.234	45	420	1	1600	0.262	20	440	1	1600	0.275	0	440	1	1600	0.275	0	440	2	2880	0.153
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	180	FREE	9999999	0.000	22	201	FREE	9999999	0.000	0	201	FREE	9999999	0.000	0	201	FREE	9999999	0.000	0	201	FREE	9999999	0.000
Eb Left	124	1	1600	0.078 *	15	139	1	1600	0.087 *	0	139	1	1600	0.087 *	0	139	1	1600	0.087 *	0	139	1	1600	0.087 *
Eb Thru	625	2	3200	0.195	75	700	2	3200	0.219	199	899	2	3200	0.281	478	1377	2	3200	0.430	0	1377	2	3200	0.430
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1284	2	3200	0.401 *	154	1439	2	3200	0.450 *	75	1514	2	3200	0.473 *	140	1654	2	3200	0.517 *	0	1654	2	3200	0.517 *
Wb Right	468	1	1600	0.292	56	524	1	1600	0.327	15	539	1	1600	0.337	0	539	1	1600	0.337	0	539	1	1600	0.337
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.813					0.899					0.935					0.979					0.857
LOS				D					D					E					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.044
Significant Impact: YES

Area Traffic Mitigation: Restripe SB to provide 2nd left-turn lane

TOTAL	3056		TOTAL	367	3422		TOTAL	309	3731		TOTAL	618	4349							0	4349			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pierre Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU23.wk4

Pierre Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	296	1	1600	0.185	36	331	1	1600	0.207	33	364	1	1600	0.228	0	364	1	1600	0.228	0	364	2	2880	0.127
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	67	FREE	9999999	0.000	8	75	FREE	9999999	0.000	0	75	FREE	9999999	0.000	0	75	FREE	9999999	0.000	0	75	FREE	9999999	0.000
Eb Left	70	1	1600	0.044	8	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *
Eb Thru	1254	2	3200	0.392 *	150	1404	2	3200	0.439 *	181	1585	2	3200	0.495 *	345	1930	2	3200	0.603	0	1930	2	3200	0.603
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	834	2	3200	0.261	100	934	2	3200	0.292	286	1220	2	3200	0.381	594	1814	2	3200	0.567 *	0	1814	2	3200	0.567 *
Wb Right	339	1	1600	0.212	41	380	1	1600	0.238	44	424	1	1600	0.265	0	424	1	1600	0.265	0	424	1	1600	0.265
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.677					0.746					0.823					0.944					0.843
LOS				B					C					D					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.121
Significant Impact: YES

Area Traffic Mitigation: Restripe SB to provide 2nd left-turn lane

TOTAL	2859		TOTAL	343	3202		TOTAL	544	3746		TOTAL	939	4685						0	4685				

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU24.wk4

Brea Canyon Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2004
Projection Year: 2015

	2004 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	74	2	2880	0.026	8	82	2	2880	0.029	44	126	2	2880	0.044	80	206	2	2880	0.072	0	206	2	2880	0.072
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	373	2	2880	0.130	41	414	2	2880	0.144	26	440	2	2880	0.153	127	567	2	2880	0.197	0	567	2	2880	0.197
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	1	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	12	12	0	0	-	0	12	0	0	-	0	12	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	603	3	4800	0.212 *	66	669	3	4800	0.236 *	45	714	3	4800	0.149	229	943	3	4800	0.197	0	943	3	4800	0.197
Eb Right	416	0	0	-	46	462	0	0	-	109	571	1	1600	0.357 *	249	820	1	1600	0.512 *	0	820	1	1600	0.512 *
Wb Left	427	2	2880	0.148 *	47	474	2	2880	0.165 *	73	547	2	2880	0.190 *	110	657	2	2880	0.228 *	0	657	2	2880	0.228 *
Wb Thru	1053	2	3200	0.329	116	1169	2	3200	0.365	97	1266	2	3200	0.396	60	1326	2	3200	0.414	0	1326	2	3200	0.414
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.486					0.530					0.647					0.840					0.840
LOS				A					A					B					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.193
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2946		TOTAL	324	3270		TOTAL	407	3677		TOTAL	855	4532							0	4532			

C10-06
A14

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU24.wk4

Brea Canyon Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2004
Projection Year: 2015

	2004 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	156	2	2880	0.054	17	173	2	2880	0.060	164	337	2	2880	0.117	334	671	2	2880	0.233	0	671	2	2880	0.233
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	838	2	2880	0.291 *	92	930	2	2880	0.323 *	79	1009	2	2880	0.350 *	162	1171	2	2880	0.407 *	0	1171	2	2880	0.407 *
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	855	3	4800	0.265 *	94	949	3	4800	0.294 *	164	1113	3	4800	0.232	132	1245	3	4800	0.259 *	0	1245	3	4800	0.259 *
Eb Right	416	0	0	-	46	462	0	0	-	99	561	1	1600	0.350	213	774	1	1600	0.484	0	774	1	1600	0.484
Wb Left	105	2	2880	0.036	12	117	2	2880	0.040	42	159	2	2880	0.055	194	353	2	2880	0.122	0	353	2	2880	0.122
Wb Thru	728	2	3200	0.228	80	808	2	3200	0.253	119	927	2	3200	0.290 *	260	1187	2	3200	0.371	0	1187	2	3200	0.371
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.656					0.717					0.685					0.766					0.766
LOS				B					C					B					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.081
Significant Impact: NO

Area Traffic Mitigation:

TOTAL 3098 TOTAL 341 3439 TOTAL 667 4106 TOTAL 1295 5401 0 5401

C-1A20

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.170 *	33	305	1	1600	0.191 *	45	350	2	2880	0.122 *	78	428	2	2880	0.149 *	0	428	3	4800	0.089 *
Nb Thru	931	2	3200	0.291	112	1043	2	3200	0.326	99	1142	3	4800	0.238	177	1319	3	4800	0.275	0	1319	4	6400	0.206
Nb Right	126	1	1600	0.079	15	141	1	1600	0.088	69	210	FREE	9999999	0.000	124	334	FREE	9999999	0.000	0	334	FREE	9999999	0.000
Sb Left	185	1	1600	0.115	22	207	1	1600	0.129	0	207	2	2880	0.072	0	207	2	2880	0.072	0	207	2	2880	0.072
Sb Thru	958	2	3200	0.299 *	115	1073	2	3200	0.335 *	208	1281	3	4800	0.267 *	617	1898	3	4800	0.395 *	0	1898	5	8000	0.237 *
Sb Right	495	1	1600	0.309	59	554	1	1600	0.346	51	605	FREE	9999999	0.000	69	674	FREE	9999999	0.000	0	674	FREE	9999999	0.000
Eb Left	423	2	2880	0.147 *	51	474	2	2880	0.164 *	23	497	2	2880	0.172 *	29	526	2	2880	0.183 *	0	526	2	3200	0.164
Eb Thru	488	2	3200	0.215	59	546	2	3200	0.241	3	549	3	4800	0.114	9	558	3	4800	0.116	0	558	4	6400	0.087 *
Eb Right	201	0	0	-	24	225	0	0	-	98	323	FREE	9999999	0.000	318	641	FREE	9999999	0.000	0	641	FREE	9999999	0.000
Wb Left	169	1	1600	0.105	20	189	1	1600	0.118	199	388	2	2880	0.135	518	906	2	2880	0.315	0	906	2	2880	0.315 *
Wb Thru	1164	2	3200	0.364 *	140	1304	2	3200	0.408 *	22	1326	3	4800	0.276 *	23	1349	3	4800	0.281 *	0	1349	4	6400	0.211
Wb Right	125	1	1600	0.078	15	140	1	1600	0.088	0	140	1	1600	0.088	0	140	1	1600	0.088	0	140	1	1600	0.088
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.080					1.198					0.937					1.108					0.828
LOS				F					F					E					F					D

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* Key conflicting movement as a part of ICU.
** Functions as a seperate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.171
Significant Impact: YES

Area Traffic Mitigation:

TOTAL	5537		TOTAL	664	6202		TOTAL	817	7019		TOTAL	1962	8981						0	8981				

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.170 *	33	305	1	1600	0.191 *	45	350	2	2880	0.122 *	78	428	2	2880	0.149 *	0	428	3	4800	0.089 *
Nb Thru	931	2	3200	0.291	112	1043	2	3200	0.326	99	1142	3	4800	0.238	177	1319	3	4800	0.275	0	1319	4	6400	0.206
Nb Right	126	1	1600	0.079	15	141	1	1600	0.088	69	210	FREE	9999999	0.000	124	334	FREE	9999999	0.000	0	334	FREE	9999999	0.000
Sb Left	186	1	1600	0.116	22	207	1	1600	0.129	0	207	2	2880	0.072	0	207	2	2880	0.072	0	207	2	2880	0.072
Sb Thru	958	2	3200	0.299 *	115	1073	2	3200	0.335 *	208	1281	3	4800	0.267 *	617	1898	3	4800	0.395 *	0	1898	5	8000	0.237 *
Sb Right	495	1	1600	0.309	59	554	1	1600	0.346	51	605	FREE	9999999	0.000	69	674	FREE	9999999	0.000	0	674	FREE	9999999	0.000
Eb Left	423	2	2880	0.147 *	51	474	2	2880	0.164 *	23	497	2	2880	0.172 *	29	526	2	2880	0.183 *	0	526	2	3200	0.164
Eb Thru	488	2	3200	0.215	59	546	2	3200	0.241	3	549	3	4800	0.114	9	558	3	4800	0.116	0	558	5	8000	0.070 *
Eb Right	201	0	0	-	24	225	0	0	-	98	323	FREE	9999999	0.000	318	641	FREE	9999999	0.000	0	641	FREE	9999999	0.000
Wb Left	169	1	1600	0.105	20	189	1	1600	0.118	199	388	2	2880	0.135	518	906	2	2880	0.315	0	906	2	2880	0.315 *
Wb Thru	1164	2	3200	0.364 *	140	1304	2	3200	0.408 *	22	1326	3	4800	0.276 *	23	1349	3	4800	0.281 *	0	1349	5	8000	0.186
Wb Right	126	1	1600	0.078	15	140	1	1600	0.088	0	140	1	1600	0.088	0	140	1	1600	0.088	0	140	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.080					1.198					0.937					1.108					0.811
LOS				F					F					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.171
Significant Impact: YES

Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	5537		TOTAL	664	6202		TOTAL	817	7019		TOTAL	1962	8981						0	8981				

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	25	235	1	1600	0.147 *	166	401	2	2880	0.139 *	346	747	2	2880	0.259 *	0	747	3	4800	0.156 *
Nb Thru	944	2	3200	0.295	113	1057	2	3200	0.330	325	1382	3	4800	0.288	759	2141	3	4800	0.446	0	2141	4	6400	0.334
Nb Right	83	1	1600	0.052	10	93	1	1600	0.058	265	358	FREE	9999999	0.000	559	917	FREE	9999999	0.000	0	917	FREE	9999999	0.000
Sb Left	157	1	1600	0.098	19	176	1	1600	0.110	0	176	2	2880	0.061	0	176	2	2880	0.061	0	176	2	2880	0.061
Sb Thru	1324	2	3200	0.414 *	159	1483	2	3200	0.463 *	219	1702	3	4800	0.355 *	424	2126	3	4800	0.443 *	0	2126	5	8000	0.266 *
Sb Right	122	1	1600	0.076	15	137	1	1600	0.085	39	176	FREE	9999999	0.000	90	266	FREE	9999999	0.000	0	266	FREE	9999999	0.000
Eb Left	562	2	2880	0.195	67	630	2	2880	0.219	59	689	2	2880	0.239 *	114	803	2	2880	0.279 *	0	803	2	3200	0.251 *
Eb Thru	995	2	3200	0.419 *	119	1114	2	3200	0.470 *	20	1134	3	4800	0.236	27	1161	3	4800	0.242	0	1161	5	8000	0.145
Eb Right	347	0	0	-	42	389	0	0	-	117	506	FREE	9999999	0.000	153	659	FREE	9999999	0.000	0	659	FREE	9999999	0.000
Wb Left	201	1	1600	0.126 *	24	225	1	1600	0.141 *	147	372	2	2880	0.129	246	618	2	2880	0.215	0	618	2	2880	0.215
Wb Thru	755	2	3200	0.236	91	846	2	3200	0.264	3	849	3	4800	0.177 *	18	867	3	4800	0.181 *	0	867	5	8000	0.131 *
Wb Right	158	1	1600	0.099	19	177	1	1600	0.111	0	177	1	1600	0.111	0	177	1	1600	0.111	0	177	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.190					1.321					1.010					1.262					0.904
LOS				F					F					F					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.252
Significant Impact: YES

Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	5859		TOTAL	703	6562		TOTAL	1360	7922		TOTAL	2736	10658						0	10658				

C-10A23

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SC
Agency/Co.	LLG ENGINEERS
Date Performed	2/18/2004
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	2436\HCS\2015\26AM-2015CUM
Jurisdiction	DIAMOND BAR
Analysis Year	2015

Project ID YEAR 2015 CUMULATIVE ~~BASE~~ +Project

East/West Street: SUNSET CROSSING ROAD

North/South Street: PROSPECTOR DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	6	3	416	11	9
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	1	19	245	26	41	2
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate	3	6	421	15	265		69	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.0		0.4	
Prop. Right-Turns	0.0	0.5	0.0	0.6	0.9		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.98	5.98	5.98	5.98	5.98		5.98	

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.00	0.01	0.37	0.01	0.24		0.06	
hd, final value	5.98	5.98	5.98	5.98	5.98		5.98	
x, final value	0.00	0.01	0.69	0.02	0.35		0.11	
Move-up time, m	2.3		2.3		2.0		2.0	
Service Time	3.7	3.3	3.7	3.3	3.7	3.3	3.7	3.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	253	256	601	265	515		319	
Delay	8.71	8.38	20.60	7.77	10.29		9.32	
LOS	A	A	C	A	B		A	
Approach: Delay	8.49		20.16		10.29		9.32	
LOS	A		C		B		A	
Intersection Delay	15.71							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SC
Agency/Co.	LLG ENGINEERS
Date Performed	2/18/2004
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	2436\HCS\2015\26PM-2015CUM
Jurisdiction	DIAMOND BAR
Analysis Year	2015

Project ID YEAR 2015 CUMULATIVE ~~BASE~~ + Project

East/West Street: SUNSET CROSSING ROAD

North/South Street: PROSPECTOR DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	23	8	196	26	18
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	8	14	126	20	3	2
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate	11	20	209	31	148		25	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.9	0.0	0.1		0.8	
Prop. Right-Turns	0.0	0.4	0.0	0.6	0.9		0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.13	5.13	5.13	5.13	5.13		5.13	

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.01	0.02	0.19	0.03	0.13		0.02	
hd, final value	5.13	5.13	5.13	5.13	5.13		5.13	
x, final value	0.02	0.03	0.31	0.04	0.17		0.03	
Move-up time, m	2.3		2.3		2.0		2.0	
Service Time	2.8	2.5	2.8	2.5	2.8	2.5	2.8	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	261	270	459	281	398		275	
Delay	7.91	7.68	10.54	7.40	7.96		8.04	
LOS	A	A	B	A	A		A	
Approach: Delay	7.77		10.13		7.96		8.04	
LOS	A		B		A		A	
Intersection Delay	9.13							
Intersection LOS	A							

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Level Of Service Computation Report #27
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 SR-57SB@Sunset Xing [AM Peak Hour Yr 2015 Cum+Proj (Without Suns

Cycle (sec):	100	Critical Vol./Cap. (X):	1.440
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	167.4
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	1297	0	232	19	267	0	0	212	39
Growth Adj:	1.00	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	1297	0	232	19	267	0	0	212	39
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	1297	0	232	19	267	0	0	212	39
User Adj:	1.00	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	1297	0	232	19	267	0	0	212	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1297	0	232	19	267	0	0	212	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1297	0	232	19	267	0	0	212	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.70	0.00	0.30	1.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1442	-531	161	426	909	0	0	813	152
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.90	-0.00	1.44	0.04	0.29	xxxx	xxxx	0.26	0.26
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	223.1	228	227.8	11.5	13.8	0.0	0.0	12.7	12.5
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:	0.0	0.0	0.0	223.1	228	227.8	11.5	13.8	0.0	0.0	12.7	12.5
LOS by Move:	*	*	*	F	F	F	B	B	*	*	B	B
ApproachDel:	xxxxxx			221.5			13.6			12.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			221.5			13.6			12.7		
LOS by Appr:	*			F			B			B		

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#27

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

Intersection #6 SR-57SB@Sunset Xing [PM Peak Hour Yr 2015 Cum+Proj (Without Suns

Cycle (sec):	100	Critical Vol./Cap. (X):	1.277
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	113.3
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	1253	0	111	22	142	0	0	176	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1253	0	111	22	142	0	0	176	130
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	1253	0	111	22	142	0	0	176	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1253	0	111	22	142	0	0	176	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1253	0	111	22	142	0	0	176	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1253	0	111	22	142	0	0	176	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.84	0.00	0.16	1.00	2.00	0.00	0.00	1.15	0.85
Final Sat.:	0	0	0	1540	-534	87	422	897	0	0	568	451
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.81	-0.00	1.28	0.05	0.16	xxxx	xxxx	0.31	0.29
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	151.6	160	160.0	11.6	12.2	0.0	0.0	13.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	151.6	160	160.0	11.6	12.2	0.0	0.0	13.2	12.2
LOS by Move:	*	*	*	F	F	F	B	B	*	*	B	B
ApproachDel:	xxxxxx			148.1			12.1			12.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			148.1			12.1			12.8		
LOS by Appr:	*			F			B			B		

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 SB Ramps
E-W St: Sunset Crossing Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU27.wk4

SR-57 SB Ramps @ Sunset Crossing Road
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	984	0	0	0.000	108	1092	0	0	0.000	51	1143	0	0	0.000	154	1297	0	0	0.000	0	1297	0	0	0.000
Sb Thru	0	2	3200	0.373 *	0	0	2	3200	0.414 *	0	0	2	3200	0.430 *	0	0	2	3200	0.478 *	0	0	2	3200	0.478 *
Sb Right	209	0	0	-	23	232	0	0	-	0	232	0	0	-	0	232	0	0	-	0	232	0	0	-
Eb Left	17	1	1600	0.011 *	2	19	1	1600	0.012 *	0	19	1	1600	0.012 *	0	19	1	1600	0.012 *	0	19	1	1600	0.012 *
Eb Thru	240	2	3200	0.075	26	267	2	3200	0.083	0	267	2	3200	0.083	0	267	2	3200	0.083	0	267	2	3200	0.083
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	191	2	3200	0.071 *	21	212	2	3200	0.078 *	0	212	2	3200	0.078 *	0	212	2	3200	0.078 *	0	212	2	3200	0.078 *
Wb Right	35	0	0	-	4	39	0	0	-	0	39	0	0	-	0	39	0	0	-	0	39	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				0.000					-0.070					-0.070					-0.070					-0.070
ICU				0.555					0.534					0.550					0.598					0.598
LOS				A					A					A					A					A
TOTAL	1677			TOTAL	184	1861			TOTAL	51	1912			TOTAL	154	2066				0	2066			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.048
Significant Impact: NO

Area Traffic Mitigation: Install traffic signal

A28

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

SR-57 SB Ramps @ Sunset Crossing Road

N-S St: SR-57 SB Ramps
E-W St: Sunset Crossing Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU27.wk4

Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	952	0	0	0.000	105	1057	0	0	0.000	127	1184	0	0	0.000	69	1253	0	0	0.000	0	1253	0	0	0.000
Sb Thru	0	2	3200	0.329 *	0	0	2	3200	0.365 *	0	0	2	3200	0.405 *	0	0	2	3200	0.426 *	0	0	2	3200	0.426 *
Sb Right	100	0	0	-	11	111	0	0	-	0	111	0	0	-	0	111	0	0	-	0	111	0	0	-
Eb Left	20	1	1600	0.013 *	2	22	1	1600	0.014 *	0	22	1	1600	0.014 *	0	22	1	1600	0.014 *	0	22	1	1600	0.014 *
Eb Thru	128	2	3200	0.040	14	142	2	3200	0.044	0	142	2	3200	0.044	0	142	2	3200	0.044	0	142	2	3200	0.044
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	159	2	3200	0.086 *	17	176	2	3200	0.096 *	0	176	2	3200	0.096 *	0	176	2	3200	0.096 *	0	176	2	3200	0.096 *
Wb Right	117	0	0	-	13	130	0	0	-	0	130	0	0	-	0	130	0	0	-	0	130	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				0.000					-0.070					-0.070					-0.070					-0.070
ICU				0.528					0.505					0.545					0.566					0.566
LOS				A					A					A					A					A
TOTAL	1477				TOTAL	162	1639			TOTAL	127	1766			TOTAL	69	1835			0	1835			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation: Install traffic signal

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-57 NB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU28.wk4

Diamond Bar Boulevard @ SR-57 NB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	707	1	1600	0.442 *	78	785	1	1600	0.490 *	98	883	1	1600	0.552 *	36	919	1	1600	0.574 *	0	919	1	1600	0.574 *
Nb Thru	617	2	3200	0.200	68	685	2	3200	0.221	75	760	2	3200	0.245	12	772	2	3200	0.249	0	772	2	3200	0.249
Nb Right	21	0	0	-	2	24	0	0	-	0	24	0	0	-	0	24	0	0	-	0	24	0	0	-
Sb Left	26	1	1600	0.016	3	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018
Sb Thru	908	2	3200	0.284 *	100	1008	2	3200	0.315 *	27	1035	2	3200	0.323 *	50	1085	2	3200	0.339 *	0	1085	3	4800	0.232 *
Sb Right**	24	1	1600	0.015	3	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017	0	27	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	8	0	0	0.000	1	9	0	0	0.000	0	9	0	0	0.000	0	9	0	0	0.000	0	9	0	0	0.000
Wb Thru	7	1	1600	0.026 *	1	8	1	1600	0.028 *	0	8	1	1600	0.028 *	0	8	1	1600	0.028 *	0	8	1	1600	0.028 *
Wb Right	26	0	0	-	3	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.782					0.863					0.933					0.971					0.864
LOS				C					D					E					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.038
Significant Impact: NO

Area Traffic Mitigation: -0.069 ~~Restripe EB to provide 3rd through lane~~

TOTAL 2344 TOTAL 258 2602 TOTAL 200 2802 TOTAL 98 2900 0 2900

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-57 NB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU28.wk4

Diamond Bar Boulevard @ SR-57 NB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	494	1	1600	0.309 *	54	548	1	1600	0.342 *	93	641	1	1600	0.401 *	161	802	1	1600	0.501 *	0	802	1	1600	0.501 *
Nb Thru	1011	2	3200	0.317	111	1122	2	3200	0.352	32	1154	2	3200	0.362	55	1209	2	3200	0.380	0	1209	2	3200	0.380
Nb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Sb Left	26	1	1600	0.016	3	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018
Sb Thru	1030	2	3200	0.322 *	113	1144	2	3200	0.357 *	71	1215	2	3200	0.380 *	25	1240	2	3200	0.387 *	0	1240	3	4800	0.286 *
Sb Right**	119	1	1600	0.075	13	132	1	1600	0.083	0	132	1	1600	0.083	0	132	1	1600	0.083	0	132	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000
Wb Thru	3	1	1600	0.008 *	0	3	1	1600	0.009 *	0	3	1	1600	0.009 *	0	3	1	1600	0.009 *	0	3	1	1600	0.009 *
Wb Right	8	0	0	-	1	9	0	0	-	0	9	0	0	-	0	9	0	0	-	0	9	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.669**					**0.738**					**0.820**					**0.927**					**0.826**
LOS				**B**					**C**					**D**					**E**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.107
Significant Impact: NO

Area Traffic Mitigation: 0.006 ~~Restripe SB to provide 2nd through lane~~

TOTAL	2698		TOTAL	297	2995		TOTAL	196	3191		TOTAL	241	3432						0	3432			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Sunset Crossing Raod
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunset\ICU29.wk4

Diamond Bar Boulevard @ Sunset Crossing Raod
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

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	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	48	1	1600	0.030	5	53	1	1600	0.033	0	53	1	1600	0.033	0	53	1	1600	0.033	0	53	1	1600	0.033
Nb Thru	1438	2	3200	0.449 *	158	1596	2	3200	0.499 *	173	1769	2	3200	0.553 *	48	1817	2	3200	0.568 *	0	1817	3	4800	0.393 *
Nb Right**	64	1	1600	0.040	7	71	1	1600	0.044	0	71	1	1600	0.044	0	71	1	1600	0.044	0	71	0	0	-
Sb Left	24	1	1600	0.015 *	3	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *
Sb Thru	543	2	3200	0.185	60	603	2	3200	0.205	27	630	2	3200	0.214	50	680	2	3200	0.229	0	680	2	3200	0.229
Sb Right	49	0	0	-	5	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Eb Left	203	1	1600	0.127	22	225	1	1600	0.141	0	225	1	1600	0.141	0	225	1	1600	0.141	0	225	1	1600	0.141
Eb Thru	25	2	3200	0.168 *	3	28	2	3200	0.187 *	0	28	2	3200	0.203 *	0	28	2	3200	0.251 *	0	28	2	3200	0.251 *
Eb Right	513	0	0	-	56	569	0	0	-	51	620	0	0	-	154	774	0	0	-	0	774	0	0	-
Wb Left	186	1	1600	0.116 *	20	206	1	1600	0.129 *	0	206	1	1600	0.129 *	0	206	1	1600	0.129 *	0	206	1	1600	0.129 *
Wb Thru	44	1	1600	0.079	5	49	1	1600	0.087	0	49	1	1600	0.087	0	49	1	1600	0.087	0	49	1	1600	0.087
Wb Right	82	0	0	-	9	91	0	0	-	0	91	0	0	-	0	91	0	0	-	0	91	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.778					0.862					0.932					0.995					0.820
LOS				C					D					E					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.063
Significant Impact: YES

Area Traffic Mitigation: -0.112 Restripe NB to provide 3rd through lane

TOTAL	3219		TOTAL	354	3573		TOTAL	251	3824		TOTAL	252	4076						0	4076			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Sunset Crossing Raod
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunset\ICU29.wk4

Diamond Bar Boulevard @ Sunset Crossing Raod
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060	11	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067
Nb Thru	1368	2	3200	0.428 *	150	1518	2	3200	0.475 *	125	1643	2	3200	0.514 *	216	1859	2	3200	0.581 *	0	1859	3	4800	0.421 *
Nb Right**	144	1	1600	0.090	16	160	1	1600	0.100	0	160	1	1600	0.100	0	160	1	1600	0.100	0	160	0	0	-
Sb Left	36	1	1600	0.023 *	4	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Sb Thru	497	2	3200	0.188	55	552	2	3200	0.209	71	623	2	3200	0.231	25	648	2	3200	0.239	0	648	2	3200	0.239
Sb Right	105	0	0	-	12	117	0	0	-	0	117	0	0	-	0	117	0	0	-	0	117	0	0	-
Eb Left	126	1	1600	0.079	14	140	1	1600	0.087	0	140	1	1600	0.087	0	140	1	1600	0.087	0	140	1	1600	0.087
Eb Thru	76	2	3200	0.256 *	8	84	2	3200	0.284 *	0	84	2	3200	0.324 *	0	84	2	3200	0.346 *	0	84	2	3200	0.346 *
Eb Right	744	0	0	-	82	826	0	0	-	127	953	0	0	-	69	1022	0	0	-	0	1022	0	0	-
Wb Left	97	1	1600	0.061 *	11	108	1	1600	0.067 *	0	108	1	1600	0.067 *	0	108	1	1600	0.067 *	0	108	1	1600	0.067 *
Wb Thru	66	1	1600	0.082	7	73	1	1600	0.091	0	73	1	1600	0.091	0	73	1	1600	0.091	0	73	1	1600	0.091
Wb Right	65	0	0	-	7	72	0	0	-	0	72	0	0	-	0	72	0	0	-	0	72	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.798					0.881					0.960					1.049					0.889
LOS				C					D					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.089
Significant Impact: YES

Area Traffic Mitigation: -0.071 Restripe NB to provide 3rd through lane

TOTAL	3420		TOTAL	376	3796		TOTAL	323	4119		TOTAL	310	4429						0	4429			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU30.wk4

Diamond Bar Boulevard @ SR-60 WB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	928	2	3200	0.290	102	1030	2	3200	0.322	138	1168	2	3200	0.365	216	1384	2	3200	0.433	0	1384	3	4800	0.328
Nb Right**	172	1	1600	0.108	19	191	1	1600	0.119	0	191	1	1600	0.119	0	191	1	1600	0.119	0	191	0	0	-
Sb Left	72	1	1600	0.045	8	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Sb Thru	1258	2	3200	0.393 *	138	1396	2	3200	0.436 *	202	1598	2	3200	0.499 *	94	1692	2	3200	0.529 *	0	1692	2	3200	0.529 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	348	1	1600	0.218	38	386	1	1600	0.241	49	435	1	1600	0.272	89	524	1	1600	0.328	0	524	1	1600	0.328
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	573	1	1600	0.358 *	63	636	1	1600	0.398 *	0	636	1	1600	0.398 *	0	636	1	1600	0.398 *	0	636	1	1600	0.398 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.736					0.814					0.877					0.907					0.907
LOS				C					D					D					E					E
TOTAL	3351				TOTAL	369	3720		TOTAL	389	4109			TOTAL	399	4508				0	4508			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.030
Significant Impact: ~~YES~~ NO

Area Traffic Mitigation: 0.030 ~~Restripe the NB approach to provide 3rd through~~ lan

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU31.wk4

Diamond Bar Boulevard @ SR-60 EB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
				V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C
Movement	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	927	2	3200	0.290	102	1029	2	3200	0.322	176	1205	2	3200	0.377	48	1253	2	3200	0.392	0	1253	2	3200	0.392
Nb Right	647	1	1600	0.404 *	71	718	1	1600	0.449 *	43	761	1	1600	0.476 *	50	811	1	1600	0.507 *	0	811	1	1600	0.507 *
Sb Left	269	1	1600	0.168 *	30	299	1	1600	0.187 *	0	299	1	1600	0.187 *	0	299	1	1600	0.187 *	0	299	2	2880	0.104 *
Sb Thru	1129	2	3200	0.353	124	1253	2	3200	0.392	115	1368	2	3200	0.428	438	1806	2	3200	0.564	0	1806	2	3200	0.564
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	140	0	0	0.000	15	155	0	0	0.000	0	155	0	0	0.000	0	155	0	0	0.000	0	155	0	0	0.000
Eb Thru	2	2	3200	0.086 *	0	2	2	3200	0.095 *	0	2	2	3200	0.095 *	0	2	2	3200	0.095 *	0	2	2	3200	0.095 *
Eb Right	132	0	0	-	15	147	0	0	-	0	147	0	0	-	0	147	0	0	-	0	147	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.688**					**0.761**					**0.788**					**0.819**					**0.736**
LOS				**B**					**C**					**C**					**D**					**C**

C-11 A-35

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.031
Significant Impact: NO

-0.052
Area Traffic Mitigation: ~~Restripe the SB approach to provide a 2nd left-turn lane~~

TOTAL 3246 TOTAL 357 3603 TOTAL 334 3937 TOTAL 536 4473 0 4473

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU31.wk4

Diamond Bar Boulevard @ SR-60 EB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	970	2	3200	0.303	107	1077	2	3200	0.336	138	1215	2	3200	0.380	216	1431	2	3200	0.447	0	1431	2	3200	0.447
Nb Right	699	1	1600	0.437 *	77	776	1	1600	0.485 *	43	819	1	1600	0.512 *	231	1050	1	1600	0.656 *	0	1050	1	1600	0.656 *
Sb Left	500	1	1600	0.313 *	55	555	1	1600	0.347 *	0	555	1	1600	0.347 *	0	555	1	1600	0.347 *	0	555	2	2880	0.193 *
Sb Thru	1060	2	3200	0.331	117	1177	2	3200	0.368	256	1433	2	3200	0.448	183	1616	2	3200	0.505	0	1616	2	3200	0.505
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	127	0	0	0.000	14	141	0	0	0.000	0	141	0	0	0.000	0	141	0	0	0.000	0	141	0	0	0.000
Eb Thru	2	2	3200	0.153 *	0	2	2	3200	0.170 *	0	2	2	3200	0.170 *	0	2	2	3200	0.170 *	0	2	2	3200	0.170 *
Eb Right	362	0	0	-	40	402	0	0	-	0	402	0	0	-	0	402	0	0	-	0	402	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.933**					**1.032**					**1.059**					**1.203**					**1.049**
LOS				**E**					**F**					**F**					**F**					**F**

C-1W-36

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.144
Significant Impact: YES

Area Traffic Mitigation: -0.010 Restripe the SB approach to provide a 2nd left-turn lane

TOTAL	3720		TOTAL	409	4129		TOTAL	437	4566		TOTAL	630	5196						0	5196			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ Gentle Springs Lane-Palomino Drive

N-S St: Diamond Bar Boulevard
E-W St: Gentle Springs Lane-Palomino Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU32.wk4

Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	35	1	1600	0.022	4	39	1	1600	0.024	0	39	1	1600	0.024	0	39	1	1600	0.024	0	39	1	1600	0.024
Nb Thru	1383	3	4800	0.302 *	152	1535	3	4800	0.335 *	219	1754	3	4800	0.381 *	98	1852	3	4800	0.401 *	0	1852	3	4800	0.401 *
Nb Right	66	0	0	-	7	73	0	0	-	0	73	0	0	-	0	73	0	0	-	0	73	0	0	-
Sb Left	134	1	1600	0.084 *	15	149	1	1600	0.093 *	0	149	1	1600	0.093 *	0	149	1	1600	0.093 *	0	149	1	1600	0.093 *
Sb Thru	1199	3	4800	0.259	132	1331	3	4800	0.287	115	1446	3	4800	0.311	438	1884	3	4800	0.402	0	1884	3	4800	0.402
Sb Right	42	0	0	-	5	47	0	0	-	0	47	0	0	-	0	47	0	0	-	0	47	0	0	-
Eb Left	64	0	0	0.000 *	7	71	0	0	0.000 *	0	71	0	0	0.000 *	0	71	0	0	0.000 *	0	71	0	0	0.000 *
Eb Thru	9	1	1600	0.064	1	10	1	1600	0.071	0	10	1	1600	0.071	0	10	1	1600	0.071	0	10	1	1600	0.071
Eb Right	29	0	0	-	3	32	0	0	-	0	32	0	0	-	0	32	0	0	-	0	32	0	0	-
Wb Left	92	0	0	0.000	10	102	0	0	0.000	0	102	0	0	0.000	0	102	0	0	0.000	0	102	0	0	0.000
Wb Thru	8	1	1600	0.254 *	1	9	1	1600	0.282 *	0	9	1	1600	0.282 *	0	9	1	1600	0.282 *	0	9	1	1600	0.282 *
Wb Right	306	0	0	-	34	340	0	0	-	0	340	0	0	-	0	340	0	0	-	0	340	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.670**					**0.740**					**0.786**					**0.806**					**0.806**
LOS				**B**					**C**					**C**					**D**					**D**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.020
Significant Impact: NO

Area Traffic Mitigation:

TOTAL 3367 TOTAL 370 3737 TOTAL 334 4071 TOTAL 536 4607 0 4607

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Gentle Springs Lane-Palomino Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU32.wk4

Diamond Bar Boulevard @ Gentle Springs Lane-Palomino Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	110	1	1600	0.069	12	122	1	1600	0.076	0	122	1	1600	0.076	0	122	1	1600	0.076	0	122	1	1600	0.076
Nb Thru	1331	3	4800	0.295 *	146	1477	3	4800	0.327 *	181	1658	3	4800	0.365 *	447	2105	3	4800	0.458 *	0	2105	3	4800	0.458 *
Nb Right	85	0	0	-	9	94	0	0	-	0	94	0	0	-	0	94	0	0	-	0	94	0	0	-
Sb Left	221	1	1600	0.138 *	24	245	1	1600	0.153 *	0	245	1	1600	0.153 *	0	245	1	1600	0.153 *	0	245	1	1600	0.153 *
Sb Thru	1171	3	4800	0.251	129	1300	3	4800	0.279	256	1556	3	4800	0.332	183	1739	3	4800	0.370	0	1739	3	4800	0.370
Sb Right	34	0	0	-	4	38	0	0	-	0	38	0	0	-	0	38	0	0	-	0	38	0	0	-
Eb Left	124	0	0	0.000 *	14	138	0	0	0.000 *	0	138	0	0	0.000 *	0	138	0	0	0.000 *	0	138	0	0	0.000 *
Eb Thru	19	1	1600	0.129	2	21	1	1600	0.144	0	21	1	1600	0.144	0	21	1	1600	0.144	0	21	1	1600	0.144
Eb Right	64	0	0	-	7	71	0	0	-	0	71	0	0	-	0	71	0	0	-	0	71	0	0	-
Wb Left	85	0	0	0.000	9	94	0	0	0.000	0	94	0	0	0.000	0	94	0	0	0.000	0	94	0	0	0.000
Wb Thru	17	1	1600	0.219 *	2	19	1	1600	0.244 *	0	19	1	1600	0.244 *	0	19	1	1600	0.244 *	0	19	1	1600	0.244 *
Wb Right	249	0	0	-	27	276	0	0	-	0	276	0	0	-	0	276	0	0	-	0	276	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.682					0.754					0.792					0.885					0.885
LOS				B					C					C					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.093
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3510		TOTAL	386	3896		TOTAL	437	4333		TOTAL	630	4963							0	4963			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: K-Mart Entrance
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU33.wk4

Diamond Bar Boulevard @ K-Mart Entrance
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	63	1	1600	0.039	7	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Nb Thru	1481	3	4800	0.312 *	163	1644	3	4800	0.347 *	219	1863	3	4800	0.392 *	98	1961	3	4800	0.413 *	0	1961	3	4800	0.413 *
Nb Right	18	0	0	-	2	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	67	1	1600	0.042 *	7	74	1	1600	0.046 *	0	74	1	1600	0.046 *	0	74	1	1600	0.046 *	0	74	1	1600	0.046 *
Sb Thru	1059	3	4800	0.223	116	1175	3	4800	0.248	115	1290	3	4800	0.272	438	1728	3	4800	0.363	0	1728	3	4800	0.363
Sb Right	13	0	0	-	1	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Eb Left	43	0	0	0.000	5	48	0	0	0.000	0	48	0	0	0.000	0	48	0	0	0.000	0	48	0	0	0.000
Eb Thru	11	1	1600	0.034 *	1	12	1	1600	0.037 *	0	12	1	1600	0.037 *	0	12	1	1600	0.037 *	0	12	1	1600	0.037 *
Eb Right	19	1	1600	0.012	2	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Wb Left	32	0	0	0.000 *	4	36	0	0	0.000 *	0	36	0	0	0.000 *	0	36	0	0	0.000 *	0	36	0	0	0.000 *
Wb Thru	5	1	1600	0.023	1	6	1	1600	0.026	0	6	1	1600	0.026	0	6	1	1600	0.026	0	6	1	1600	0.026
Wb Right	45	1	1600	0.028	5	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.418					0.460					0.505					0.526					0.526
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2856		TOTAL	314	3170		TOTAL	334	3504		TOTAL	536	4040						TOTAL	0	4040			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: K-Mart Entrance
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU33.wk4

Diamond Bar Boulevard @ K-Mart Entrance
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	180	1	1600	0.113	20	200	1	1600	0.125	0	200	1	1600	0.125	0	200	1	1600	0.125	0	200	1	1600	0.125
Nb Thru	1547	3	4800	0.331 *	170	1717	3	4800	0.367 *	181	1898	3	4800	0.405 *	447	2345	3	4800	0.498 *	0	2345	3	4800	0.498 *
Nb Right	41	0	0	-	5	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-
Sb Left	168	1	1600	0.105 *	18	186	1	1600	0.117 *	0	186	1	1600	0.117 *	0	186	1	1600	0.117 *	0	186	1	1600	0.117 *
Sb Thru	1202	3	4800	0.265	132	1334	3	4800	0.295	256	1590	3	4800	0.348	183	1773	3	4800	0.386	0	1773	3	4800	0.386
Sb Right	72	0	0	-	8	80	0	0	-	0	80	0	0	-	0	80	0	0	-	0	80	0	0	-
Eb Left	73	0	0	0.000 *	8	81	0	0	0.000 *	0	81	0	0	0.000 *	0	81	0	0	0.000 *	0	81	0	0	0.000 *
Eb Thru	26	1	1600	0.062	3	29	1	1600	0.069	0	29	1	1600	0.069	0	29	1	1600	0.069	0	29	1	1600	0.069
Eb Right	84	1	1600	0.053	9	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058
Wb Left	138	0	0	0.000	15	153	0	0	0.000	0	153	0	0	0.000	0	153	0	0	0.000	0	153	0	0	0.000
Wb Thru	11	1	1600	0.093 *	1	12	1	1600	0.103 *	0	12	1	1600	0.103 *	0	12	1	1600	0.103 *	0	12	1	1600	0.103 *
Wb Right	83	1	1600	0.052	9	92	1	1600	0.058	0	92	1	1600	0.058	0	92	1	1600	0.058	0	92	1	1600	0.058
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.559					0.617					0.655					0.748					0.748
LOS				A					B					B					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.093
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3625		TOTAL	399	4024		TOTAL	437	4461		TOTAL	630	5091						0	5091			

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A40

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ Golden Springs Drive

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU34.wk4

Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	23	233	1	1600	0.146 *	0	233	1	1600	0.146 *	0	233	1	1600	0.146 *	0	233	2	2880	0.081 *
Nb Thru	763	3	4800	0.209	84	847	3	4800	0.232	195	1042	3	4800	0.273	0	1042	3	4800	0.273	0	1042	3	4800	0.273
Nb Right	241	0	0	-	27	268	0	0	-	2	270	0	0	-	0	270	0	0	-	0	270	0	0	-
Sb Left	115	2	2880	0.040	13	128	2	2880	0.044	0	128	2	2880	0.044	0	128	2	2880	0.044	0	128	2	2880	0.044
Sb Thru	863	2	3200	0.270 *	95	958	2	3200	0.299 *	71	1029	2	3200	0.322 *	0	1029	2	3200	0.322 *	0	1029	2	3200	0.322 *
Sb Right	404	1	1600	0.253	44	448	1	1600	0.280	44	492	1	1600	0.308	438	930	1	1600	0.582	0	930	2	2880	0.323
Eb Left	342	1	1600	0.214 *	38	380	1	1600	0.237 *	24	404	1	1600	0.252 *	98	502	1	1600	0.314 *	0	502	2	2880	0.174 *
Eb Thru	273	2	3200	0.142	30	303	2	3200	0.158	46	349	2	3200	0.172	33	382	2	3200	0.183	0	382	2	3200	0.119
Eb Right	182	0	0	-	20	202	0	0	-	0	202	0	0	-	0	202	0	0	-	0	202	1	1600	0.126
Wb Left	399	1	1600	0.249	44	443	1	1600	0.277	4	447	1	1600	0.279	0	447	1	1600	0.279	0	447	1	1600	0.279
Wb Thru	559	2	3200	0.263 *	61	620	2	3200	0.291 *	42	662	2	3200	0.305 *	131	793	2	3200	0.345 *	0	793	2	3200	0.248 *
Wb Right	281	0	0	-	31	312	0	0	-	0	312	0	0	-	0	312	0	0	-	0	312	1	1600	0.195
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.908					1.003					1.055					1.157					0.855
LOS				E					E					F					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.102
Significant Impact: YES

Area Traffic Mitigation: -0.200 Widen all legs of the intersection

TOTAL	4632		TOTAL	510	5142		TOTAL	428	5570		TOTAL	700	6270						0	6270			

C-12A41

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU34.wk4

Diamond Bar Boulevard @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	274	1	1600	0.171 *	30	304	1	1600	0.190 *	0	304	1	1600	0.190 *	0	304	1	1600	0.190 *	0	304	2	2880	0.106 *
Nb Thru	855	3	4800	0.227	94	949	3	4800	0.252	132	1081	3	4800	0.281	0	1081	3	4800	0.281	0	1081	3	4800	0.281
Nb Right	236	0	0	-	26	262	0	0	-	8	270	0	0	-	0	270	0	0	-	0	270	0	0	-
Sb Left	294	2	2880	0.102	32	326	2	2880	0.113	0	326	2	2880	0.113	0	326	2	2880	0.113	0	326	2	2880	0.113
Sb Thru	690	2	3200	0.216 *	76	766	2	3200	0.239 *	226	992	2	3200	0.310 *	0	992	2	3200	0.310 *	0	992	2	3200	0.310 *
Sb Right	250	1	1600	0.156	28	278	1	1600	0.173	30	308	1	1600	0.192	183	491	1	1600	0.307	0	491	2	2880	0.170
Eb Left	358	1	1600	0.224	39	397	1	1600	0.248	49	446	1	1600	0.279	447	893	1	1600	0.558 *	0	893	2	2880	0.310 *
Eb Thru	634	2	3200	0.285 *	70	704	2	3200	0.316 *	87	791	2	3200	0.343 *	142	933	2	3200	0.388	0	933	2	3200	0.291
Eb Right	277	0	0	-	30	307	0	0	-	0	307	0	0	-	0	307	0	0	-	0	307	1	1600	0.192
Wb Left	159	1	1600	0.099 *	17	176	1	1600	0.110 *	6	182	1	1600	0.114 *	0	182	1	1600	0.114	0	182	1	1600	0.114
Wb Thru	181	2	3200	0.119	20	201	2	3200	0.132	84	285	2	3200	0.158	69	354	2	3200	0.180 *	0	354	2	3200	0.111 *
Wb Right	200	0	0	-	22	222	0	0	-	0	222	0	0	-	0	222	0	0	-	0	222	1	1600	0.139
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.801					0.885					0.987					1.268					0.867
LOS				C					D					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.281
Significant Impact: YES

-0.120
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4408		TOTAL	485	4893		TOTAL	622	5515		TOTAL	841	6356						0	6356				

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Golden Springs Drive
E-W St: Prospectors Road
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU35.wk4

Golden Springs Drive @ Prospectors Road
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
				V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C
Movement	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio
Nb Left	140	1	1600	0.088	15	155	1	1600	0.097	0	155	1	1600	0.097	0	155	1	1600	0.097	0	155	1	1600	0.097
Nb Thru	514	2	3200	0.161	57	571	2	3200	0.178	56	627	2	3200	0.196	131	758	2	3200	0.237	0	758	2	3200	0.237
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	779	2	3200	0.266 *	86	865	2	3200	0.296 *	102	967	2	3200	0.327 *	569	1536	2	3200	0.505 *	0	1536	2	3200	0.505 *
Sb Right	73	0	0	-	8	81	0	0	-	0	81	0	0	-	0	81	0	0	-	0	81	0	0	-
Eb Left	147	1	1600	0.092	16	163	1	1600	0.102	0	163	1	1600	0.102	0	163	1	1600	0.102	0	163	1	1600	0.102
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	342	1	1600	0.214 *	38	380	1	1600	0.237 *	0	380	1	1600	0.237 *	0	380	1	1600	0.237 *	0	380	1	1600	0.237 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.510**					**0.563**					**0.594**					**0.772**					**0.772**
LOS				**A**					**A**					**A**					**C**					**C**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.178
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1995		TOTAL	219	2214		TOTAL	158	2372		TOTAL	700	3072							0	3072			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Golden Springs Drive
E-W St: Prospectors Road
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU35.wk4

Golden Springs Drive @ Prospectors Road
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	209	1	1600	0.131	23	232	1	1600	0.145	0	232	1	1600	0.145	0	232	1	1600	0.145	0	232	1	1600	0.145
Nb Thru	1066	2	3200	0.333 *	117	1183	2	3200	0.370 *	152	1335	2	3200	0.417 *	589	1924	2	3200	0.601 *	0	1924	2	3200	0.601 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	465	2	3200	0.187	51	516	2	3200	0.208	103	619	2	3200	0.240	252	871	2	3200	0.319	0	871	2	3200	0.319
Sb Right	134	0	0	-	15	149	0	0	-	0	149	0	0	-	0	149	0	0	-	0	149	0	0	-
Eb Left	108	1	1600	0.068	12	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	105	1	1600	0.066	12	117	1	1600	0.073	0	117	1	1600	0.073	0	117	1	1600	0.073	0	117	1	1600	0.073
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.431					0.475					0.522					0.706					0.706
LOS				A					A					A					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.184
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2087		TOTAL	230	2317		TOTAL	255	2572		TOTAL	841	3413							0	3413			

C-12514

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Golden Springs Drive @ Golden Prados Drive

N-S St: Golden Springs Drive
E-W St: Golden Prados Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU36.wk4

Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	8	1	1600	0.005 *	1	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	9	1	1600	0.006 *
Nb Thru	314	2	3200	0.105	35	349	2	3200	0.117	56	405	2	3200	0.134	131	536	2	3200	0.175	0	536	2	3200	0.175
Nb Right	23	0	0	-	3	26	0	0	-	0	26	0	0	-	0	26	0	0	-	0	26	0	0	-
Sb Left	23	1	1600	0.014	3	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016
Sb Thru	1214	2	3200	0.381 *	134	1348	2	3200	0.422 *	102	1450	2	3200	0.454 *	569	2019	2	3200	0.632 *	0	2019	2	3200	0.632 *
Sb Right	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Eb Left	16	1	1600	0.010 *	2	18	1	1600	0.011 *	0	18	1	1600	0.011 *	0	18	1	1600	0.011 *	0	18	1	1600	0.011 *
Eb Thru	4	1	1600	0.018	0	4	1	1600	0.019	0	4	1	1600	0.019	0	4	1	1600	0.019	0	4	1	1600	0.019
Eb Right	24	0	0	-	3	27	0	0	-	0	27	0	0	-	0	27	0	0	-	0	27	0	0	-
Wb Left	88	1	1600	0.055	10	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061
Wb Thru	5	1	1600	0.056 *	1	6	1	1600	0.073 *	0	6	1	1600	0.073 *	0	6	1	1600	0.073 *	0	6	1	1600	0.073 *
Wb Right	100	0	0	-	11	111	0	0	-	0	111	0	0	-	0	111	0	0	-	0	111	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.492**					**0.542**					**0.574**					**0.752**					**0.752**
LOS				**A**					**A**					**A**					**C**					**C**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.178
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1823		TOTAL	201	2024		TOTAL	158	2182		TOTAL	700	2882						0	2882			

C-126 415

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Golden Springs Drive
E-W St: Golden Prados Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU36.wk4

Golden Springs Drive @ Golden Prados Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	21	1	1600	0.013	2	23	1	1600	0.015	0	23	1	1600	0.015	0	23	1	1600	0.015	0	23	1	1600	0.015
Nb Thru	1076	2	3200	0.359 *	118	1194	2	3200	0.398 *	152	1346	2	3200	0.446 *	589	1935	2	3200	0.630 *	0	1935	2	3200	0.630 *
Nb Right	72	0	0	-	8	80	0	0	-	0	80	0	0	-	0	80	0	0	-	0	80	0	0	-
Sb Left	26	1	1600	0.016 *	3	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *
Sb Thru	426	2	3200	0.135	47	473	2	3200	0.150	103	576	2	3200	0.182	252	828	2	3200	0.260	0	828	2	3200	0.260
Sb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Eb Left	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005
Eb Thru	2	1	1600	0.012 *	0	2	1	1600	0.013 *	0	2	1	1600	0.013 *	0	2	1	1600	0.013 *	0	2	1	1600	0.013 *
Eb Right	17	0	0	-	2	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-
Wb Left	39	1	1600	0.024 *	4	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *
Wb Thru	1	1	1600	0.009	0	1	1	1600	0.010	0	1	1	1600	0.010	0	1	1	1600	0.010	0	1	1	1600	0.010
Wb Right	14	0	0	-	2	16	0	0	-	0	16	0	0	-	0	16	0	0	-	0	16	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.441**					**0.486**					**0.534**					**0.718**					**0.718**
LOS				**A**					**A**					**A**					**C**					**C**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.184
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1706		TOTAL	188	1894		TOTAL	255	2149		TOTAL	841	2990							TOTAL	0	2990		

C-1A4 1/6

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Business Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU37.wk4
E/W Split Phasing

Fairway Drive @ Business Parkway
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	16	1	1600	0.010	2	18	1	1600	0.011	0	18	1	1600	0.011	0	18	1	1600	0.011	0	18	1	1600	0.011
Nb Thru	786	2	3200	0.246 *	94	880	2	3200	0.275 *	94	974	2	3200	0.304 *	67	1041	2	3200	0.325 *	0	1041	2	3200	0.325 *
Nb Right	159	1	1600	0.099	19	178	1	1600	0.111	0	178	1	1600	0.111	0	178	1	1600	0.111	0	178	1	1600	0.111
Sb Left	68	1	1600	0.042 *	8	76	1	1600	0.047 *	0	76	1	1600	0.047 *	0	76	1	1600	0.047 *	0	76	1	1600	0.047 *
Sb Thru	810	2	3200	0.255	97	907	2	3200	0.285	43	950	2	3200	0.299	20	970	2	3200	0.305	0	970	2	3200	0.305
Sb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Eb Left	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000
Eb Thru	3	1	1600	0.004 *	0	3	1	1600	0.005 *	0	3	1	1600	0.005 *	0	3	1	1600	0.005 *	0	3	1	1600	0.005 *
Eb Right	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-
Wb Left	77	0	0	0.000	9	86	0	0	0.000	0	86	0	0	0.000	0	86	0	0	0.000	0	86	0	0	0.000
Wb Thru	4	2	3200	0.025 *	0	5	2	3200	0.028 *	0	5	2	3200	0.028 *	0	5	2	3200	0.028 *	0	5	2	3200	0.028 *
Wb Right	63	1	1600	0.039	8	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.417**					**0.456**					**0.484**					**0.505**					**0.505**
LOS				**A**					**A**					**A**					**A**					**A**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1994		TOTAL	239	2233		TOTAL	137	2370		TOTAL	87	2457						TOTAL	0	2457			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Business Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU37.wk4
E/W Split Phasing

Fairway Drive @ Business Parkway
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	23	1	1600	0.015 *	3	26	1	1600	0.016 *	0	26	1	1600	0.016 *	0	26	1	1600	0.016 *	0	26	1	1600	0.016 *
Nb Thru	804	2	3200	0.251	96	900	2	3200	0.281	85	985	2	3200	0.308	53	1038	2	3200	0.325	0	1038	2	3200	0.325
Nb Right	77	1	1600	0.048	9	86	1	1600	0.054	0	86	1	1600	0.054	0	86	1	1600	0.054	0	86	1	1600	0.054
Sb Left	130	1	1600	0.081	16	146	1	1600	0.091	0	146	1	1600	0.091	0	146	1	1600	0.091	0	146	1	1600	0.091
Sb Thru	1246	2	3200	0.391 *	150	1396	2	3200	0.438 *	122	1518	2	3200	0.476 *	87	1605	2	3200	0.503 *	0	1605	2	3200	0.503 *
Sb Right	4	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Eb Left	16	0	0	0.000	2	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000
Eb Thru	3	1	1600	0.022 *	0	3	1	1600	0.025 *	0	3	1	1600	0.025 *	0	3	1	1600	0.025 *	0	3	1	1600	0.025 *
Eb Right	16	0	0	-	2	18	0	0	-	0	18	0	0	-	0	18	0	0	-	0	18	0	0	-
Wb Left	250	0	0	0.000	30	281	0	0	0.000	0	281	0	0	0.000	0	281	0	0	0.000	0	281	0	0	0.000
Wb Thru	2	2	3200	0.079 *	0	2	2	3200	0.088 *	0	2	2	3200	0.088 *	0	2	2	3200	0.088 *	0	2	2	3200	0.088 *
Wb Right	88	1	1600	0.055	11	98	1	1600	0.062	0	98	1	1600	0.062	0	98	1	1600	0.062	0	98	1	1600	0.062
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.607**					**0.667**					**0.705**					**0.732**					**0.732**
LOS				**B**					**B**					**C**					**C**					**C**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.027
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2660		TOTAL	319	2980		TOTAL	207	3187		TOTAL	140	3327						0	3327			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Walnut Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU38.wk4

Fairway Drive @ Walnut Drive
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	285	1	1600	0.178	34	319	1	1600	0.199	0	319	1	1600	0.199	0	319	1	1600	0.199	0	319	1	1600	0.199
Nb Thru	903	2	3200	0.327 *	108	1011	2	3200	0.367 *	94	1105	2	3200	0.396 *	67	1172	2	3200	0.417 *	0	1172	2	3200	0.417 *
Nb Right	144	0	0	-	17	162	0	0	-	0	162	0	0	-	0	162	0	0	-	0	162	0	0	-
Sb Left	65	1	1600	0.040 *	8	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	72	1	1600	0.045 *
Sb Thru	699	3	4800	0.168	84	783	3	4800	0.188	43	826	3	4800	0.197	20	846	3	4800	0.201	0	846	3	4800	0.201
Sb Right	106	0	0	-	13	119	0	0	-	0	119	0	0	-	0	119	0	0	-	0	119	0	0	-
Eb Left	38	0	0	0.000 *	5	43	0	0	0.000 *	0	43	0	0	0.000 *	0	43	0	0	0.000 *	0	43	0	0	0.000 *
Eb Thru	46	2	3200	0.054	6	52	2	3200	0.060	0	52	2	3200	0.060	0	52	2	3200	0.060	0	52	2	3200	0.060
Eb Right	87	0	0	-	10	97	0	0	-	0	97	0	0	-	0	97	0	0	-	0	97	0	0	-
Wb Left	109	0	0	0.000	13	122	0	0	0.000	3	125	0	0	0.000	0	125	0	0	0.000	0	125	0	0	0.000
Wb Thru	186	2	3200	0.111 *	22	208	2	3200	0.124 *	0	208	2	3200	0.125 *	0	208	2	3200	0.125 *	0	208	2	3200	0.125 *
Wb Right	61	0	0	-	7	68	0	0	-	0	68	0	0	-	0	68	0	0	-	0	68	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.578					0.636					0.666					0.687					0.687
LOS				A					B					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2729		TOTAL	327	3057		TOTAL	140	3197		TOTAL	87	3284						0	3284			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Walnut Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU38.wk4

Fairway Drive @ Walnut Drive
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	128	1	1600	0.080 *	15	144	1	1600	0.090 *	0	144	1	1600	0.090 *	0	144	1	1600	0.090 *	0	144	1	1600	0.090 *
Nb Thru	742	2	3200	0.260	89	831	2	3200	0.291	85	916	2	3200	0.317	53	969	2	3200	0.334	0	969	2	3200	0.334
Nb Right	89	0	0	-	11	100	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	80	1	1600	0.050	10	89	1	1600	0.056	0	89	1	1600	0.056	0	89	1	1600	0.056	0	89	1	1600	0.056
Sb Thru	1240	3	4800	0.277 *	149	1389	3	4800	0.310 *	122	1511	3	4800	0.336 *	87	1598	3	4800	0.354 *	0	1598	3	4800	0.354 *
Sb Right	90	0	0	-	11	101	0	0	-	0	101	0	0	-	0	101	0	0	-	0	101	0	0	-
Eb Left	102	0	0	0.000	12	114	0	0	0.000	0	114	0	0	0.000	0	114	0	0	0.000	0	114	0	0	0.000
Eb Thru	247	2	3200	0.205 *	30	277	2	3200	0.229 *	0	277	2	3200	0.229 *	0	277	2	3200	0.229 *	0	277	2	3200	0.229 *
Eb Right	306	0	0	-	37	343	0	0	-	0	343	0	0	-	0	343	0	0	-	0	343	0	0	-
Wb Left	176	0	0	0.000 *	21	197	0	0	0.000 *	9	206	0	0	0.000 *	0	206	0	0	0.000 *	0	206	0	0	0.000 *
Wb Thru	155	2	3200	0.112	19	173	2	3200	0.126	0	173	2	3200	0.129	0	173	2	3200	0.129	0	173	2	3200	0.129
Wb Right	29	0	0	-	4	33	0	0	-	0	33	0	0	-	0	33	0	0	-	0	33	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.662**					**0.729**					**0.755**					**0.773**					**0.773**
LOS				**B**					**C**					**C**					**C**					**C**

C-13A 90

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.018
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3385		TOTAL	406	3791		TOTAL	216	4007		TOTAL	140	4147						TOTAL	0	4147			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU39.wk4

Fairway Drive @ SR-60 WB Ramps
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	227	1	1600	0.142 *	27	255	1	1600	0.159 *	0	255	1	1600	0.159 *	0	255	1	1600	0.159 *	0	255	1	1600	0.159 *
Nb Thru	1020	2	3200	0.319	122	1143	2	3200	0.357	94	1237	2	3200	0.386	67	1304	2	3200	0.407	0	1304	2	3200	0.407
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	698	2	3200	0.218 *	84	782	2	3200	0.244 *	43	825	2	3200	0.258 *	0	825	2	3200	0.258 *	0	825	2	3200	0.258 *
Sb Right	214	1	1600	0.134	26	240	1	1600	0.150	3	243	1	1600	0.152	20	263	1	1600	0.164	0	263	1	1600	0.164
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	209	0	0	0.000	25	234	0	0	0.000	0	234	0	0	0.000	0	234	0	0	0.000	0	234	0	0	0.000
Wb Thru	2	1	1600	0.132	0	2	1	1600	0.148	0	2	1	1600	0.148	0	2	1	1600	0.148	0	2	1	1600	0.148
Wb Right	395	1	1600	0.247 *	47	442	1	1600	0.276 *	0	442	1	1600	0.276 *	0	442	1	1600	0.276 *	0	442	1	1600	0.276 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.707					0.779					0.793					0.793					0.793
LOS				C					C					C					C					C

C-13
A51

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2765		TOTAL	332	3097		TOTAL	140	3237		TOTAL	87	3324						0	3324			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU39.wk4

Fairway Drive @ SR-60 WB Ramps
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	272	1	1600	0.170 *	33	304	1	1600	0.190 *	0	304	1	1600	0.190 *	0	304	1	1600	0.190 *	0	304	1	1600	0.190 *
Nb Thru	861	2	3200	0.269	103	964	2	3200	0.301	85	1049	2	3200	0.328	53	1102	2	3200	0.344	0	1102	2	3200	0.344
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1207	2	3200	0.377 *	145	1352	2	3200	0.422 *	122	1474	2	3200	0.461 *	0	1474	2	3200	0.461 *	0	1474	2	3200	0.461 *
Sb Right	419	1	1600	0.262	50	469	1	1600	0.293	9	478	1	1600	0.299	87	565	1	1600	0.353	0	565	1	1600	0.353
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	256	0	0	0.000	31	286	0	0	0.000	0	286	0	0	0.000	0	286	0	0	0.000	0	286	0	0	0.000
Wb Thru	6	1	1600	0.163	1	7	1	1600	0.183	0	7	1	1600	0.183	0	7	1	1600	0.183	0	7	1	1600	0.183
Wb Right	404	1	1600	0.253 *	48	452	1	1600	0.283 *	0	452	1	1600	0.283 *	0	452	1	1600	0.283 *	0	452	1	1600	0.283 *
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.900**					**0.995**					**1.034**					**1.034**					**1.034**
LOS				**D**					**E**					**F**					**F**					**F**

C-13452

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3424		TOTAL	411	3835		TOTAL	216	4051		TOTAL	140	4191						0	4191			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU40.wk4

Fairway Drive @ SR-60 EB Ramps
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	1122	2	3200	0.351	135	1257	2	3200	0.393	94	1351	2	3200	0.422	0	1351	2	3200	0.422	0	1351	2	3200	0.422
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	976	2	3200	0.370 *	117	1093	2	3200	0.414 *	43	1136	2	3200	0.428 *	0	1136	2	3200	0.428 *	0	1136	2	3200	0.428 *
Sb Right	208	0	0	-	25	233	0	0	-	0	233	0	0	-	0	233	0	0	-	0	233	0	0	-
Eb Left	461	0	0	0.000	55	516	0	0	0.000	0	516	0	0	0.000	67	583	0	0	0.000	0	583	0	0	0.000
Eb Thru	0	2	3200	0.239 *	0	0	2	3200	0.268 *	0	0	2	3200	0.268 *	0	0	2	3200	0.289 *	0	0	2	3200	0.289 *
Eb Right	305	0	0	-	37	342	0	0	-	0	342	0	0	-	0	342	0	0	-	0	342	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.709**					**0.782**					**0.796**					**0.817**					**0.817**
LOS				**C**					**C**					**C**					**D**					**D**

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part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3071		TOTAL	369	3440		TOTAL	137	3577		TOTAL	67	3644						0	3644			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU40.wk4

Fairway Drive @ SR-60 EB Ramps
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	1270	2	3200	0.397	152	1422	2	3200	0.444	85	1507	2	3200	0.471	0	1507	2	3200	0.471	0	1507	2	3200	0.471
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1180	2	3200	0.494 *	142	1321	2	3200	0.553 *	122	1443	2	3200	0.591 *	0	1443	2	3200	0.591 *	0	1443	2	3200	0.591 *
Sb Right	401	0	0	-	48	449	0	0	-	0	449	0	0	-	0	449	0	0	-	0	449	0	0	-
Eb Left	245	0	0	0.000	29	275	0	0	0.000	0	275	0	0	0.000	53	328	0	0	0.000	0	328	0	0	0.000
Eb Thru	0	2	3200	0.139 *	0	0	2	3200	0.156 *	0	0	2	3200	0.156 *	0	0	2	3200	0.172 *	0	0	2	3200	0.172 *
Eb Right	200	0	0	-	24	224	0	0	-	0	224	0	0	-	0	224	0	0	-	0	224	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.733					0.809					0.847					0.863					0.863
LOS				C					D					D					D					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.016
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3296		TOTAL	395	3691		TOTAL	207	3898		TOTAL	53	3951						0	3951			

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2015 \41AM2015WOSX-TOT
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2015
Analysis Time Period	AM PEAK HOUR		

Project Description	Year 2015 CUMULATIVE+PROJECT (Without Sunset Xing Road Ext)
East/West Street:	OLD RANCH ROAD
North/South Street:	BREA CANYON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	770	116	0	1508	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	770	116	0	1508	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	37	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	37	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					37			
C (m) (vph)					619			
v/c					0.06			
95% queue length					0.19			
Control Delay					11.2			
LOS					B			
Approach Delay	--	--	11.2					
Approach LOS	--	--	B					

> I/S Delay = 0.47 sec/veh, LOS A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2015 \41PM2015WOSX-TOT
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2015
Analysis Time Period	PM PEAK HOUR		

Project Description	Year 2015 CUMULATIVE+PROJECT (Without Sunset Xing Road Ext)
East/West Street:	OLD RANCH ROAD
North/South Street:	BREA CANYON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	1780	61	0	1138	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	1780	61	0	1138	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	185	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	185	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					185			
C (m) (vph)					290			
v/c					0.64			
95% queue length					4.04			
Control Delay					36.9			
LOS					E			
Approach Delay	--	--	36.9					
Approach LOS	--	--	E					

> Int Delay = 3.71 sec/veh, LOS A

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Cheryl Lane-Grand Crossing Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU42.wk4

Brea Canyon Road @ Cheryl Lane-Grand Crossing Parkway
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2004
Projection Year: 2015

	2004 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	1	1600	0.023 *	4	41	1	1600	0.026 *	59	100	1	1600	0.063	0	100	1	1600	0.063	0	100	1	1600	0.063 *
Nb Thru	610	2	3200	0.191	67	677	2	3200	0.212	42	719	3	4800	0.150	89	808	3	4800	0.168	0	808	3	4800	0.168
Nb Right	56	1	1600	0.035	6	62	1	1600	0.039	561	623	1	1600	0.389 *	761	1384	1	1600	0.865 *	0	1384	FREE	9999999	0.000
Sb Left	23	1	1600	0.014	3	26	1	1600	0.016	108	134	1	1600	0.083 *	341	475	1	1600	0.297 *	0	475	2	2880	0.165
Sb Thru	726	2	3200	0.227 *	80	806	2	3200	0.252 *	74	880	2	3200	0.275	18	898	2	3200	0.281	0	898	2	3200	0.281 *
Sb Right**	92	1	1600	0.058	10	102	1	1600	0.064	72	174	1	1600	0.109	0	174	1	1600	0.109	0	174	1	1600	0.109
Eb Left	10	1	1600	0.006	1	11	1	1600	0.007	8	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012
Eb Thru	2	2	3200	0.003 *	0	2	2	3200	0.003 *	2	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *
Eb Right	7	0	0	-	1	8	0	0	-	8	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010
Wb Left	49	1	1600	0.031 *	5	54	1	1600	0.034 *	140	194	2	2880	0.067	176	370	2	2880	0.129	0	370	3	4800	0.077 *
Wb Thru	16	2	3200	0.011	2	18	2	3200	0.012	14	32	2	3200	0.026	0	32	2	3200	0.063	0	32	2	3200	0.063
Wb Right	18	0	0	-	2	20	0	0	-	33	53	0	0	-	118	171	0	0	-	0	171	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.384**					**0.415**					**0.575**					**1.265**					**0.524**
LOS				**A**					**A**					**A**					**F**					**A**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.690
Significant Impact: YES

Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	1646		TOTAL	181	1827		TOTAL	1121	2948		TOTAL	1503	4451						0	4451			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Cheryl Lane-Grand Crossing Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU42.wk4

Brea Canyon Road @ Cheryl Lane-Grand Crossing Parkway
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2004
Projection Year: 2015

	2004 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	15	1	1600	0.009	2	17	1	1600	0.010	10	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017
Nb Thru	857	2	3200	0.268 *	94	951	2	3200	0.297 *	116	1067	3	4800	0.222 *	21	1088	3	4800	0.227 *	0	1088	3	4800	0.227 *
Nb Right	33	1	1600	0.021	4	37	1	1600	0.023	218	255	1	1600	0.159	388	643	1	1600	0.402	0	643	FREE	9999999	0.000
Sb Left	13	1	1600	0.008 *	1	14	1	1600	0.009 *	65	79	1	1600	0.050 *	321	400	1	1600	0.250 *	0	400	2	2880	0.139 *
Sb Thru	584	2	3200	0.183	64	648	2	3200	0.203	82	730	2	3200	0.228	86	816	2	3200	0.255	0	816	2	3200	0.255
Sb Right**	20	1	1600	0.013	2	22	1	1600	0.014	12	34	1	1600	0.021	0	34	1	1600	0.021	0	34	1	1600	0.021
Eb Left	99	1	1600	0.062	11	110	1	1600	0.069	66	176	1	1600	0.110	0	176	1	1600	0.110	0	176	1	1600	0.110
Eb Thru	27	2	3200	0.028 *	3	30	2	3200	0.031 *	14	44	1	1600	0.027	0	44	1	1600	0.027	0	44	1	1600	0.027
Eb Right	62	0	0	-	7	69	0	0	-	53	122	1	1600	0.076 *	0	122	1	1600	0.076 *	0	122	1	1600	0.076 *
Wb Left	169	1	1600	0.106 *	19	188	1	1600	0.117 *	585	773	2	2880	0.268 *	840	1613	2	2880	0.560 *	0	1613	3	4800	0.336 *
Wb Thru	15	2	3200	0.007	2	17	2	3200	0.007	2	19	2	3200	0.048	0	19	2	3200	0.196	0	19	2	3200	0.196
Wb Right	6	0	0	-	1	7	0	0	-	128	135	0	0	-	475	610	0	0	-	0	610	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.510**					**0.554**					**0.699**					**1.196**					**0.861**
LOS				**A**					**A**					**B**					**F**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.497
Significant Impact: YES

Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	1900		TOTAL	209	2109		TOTAL	1351	3460		TOTAL	2131	5591						0	5591			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Currier Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU43.wk4
E/W Split Phasing

Brea Canyon Road @ Currier Road
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2004
Projection Year: 2015

	2004 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	123	1	1600	0.077 *	14	137	1	1600	0.085 *	5	142	1	1600	0.088	0	142	1	1600	0.088	0	142	1	1600	0.088
Nb Thru	707	2	3200	0.221	78	785	2	3200	0.245	642	1427	2	3200	0.446 *	850	2277	2	3200	0.711 *	0	2277	2	3200	0.711 *
Nb Right**	61	1	1600	0.038	7	68	1	1600	0.042	0	68	1	1600	0.042	0	68	1	1600	0.042	0	68	1	1600	0.042
Sb Left	5	1	1600	0.003	1	6	1	1600	0.003	0	6	1	1600	0.003 *	0	6	1	1600	0.003 *	0	6	1	1600	0.003 *
Sb Thru	655	2	3200	0.205 *	72	727	2	3200	0.227 *	209	936	3	4800	0.195	194	1130	3	4800	0.235	0	1130	3	4800	0.235
Sb Right**	72	1	1600	0.045	8	80	1	1600	0.050	11	91	1	1600	0.057	0	91	1	1600	0.057	0	91	1	1600	0.057
Eb Left	72	1	1600	0.045	8	80	1	1600	0.050	21	101	1	1600	0.063	0	101	1	1600	0.063	0	101	1	1600	0.063
Eb Thru	14	1	1600	0.058 *	2	16	1	1600	0.064 *	0	16	1	1600	0.068 *	0	16	1	1600	0.068 *	0	16	1	1600	0.010 *
Eb Right	78	0	0	-	9	87	0	0	-	7	94	0	0	-	0	94	0	0	-	0	94	1	1600	0.058
Wb Left	31	0	0	0.000	3	34	0	0	0.000	0	34	0	0	0.000	0	34	0	0	0.000	0	34	0	0	0.000
Wb Thru	16	2	3200	0.019 *	2	18	2	3200	0.022 *	0	18	2	3200	0.022 *	0	18	2	3200	0.022 *	0	18	2	3200	0.022 *
Wb Right	15	0	0	-	2	17	0	0	-	0	17	0	0	-	0	17	0	0	-	0	17	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.459**					**0.498**					**0.639**					**0.904**					**0.846**
LOS				**A**					**A**					**B**					**D**					**D**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.265
Significant Impact: NO

Area Traffic Mitigation: 0.207 Restripe EB to provide an exclusive right-turn lane

TOTAL	1849		TOTAL	203	2052		TOTAL	895	2947		TOTAL	1044	3991						0	3991			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Currier Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU43.wk4
E/W Split Phasing

Brea Canyon Road @ Currier Road
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2004
Projection Year: 2015

	2004 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	80	1	1600	0.050 *	9	89	1	1600	0.056 *	16	105	1	1600	0.066 *	0	105	1	1600	0.066 *	0	105	1	1600	0.066 *
Nb Thru	680	2	3200	0.213	75	755	2	3200	0.236	313	1068	2	3200	0.334	409	1477	2	3200	0.462	0	1477	2	3200	0.462
Nb Right**	24	1	1600	0.015	3	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017
Sb Left	11	1	1600	0.007	1	12	1	1600	0.008	0	12	1	1600	0.008	0	12	1	1600	0.008	0	12	1	1600	0.008
Sb Thru	957	2	3200	0.299 *	105	1062	2	3200	0.332 *	653	1715	3	4800	0.357 *	926	2641	3	4800	0.550 *	0	2641	3	4800	0.550 *
Sb Right**	112	1	1600	0.070	12	124	1	1600	0.078	33	157	1	1600	0.098	0	157	1	1600	0.098	0	157	1	1600	0.098
Eb Left	113	1	1600	0.071	12	125	1	1600	0.078	27	152	1	1600	0.095	0	152	1	1600	0.095	0	152	1	1600	0.095
Eb Thru	13	1	1600	0.124 *	1	14	1	1600	0.137 *	0	14	1	1600	0.147 *	0	14	1	1600	0.147 *	0	14	1	1600	0.009 *
Eb Right	185	0	0	-	20	205	0	0	-	15	220	0	0	-	0	220	0	0	-	0	220	1	1600	0.138
Wb Left	295	0	0	0.000	32	327	0	0	0.000	0	327	0	0	0.000	0	327	0	0	0.000	0	327	0	0	0.000
Wb Thru	97	2	3200	0.127 *	11	108	2	3200	0.140 *	0	108	2	3200	0.140 *	0	108	2	3200	0.140 *	0	108	2	3200	0.140 *
Wb Right	13	0	0	-	1	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.700					0.765					0.810					1.003					0.865
LOS				B					C					D					E					D

C-A90

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.193
Significant Impact: YES

Area Traffic Mitigation: 0.055 Restripe EB to provide an exclusive right-turn lane

TOTAL	2580		TOTAL	284	2864		TOTAL	1057	3921		TOTAL	1335	5256						0	5256			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Washington Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU44.wk4

Brea Canyon Road @ Washington Street
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	42	1	1600	0.026	5	47	1	1600	0.029	0	47	1	1600	0.029	0	47	1	1600	0.029	0	47	1	1600	0.029
Nb Thru	1340	2	3200	0.419 *	147	1487	2	3200	0.465 *	833	2320	2	3200	0.725 *	850	3170	2	3200	0.991 *	0	3170	3	4800	0.723 *
Nb Right**	41	1	1600	0.026	5	46	1	1600	0.028	254	300	1	1600	0.187	0	300	1	1600	0.187	0	300	0	0	-
Sb Left	44	1	1600	0.028 *	5	49	1	1600	0.031 *	13	62	1	1600	0.039 *	0	62	1	1600	0.039 *	0	62	1	1600	0.039 *
Sb Thru	686	2	3200	0.222	75	761	2	3200	0.247	235	996	3	4800	0.208	194	1190	3	4800	0.248	0	1190	3	4800	0.248
Sb Right	25	0	0	-	3	28	0	0	-	0	28	1	1600	0.017	0	28	1	1600	0.017	0	28	1	1600	0.017
Eb Left	7	0	0	0.000 *	1	8	0	0	0.000 *	0	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000
Eb Thru	0	1	1600	0.008	0	0	1	1600	0.008	0	0	1	1600	0.005 *	0	0	1	1600	0.005 *	0	0	1	1600	0.005 *
Eb Right	5	0	0	-	1	6	0	0	-	0	6	1	1600	0.003	0	6	1	1600	0.003	0	6	1	1600	0.003
Wb Left	94	0	0	0.000	10	104	0	0	0.000	56	160	2	2880	0.056 *	0	160	2	2880	0.056 *	0	160	2	2880	0.056 *
Wb Thru	2	1	1600	0.060 *	0	2	1	1600	0.067 *	0	2	1	1600	0.001	0	2	1	1600	0.001	0	2	1	1600	0.001
Wb Right	95	1	1600	0.059	10	105	1	1600	0.066	3	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.537**					**0.593**					**0.855**					**1.121**					**0.853**
LOS				**A**					**A**					**D**					**F**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.266
Significant Impact: YES

Area Traffic Mitigation: Widen the NB approach to convert the right-turn lane to a shared through/right-turn lane

TOTAL	2381		TOTAL	262	2643		TOTAL	1394	4037		TOTAL	1044	5081						0	5081			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Washington Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU44.wk4

Brea Canyon Road @ Washington Street
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	6	1	1600	0.004 *	1	7	1	1600	0.004 *	0	7	1	1600	0.004	0	7	1	1600	0.004 *	0	7	1	1600	0.004 *
Nb Thru	908	2	3200	0.284	100	1008	2	3200	0.315	350	1358	2	3200	0.424 *	409	1767	2	3200	0.552	0	1767	3	4800	0.407
Nb Right**	103	1	1600	0.064	11	114	1	1600	0.071	74	188	1	1600	0.118	0	188	1	1600	0.118	0	188	0	0	-
Sb Left	76	1	1600	0.048	8	84	1	1600	0.053	4	88	1	1600	0.055 *	0	88	1	1600	0.055	0	88	1	1600	0.055
Sb Thru	1222	2	3200	0.383 *	134	1356	2	3200	0.425 *	871	2227	3	4800	0.464	926	3153	3	4800	0.657 *	0	3153	3	4800	0.657 *
Sb Right	4	0	0	-	0	4	0	0	-	0	4	1	1600	0.003	0	4	1	1600	0.003	0	4	1	1600	0.003
Eb Left	45	0	0	0.000	5	50	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000
Eb Thru	2	1	1600	0.052 *	0	2	1	1600	0.058 *	0	2	1	1600	0.033 *	0	2	1	1600	0.033 *	0	2	1	1600	0.033 *
Eb Right	36	0	0	-	4	40	0	0	-	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Left	74	0	0	0.000 *	8	82	0	0	0.000 *	253	335	2	2880	0.116 *	0	335	2	2880	0.116 *	0	335	2	2880	0.116 *
Wb Thru	1	1	1600	0.047	0	1	1	1600	0.052	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Wb Right	53	1	1600	0.033	6	59	1	1600	0.037	13	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.469**					**0.517**					**0.658**					**0.840**					**0.840**
LOS				**A**					**A**					**B**					**D**					**D**

C-13 A62

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.182
Significant Impact: NO

Area Traffic Mitigation: Widen the NB approach to convert the right-turn lane to a shared

TOTAL	2530		TOTAL	278	2808		TOTAL	1565	4373		TOTAL	1335	5708						0	5708			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Lycoming Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU45.wk4

Brea Canyon Road @ Lycoming Street
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	340	1	1600	0.213	37	377	1	1600	0.236	0	377	2	2880	0.131	0	377	2	2880	0.131	0	377	2	2880	0.131
Nb Thru	1376	2	3200	0.430 *	151	1527	2	3200	0.477 *	1072	2599	3	4800	0.554 *	850	3449	3	4800	0.732 *	0	3449	3	4800	0.732 *
Nb Right**	56	1	1600	0.035	6	62	1	1600	0.039	0	62	0	0	-	0	62	0	0	-	0	62	0	0	-
Sb Left	27	1	1600	0.017 *	3	30	1	1600	0.019 *	14	44	1	1600	0.027 *	0	44	1	1600	0.027 *	0	44	1	1600	0.027 *
Sb Thru	639	2	3200	0.226	70	709	2	3200	0.251	274	983	3	4800	0.205	194	1177	3	4800	0.245	0	1177	4	6400	0.199
Sb Right	85	0	0	-	9	94	0	0	-	0	94	1	1600	0.059	0	94	1	1600	0.059	0	94	0	0	-
Eb Left	36	0	0	0.000	4	40	0	0	0.000	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Eb Thru	26	1	1600	0.140 *	3	29	1	1600	0.155 *	5	34	1	1600	0.021	0	34	1	1600	0.021	0	34	1	1600	0.021
Eb Right	162	0	0	-	18	180	0	0	-	0	180	1	1600	0.112	0	180	1	1600	0.112	0	180	1	1600	0.112
Wb Left	116	0	0	0.000 *	13	129	0	0	0.000 *	47	176	2	2880	0.061	0	176	2	2880	0.061	0	176	2	2880	0.061
Wb Thru	82	1	1600	0.138	9	91	1	1600	0.153	3	94	1	1600	0.077 *	0	94	1	1600	0.077 *	0	94	1	1600	0.077 *
Wb Right	23	0	0	-	3	26	0	0	-	3	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.617**					**0.681**					**0.713**					**0.891**					**0.891**
LOS				**B**					**B**					**C**					**D**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.178
Significant Impact: NO

Area Traffic Mitigation: Widen NB to provide 4th through lane

TOTAL	2968			TOTAL	326	3294			TOTAL	1418	4712			TOTAL	1044	5756				0	5756			

C.12
A63

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Lycoming Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU45.wk4

Brea Canyon Road @ Lycoming Street
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	278	1	1600	0.174 *	31	309	1	1600	0.193 *	0	309	2	2880	0.107	0	309	2	2880	0.107	0	309	2	2880	0.107
Nb Thru	953	2	3200	0.298	105	1058	2	3200	0.331	416	1474	3	4800	0.337	409	1883	3	4800	0.422	0	1883	3	4800	0.422
Nb Right**	129	1	1600	0.081	14	143	1	1600	0.089	0	143	0	0	-	0	143	0	0	-	0	143	0	0	-
Sb Left	21	1	1600	0.013	2	23	1	1600	0.015	15	38	1	1600	0.024	0	38	1	1600	0.024	0	38	1	1600	0.024
Sb Thru	1335	2	3200	0.442 *	147	1482	2	3200	0.490 *	1097	2579	3	4800	0.537 *	926	3505	3	4800	0.730 *	0	3505	4	6400	0.561 *
Sb Right	79	0	0	-	9	88	0	0	-	0	88	1	1600	0.055	0	88	1	1600	0.055	0	88	0	0	-
Eb Left	52	0	0	0.000	6	58	0	0	0.000	0	58	1	1600	0.036	0	58	1	1600	0.036	0	58	1	1600	0.036
Eb Thru	44	1	1600	0.195 *	5	49	1	1600	0.216 *	7	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035
Eb Right	216	0	0	-	24	240	0	0	-	0	240	1	1600	0.150 *	0	240	1	1600	0.150 *	0	240	1	1600	0.150 *
Wb Left	95	0	0	0.000 *	10	105	0	0	0.000 *	51	156	2	2880	0.054 *	0	156	2	2880	0.054 *	0	156	2	2880	0.054 *
Wb Thru	63	1	1600	0.108	7	70	1	1600	0.119	3	73	1	1600	0.058	0	73	1	1600	0.058	0	73	1	1600	0.058
Wb Right	14	0	0	-	2	16	0	0	-	4	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.841**					**0.929**					**0.771**					**0.964**					**0.795**
LOS				**D**					**E**					**C**					**E**					**C**

C-145 A 4/4

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.193
Significant Impact: YES

Area Traffic Mitigation: Widen NB to provide 4th through lane

TOTAL	3279		TOTAL	361	3640		TOTAL	1593	5233		TOTAL	1335	6568						0	6568			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU46.wk4

Brea Canyon Road @ SR-60 WB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	427	2	2880	0.148 *	47	474	2	2880	0.165 *	2	476	2	2880	0.165	0	476	2	2880	0.165	0	476	2	2880	0.165
Nb Thru	874	2	3200	0.273	96	970	2	3200	0.303	499	1469	2	3200	0.459 *	554	2023	2	3200	0.632 *	0	2023	3	4800	0.421 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	877	2	3200	0.274 *	96	973	2	3200	0.304 *	86	1059	3	4800	0.221	115	1174	3	4800	0.245	0	1174	3	4800	0.245
Sb Right	154	1	1600	0.096	17	171	1	1600	0.107	171	342	FREE	9999999	0.000	79	421	FREE	9999999	0.000	0	421	FREE	9999999	0.000
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	419	0	0	0.000	46	465	0	0	0.000	4	469	1	1600	0.293	0	469	1	1600	0.293	0	469	1	1600	0.293
Wb Thru	7	2	3200	0.399 *	1	8	2	3200	0.443 *	0	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000
Wb Right	851	0	0	-	94	945	0	0	-	114	1059	2	2880	0.368 *	296	1355	2	2880	0.470 *	0	1355	2	2880	0.470 *
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.861**					**0.942**					**0.857**					**1.132**					**0.921**
LOS				**D**					**E**					**D**					**F**					**E**

A95

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.275
Significant Impact: YES

Area Traffic Mitigation: Widen NB to provide 3rd through lane

TOTAL	3609		TOTAL	397	4006		TOTAL	876	4882		TOTAL	1044	5926						0	5926			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU46.wk4

Brea Canyon Road @ SR-60 WB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	322	2	2880	0.112 *	35	357	2	2880	0.124 *	10	367	2	2880	0.128 *	0	367	2	2880	0.128 *	0	367	2	2880	0.128 *
Nb Thru	833	2	3200	0.260	92	925	2	3200	0.289	270	1195	2	3200	0.373	309	1504	2	3200	0.470	0	1504	3	4800	0.313
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1223	2	3200	0.382 *	135	1358	2	3200	0.424 *	188	1546	3	4800	0.322 *	532	2078	3	4800	0.433 *	0	2078	3	4800	0.433 *
Sb Right	339	1	1600	0.212	37	376	1	1600	0.235	680	1056	FREE	9999999	0.000	394	1450	FREE	9999999	0.000	0	1450	FREE	9999999	0.000
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	269	0	0	0.000	30	299	0	0	0.000	7	306	1	1600	0.191	0	306	1	1600	0.191	0	306	1	1600	0.191
Wb Thru	2	2	3200	0.253 *	0	2	2	3200	0.281 *	0	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000
Wb Right	538	0	0	-	59	597	0	0	-	69	666	2	2880	0.231 *	100	766	2	2880	0.266 *	0	766	2	2880	0.266 *
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.777**					**0.859**					**0.711**					**0.857**					**0.857**
LOS				**C**					**D**					**C**					**D**					**D**

C-147 A96

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.146
Significant Impact: NO

Area Traffic Mitigation: Widen NB to provide 3rd through lane

TOTAL	3526		TOTAL	388	3914		TOTAL	1224	5138		TOTAL	1335	6473						0	6473			

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INTERSECTION CAPACITY UTILIZATION

N-S St: SR-60 EB Ramps
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU52.wk4
N/S Split Phasing

SR-60 EB Ramps @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

E/W and N/S Split

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	30	0	0	0.000	3	33	0	0	0.000	0	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021
Nb Thru	23	1	1600	0.049 *	3	26	1	1600	0.054 *	0	26	1	1600	0.033 *	0	26	1	1600	0.033 *	0	26	1	1600	0.033 *
Nb Right	25	0	0	-	3	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Sb Left	561	0	0	0.000	62	623	0	0	0.000	493	1116	0	0	0.000	383	1499	0	0	0.000	0	1499	0	0	0.000
Sb Thru	3	2	3200	0.217 *	0	3	2	3200	0.241 *	0	3	2	3200	0.350 *	0	3	2	3200	0.469 *	0	3	2	3200	0.469 *
Sb Right	130	0	0	-	14	144	0	0	-	4	148	1	1600	0.093	0	148	1	1600	0.093	0	148	1	1600	0.093
Eb Left	269	1	1600	0.168 *	30	299	1	1600	0.187 *	3	302	2	2880	0.105	0	302	2	2880	0.105	0	302	2	2880	0.105
Eb Thru	494	2	3200	0.154	54	548	2	3200	0.171	102	650	3	4800	0.138 *	59	709	3	4800	0.151 *	0	709	3	4800	0.151 *
Eb Right	13	1	1600	0.008	1	14	1	1600	0.009	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Wb Left	27	1	1600	0.017	3	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	978	2	3200	0.306	108	1086	2	3200	0.339	85	1171	4	6400	0.277 *	23	1194	4	6400	0.289 *	0	1194	4	6400	0.289 *
Wb Right	498	1	1600	0.311 *	55	553	1	1600	0.345 *	47	600	0	0	-	55	655	0	0	-	0	655	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.775					0.857					0.828					0.972					0.972
LOS				C					D					D					E					E

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.144
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3051		TOTAL	336	3387		TOTAL	734	4121		TOTAL	520	4641						0	4641				

0.144
A67

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INTERSECTION CAPACITY UTILIZATION

N-S St: SR-60 EB Ramps
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU52.wk4
N/S Split Phasing

SR-60 EB Ramps @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

E/W and N/S Split

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	23	0	0	0.000	3	26	0	0	0.000	0	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016
Nb Thru	27	1	1600	0.063 *	3	30	1	1600	0.070 *	0	30	1	1600	0.054 *	0	30	1	1600	0.054 *	0	30	1	1600	0.054 *
Nb Right	51	0	0	-	6	57	0	0	-	0	57	0	0	-	0	57	0	0	-	0	57	0	0	-
Sb Left	485	0	0	0.000	53	538	0	0	0.000	190	728	0	0	0.000	149	877	0	0	0.000	0	877	0	0	0.000
Sb Thru	4	2	3200	0.211 *	0	4	2	3200	0.234 *	0	4	2	3200	0.229 *	0	4	2	3200	0.276 *	0	4	2	3200	0.276 *
Sb Right	185	0	0	-	20	205	0	0	-	7	212	1	1600	0.133	0	212	1	1600	0.133	0	212	1	1600	0.133
Eb Left	210	1	1600	0.131 *	23	233	1	1600	0.146 *	8	241	2	2880	0.084	0	241	2	2880	0.084	0	241	2	2880	0.084
Eb Thru	954	2	3200	0.298	105	1059	2	3200	0.331	146	1205	3	4800	0.264 *	64	1269	3	4800	0.277 *	0	1269	3	4800	0.277 *
Eb Right	54	1	1600	0.034	6	60	1	1600	0.037	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Wb Left	87	1	1600	0.054	10	97	1	1600	0.060	0	97	1	1600	0.060	0	97	1	1600	0.060	0	97	1	1600	0.060
Wb Thru	799	2	3200	0.250 *	88	887	2	3200	0.277 *	173	1060	4	6400	0.243 *	88	1148	4	6400	0.303 *	0	1148	4	6400	0.303 *
Wb Right	313	1	1600	0.196	34	347	1	1600	0.217	147	494	0	0	-	295	789	0	0	-	0	789	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.685**					**0.757**					**0.820**					**0.940**					**0.940**
LOS				**B**					**C**					**D**					**E**					**E**

C-14 of 68

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.120
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3192		TOTAL	351	3543		TOTAL	671	4214		TOTAL	596	4810							0	4810			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU53.wk4

Brea Canyon Road @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	164	1	1600	0.103 *	18	182	1	1600	0.114 *	12	194	2	2880	0.067 *	0	194	2	2880	0.067	0	194	2	2880	0.067
Nb Thru	410	2	3200	0.233	45	455	2	3200	0.258	110	565	2	3200	0.177	114	679	2	3200	0.212 *	0	679	2	3200	0.212 *
Nb Right	335	0	0	-	37	372	0	0	-	6	378	1	1600	0.236	24	402	1	1600	0.251	0	402	1	1600	0.251
Sb Left	209	2	2880	0.073	23	232	2	2880	0.081	17	249	2	2880	0.086	0	249	2	2880	0.086 *	0	249	2	2880	0.086
Sb Thru	554	2	3200	0.173	61	615	2	3200	0.192	32	647	2	3200	0.202 *	38	685	2	3200	0.214	0	685	2	3200	0.214
Sb Right	655	1	1600	0.409 *	72	727	1	1600	0.454 *	68	795	2	2880	0.276	7	802	2	2880	0.278	0	802	2	2880	0.278
Eb Left	390	2	2880	0.135	43	433	2	2880	0.150	511	944	2	2880	0.328 *	440	1384	2	2880	0.481 *	0	1384	3	4800	0.288 *
Eb Thru	485	2	3200	0.152	53	538	2	3200	0.168	75	613	2	3200	0.270	2	615	2	3200	0.271	0	615	3	4800	0.181
Eb Right	220	1	1600	0.138	24	244	1	1600	0.153	8	252	0	0	-	0	252	0	0	-	0	252	0	0	-
Wb Left	203	1	1600	0.127	22	225	1	1600	0.141	1	226	2	2880	0.079	6	232	2	2880	0.081	0	232	2	2880	0.081
Wb Thru	772	2	3200	0.241	85	857	2	3200	0.268	51	908	3	4800	0.312 *	1	909	3	4800	0.312 *	0	909	3	4800	0.189
Wb Right	522	1	1600	0.326 *	57	579	1	1600	0.362 *	8	587	0	0	-	0	587	0	0	-	0	587	1	1600	0.367 *
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.795**					**0.879**					**0.939**					**1.121**					**0.897**
LOS				**C**					**D**					**E**					**F**					**D**

A69 (150)

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.182
Significant Impact: YES

-0.042
Area Traffic Mitigation: Widen the north, east, and west legs of the intersection

TOTAL	4919		TOTAL	541	5460		TOTAL	899	6359		TOTAL	632	6991						0	6991				

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU53.wk4

Brea Canyon Road @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	300	1	1600	0.188 *	33	333	1	1600	0.208 *	21	354	2	2880	0.123 *	0	354	2	2880	0.123 *	0	354	2	2880	0.123 *
Nb Thru	654	2	3200	0.316	72	726	2	3200	0.351	63	789	2	3200	0.247	102	891	2	3200	0.278	0	891	2	3200	0.278
Nb Right	358	0	0	-	39	397	0	0	-	3	400	1	1600	0.250	7	407	1	1600	0.255	0	407	1	1600	0.255
Sb Left	276	2	2880	0.096	30	306	2	2880	0.106	9	315	2	2880	0.110	0	315	2	2880	0.110	0	315	2	2880	0.110
Sb Thru	566	2	3200	0.177	62	628	2	3200	0.196	129	757	2	3200	0.237 *	155	912	2	3200	0.285 *	0	912	2	3200	0.285 *
Sb Right	554	1	1600	0.346 *	61	615	1	1600	0.384 *	184	799	2	2880	0.277	377	1176	2	2880	0.408	0	1176	2	2880	0.408
Eb Left	291	2	2880	0.101	32	323	2	2880	0.112	218	541	2	2880	0.188	207	748	2	2880	0.260	0	748	3	4800	0.156
Eb Thru	939	2	3200	0.293 *	103	1042	2	3200	0.326 *	90	1132	2	3200	0.449 *	6	1138	2	3200	0.451 *	0	1138	3	4800	0.301 *
Eb Right	250	1	1600	0.156	28	278	1	1600	0.173	27	305	0	0	-	0	305	0	0	-	0	305	0	0	-
Wb Left	276	1	1600	0.173 *	30	306	1	1600	0.191 *	8	314	2	2880	0.109 *	23	337	2	2880	0.117 *	0	337	2	2880	0.117 *
Wb Thru	711	2	3200	0.222	78	789	2	3200	0.247	115	904	3	4800	0.256	6	910	3	4800	0.257	0	910	3	4800	0.190
Wb Right	261	1	1600	0.163	29	290	1	1600	0.181	35	325	0	0	-	0	325	0	0	-	0	325	1	1600	0.203
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.929**					**1.027**					**0.948**					**1.008**					**0.856**
LOS				**E**					**F**					**E**					**F**					**D**

C-151 A 7o

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.058
Significant Impact: YES

Area Traffic Mitigation: -0.092 Widen the north, east, and west legs of the intersection

TOTAL	5436		TOTAL	598	6034		TOTAL	902	6936		TOTAL	883	7819						0	7819				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2015 \55AM2015WOSXTOTA
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2015
Analysis Time Period	AM PEAK HOUR		

Project Description	Year 2015 CUMULATIVE+PROJECT (Without Sunset Xing Road Ext)
East/West Street:	FERRERO PARKWAY
North/South Street:	GRAND AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	0	0	0	3228	536
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	3228	536
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	0	0	0	2	1
Configuration					T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	178
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	178
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (vph)								178
C (m) (vph)								130
v/c								1.37
95% queue length								11.70
Control Delay								270.6
LOS								F
Approach Delay	--	--				270.6		
Approach LOS	--	--				F		

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IS Delay = 12.22 sec/veh, WSB

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2015 \55PM2015WOSXTOTA
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2015
Analysis Time Period	PM PEAK HOUR		

Project Description	Year 2015 CUMULATIVE+PROJECT (Without Sunset Xing Road Ext)
East/West Street:	FERRERO PARKWAY
North/South Street:	GRAND AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	0	0	0	2835	271
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	2835	271
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	0	0	0	2	1
Configuration					T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	698
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	698
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (vph)								698
C (m) (vph)								170
v/c								4.11
95% queue length								69.75
Control Delay								999
LOS								F
Approach Delay	--	--						
Approach LOS	--	--				F		

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IS Delay = 183.31 sec/veh, LOS F

A22

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Ferrero Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU55.wk4

Grand Avenue @ Ferrero Parkway
Peak hr: AM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1644	2	3200	0.514 *	197	1841	2	3200	0.575 *	148	1989	3	4800	0.540 *	379	2368	3	4800	0.619	0	2368	3	4800	0.619
Nb Right**	124	1	1600	0.078	15	139	1	1600	0.087	466	605	0	0	-	0	605	0	0	-	0	605	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1220	2	3200	0.381	146	1366	2	3200	0.427	409	1775	3	4800	0.482	1453	3228	3	4800	0.784 *	0	3228	3	4800	0.784
Sb Right**	171	1	1600	0.107	20	191	1	1600	0.119	345	536	0	0	-	0	536	0	0	-	0	536	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	36	1	1600	0.023	4	41	1	1600	0.025	137	178	1	1600	0.111 *	0	178	1	1600	0.111 *	0	178	FREE	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	40	1	1600	0.025 *	5	45	1	1600	0.028 *	117	162	1	1600	0.101	0	162	1	1600	0.101	0	162	FREE	9999999	0.000
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.639**					**0.703**					**0.751**					**0.995**					**0.000**
LOS				**B**					**B**					**C**					**E**					**A**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.244
Significant Impact: YES

Area Traffic Mitigation:

TOTAL	3235		TOTAL	388	3623		TOTAL	1622	5245		TOTAL	1832	7077						0	7077			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Ferrero Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU55.wk4

Grand Avenue @ Ferrero Parkway
Peak hr: PM
Annual Growth: 1.00%

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1115	2	3200	0.348	134	1249	2	3200	0.390	554	1803	3	4800	0.434	1664	3467	3	4800	0.781 *	0	3467	3	4800	0.781
Nb Right**	26	1	1600	0.016	3	29	1	1600	0.018	251	280	0	0	-	0	280	0	0	-	0	280	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000
Sb Thru	1517	2	3200	0.474 *	182	1699	2	3200	0.531 *	313	2012	3	4800	0.476 *	823	2835	3	4800	0.647	0	2835	3	4800	0.647
Sb Right**	26	1	1600	0.016	3	29	1	1600	0.018	242	271	0	0	-	0	271	0	0	-	0	271	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	134	1	1600	0.084 *	16	150	1	1600	0.094 *	548	698	1	1600	0.437 *	0	698	1	1600	0.437 *	0	698	FREE	9999999	0.000
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	75	1	1600	0.047	9	84	1	1600	0.052	448	532	1	1600	0.332	0	532	1	1600	0.332	0	532	FREE	9999999	0.000
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.658**					**0.725**					**1.013**					**1.318**					**0.000**
LOS				**B**					**C**					**F**					**F**					**A**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.305
Significant Impact: YES

Area Traffic Mitigation:

TOTAL	2894		TOTAL	347	3241		TOTAL	2356	5597		TOTAL	2487	8084						0	8084			

C-15 R24

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Old Brea Canyon Road-SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU56.wk4
E/W Split Phasing

Grand Avenue @ Old Brea Canyon Road-SR-60 WB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2015

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	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	32	1	1600	0.020	4	36	1	1600	0.022	6	42	1	1600	0.026	466	508	1	1600	0.317	0	508	2	2880	0.176
Nb Thru	1520	2	3200	0.475 *	167	1687	2	3200	0.527 *	454	2141	4	6400	0.335 *	1015	3156	4	6400	0.493 *	0	3156	4	6400	0.493 *
Nb Right	336	1	1600	0.210	37	373	1	1600	0.233	37	410	1	1600	0.256	0	410	1	1600	0.256	0	410	1	1600	0.256
Sb Left	392	2	2880	0.136 *	43	435	2	2880	0.151 *	57	492	2	2880	0.171	35	527	2	2880	0.183	0	527	2	2880	0.183
Sb Thru	793	2	3200	0.252	87	880	2	3200	0.279	279	1159	3	4800	0.242	213	1372	3	4800	0.286	0	1372	4	6400	0.231
Sb Right	12	0	0	-	1	13	0	0	-	3	16	1	1600	0.010	91	107	1	1600	0.067	0	107	0	0	-
Eb Left	4	1	1600	0.003	0	4	1	1600	0.003	2	6	1	1600	0.004	18	24	1	1600	0.015	0	24	2	2880	0.008
Eb Thru	6	1	1600	0.007 *	1	7	1	1600	0.008 *	2	9	1	1600	0.010 *	17	26	1	1600	0.110 *	0	26	1	1600	0.016 *
Eb Right	5	0	0	-	1	6	0	0	-	2	8	0	0	-	143	151	0	0	-	0	151	FREE	9999999	0.000
Wb Left	422	0	0	0.000	46	468	0	0	0.000	55	523	2	2880	0.182	0	523	2	2880	0.182	0	523	3	4800	0.109
Wb Thru	19	3	4800	0.173 *	2	21	3	4800	0.191 *	4	25	1	1600	0.016	122	147	1	1600	0.092	0	147	1	1600	0.092
Wb Right	387	0	0	-	43	430	0	0	-	608	1038	2	2880	0.360 *	293	1331	2	2880	0.462 *	0	1331	2	2880	0.462 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.821					0.907					0.735					1.095					1.001
LOS				D					E					C					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.360
Significant Impact: YES

0.266
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	3928		TOTAL	432	4360		TOTAL	1509	5869		TOTAL	2413	8282						0	8282				

C-13-A75

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Old Brea Canyon Road-SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU56.wk4
E/W Split Phasing

Grand Avenue @ Old Brea Canyon Road-SR-60 WB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	26	1	1600	0.016	3	29	1	1600	0.018	44	73	1	1600	0.046 *	386	459	1	1600	0.287 *	0	459	2	2880	0.159 *
Nb Thru	1011	2	3200	0.316 *	111	1122	2	3200	0.351 *	357	1479	4	6400	0.231	334	1813	4	6400	0.283	0	1813	4	6400	0.283
Nb Right	249	1	1600	0.156	27	276	1	1600	0.173	73	349	1	1600	0.218	0	349	1	1600	0.218	0	349	1	1600	0.218
Sb Left	480	2	2880	0.167 *	53	533	2	2880	0.185 *	229	762	2	2880	0.265	268	1030	2	2880	0.358	0	1030	2	2880	0.358
Sb Thru	1407	2	3200	0.444	155	1562	2	3200	0.493	977	2539	3	4800	0.529 *	960	3499	3	4800	0.729 *	0	3499	4	6400	0.556 *
Sb Right	13	0	0	-	1	14	0	0	-	30	44	1	1600	0.028	31	75	1	1600	0.047	0	75	0	0	-
Eb Left	20	1	1600	0.013	2	22	1	1600	0.014	36	58	1	1600	0.036	116	174	1	1600	0.109	0	174	2	2880	0.060
Eb Thru	4	1	1600	0.024 *	0	4	1	1600	0.026 *	24	28	1	1600	0.079 *	102	130	1	1600	0.591 *	0	130	1	1600	0.082 *
Eb Right	34	0	0	-	4	38	0	0	-	60	98	0	0	-	718	816	0	0	-	0	816	FREE	9999999	0.000
Wb Left	646	0	0	0.000	71	717	0	0	0.000	41	758	2	2880	0.263	0	758	2	2880	0.263	0	758	3	4800	0.158 *
Wb Thru	26	3	4800	0.220 *	3	29	3	4800	0.244 *	23	52	1	1600	0.032 *	110	162	1	1600	0.101 *	0	162	1	1600	0.101
Wb Right	384	0	0	-	42	426	0	0	-	252	678	2	2880	0.236	69	747	2	2880	0.259	0	747	2	2880	0.259
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.757					0.836					0.716					1.738					0.987
LOS				C					D					C					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Adventec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 1.022
Significant Impact: YES

0.271
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4300		TOTAL	473	4773		TOTAL	2146	6919		TOTAL	3094	10013						0	10013				

C-17b

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU57.wk4

Grand Avenue @ SR-60 EB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

60

	2003 EXISTING TRAFFIC					2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000		0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1279	2	3200	0.400	*	141	1420	2	3200	0.444	* 297	1717	4	6400	0.268	* 1112	2829	4	6400	0.442	* 0	2829	4	6400	0.442	*
Nb Right	228	1	1600	0.143		25	253	1	1600	0.158	41	294	2	2880	0.102	0	294	2	2880	0.102	0	294	2	2880	0.102	
Sb Left	348	1	1600	0.218	*	38	386	1	1600	0.241	* 158	544	2	2880	0.189	* 98	642	2	2880	0.223	* 0	642	3	4800	0.134	*
Sb Thru	872	2	3200	0.273		96	968	2	3200	0.302	185	1153	3	4800	0.240	259	1412	3	4800	0.294	0	1412	3	4800	0.294	
Sb Right	0	0	0	-		0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	
Eb Left	604	1	1600	0.378		66	670	1	1600	0.419	202	872	2	2880	0.303	369	1241	2	2880	0.431	0	1241	3	4800	0.259	
Eb Thru	0	0	0	0.000		0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	
Eb Right	263	1	1600	0.164		29	292	1	1600	0.182	64	356	2	2880	0.124	0	356	2	2880	0.124	0	356	1	1600	0.222	
Wb Left	0	0	0	0.000		0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	
Wb Thru	0	0	0	0.000		0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	
Wb Right	0	0	0	-		0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	
Yellow Allowance:				0.100	*					0.100	*				0.100	*				0.100	*				0.100	*
Signal Coordination Adjustment				-0.070						-0.070					-0.070					-0.070					-0.070	
ICU				1.026						1.134					0.790					1.126					0.865	
LOS				F						F					C					F					D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.336
Significant Impact: YES

0.075
Area Traffic Mitigation: Widen the SB approach to provide a 3rd left-turn lane. Restripe the EB approach

TOTAL	3594			TOTAL	395	3989			TOTAL	947	4936			TOTAL	1838	6774				0	6774			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU57.wk4

Grand Avenue @ SR-60 EB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	847	2	3200	0.265	93	940	2	3200	0.294	350	1290	4	6400	0.202	516	1806	4	6400	0.282 *	0	1806	4	6400	0.282
Nb Right	564	1	1600	0.353 *	62	626	1	1600	0.391 *	71	697	2	2880	0.242 *	0	697	2	2880	0.242	0	697	2	2880	0.242
Sb Left	526	1	1600	0.329 *	58	584	1	1600	0.365 *	668	1252	2	2880	0.435 *	446	1698	2	2880	0.590 *	0	1698	3	4800	0.354
Sb Thru	1409	2	3200	0.440	155	1564	2	3200	0.489	436	2000	3	4800	0.417	1170	3170	3	4800	0.660	0	3170	3	4800	0.660 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	208	1	1600	0.130	23	231	1	1600	0.144	125	356	2	2880	0.124	135	491	2	2880	0.170	0	491	2	2880	0.170
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	403	1	1600	0.252 *	44	447	1	1600	0.280 *	51	498	2	2880	0.173 *	0	498	2	2880	0.173 *	0	498	2	2880	0.173 *
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.964					1.066					0.880					1.075					0.863
LOS				E					F					D					F					D
TOTAL	3957				TOTAL	435	4392			TOTAL	1701	6093			TOTAL	2267	8360				0	8360		

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.195
Significant Impact: YES

-0.017
Area Traffic Mitigation: Widen the SB approach to provide a 3rd left-turn lane. Restripe

C-178

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withSunset\ICU60.wk4

Grand Avenue @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

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	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	855	2	2880	0.297 *	94	949	2	2880	0.329 *	34	983	2	2880	0.341 *	0	983	2	2880	0.341	0	983	2	2880	0.341 *
Nb Thru	1088	2	3200	0.350	120	1208	2	3200	0.388	242	1450	3	4800	0.312	517	1967	3	4800	0.420 *	0	1967	5	8000	0.252
Nb Right	32	0	0	-	3	35	0	0	-	15	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	184	2	2880	0.064	20	204	2	2880	0.071	22	226	2	2880	0.078	131	357	2	2880	0.124	0	357	2	2880	0.124
Sb Thru	379	2	3200	0.118	42	421	2	3200	0.132	137	558	3	4800	0.116	121	679	3	4800	0.141	0	679	4	6400	0.106 *
Sb Right	510	1	1600	0.319 *	56	566	1	1600	0.354 *	92	658	2	2880	0.229 *	7	665	2	2880	0.231	0	665	FREE	9999999	0.000
Eb Left	123	2	2880	0.043	14	137	2	2880	0.048	49	186	2	2880	0.065	26	212	2	2880	0.074 *	0	212	2	2880	0.074 *
Eb Thru	152	2	3200	0.047	17	169	2	3200	0.053	19	188	3	4800	0.039	0	188	3	4800	0.039	0	188	3	4800	0.039
Eb Right	111	1	1600	0.069	12	123	1	1600	0.077	25	148	1	1600	0.093	0	148	1	1600	0.093	0	148	2	2880	0.052
Wb Left	111	1	1600	0.069	12	123	1	1600	0.077	25	148	2	2880	0.052	0	148	2	2880	0.052	0	148	2	2880	0.052
Wb Thru	1076	2	3200	0.414 *	118	1194	2	3200	0.459 *	30	1224	3	4800	0.255 *	0	1224	3	4800	0.255	0	1224	4	6400	0.191 *
Wb Right	248	0	0	-	27	275	0	0	-	47	322	1	1600	0.201	569	891	1	1600	0.557 *	0	891	2	2880	0.309
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				1.060					1.172					0.855					1.081					0.742
LOS				F					F					D					F					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.226
Significant Impact: YES

-0.113
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4869		TOTAL	536	5404		TOTAL	737	6141		TOTAL	1371	7512							0	7512			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withSunset\ICU60.wk4

Grand Avenue @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	245	2	2880	0.085	27	272	2	2880	0.094	32	304	2	2880	0.105	0	304	2	2880	0.105	0	304	2	2880	0.105
Nb Thru	690	2	3200	0.249	76	766	2	3200	0.276	234	1000	3	4800	0.240	251	1251	3	4800	0.292 *	0	1251	5	8000	0.175 *
Nb Right	107	0	0	-	12	119	0	0	-	32	151	0	0	-	0	151	0	0	-	0	151	0	0	-
Sb Left	306	2	2880	0.106	34	340	2	2880	0.118	80	420	2	2880	0.146	589	1009	2	2880	0.350 *	0	1009	2	2880	0.350 *
Sb Thru	1170	2	3200	0.366 *	129	1299	2	3200	0.406 *	315	1614	3	4800	0.336 *	552	2166	3	4800	0.451	0	2166	4	6400	0.338
Sb Right	222	1	1600	0.139	24	247	1	1600	0.154	90	337	2	2880	0.117	29	366	2	2880	0.127	0	366	FREE	9999999	0.000
Eb Left	599	2	2880	0.208	66	665	2	2880	0.231	127	792	2	2880	0.275	13	805	2	2880	0.279	0	805	2	2880	0.279 *
Eb Thru	726	2	3200	0.227	80	806	2	3200	0.252	40	846	3	4800	0.176	0	846	3	4800	0.176	0	846	3	4800	0.176
Eb Right	635	1	1600	0.397 *	70	705	1	1600	0.441 *	48	753	1	1600	0.471 *	0	753	1	1600	0.471 *	0	753	2	2880	0.262
Wb Left	115	1	1600	0.072 *	13	128	1	1600	0.080 *	20	148	2	2880	0.051 *	0	148	2	2880	0.051 *	0	148	2	2880	0.051
Wb Thru	289	2	3200	0.149	32	320	2	3200	0.165	27	347	3	4800	0.072	0	347	3	4800	0.072	0	347	4	6400	0.054 *
Wb Right	187	0	0	-	21	207	0	0	-	57	264	1	1600	0.165	252	516	1	1600	0.323	0	516	2	2880	0.179
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.865					0.957					0.888					1.089					0.888
LOS				D					E					D					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.201
Significant Impact: YES

Area Traffic Mitigation: 0.000 Widen all legs of the intersection

TOTAL	5291		TOTAL	582	5873		TOTAL	1102	6975		TOTAL	1686	8661						0	8661				

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Diamond Bar Villas Driveway
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU61.wk4

Grand Avenue @ Diamond Bar Villas Driveway
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	39	39	1	1600	0.024	0	39	1	1600	0.024	0	39	1	1600	0.024
Nb Thru	1882	2	3200	0.588 *	207	2089	2	3200	0.653 *	215	2304	2	3200	0.720 *	517	2821	2	3200	0.881 *	0	2821	3	4800	0.589 *
Nb Right	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	0	0	-
Sb Left	7	1	1600	0.004 *	1	8	1	1600	0.005 *	0	8	1	1600	0.005 *	0	8	1	1600	0.005 *	0	8	1	1600	0.005 *
Sb Thru	623	2	3200	0.195	69	691	2	3200	0.216	75	766	2	3200	0.240	121	887	2	3200	0.277	0	887	3	4800	0.208
Sb Right	0	0	0	-	0	0	0	0	-	113	113	1	1600	0.071	0	113	1	1600	0.071	0	113	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	88	88	2	2880	0.031 *	0	88	2	2880	0.031 *	0	88	2	2880	0.031 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	31	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019
Wb Left	7	0	0	0.000	1	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000
Wb Thru	0	1	1600	0.019 *	0	0	1	1600	0.021 *	0	0	1	1600	0.021 *	0	0	1	1600	0.021 *	0	0	1	1600	0.021 *
Wb Right	23	0	0	-	3	26	0	0	-	0	26	0	0	-	0	26	0	0	-	0	26	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.641**					**0.709**					**0.807**					**0.968**					**0.676**
LOS				**B**					**C**					**D**					**E**					**B**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.161
Significant Impact: YES

Area Traffic Mitigation: Restripe to provide 1-3-0 on the NB and SB approaches

TOTAL 2549 TOTAL 280 2830 TOTAL 561 3391 TOTAL 638 4029 0 4029

C.192 A81

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Diamond Bar Villas Driveway
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU61.wk4

Grand Avenue @ Diamond Bar Villas Driveway
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	52	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	52	1	1600	0.033 *
Nb Thru	1144	2	3200	0.357	126	1270	2	3200	0.397	155	1425	2	3200	0.445	251	1676	2	3200	0.524	0	1676	3	4800	0.350
Nb Right	3	1	1600	0.002	0	3	1	1600	0.002	0	3	1	1600	0.002	0	3	1	1600	0.002	0	3	0	0	-
Sb Left	16	1	1600	0.010	2	18	1	1600	0.011	0	18	1	1600	0.011	0	18	1	1600	0.011	0	18	1	1600	0.011
Sb Thru	2020	2	3200	0.631 *	222	2242	2	3200	0.701 *	276	2518	2	3200	0.787 *	552	3070	2	3200	0.959 *	0	3070	3	4800	0.662 *
Sb Right	0	0	0	-	0	0	0	0	-	108	108	1	1600	0.068	0	108	1	1600	0.068	0	108	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	161	161	2	2880	0.056 *	0	161	2	2880	0.056 *	0	161	2	2880	0.056 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	64	64	1	1600	0.040	0	64	1	1600	0.040	0	64	1	1600	0.040
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	1	1600	0.006 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *
Wb Right	9	0	0	-	1	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.667**					**0.737**					**0.912**					**1.084**					**0.787**
LOS				**B**					**C**					**E**					**F**					**C**
TOTAL	3192				TOTAL	351	3543			TOTAL	816	4359			TOTAL	803	5162				0	5162		

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.172
Significant Impact: YES

Area Traffic Mitigation: Restripe to provide 1-3-0 on the NB and SB approaches

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Montefino Avenue
E-W St: Grand Avenue
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU62.wk4

Montefino Avenue @ Grand Avenue
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	202	1	1600	0.126	22	224	1	1600	0.140	0	224	1	1600	0.140	0	224	1	1600	0.140	0	224	1	1600	0.140
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	23	1	1600	0.015	3	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	449	2	3200	0.140	49	498	2	3200	0.156	107	605	2	3200	0.189	121	726	2	3200	0.227	0	726	3	4800	0.183
Eb Right	136	1	1600	0.085	15	151	1	1600	0.094	0	151	1	1600	0.094	0	151	1	1600	0.094	0	151	0	0	-
Wb Left	35	1	1600	0.022	4	38	1	1600	0.024	0	38	1	1600	0.024	0	38	1	1600	0.024	0	38	1	1600	0.024
Wb Thru	1696	2	3200	0.530 *	187	1882	2	3200	0.588 *	248	2130	2	3200	0.666 *	517	2647	2	3200	0.827 *	0	2647	3	4800	0.552 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.686					0.758					0.836					0.997					0.722
LOS				B					C					D					E					C

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.161
Significant Impact: YES

-0.114
Area Traffic Mitigation: Restripe EB and WB to provide 3rd through lane

TOTAL	2540		TOTAL	279	2820		TOTAL	355	3175		TOTAL	638	3813						0	3813				

A&Z

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Coste Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Montefino Avenue
E-W St: Grand Avenue
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU62.wk4

Montefino Avenue @ Grand Avenue
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.171	30	303	1	1600	0.190	0	303	1	1600	0.190	0	303	1	1600	0.190	0	303	1	1600	0.190
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	51	1	1600	0.032	6	57	1	1600	0.035	0	57	1	1600	0.035	0	57	1	1600	0.035	0	57	1	1600	0.035
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1710	2	3200	0.534 *	188	1898	2	3200	0.593 *	344	2242	2	3200	0.701 *	552	2794	2	3200	0.873 *	0	2794	3	4800	0.644 *
Eb Right	266	1	1600	0.166	29	296	1	1600	0.185	0	296	1	1600	0.185	0	296	1	1600	0.185	0	296	0	0	-
Wb Left	31	1	1600	0.019 *	3	34	1	1600	0.021 *	0	34	1	1600	0.021 *	0	34	1	1600	0.021 *	0	34	1	1600	0.021 *
Wb Thru	857	2	3200	0.268	94	951	2	3200	0.297	201	1152	2	3200	0.360	251	1403	2	3200	0.439	0	1403	3	4800	0.292
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	- -	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.754					0.834					0.942					1.114					0.885
LOS				C					D					E					F					D

C-195 A83

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.172
Significant Impact: YES

Area Traffic Mitigation: -0.057 Restripe EB and WB to provide 3rd through lane

TOTAL	3188		TOTAL	351	3539		TOTAL	545	4084		TOTAL	803	4887						0	4887			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Gold Rush Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU84.wk4

Diamond Bar Boulevard @ Gold Rush Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
				V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C
Movement	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio
Nb Left	12	1	1600	0.008	1	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008
Nb Thru	743	2	3200	0.248 *	82	825	2	3200	0.276 *	199	1024	2	3200	0.338 *	0	1024	2	3200	0.338 *	0	1024	2	3200	0.338 *
Nb Right	52	0	0	-	6	58	0	0	-	0	58	0	0	-	0	58	0	0	-	0	58	0	0	-
Sb Left	341	1	1600	0.213 *	38	379	1	1600	0.237 *	0	379	1	1600	0.237 *	0	379	1	1600	0.237 *	0	379	1	1600	0.237 *
Sb Thru	770	2	3200	0.269	85	855	2	3200	0.299	79	934	2	3200	0.323	0	934	2	3200	0.323	0	934	2	3200	0.323
Sb Right	91	0	0	-	10	101	0	0	-	0	101	0	0	-	0	101	0	0	-	0	101	0	0	-
Eb Left	117	0	0	0.000 *	13	130	0	0	0.000 *	0	130	0	0	0.000 *	0	130	0	0	0.000 *	0	130	0	0	0.000 *
Eb Thru	4	1	1600	0.076	0	4	1	1600	0.084	0	4	1	1600	0.084	0	4	1	1600	0.084	0	4	1	1600	0.084
Eb Right	6	1	1600	0.004	1	7	1	1600	0.004	0	7	1	1600	0.004	0	7	1	1600	0.004	0	7	1	1600	0.004
Wb Left	86	0	0	0.000	9	95	0	0	0.000	0	95	0	0	0.000	0	95	0	0	0.000	0	95	0	0	0.000
Wb Thru	7	1	1600	0.249 *	1	8	1	1600	0.277 *	0	8	1	1600	0.277 *	0	8	1	1600	0.277 *	0	8	1	1600	0.277 *
Wb Right	306	0	0	-	34	340	0	0	-	0	340	0	0	-	0	340	0	0	-	0	340	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.740					0.820					0.882					0.882					0.882
LOS				C					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2535		TOTAL	279	2814		TOTAL	278	3092		TOTAL	0	3092						TOTAL	0	3092			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Gold Rush Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU84.wk4

Diamond Bar Boulevard @ Gold Rush Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	12	1	1600	0.008	1	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008
Nb Thru	1304	2	3200	0.433 *	143	1447	2	3200	0.481 *	148	1595	2	3200	0.527 *	0	1595	2	3200	0.527 *	0	1595	2	3200	0.527 *
Nb Right	82	0	0	-	9	91	0	0	-	0	91	0	0	-	0	91	0	0	-	0	91	0	0	-
Sb Left	193	1	1600	0.121 *	21	214	1	1600	0.134 *	0	214	1	1600	0.134 *	0	214	1	1600	0.134 *	0	214	1	1600	0.134 *
Sb Thru	724	2	3200	0.235	80	804	2	3200	0.261	238	1042	2	3200	0.335	0	1042	2	3200	0.335	0	1042	2	3200	0.335
Sb Right	28	0	0	-	3	31	0	0	-	0	31	0	0	-	0	31	0	0	-	0	31	0	0	-
Eb Left	31	0	0	0.000 *	3	34	0	0	0.000 *	0	34	0	0	0.000 *	0	34	0	0	0.000 *	0	34	0	0	0.000 *
Eb Thru	2	1	1600	0.021	0	2	1	1600	0.023	0	2	1	1600	0.023	0	2	1	1600	0.023	0	2	1	1600	0.023
Eb Right	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005
Wb Left	42	0	0	0.000	5	47	0	0	0.000	0	47	0	0	0.000	0	47	0	0	0.000	0	47	0	0	0.000
Wb Thru	5	1	1600	0.086 *	1	6	1	1600	0.096 *	0	6	1	1600	0.096 *	0	6	1	1600	0.096 *	0	6	1	1600	0.096 *
Wb Right	91	0	0	-	10	101	0	0	-	0	101	0	0	-	0	101	0	0	-	0	101	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.670					0.741					0.787					0.787					0.787
LOS				B					C					C					C					C

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* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2521		TOTAL	277	2798		TOTAL	386	3184		TOTAL	0	3184						TOTAL	0	3184			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Tin Drive-Crestview Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU85.wk4

Diamond Bar Boulevard @ Tin Drive-Crestview Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
				V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C
Movement	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio
Nb Left	42	1	1600	0.026 *	5	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *
Nb Thru	788	2	3200	0.246	87	875	2	3200	0.273	201	1076	2	3200	0.336	0	1076	2	3200	0.336	0	1076	2	3200	0.336
Nb Right	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Sb Left	65	1	1600	0.041	7	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045
Sb Thru	902	2	3200	0.296 *	99	1001	2	3200	0.328 *	81	1082	2	3200	0.353 *	0	1082	2	3200	0.353 *	0	1082	2	3200	0.353 *
Sb Right	44	0	0	-	5	49	0	0	-	0	49	0	0	-	0	49	0	0	-	0	49	0	0	-
Eb Left	30	0	0	0.000	3	33	0	0	0.000	0	33	0	0	0.000	0	33	0	0	0.000	0	33	0	0	0.000
Eb Thru	0	1	1600	0.044 *	0	0	1	1600	0.049 *	0	0	1	1600	0.049 *	0	0	1	1600	0.049 *	0	0	1	1600	0.049 *
Eb Right	41	0	0	-	5	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-
Wb Left	34	0	0	0.000 *	4	38	0	0	0.000 *	0	38	0	0	0.000 *	0	38	0	0	0.000 *	0	38	0	0	0.000 *
Wb Thru	1	1	1600	0.041	0	1	1	1600	0.045	0	1	1	1600	0.045	0	1	1	1600	0.045	0	1	1	1600	0.045
Wb Right	30	0	0	-	3	33	0	0	-	0	33	0	0	-	0	33	0	0	-	0	33	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.398					0.436					0.461					0.461					0.461
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1977		TOTAL	217	2194		TOTAL	282	2476		TOTAL	0	2476					TOTAL	0	2476			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: Tin Drive-Crestview Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2015-WithoutSunset\ICU85.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ Tin Drive-Crestview Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/05/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	47	1	1600	0.029	5	52	1	1600	0.033	0	52	1	1600	0.033	0	52	1	1600	0.033	0	52	1	1600	0.033
Nb Thru	1520	2	3200	0.475 *	167	1687	2	3200	0.527 *	153	1840	2	3200	0.575 *	0	1840	2	3200	0.575 *	0	1840	2	3200	0.575 *
Nb Right	14	1	1600	0.009	2	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010
Sb Left	40	1	1600	0.025 *	4	44	1	1600	0.028 *	0	44	1	1600	0.028 *	0	44	1	1600	0.028 *	0	44	1	1600	0.028 *
Sb Thru	793	2	3200	0.264	87	880	2	3200	0.293	242	1122	2	3200	0.369	0	1122	2	3200	0.369	0	1122	2	3200	0.369
Sb Right	53	0	0	-	6	59	0	0	-	0	59	0	0	-	0	59	0	0	-	0	59	0	0	-
Eb Left	21	0	0	0.000	2	23	0	0	0.000	0	23	0	0	0.000	0	23	0	0	0.000	0	23	0	0	0.000
Eb Thru	3	1	1600	0.033 *	0	3	1	1600	0.037 *	0	3	1	1600	0.037 *	0	3	1	1600	0.037 *	0	3	1	1600	0.037 *
Eb Right	29	0	0	-	3	32	0	0	-	0	32	0	0	-	0	32	0	0	-	0	32	0	0	-
Wb Left	33	0	0	0.000 *	4	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *
Wb Thru	1	1	1600	0.032	0	1	1	1600	0.035	0	1	1	1600	0.035	0	1	1	1600	0.035	0	1	1	1600	0.035
Wb Right	17	0	0	-	2	19	0	0	-	0	19	0	0	-	0	19	0	0	-	0	19	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.563**					**0.622**					**0.670**					**0.670**					**0.670**
LOS				**A**					**B**					**B**					**B**					**B**

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* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2571		TOTAL	283	2854		TOTAL	395	3249		TOTAL	0	3249						0	3249			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Baker Parkway-"B" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU86.wk4

Grand Avenue @ Baker Parkway-"B" Street
Peak hr: AM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	473	473	2	2880	0.164 *	0	473	2	2880	0.164	0	473	2	2880	0.164
Nb Thru	1644	2	3200	0.514 *	197	1841	2	3200	0.575 *	497	2338	3	4800	0.487	217	2555	3	4800	0.592 *	0	2555	4	6400	0.399 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	287	287	0	0	-	0	287	1	1600	0.179
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	584	584	2	2880	0.203 *	0	584	2	2880	0.203 *
Sb Thru	1220	2	3200	0.381	146	1366	2	3200	0.427	201	1567	3	4800	0.326 *	757	2324	3	4800	0.484	0	2324	5	8000	0.291
Sb Right	0	0	0	-	0	0	0	0	-	345	345	FREE	9999999	0.000	120	465	FREE	9999999	0.000	0	465	FREE	9999999	0.000
Eb Left	0	0	0	0.000	0	0	0	0	0.000	117	117	2	2880	0.041	56	173	2	2880	0.060 *	0	173	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	3	3	1	1600	0.002	0	3	3	4800	0.037
Eb Right	0	0	0	-	0	0	0	0	-	138	138	FREE	9999999	0.000	0	138	FREE	9999999	0.000	0	138	FREE	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	65	65	1	1600	0.041	0	65	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	1	1600	0.069 *	0	0	1	1600	0.041 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	111	111	0	0	-	0	111	2	2880	0.039
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.614					0.675					0.631					1.024					0.780
LOS				B					B					B					F					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.393
Significant Impact: YES

Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	2863			TOTAL	344	3207			TOTAL	1771	4978			TOTAL	2200	7178				0	7178			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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N-S St: Grand Avenue
E-W St: Baker Parkway-"B" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU86.wk4

INTERSECTION CAPACITY UTILIZATION

Grand Avenue @ Baker Parkway-"B" Street
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	253	253	2	2880	0.088 *	0	253	2	2880	0.088 *	0	253	2	2880	0.088
Nb Thru	1115	2	3200	0.348	134	1249	2	3200	0.390	357	1606	3	4800	0.335	1143	2749	3	4800	0.589	0	2749	4	6400	0.430 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	76	76	0	0	-	0	76	1	1600	0.048
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	137	137	2	2880	0.048	0	137	2	2880	0.048 *
Sb Thru	1517	2	3200	0.474 *	182	1699	2	3200	0.531 *	619	2318	3	4800	0.483 *	686	3004	3	4800	0.713 *	0	3004	5	8000	0.376
Sb Right	0	0	0	-	0	0	0	0	-	242	242	FREE	9999999	0.000	178	420	FREE	0	-	0	420	FREE	9999999	0.000
Eb Left	0	0	0	0.000	0	0	0	0	0.000	448	448	2	2880	0.156	216	664	2	2880	0.231 *	0	664	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	1	1	1	1600	0.348	0	1	3	4800	0.139
Eb Right	0	0	0	-	0	0	0	0	-	556	556	FREE	9999999	0.000	0	556	FREE	0	-	0	556	FREE	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	273	273	1	1600	0.171	0	273	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	3	3	1	1600	0.329 *	0	3	1	1600	0.173 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	524	524	0	0	-	0	524	2	2880	0.182
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.574					0.631					0.827					1.461					0.890
LOS				A					B					D					F					D

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* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.634
Significant Impact: YES

Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	2632		TOTAL	316	2948		TOTAL	2475	5423		TOTAL	3237	8660							0	8660			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: "A" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU87.wk4

Grand Avenue @ "A" Street
Peak hr: AM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	207	207	1	1600	0.129	0	207	2	2880	0.072
Nb Thru	1644	2	3200	0.514 *	197	1841	2	3200	0.575 *	265	2106	3	4800	0.439	296	2402	3	4800	0.673 *	0	2402	4	6400	0.375
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	826	826	0	0	-	0	826	1	1600	0.516 *
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	221	221	1	1600	0.138 *	0	221	2	2880	0.077 *
Sb Thru	1220	2	3200	0.381	146	1366	2	3200	0.427	753	2119	3	4800	0.441 *	148	2267	3	4800	0.567	0	2267	4	6400	0.354
Sb Righ	0	0	0	-	0	0	0	0	-	0	0	0	0	-	453	453	0	0	-	0	453	1	1600	0.283
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	136	136	1	1600	0.085	0	136	2	2880	0.047
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	193	193	1	1600	0.121 *	0	193	1	1600	0.121 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	36	36	1	1600	0.023	0	36	2	2880	0.013
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	147	147	1	1600	0.092 *	0	147	2	2880	0.051
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	38	38	1	1600	0.024	0	38	2	3200	0.012
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	64	80	1	1600	0.050	0	80	2	2880	0.028
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.614					0.675					0.541					1.124					0.814
LOS				B					B					A					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.583
Significant Impact: YES

Area Traffic Mitigation: Develop intersection
Install traffic signal

TOTAL	2863			TOTAL	344	3207			TOTAL	1018	4225			TOTAL	2765	7006				0	7006			

A96 (174)

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: "A" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-WithoutSunset\ICU87.wk4

Grand Avenue @ "A" Street
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	134	134	1	1600	0.084	0	134	2	2880	0.047
Nb Thru	1115	2	3200	0.348	134	1249	2	3200	0.390	1002	2251	3	4800	0.469	87	2338	3	4800	0.542 *	0	2338	4	6400	0.365 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	263	263	0	0	-	0	263	1	1600	0.164
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	175	175	1	1600	0.109 *	0	175	2	2880	0.061 *
Sb Thru	1517	2	3200	0.474 *	182	1699	2	3200	0.531 *	555	2254	3	4800	0.470 *	123	2377	3	4800	0.495	0	2377	4	6400	0.371
Sb Righ	0	0	0	-	0	0	0	0	-	0	0	0	0	-	511	511	0	99999999	0.000	0	511	1	1600	0.319
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	760	760	1	1600	0.475 *	0	760	2	2880	0.264 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	65	65	1	1600	0.041	0	65	1	1600	0.041
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	293	293	1	1600	0.183	0	293	2	2880	0.102
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	748	748	1	1600	0.468	0	748	2	2880	0.260
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	176	176	1	1600	0.110 *	0	176	2	3200	0.055 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	289	289	1	1600	0.181	0	289	2	2880	0.100
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.574					0.631					0.570					1.336					0.845
LOS				A					B					A					F					D

C-178.1

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.766
Significant Impact: YES

Area Traffic Mitigation: Develop intersection
Install traffic signal

TOTAL	2632		TOTAL	316	2948		TOTAL	1557	4505		TOTAL	3624	8129							0	8129			

LINSCOTT
LAW &
GREENSPAN
ENGINEERS

YEAR 2015

Project-Related Mitigation Measures
Intersection Peak Hour Level of Service Worksheets

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunsetProjectLevel\ICU11.wk4

Valley Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	228	1	1600	0.143 *	27	256	1	1600	0.160 *	0	256	1	1600	0.160 *	0	256	1	1600	0.160 *	0	256	1	1600	0.160 *
Nb Thru	258	2	3200	0.097	31	288	2	3200	0.108	28	316	2	3200	0.117	54	370	2	3200	0.136	0	370	3	4800	0.091
Nb Right	52	0	0	-	6	58	0	0	-	0	58	0	0	-	7	65	0	0	-	0	65	0	0	-
Sb Left	119	1	1600	0.074	14	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083
Sb Thru	740	2	3200	0.397 *	89	829	2	3200	0.444 *	84	913	2	3200	0.471 *	218	1131	2	3200	0.539 *	0	1131	3	4800	0.359 *
Sb Right	529	0	0	-	64	593	0	0	-	1	594	0	0	-	0	594	0	0	-	0	594	0	0	-
Eb Left	127	1	1600	0.080 *	15	143	1	1600	0.089 *	1	144	1	1600	0.090 *	0	144	1	1600	0.090 *	0	144	1	1600	0.090 *
Eb Thru	329	3	4800	0.080	40	369	3	4800	0.089	70	439	3	4800	0.104	0	439	3	4800	0.104	0	439	3	4800	0.104
Eb Right	54	0	0	-	6	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Wb Left	53	1	1600	0.033	6	59	1	1600	0.037	0	59	1	1600	0.037	23	82	1	1600	0.051	0	82	1	1600	0.051
Wb Thru	1426	3	4800	0.307 *	171	1597	3	4800	0.344 *	417	2014	3	4800	0.431 *	0	2014	3	4800	0.431 *	0	2014	3	4800	0.431 *
Wb Right	48	0	0	-	6	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				1.027					1.137					1.252					1.320					1.140
LOS				F					F					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.068
Significant Impact: YES

Area Traffic Mitigation: -0.112
Widen to provide 3rd through lane on the NB and SB approaches

TOTAL	3963		TOTAL	476	4439		TOTAL	601	5040		TOTAL	302	5342						0	5342			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunsetProjectLevel\ICU11.wk4

Valley Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	133	1	1600	0.083	16	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093
Nb Thru	705	2	3200	0.240 *	85	790	2	3200	0.269 *	118	908	2	3200	0.306 *	244	1152	2	3200	0.390 *	0	1152	3	4800	0.260 *
Nb Right	64	0	0	-	8	71	0	0	-	0	71	0	0	-	24	95	0	0	-	0	95	0	0	-
Sb Left	75	1	1600	0.047 *	9	84	1	1600	0.052 *	0	84	1	1600	0.052 *	0	84	1	1600	0.052 *	0	84	1	1600	0.052 *
Sb Thru	215	2	3200	0.122	26	241	2	3200	0.137	65	306	2	3200	0.157	116	422	2	3200	0.194	0	422	3	4800	0.129
Sb Right	176	0	0	-	21	197	0	0	-	1	198	0	0	-	0	198	0	0	-	0	198	0	0	-
Eb Left	278	1	1600	0.174 *	33	311	1	1600	0.194 *	1	312	1	1600	0.195 *	0	312	1	1600	0.195 *	0	312	1	1600	0.195 *
Eb Thru	1255	3	4800	0.290	151	1406	3	4800	0.325	356	1762	3	4800	0.399	0	1762	3	4800	0.399	0	1762	3	4800	0.399
Eb Right	138	0	0	-	17	155	0	0	-	0	155	0	0	-	0	155	0	0	-	0	155	0	0	-
Wb Left	74	1	1600	0.046	9	83	1	1600	0.052	0	83	1	1600	0.052	12	95	1	1600	0.059	0	95	1	1600	0.059
Wb Thru	907	3	4800	0.221 *	109	1016	3	4800	0.248 *	83	1099	3	4800	0.265 *	0	1099	3	4800	0.265 *	0	1099	3	4800	0.265 *
Wb Right	156	0	0	-	19	174	0	0	-	0	174	0	0	-	0	174	0	0	-	0	174	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.782					0.863					0.918					1.002					0.872
LOS				C					D					E					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.084
Significant Impact: YES

Area Traffic Mitigation: -0.046
Widen to provide 3rd through lane on the NB and SB approaches

TOTAL	4175		TOTAL	501	4676		TOTAL	624	5300		TOTAL	396	5696								0	5696		

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunset-ProjectLevel\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.170 *	33	305	1	1600	0.191 *	45	350	2	2880	0.122 *	78	428	2	2880	0.149 *	0	428	2	3200	0.134 *
Nb Thru	931	2	3200	0.291	112	1043	2	3200	0.326	99	1142	3	4800	0.238	177	1319	3	4800	0.275	0	1319	3	4800	0.275
Nb Right	126	1	1600	0.079	15	141	1	1600	0.088	69	210	FREE	9999999	0.000	124	334	FREE	9999999	0.000	0	334	FREE	9999999	0.000
Sb Left	185	1	1600	0.115	22	207	1	1600	0.129	0	207	2	2880	0.072	0	207	2	2880	0.072	0	207	2	2880	0.072
Sb Thru	958	2	3200	0.299 *	115	1073	2	3200	0.335 *	208	1281	3	4800	0.267 *	617	1898	3	4800	0.395 *	0	1898	5	8000	0.237 *
Sb Right	495	1	1600	0.309	59	554	1	1600	0.346	51	605	FREE	9999999	0.000	69	674	FREE	9999999	0.000	0	674	FREE	9999999	0.000
Eb Left	423	2	2880	0.147 *	51	474	2	2880	0.164 *	23	497	2	2880	0.172 *	29	526	2	2880	0.183 *	0	526	2	3200	0.164
Eb Thru	488	2	3200	0.215	59	546	2	3200	0.241	3	549	3	4800	0.114	9	558	3	4800	0.116	0	558	4	6400	0.087 *
Eb Right	201	0	0	-	24	225	0	0	-	98	323	FREE	9999999	0.000	318	641	FREE	9999999	0.000	0	641	FREE	9999999	0.000
Wb Left	169	1	1600	0.105	20	189	1	1600	0.118	199	388	2	2880	0.135	518	906	2	2880	0.315	0	906	2	2880	0.315 *
Wb Thru	1164	2	3200	0.364 *	140	1304	2	3200	0.408 *	22	1326	3	4800	0.276 *	23	1349	3	4800	0.281 *	0	1349	4	6400	0.211
Wb Right	125	1	1600	0.078	15	140	1	1600	0.088	0	140	1	1600	0.088	0	140	1	1600	0.088	0	140	1	1600	0.088
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.080					1.198					0.937					1.108					0.873
LOS				F					F					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.171
Significant Impact: YES

-0.064
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	5537			TOTAL	664	6202			TOTAL	817	7019			TOTAL	1962	8981				0	8981			

A44
C-17

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunset-ProjectLevel\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	25	235	1	1600	0.147 *	166	401	2	2880	0.139 *	346	747	2	2880	0.259 *	0	747	2	3200	0.233
Nb Thru	944	2	3200	0.295	113	1057	2	3200	0.330	325	1382	3	4800	0.288	759	2141	3	4800	0.446	0	2141	3	4800	0.446 *
Nb Right	83	1	1600	0.052	10	93	1	1600	0.058	265	358	FREE	9999999	0.000	559	917	FREE	9999999	0.000	0	917	FREE	9999999	0.000
Sb Left	157	1	1600	0.098	19	176	1	1600	0.110	0	176	2	2880	0.061	0	176	2	2880	0.061	0	176	2	2880	0.061 *
Sb Thru	1324	2	3200	0.414 *	159	1483	2	3200	0.463 *	219	1702	3	4800	0.355 *	424	2126	3	4800	0.443 *	0	2126	5	8000	0.266
Sb Right	122	1	1600	0.076	15	137	1	1600	0.085	39	176	FREE	9999999	0.000	90	266	FREE	9999999	0.000	0	266	FREE	9999999	0.000
Eb Left	562	2	2880	0.195	67	630	2	2880	0.219	59	689	2	2880	0.239 *	114	803	2	2880	0.279 *	0	803	2	3200	0.251
Eb Thru	995	2	3200	0.419 *	119	1114	2	3200	0.470 *	20	1134	3	4800	0.236	27	1161	3	4800	0.242	0	1161	4	6400	0.181 *
Eb Right	347	0	0	-	42	389	0	0	-	117	506	FREE	9999999	0.000	153	659	FREE	9999999	0.000	0	659	FREE	9999999	0.000
Wb Left	201	1	1600	0.126 *	24	225	1	1600	0.141 *	147	372	2	2880	0.129	246	618	2	2880	0.215	0	618	2	2880	0.215 *
Wb Thru	755	2	3200	0.236	91	846	2	3200	0.264	3	849	3	4800	0.177 *	18	867	3	4800	0.181 *	0	867	4	6400	0.135
Wb Right	158	1	1600	0.099	19	177	1	1600	0.111	0	177	1	1600	0.111	0	177	1	1600	0.111	0	177	1	1600	0.111
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.190					1.321					1.010					1.262					1.003
LOS				F					F					F					F					E

C-178
A95

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.252
Significant Impact: YES

Area Traffic Mitigation: -0.007
Widen all legs of the intersection

TOTAL	5859		TOTAL	703	6562		TOTAL	1360	7922		TOTAL	2736	10658							0	10658			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunsetProjectLevel\ICU34.wk4

Diamond Bar Boulevard @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2015

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	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Addad Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	23	233	1	1600	0.146 *	0	233	1	1600	0.146 *	0	233	1	1600	0.146 *	0	233	2	2880	0.081 *
Nb Thru	763	3	4800	0.209	84	847	3	4800	0.232	195	1042	3	4800	0.273	0	1042	3	4800	0.273	0	1042	3	4800	0.273
Nb Right	241	0	0	-	27	268	0	0	-	2	270	0	0	-	0	270	0	0	-	0	270	0	0	-
Sb Left	115	2	2880	0.040	13	128	2	2880	0.044	0	128	2	2880	0.044	0	128	2	2880	0.044	0	128	2	2880	0.044
Sb Thru	863	2	3200	0.270 *	95	958	2	3200	0.299 *	71	1029	2	3200	0.322 *	0	1029	2	3200	0.322 *	0	1029	2	3200	0.322
Sb Right	404	1	1600	0.253	44	448	1	1600	0.280	44	492	1	1600	0.308	438	930	1	1600	0.582	0	930	1	1600	0.582 *
Eb Left	342	1	1600	0.214 *	38	380	1	1600	0.237 *	24	404	1	1600	0.252 *	98	502	1	1600	0.314 *	0	502	2	2880	0.174
Eb Thru	273	2	3200	0.142	30	303	2	3200	0.158	46	349	2	3200	0.172	33	382	2	3200	0.183	0	382	2	3200	0.183
Eb Right	182	0	0	-	20	202	0	0	-	0	202	0	0	-	0	202	0	0	-	0	202	0	0	-
Wb Left	399	1	1600	0.249	44	443	1	1600	0.277	4	447	1	1600	0.279	0	447	1	1600	0.279	0	447	1	1600	0.279
Wb Thru	559	2	3200	0.263 *	61	620	2	3200	0.291 *	42	662	2	3200	0.305 *	131	793	2	3200	0.345 *	0	793	2	3200	0.345 *
Wb Right	281	0	0	-	31	312	0	0	-	0	312	0	0	-	0	312	0	0	-	0	312	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.908					1.003					1.055					1.157					1.038
LOS				E					E					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.102
Significant Impact: YES

-0.017
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4632		TOTAL	510	5142		TOTAL	428	5570		TOTAL	700	6270						0	6270			

C-176

A96

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

C-180A07

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunsetProjectLevel\ICU34.wk4

Diamond Bar Boulevard @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	274	1	1600	0.171 *	30	304	1	1600	0.190 *	0	304	1	1600	0.190 *	0	304	1	1600	0.190 *	0	304	2	2880	0.106 *
Nb Thru	855	3	4800	0.227	94	949	3	4800	0.252	132	1081	3	4800	0.281	0	1081	3	4800	0.281	0	1081	3	4800	0.281
Nb Right	236	0	0	-	26	262	0	0	-	8	270	0	0	-	0	270	0	0	-	0	270	0	0	-
Sb Left	294	2	2880	0.102	32	326	2	2880	0.113	0	326	2	2880	0.113	0	326	2	2880	0.113	0	326	2	2880	0.113
Sb Thru	690	2	3200	0.216 *	76	766	2	3200	0.239 *	226	992	2	3200	0.310 *	0	992	2	3200	0.310 *	0	992	2	3200	0.310 *
Sb Right	250	1	1600	0.156	28	278	1	1600	0.173	30	308	1	1600	0.192	183	491	1	1600	0.307	0	491	1	1600	0.307
Eb Left	358	1	1600	0.224	39	397	1	1600	0.248	49	446	1	1600	0.279	447	893	1	1600	0.558 *	0	893	2	2880	0.310
Eb Thru	634	2	3200	0.285 *	70	704	2	3200	0.316 *	87	791	2	3200	0.343 *	142	933	2	3200	0.388	0	933	2	3200	0.388 *
Eb Right	277	0	0	-	30	307	0	0	-	0	307	0	0	-	0	307	0	0	-	0	307	0	0	-
Wb Left	159	1	1600	0.099 *	17	176	1	1600	0.110 *	6	182	1	1600	0.114 *	0	182	1	1600	0.114	0	182	1	1600	0.114 *
Wb Thru	181	2	3200	0.119	20	201	2	3200	0.132	84	285	2	3200	0.158	69	354	2	3200	0.180 *	0	354	2	3200	0.180
Wb Right	200	0	0	-	22	222	0	0	-	0	222	0	0	-	0	222	0	0	-	0	222	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.801					0.885					0.987					1.268					0.948
LOS				C					D					E					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.281
Significant Impact: YES

Area Traffic Mitigation: -0.039
Widen all legs of the intersection

TOTAL	4408		TOTAL	485	4893		TOTAL	622	5515		TOTAL	841	6356						0	6356			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunset-ProjectLevel\ICU53.wk4

INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
				V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C	Added	Total			V/C
Movement	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio	Volume	Volume	Lanes	Capacity	Ratio
Nb Left	164	1	1600	0.103 *	18	182	1	1600	0.114 *	12	194	2	2880	0.067 *	0	194	2	2880	0.067	0	194	2	2880	0.067
Nb Thru	410	2	3200	0.233	45	455	2	3200	0.258	110	565	2	3200	0.177	114	679	2	3200	0.212 *	0	679	2	3200	0.212 *
Nb Right	335	0	0	-	37	372	0	0	-	6	378	1	1600	0.236	24	402	1	1600	0.251	0	402	1	1600	0.251
Sb Left	209	2	2880	0.073	23	232	2	2880	0.081	17	249	2	2880	0.086	0	249	2	2880	0.086 *	0	249	2	2880	0.086
Sb Thru	554	2	3200	0.173	61	615	2	3200	0.192	32	647	2	3200	0.202 *	38	685	2	3200	0.214	0	685	2	3200	0.214
Sb Right	656	1	1600	0.409 *	72	727	1	1600	0.454 *	68	795	2	2880	0.276	7	802	2	2880	0.278	0	802	2	2880	0.278
Eb Left	390	2	2880	0.135	43	433	2	2880	0.150	511	944	2	2880	0.328 *	440	1384	2	2880	0.481 *	0	1384	3	4800	0.288 *
Eb Thru	485	2	3200	0.152	53	538	2	3200	0.168	75	613	2	3200	0.270	2	615	2	3200	0.271	0	615	2	3200	0.192
Eb Right	220	1	1600	0.138	24	244	1	1600	0.153	8	252	0	0	-	0	252	0	0	-	0	252	1	1600	0.158
Wb Left	203	1	1600	0.127	22	225	1	1600	0.141	1	226	2	2880	0.079	6	232	2	2880	0.081	0	232	2	2880	0.081
Wb Thru	772	2	3200	0.241	85	857	2	3200	0.268	51	908	3	4800	0.312 *	1	909	3	4800	0.312 *	0	909	3	4800	0.189
Wb Right	522	1	1600	0.326 *	57	579	1	1600	0.362 *	8	587	0	0	-	0	587	0	0	-	0	587	1	1600	0.367 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.795					0.879					0.939					1.121					0.897
LOS				C					D					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

-0.042

Project ICU Impact: 0.182
Significant Impact: YES

Area Traffic Mitigation: Widen EB and WB

TOTAL	4919		TOTAL	541	5460		TOTAL	899	6359		TOTAL	632	6991						0	6991			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2015-withoutSunset-ProjectLevel\ICU53.wk4

Brea Canyon Road @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2015

Date: 03/07/2004
Date of Count: 2003
Projection Year: 2015

	2003 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	300	1	1600	0.188 *	33	333	1	1600	0.208 *	21	354	2	2880	0.123 *	0	354	2	2880	0.123 *	0	354	2	2880	0.123 *
Nb Thru	654	2	3200	0.316	72	726	2	3200	0.351	63	789	2	3200	0.247	102	891	2	3200	0.278	0	891	2	3200	0.278
Nb Right	358	0	0	-	39	397	0	0	-	3	400	1	1600	0.250	7	407	1	1600	0.255	0	407	1	1600	0.255
Sb Left	276	2	2880	0.096	30	306	2	2880	0.106	9	315	2	2880	0.110	0	315	2	2880	0.110	0	315	2	2880	0.110
Sb Thru	566	2	3200	0.177	62	628	2	3200	0.196	129	757	2	3200	0.237 *	155	912	2	3200	0.285 *	0	912	2	3200	0.285 *
Sb Right	554	1	1600	0.346 *	61	615	1	1600	0.384 *	184	799	2	2880	0.277	377	1176	2	2880	0.408	0	1176	2	2880	0.408
Eb Left	291	2	2880	0.101	32	323	2	2880	0.112	218	541	2	2880	0.188	207	748	2	2880	0.260	0	748	3	4800	0.156
Eb Thru	939	2	3200	0.293 *	103	1042	2	3200	0.326 *	90	1132	2	3200	0.449 *	6	1138	2	3200	0.451 *	0	1138	2	3200	0.356 *
Eb Right	250	1	1600	0.156	28	278	1	1600	0.173	27	305	0	0	-	0	305	0	0	-	0	305	1	1600	0.190
Wb Left	276	1	1600	0.173 *	30	306	1	1600	0.191 *	8	314	2	2880	0.109 *	23	337	2	2880	0.117 *	0	337	2	2880	0.117 *
Wb Thru	711	2	3200	0.222	78	789	2	3200	0.247	115	904	3	4800	0.256	6	910	3	4800	0.257	0	910	3	4800	0.190
Wb Right	261	1	1600	0.163	29	290	1	1600	0.181	35	325	0	0	-	0	325	0	0	-	0	325	1	1600	0.203
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.929					1.027					0.948					1.006					0.911
LOS				E					F					E					F					E

C-182 A96

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.058
Significant Impact: YES

-0.037
Area Traffic Mitigation: Widen EB and WB

TOTAL	5436		TOTAL	598	6034		TOTAL	902	6936		TOTAL	883	7819						0	7819				

LINSCOTT LAW & GREENSPAN
ENGINEERS

YEAR 2025

Intersection Peak Hour Level of Service Worksheets

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU11.wk4

Valley Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

174

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	228	1	1600	0.143 *	50	278	1	1600	0.174 *	0	278	2	2880	0.097 *	0	278	2	2880	0.097 *	0	278	2	2880	0.097 *
Nb Thru	258	2	3200	0.097	57	314	2	3200	0.118	28	342	3	4800	0.084	54	396	3	4800	0.097	0	396	3	4800	0.097
Nb Right	52	0	0	-	11	63	0	0	-	0	63	0	0	-	7	70	0	0	-	0	70	0	0	-
Sb Left	119	1	1600	0.074	26	145	1	1600	0.091	0	145	1	1600	0.091	0	145	1	1600	0.091	0	145	1	1600	0.091
Sb Thru	740	2	3200	0.397 *	163	903	2	3200	0.484 *	84	987	4	6400	0.256 *	218	1205	4	6400	0.290 *	0	1205	3	4800	0.251 *
Sb Right	529	0	0	-	116	646	0	0	-	7	653	0	0	-	0	653	0	0	-	0	653	FREE	9999999	0.000
Eb Left	127	1	1600	0.080 *	28	155	1	1600	0.097 *	7	162	2	2880	0.056 *	0	162	2	2880	0.056 *	0	162	2	2880	0.056 *
Eb Thru	329	3	4800	0.080	72	402	3	4800	0.097	91	493	3	4800	0.116	0	493	3	4800	0.116	0	493	3	4800	0.116
Eb Right	54	0	0	-	12	65	0	0	-	0	65	0	0	-	0	65	0	0	-	0	65	0	0	-
Wb Left	53	1	1600	0.033	12	64	1	1600	0.040	0	64	2	2880	0.022	23	87	2	2880	0.030	0	87	2	2880	0.030
Wb Thru	1426	3	4800	0.307 *	314	1740	3	4800	0.375 *	439	2179	3	4800	0.454 *	0	2179	3	4800	0.454 *	0	2179	4	6400	0.350 *
Wb Right	48	0	0	-	11	59	0	0	-	0	59	1	1600	0.037	0	59	1	1600	0.037	0	59	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.027					1.230					0.963					0.997					0.854
LOS				F					F					E					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.034
Significant Impact: YES

-0.109
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	3963			TOTAL	872	4835			TOTAL	656	5491			TOTAL	302	5793				0	5793			

C-184101

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1567

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU11.wk4

Valley Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	133	1	1600	0.083	29	163	1	1600	0.102	0	163	2	2880	0.056	0	163	2	2880	0.056	0	163	2	2880	0.056
Nb Thru	705	2	3200	0.240 *	155	860	2	3200	0.293 *	118	978	3	4800	0.220 *	244	1222	3	4800	0.276 *	0	1222	3	4800	0.276 *
Nb Right	64	0	0	-	14	78	0	0	-	0	78	0	0	-	24	102	0	0	-	0	102	0	0	-
Sb Left	75	1	1600	0.047 *	16	91	1	1600	0.057 *	0	91	1	1600	0.057 *	0	91	1	1600	0.057 *	0	91	1	1600	0.057 *
Sb Thru	215	2	3200	0.122	47	262	2	3200	0.149	65	327	4	6400	0.086	116	443	4	6400	0.104	0	443	3	4800	0.092
Sb Right	176	0	0	-	39	214	0	0	-	6	220	0	0	-	0	220	0	0	-	0	220	FREE	9999999	0.000
Eb Left	278	1	1600	0.174 *	61	339	1	1600	0.212 *	5	344	2	2880	0.119	0	344	2	2880	0.119	0	344	2	2880	0.119
Eb Thru	1255	3	4800	0.290	276	1532	3	4800	0.354	374	1906	3	4800	0.432 *	0	1906	3	4800	0.432 *	0	1906	3	4800	0.432 *
Eb Right	138	0	0	-	30	169	0	0	-	0	169	0	0	-	0	169	0	0	-	0	169	0	0	-
Wb Left	74	1	1600	0.046	16	90	1	1600	0.056	0	90	2	2880	0.031 *	12	102	2	2880	0.035 *	0	102	2	2880	0.035 *
Wb Thru	907	3	4800	0.221 *	200	1107	3	4800	0.270 *	102	1209	3	4800	0.252	0	1209	3	4800	0.252	0	1209	4	6400	0.218
Wb Right	156	0	0	-	34	190	0	0	-	0	190	1	1600	0.119	0	190	1	1600	0.119	0	190	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.782					0.932					0.840					0.900					0.900
LOS				C					E					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.060
Significant Impact: NO

Area Traffic Mitigation: 0.060 Widen all legs of the intersection

TOTAL	4175		TOTAL	919	5094		TOTAL	670	5764		TOTAL	396	6160							0	6160			

C-185 A102

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pomona Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU12.wk4
N/S Split Phasing

Pomona Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

175

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	70	1	1600	0.044	15	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053
Nb Thru	88	2	3200	0.062 *	19	107	2	3200	0.075 *	32	139	2	3200	0.044 *	1	140	2	3200	0.044 *	0	140	2	3200	0.044 *
Nb Right	110	0	0	-	24	134	0	0	-	7	141	1	1600	0.088	71	212	1	1600	0.133	0	212	1	1600	0.133
Sb Left	62	1	1600	0.039	14	75	1	1600	0.047	0	75	2	2880	0.026	0	75	2	2880	0.026	0	75	2	2880	0.026
Sb Thru	259	2	3200	0.121 *	57	315	2	3200	0.147 *	104	419	2	3200	0.131 *	5	424	2	3200	0.133 *	0	424	2	3200	0.133 *
Sb Right	127	0	0	-	28	155	0	0	-	0	155	1	1600	0.097	0	155	1	1600	0.097	0	155	1	1600	0.097
Eb Left	94	1	1600	0.059 *	21	115	1	1600	0.072 *	0	115	1	1600	0.072 *	0	115	1	1600	0.072	0	115	1	1600	0.072 *
Eb Thru	314	3	4800	0.077	69	383	3	4800	0.093	91	474	3	4800	0.112	7	481	3	4800	0.114 *	0	481	4	6400	0.085
Eb Right	54	0	0	-	12	65	0	0	-	0	65	0	0	-	0	65	0	0	-	0	65	0	0	-
Wb Left	388	1	1600	0.242	85	473	1	1600	0.296	22	495	1	1600	0.309	295	790	1	1600	0.494 *	0	790	1	1600	0.494
Wb Thru	1417	3	4800	0.341 *	312	1729	3	4800	0.416 *	439	2168	3	4800	0.508 *	23	2191	3	4800	0.512	0	2191	3	4800	0.512 *
Wb Right	220	0	0	-	48	269	0	0	-	0	269	0	0	-	0	269	0	0	-	0	269	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.683**					**0.810**					**0.855**					**0.885**					**0.861**
LOS				**B**					**D**					**D**					**D**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.030
Significant Impact: NO

Area Traffic Mitigation: 0.006 Widen EB approach to provide a 4th through lane

TOTAL	3202			TOTAL	704	3906			TOTAL	695	4601			TOTAL	402	5003				0	5003			

C-186 A103

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pomona Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU12.wk4
N/S Split Phasing

Pomona Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	59	1	1600	0.037	13	71	1	1600	0.045	0	71	1	1600	0.045	0	71	1	1600	0.045	0	71	1	1600	0.045
Nb Thru	137	2	3200	0.115 *	30	168	2	3200	0.141 *	125	293	2	3200	0.091 *	5	298	2	3200	0.093	0	298	2	3200	0.093
Nb Right	231	0	0	-	51	282	0	0	-	29	311	1	1600	0.194	313	624	1	1600	0.390 *	0	624	1	1600	0.390 *
Sb Left	189	1	1600	0.118 *	42	230	1	1600	0.144 *	0	230	2	2880	0.080 *	0	230	2	2880	0.080 *	0	230	2	2880	0.080
Sb Thru	122	2	3200	0.061	27	149	2	3200	0.075	61	210	2	3200	0.066	1	211	2	3200	0.066	0	211	2	3200	0.066 *
Sb Right	74	0	0	-	16	90	0	0	-	0	90	1	1600	0.056	0	90	1	1600	0.056	0	90	1	1600	0.056
Eb Left	83	1	1600	0.052	18	101	1	1600	0.063	0	101	1	1600	0.063	0	101	1	1600	0.063	0	101	1	1600	0.063
Eb Thru	1370	3	4800	0.290 *	301	1671	3	4800	0.353 *	374	2045	3	4800	0.431 *	24	2069	3	4800	0.436 *	0	2069	4	6400	0.327 *
Eb Right	20	0	0	-	4	25	0	0	-	0	25	0	0	-	0	25	0	0	-	0	25	0	0	-
Wb Left	148	1	1600	0.093 *	33	181	1	1600	0.113 *	17	198	1	1600	0.124 *	135	333	1	1600	0.208	0	333	1	1600	0.208
Wb Thru	1100	3	4800	0.241	242	1342	3	4800	0.294	102	1444	3	4800	0.315	12	1456	3	4800	0.318	0	1456	3	4800	0.318
Wb Right	58	0	0	-	13	70	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.716					0.851					0.826					1.006					0.897
LOS				C					D					D					F					D

C-18A104

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.180
Significant Impact: YES

Area Traffic Mitigation: 0.071 Widen EB approach to provide a 4th through lane

TOTAL	3591		TOTAL	790	4380		TOTAL	708	5088		TOTAL	490	5578							0	5578			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Pomona Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU13.wk4
E/W Split Phasing

Valley Boulevard @ Pomona Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	9	1	1600	0.006	2	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007
Nb Thru	443	2	3200	0.139	98	541	2	3200	0.169	28	569	2	3200	0.178	61	630	2	3200	0.197	0	630	2	3200	0.197
Nb Right	235	FREE	999999	0.000	52	287	FREE	999999	0.000	39	326	FREE	999999	0.000	72	398	FREE	999999	0.000	0	398	FREE	999999	0.000
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	871	2	3200	0.276 *	192	1062	2	3200	0.337 *	84	1146	2	3200	0.363 *	241	1387	2	3200	0.438 *	0	1387	3	4800	0.292 *
Sb Right	13	0	0	-	3	16	0	0	-	0	16	0	0	-	0	16	0	0	-	0	16	0	0	-
Eb Left	43	1	1600	0.027 *	10	53	1	1600	0.033 *	0	53	1	1600	0.033 *	0	53	1	1600	0.033 *	0	53	1	1600	0.033 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	17	1	1600	0.011	4	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Wb Left	572	2	2880	0.198 *	126	697	2	2880	0.242 *	126	823	2	2880	0.286 *	300	1123	2	2880	0.390 *	0	1123	2	2880	0.390 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.607**					**0.719**					**0.789**					**0.968**					**0.822**
LOS				**B**					**C**					**C**					**E**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.179
Significant Impact: YES

Area Traffic Mitigation: 0.033 Restripe the SB approach to provide a 3rd through lane

TOTAL	2204			TOTAL	485	2689			TOTAL	277	2966			TOTAL	674	3640				0	3640			

C-188
A105

LINSCOTT, LAW & GREENSPAN; ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Valley Boulevard
E-W St: Pomona Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU13.wk4
E/W Split Phasing

Valley Boulevard @ Pomona Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	29	1	1600	0.018	6	36	1	1600	0.022	0	36	1	1600	0.022	0	36	1	1600	0.022	0	36	1	1600	0.022
Nb Thru	802	2	3200	0.251 *	176	978	2	3200	0.306 *	118	1096	2	3200	0.343 *	268	1364	2	3200	0.426 *	0	1364	2	3200	0.426 *
Nb Right	359	FREE	999999	0.000	79	437	FREE	999999	0.000	155	592	FREE	999999	0.001	318	910	FREE	999999	0.001	0	910	FREE	999999	0.001
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	455	2	3200	0.148	100	554	2	3200	0.181	65	619	2	3200	0.201	128	747	2	3200	0.241	0	747	3	4800	0.161
Sb Right	19	0	0	-	4	23	0	0	-	0	23	0	0	-	0	23	0	0	-	0	23	0	0	-
Eb Left	29	1	1600	0.018 *	6	36	1	1600	0.022 *	0	36	1	1600	0.022 *	0	36	1	1600	0.022 *	0	36	1	1600	0.022 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	17	1	1600	0.011	4	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Wb Left	249	0	0	0.000	55	304	0	0	0.000	78	382	0	0	0.000	136	518	0	0	0.000	0	518	0	0	0.000
Wb Thru	13	2	3200	0.084 *	3	16	2	3200	0.102 *	0	16	2	3200	0.126 *	0	16	2	3200	0.169 *	0	16	2	3200	0.169 *
Wb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.453					0.530					0.591					0.717					0.717
LOS				A					A					A					C					C

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.126
Significant Impact: NO

Area Traffic Mitigation: 0.126 Restripe the SB approach to provide a 3rd through lane

TOTAL	1978		TOTAL	435	2413		TOTAL	416	2829		TOTAL	850	3679							0	3679			

C-18A 06

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 SB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU14.wk4

SR-57 SB Ramps @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Sb Left	550	0	0	0.000	121	672	0	0	0.000	0	672	0	0	0.000	0	672	0	0	0.000	0	672	0	0	0.000
Sb Thru	14	3	4800	0.272 *	3	17	3	4800	0.332 *	0	17	3	4800	0.338 *	0	17	3	4800	0.387 *	0	17	3	4800	0.387 *
Sb Right	740	0	0	-	163	903	0	0	-	30	933	0	0	-	237	1170	0	0	-	0	1170	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	551	3	4800	0.118	121	673	3	4800	0.143	50	723	3	4800	0.154	78	801	3	4800	0.170	0	801	4	6400	0.128
Eb Right	13	0	0	-	3	16	0	0	-	0	16	0	0	-	0	16	0	0	-	0	16	0	0	-
Wb Left	15	1	1600	0.009	3	18	1	1600	0.012	0	18	1	1600	0.012	0	18	1	1600	0.012	0	18	1	1600	0.012
Wb Thru	1454	3	4800	0.303 *	320	1774	3	4800	0.370 *	431	2205	3	4800	0.459 *	81	2286	3	4800	0.476 *	0	2286	3	4800	0.476 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.675					0.802					0.897					0.963					0.963
LOS				B					C					D					E					E

A107

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.066
Significant Impact: NO

Area Traffic Mitigation: 0.066 Widen EB to provide 4th through lane

TOTAL	3339		TOTAL	735	4074		TOTAL	511	4585		TOTAL	396	4981						0	4981			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 SB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU14.wk4

SR-57 SB Ramps @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Sb Left	1855	0	0	0.000	408	2264	0	0	0.000	0	2264	0	0	0.000	0	2264	0	0	0.000	0	2264	0	0	0.000
Sb Thru	20	3	4800	0.500 *	4	25	3	4800	0.610 *	0	25	3	4800	0.613 *	0	25	3	4800	0.634 *	0	25	3	4800	0.634 *
Sb Right	524	0	0	-	115	640	0	0	-	15	655	0	0	-	100	755	0	0	-	0	755	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1826	3	4800	0.388 *	402	2228	3	4800	0.474 *	157	2385	3	4800	0.506 *	337	2722	3	4800	0.577 *	0	2722	4	6400	0.432 *
Eb Right	37	0	0	-	8	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-
Wb Left	41	1	1600	0.026 *	9	51	1	1600	0.032 *	0	51	1	1600	0.032 *	0	51	1	1600	0.032 *	0	51	1	1600	0.032 *
Wb Thru	907	3	4800	0.189	200	1107	3	4800	0.231	104	1211	3	4800	0.252	47	1258	3	4800	0.262	0	1258	3	4800	0.262
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.014					1.216					1.251					1.343					1.198
LOS				F					F					F					F					F

C-191A108

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.092
Significant Impact: YES

Area Traffic Mitigation: -0.053 Widen EB to provide 4th through lane

TOTAL	5212		TOTAL	1147	6358		TOTAL	276	6634		TOTAL	484	7118						0	7118			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 NB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU15.wk4

SR-57 NB Ramps @ Temple Avenue
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	550	0	0	0.000	121	672	0	0	0.000	320	992	2	2880	0.344	0	992	2	2880	0.344	0	992	2	2880	0.344
Nb Thru	0	3	4800	0.190 *	0	0	3	4800	0.231 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	360	0	0	-	79	439	0	0	-	0	439	1	1600	0.274	0	439	1	1600	0.274	0	439	1	1600	0.274
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	13	1	1600	0.008 *	3	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	16	1	1600	0.010 *
Eb Thru	763	3	4800	0.159	168	930	3	4800	0.194	29	959	3	4800	0.200	23	982	3	4800	0.205	0	982	3	4800	0.205
Eb Right	288	1	1600	0.180	63	351	1	1600	0.219	21	372	1	1600	0.233	55	427	1	1600	0.267	0	427	1	1600	0.267
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1974	3	4800	0.411 *	434	2408	3	4800	0.502 *	112	2520	3	4800	0.525 *	81	2601	3	4800	0.542 *	0	2601	3	4800	0.542 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.709					0.843					0.979					0.996					0.996
LOS				C					D					E					E					E

C-15 A109

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.017
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3947		TOTAL	868	4815		TOTAL	482	5297		TOTAL	159	5456							0	5456			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 NB Ramps
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU15.wk4

SR-57 NB Ramps @ Temple Avenue
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	235	0	0	0.000	52	287	0	0	0.000	63	350	0	0	0.000	0	350	0	0	0.000	0	350	0	0	0.000
Nb Thru	0	3	4800	0.115 *	0	0	3	4800	0.140 *	0	0	3	4800	0.153 *	0	0	3	4800	0.153 *	0	0	3	4800	0.153 *
Nb Right	315	0	0	-	69	384	0	0	-	0	384	0	0	-	0	384	0	0	-	0	384	0	0	-
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	44	1	1600	0.028	10	54	1	1600	0.034	0	54	1	1600	0.034	0	54	1	1600	0.034	0	54	1	1600	0.034
Eb Thru	2144	3	4800	0.447 *	472	2616	3	4800	0.545 *	105	2721	3	4800	0.567 *	88	2809	3	4800	0.585	0	2809	3	4800	0.585
Eb Right	576	1	1600	0.360	127	702	1	1600	0.439	52	754	1	1600	0.471	249	1003	1	1600	0.627 *	0	1003	1	1600	0.627 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1153	3	4800	0.240	254	1407	3	4800	0.293	41	1448	3	4800	0.302	47	1495	3	4800	0.311	0	1495	3	4800	0.311
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.662					0.785					0.820					0.880					0.880
LOS				B					C					D					D					D

C-193 A16

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.060
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	4468		TOTAL	983	5451		TOTAL	261	5712		TOTAL	384	6096						0	6096			

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N-S St: Diamond Bar Boulevard-Mission Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU16.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard-Mission Boulevard @ Temple Avenue
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2002
Projection Year: 2025

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	2002 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	239	2	2880	0.083 *	48	287	2	2880	0.100 *	64	351	2	2880	0.122 *	0	351	2	2880	0.122 *	0	351	2	2880	0.122 *
Nb Thru	257	2	3200	0.086	51	308	2	3200	0.103	11	319	2	3200	0.106	12	331	2	3200	0.110	0	331	2	3200	0.110
Nb Right	17	0	0	-	3	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	159	1	1600	0.099	32	191	1	1600	0.119	0	191	1	1600	0.119	0	191	1	1600	0.119	0	191	1	1600	0.119
Sb Thru	435	2	3200	0.136 *	87	522	2	3200	0.163 *	16	538	2	3200	0.168 *	50	588	2	3200	0.184 *	0	588	2	3200	0.184 *
Sb Right	323	1	1600	0.202	65	388	1	1600	0.242	44	432	1	1600	0.270	81	513	1	1600	0.320	0	513	1	1600	0.320
Eb Left	449	2	2880	0.156 *	90	539	2	2880	0.187 *	16	555	2	2880	0.193 *	23	578	2	2880	0.201 *	0	578	2	2880	0.201 *
Eb Thru	325	2	3200	0.217	65	390	2	3200	0.260	3	393	2	3200	0.264	0	393	2	3200	0.264	0	393	2	3200	0.123
Eb Right	368	0	0	-	74	442	0	0	-	11	453	0	0	-	0	453	0	0	-	0	453	1	1600	0.283
Wb Left	112	1	1600	0.070	22	134	1	1600	0.084	0	134	1	1600	0.084	0	134	1	1600	0.084	0	134	1	1600	0.084
Wb Thru	1094	3	4800	0.260 *	219	1313	3	4800	0.312 *	4	1317	3	4800	0.313 *	0	1317	3	4800	0.313 *	0	1317	3	4800	0.274 *
Wb Right	155	0	0	-	31	186	0	0	-	0	186	0	0	-	0	186	0	0	-	0	186	1	1600	0.116
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.735					0.862					0.896					0.920					0.881
LOS				C					D					D					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.024
Significant Impact: YES

Area Traffic Mitigation: -0.015
Widen EB and WB approaches to provide an exclusive right-turn lane

TOTAL	3933		TOTAL	787	4720		TOTAL	169	4889		TOTAL	166	5055						0	5055			

C-194 A (1)

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N-S St: Diamond Bar Boulevard-Mission Boulevard
E-W St: Temple Avenue
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU16.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard-Mission Boulevard @ Temple Avenue
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2002
Projection Year: 2025

	2002 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	439	2	2880	0.152 *	88	527	2	2880	0.183 *	13	540	2	2880	0.187 *	0	540	2	2880	0.187 *	0	540	2	2880	0.187 *
Nb Thru	325	2	3200	0.125	65	390	2	3200	0.150	19	409	2	3200	0.156	55	464	2	3200	0.173	0	464	2	3200	0.173
Nb Right	75	0	0	-	15	90	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Sb Left	138	1	1600	0.086	28	166	1	1600	0.104	0	166	1	1600	0.104	0	166	1	1600	0.104	0	166	1	1600	0.104
Sb Thru	274	2	3200	0.086 *	55	329	2	3200	0.103 *	16	345	2	3200	0.108 *	25	370	2	3200	0.116 *	0	370	2	3200	0.116 *
Sb Right	357	1	1600	0.223	71	428	1	1600	0.268	20	448	1	1600	0.280	47	495	1	1600	0.310	0	495	1	1600	0.310
Eb Left	511	2	2880	0.177	102	613	2	2880	0.213	42	655	2	2880	0.228	88	743	2	2880	0.258	0	743	2	2880	0.258 *
Eb Thru	963	2	3200	0.397 *	193	1156	2	3200	0.476 *	8	1164	2	3200	0.496 *	0	1164	2	3200	0.496 *	0	1164	2	3200	0.364
Eb Right	307	0	0	-	61	368	0	0	-	55	423	0	0	-	0	423	0	0	-	0	423	1	1600	0.265
Wb Left	17	1	1600	0.011 *	3	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013
Wb Thru	486	3	4800	0.125	97	583	3	4800	0.150	7	590	3	4800	0.151	0	590	3	4800	0.151	0	590	3	4800	0.123 *
Wb Right	114	0	0	-	23	137	0	0	-	0	137	0	0	-	0	137	0	0	-	0	137	1	1600	0.086
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.746					0.875					0.904					0.912					0.784
LOS				C					D					D					E					C

C-195 A12

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Adventec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.008
Significant Impact: NO

Area Traffic Mitigation: -0.120
Widen EB and WB approaches to provide an exclusive right-turn

TOTAL	4006		TOTAL	801	4807		TOTAL	180	4987		TOTAL	215	5202						0	5202			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive-Camino De Teodoro
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU21.wk4
N/S Split Phasing

Fairway Drive-Camino De Teodoro @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	289	0	0	0.000	64	352	0	0	0.000	0	352	0	0	0.000	0	352	0	0	0.000	0	352	2	2880	0.122
Nb Thru	53	2	3200	0.107 *	12	64	2	3200	0.130 *	0	64	2	3200	0.130 *	0	64	2	3200	0.130	0	64	1	1600	0.040
Nb Right	327	1	1600	0.205	72	399	1	1600	0.250	94	493	1	1600	0.308	67	560	1	1600	0.350 *	0	560	1	1600	0.350 *
Sb Left	40	1	1600	0.025	9	49	1	1600	0.031	18	67	1	1600	0.042	0	67	1	1600	0.042	0	67	1	1600	0.042
Sb Thru	161	1	1600	0.112 *	35	196	1	1600	0.136 *	0	196	1	1600	0.136 *	0	196	1	1600	0.136 *	0	196	1	1600	0.136 *
Sb Right	18	0	0	-	4	22	0	0	-	0	22	0	0	-	0	22	0	0	-	0	22	0	0	-
Eb Left	7	1	1600	0.004	2	9	1	1600	0.005	0	9	1	1600	0.005	0	9	1	1600	0.005	0	9	1	1600	0.005 *
Eb Thru	579	2	3200	0.181	127	707	2	3200	0.221	101	808	3	4800	0.168	286	1094	3	4800	0.228	0	1094	4	6400	0.171
Eb Right	378	1	1600	0.236 *	83	461	1	1600	0.288 *	0	461	1	1600	0.288 *	0	461	1	1600	0.288 *	0	461	1	1600	0.288
Wb Left	439	2	2880	0.153 *	97	536	2	2880	0.186 *	43	579	2	2880	0.201 *	20	599	2	2880	0.208	0	599	2	2880	0.208
Wb Thru	996	2	3200	0.315	219	1215	2	3200	0.384	147	1362	2	3200	0.426	87	1449	2	3200	0.453	0	1449	2	3200	0.453 *
Wb Right	11	0	0	-	2	14	0	0	-	13	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.708					0.840					0.855					0.874					0.836
LOS				C					D					D					D					D
TOTAL	3298				TOTAL	726	4024		TOTAL	416	4440			TOTAL	460	4900				0	4900			

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: NO

Area Traffic Mitigation: -0.019 Widen the EB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane

C-196 A13

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INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive-Camino De Teodoro
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU21.wk4
N/S Split Phasing

Fairway Drive-Camino De Teodoro @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	457	0	0	0.000	100	557	0	0	0.000	0	557	0	0	0.000	0	557	0	0	0.000	0	557	2	2880	0.193
Nb Thru	129	2	3200	0.183 *	28	158	2	3200	0.223 *	0	158	2	3200	0.223 *	0	158	2	3200	0.223 *	0	158	1	1600	0.099
Nb Right	452	1	1600	0.283	100	552	1	1600	0.345	85	637	1	1600	0.398	53	690	1	1600	0.431	0	690	1	1600	0.431 *
Sb Left	39	1	1600	0.025	9	48	1	1600	0.030	37	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053
Sb Thru	84	1	1600	0.059 *	18	102	1	1600	0.072 *	0	102	1	1600	0.072 *	0	102	1	1600	0.072 *	0	102	1	1600	0.072 *
Sb Right	10	0	0	-	2	12	0	0	-	0	12	0	0	-	0	12	0	0	-	0	12	0	0	-
Eb Left	17	1	1600	0.011	4	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Eb Thru	1082	2	3200	0.338 *	238	1320	2	3200	0.413 *	199	1519	3	4800	0.317 *	222	1741	3	4800	0.363 *	0	1741	4	6400	0.272 *
Eb Right	413	1	1600	0.258	91	504	1	1600	0.315	0	504	1	1600	0.315	0	504	1	1600	0.315	0	504	1	1600	0.315
Wb Left	469	2	2880	0.163 *	103	572	2	2880	0.199 *	122	694	2	2880	0.241 *	87	781	2	2880	0.271 *	0	781	2	2880	0.271
Wb Thru	783	2	3200	0.250	172	956	2	3200	0.306	155	1111	2	3200	0.347	368	1479	2	3200	0.462	0	1479	2	3200	0.462
Wb Right	18	0	0	-	4	22	0	0	-	41	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.843					1.007					0.953					1.029					0.875
LOS				D					F					E					F					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.076
Significant Impact: YES

Area Traffic Mitigation: -0.078
Widen the EB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn

TOTAL	3954		TOTAL	870	4824		TOTAL	639	5463		TOTAL	730	6193							0	6193		

C-197A114

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU22.wk4

Lemon Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	99	1	1600	0.062 *	22	121	1	1600	0.075 *	11	132	1	1600	0.082 *	1	133	1	1600	0.083	0	133	1	1600	0.083 *
Nb Thru	403	2	3200	0.173	89	492	2	3200	0.211	23	515	2	3200	0.161	0	515	2	3200	0.161 *	0	515	3	4800	0.146
Nb Right	151	0	0	-	33	185	0	0	-	0	185	1	1600	0.115	0	185	1	1600	0.115	0	185	0	0	-
Sb Left	104	1	1600	0.065	23	127	1	1600	0.079	29	156	1	1600	0.097	133	289	1	1600	0.181 *	0	289	1	1600	0.181
Sb Thru	654	2	3200	0.205 *	144	798	2	3200	0.249 *	25	823	2	3200	0.257 *	0	823	2	3200	0.257	0	823	2	3200	0.257 *
Sb Right	251	1	1600	0.157	55	307	1	1600	0.192	49	356	1	1600	0.222	0	356	1	1600	0.222	0	356	1	1600	0.222
Eb Left	126	1	1600	0.079 *	28	154	1	1600	0.096 *	129	283	1	1600	0.177 *	0	283	1	1600	0.177 *	0	283	2	2880	0.098 *
Eb Thru	631	2	3200	0.235	139	770	2	3200	0.287	90	860	3	4800	0.179	345	1205	3	4800	0.251	0	1205	3	4800	0.287
Eb Right	122	0	0	-	27	149	0	0	-	16	165	1	1600	0.103	8	173	1	1600	0.108	0	173	0	0	-
Wb Left	231	1	1600	0.145	51	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176	0	282	2	2880	0.098
Wb Thru	1171	2	3200	0.383 *	258	1429	2	3200	0.467 *	29	1458	3	4800	0.304 *	106	1564	3	4800	0.326 *	0	1564	3	4800	0.326 *
Wb Right	54	0	0	-	12	65	0	0	-	3	68	1	1600	0.043	34	102	1	1600	0.064	0	102	1	1600	0.064
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.829					0.987					0.920					0.945					0.864
LOS				D					E					E					E					D

A115 C-198

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.025
Significant Impact: YES

-0.056
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	3999			TOTAL	880	4879			TOTAL	404	5283			TOTAL	627	5910				0	5910			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU22.wk4

Lemon Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	125	1	1600	0.078	28	153	1	1600	0.095	18	171	1	1600	0.107	7	178	1	1600	0.111	0	178	1	1600	0.111
Nb Thru	590	2	3200	0.243 *	130	719	2	3200	0.296 *	41	760	2	3200	0.238 *	0	760	2	3200	0.238 *	0	760	3	4800	0.206 *
Nb Right	188	0	0	-	41	229	0	0	-	0	229	1	1600	0.143	0	229	1	1600	0.143	0	229	0	0	-
Sb Left	117	1	1600	0.073 *	26	143	1	1600	0.089 *	8	151	1	1600	0.094 *	71	222	1	1600	0.139 *	0	222	1	1600	0.139 *
Sb Thru	496	2	3200	0.155	109	605	2	3200	0.189	36	641	2	3200	0.200	0	641	2	3200	0.200	0	641	2	3200	0.200
Sb Right	197	1	1600	0.123	43	240	1	1600	0.150	152	392	1	1600	0.245	0	392	1	1600	0.245	0	392	1	1600	0.245
Eb Left	266	1	1600	0.166	58	324	1	1600	0.203	93	417	1	1600	0.261 *	0	417	1	1600	0.261 *	0	417	2	2880	0.145 *
Eb Thru	992	2	3200	0.335 *	218	1211	2	3200	0.408 *	66	1277	3	4800	0.266	274	1551	3	4800	0.323	0	1551	3	4800	0.346
Eb Right	79	0	0	-	17	96	0	0	-	15	111	1	1600	0.069	1	112	1	1600	0.070	0	112	0	0	-
Wb Left	215	1	1600	0.134 *	47	262	1	1600	0.164 *	0	262	1	1600	0.164	0	262	1	1600	0.164	0	262	2	2880	0.091
Wb Thru	767	2	3200	0.290	169	936	2	3200	0.353	123	1059	3	4800	0.221 *	448	1507	3	4800	0.314 *	0	1507	3	4800	0.314 *
Wb Right	160	0	0	-	35	195	0	0	-	20	215	1	1600	0.134	146	361	1	1600	0.225	0	361	1	1600	0.225
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.885					1.057					0.914					1.052					0.904
LOS				D					F					E					F					D

C-199 Alt

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.138
Significant Impact: YES

-0.010
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4191		TOTAL	922	5113		TOTAL	572	5685		TOTAL	947	6632						0	6632				

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pierre Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU23.wk4

Pierre Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	375	1	1600	0.234	82	457	1	1600	0.286	20	477	1	1600	0.298	0	477	1	1600	0.298	0	477	2	2880	0.166
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	180	FREE	9999999	0.000	40	219	FREE	9999999	0.000	0	219	FREE	9999999	0.000	0	219	FREE	9999999	0.000	0	219	FREE	9999999	0.000
Eb Left	124	1	1600	0.078 *	27	152	1	1600	0.095 *	0	152	1	1600	0.095 *	0	152	1	1600	0.095 *	0	152	2	2880	0.053 *
Eb Thru	625	2	3200	0.195	137	762	2	3200	0.238	199	961	2	3200	0.300	478	1439	2	3200	0.450	0	1439	2	3200	0.450
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1284	2	3200	0.401 *	283	1567	2	3200	0.490 *	75	1642	2	3200	0.513 *	140	1782	2	3200	0.557 *	0	1782	2	3200	0.557 *
Wb Right	468	1	1600	0.292	103	571	1	1600	0.357	15	586	1	1600	0.366	0	586	1	1600	0.366	0	586	1	1600	0.366
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.813					0.971					1.006					1.050					0.876
LOS				D					E					F					F					D

A117 2006

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.044
Significant Impact: YES

Area Traffic Mitigation: -0.130
Restripe SB to provide 2nd left-turn lane
Restripe EB to provide 2nd left-turn lane. Modify median and island

TOTAL	3056			TOTAL	672	3728			TOTAL	309	4037			TOTAL	618	4655				0	4655			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pierre Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU23.wk4

Pierre Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	296	1	1600	0.185	65	361	1	1600	0.226	33	394	1	1600	0.246	0	394	1	1600	0.246	0	394	2	2880	0.137
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	67	FREE	9999999	0.000	15	81	FREE	9999999	0.000	0	81	FREE	9999999	0.000	0	81	FREE	9999999	0.000	0	81	FREE	9999999	0.000
Eb Left	70	1	1600	0.044	15	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053 *	0	85	2	2880	0.030
Eb Thru	1254	2	3200	0.392 *	276	1530	2	3200	0.478 *	181	1711	2	3200	0.535 *	345	2056	2	3200	0.642	0	2056	2	3200	0.642 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000 *
Wb Thru	834	2	3200	0.261	183	1017	2	3200	0.318	286	1303	2	3200	0.407	594	1897	2	3200	0.593 *	0	1897	2	3200	0.593
Wb Right	339	1	1600	0.212	75	414	1	1600	0.259	44	458	1	1600	0.286	0	458	1	1600	0.286	0	458	1	1600	0.286
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.677					0.804					0.881					0.992					0.879
LOS				B					C					D					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.111
Significant Impact: YES

-0.002
Area Traffic Mitigation: Restripe SB to provide 2nd left-turn lane
Restripe EB to provide 2nd left-turn lane. Modify median and island

TOTAL 2859 TOTAL 629 3488 TOTAL 544 4032 TOTAL 939 4971 0 4971

P-28 A118

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU24.wk4

Brea Canyon Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2004
Projection Year: 2025

	2004 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	74	2	2880	0.026	16	90	2	2880	0.031	44	134	2	2880	0.046	80	214	2	2880	0.074	0	214	2	2880	0.074
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	373	2	2880	0.130	78	451	2	2880	0.157	26	477	2	2880	0.166	127	604	2	2880	0.210	0	604	2	2880	0.210
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	603	3	4800	0.212 *	127	730	3	4800	0.257 *	46	776	3	4800	0.162	229	1005	3	4800	0.209	0	1005	3	4800	0.209
Eb Right	416	0	0	-	87	503	0	0	-	121	524	1	1600	0.390 *	249	873	1	1600	0.546 *	0	873	1	1600	0.546 *
Wb Left	427	2	2880	0.148 *	90	517	2	2880	0.179 *	73	590	2	2880	0.205 *	110	700	2	2880	0.243 *	0	700	2	2880	0.243 *
Wb Thru	1053	2	3200	0.329	221	1274	2	3200	0.398	97	1371	2	3200	0.428	60	1431	2	3200	0.447	0	1431	2	3200	0.447
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.486					0.567					0.695					0.889					0.889
LOS				A					A					B					D					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.194
Significant Impact: NO

Area Traffic Mitigation: 0.194

TOTAL	2946		TOTAL	619	3565		TOTAL	407	3972		TOTAL	855	4827							0	4827			

A14

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU24.wk4

Brea Canyon Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2004
Projection Year: 2025

	2004 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	156	2	2880	0.054	33	189	2	2880	0.066	164	353	2	2880	0.122	334	687	2	2880	0.238	0	687	2	2880	0.238
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	838	2	2880	0.291 *	176	1014	2	2880	0.352 *	79	1093	2	2880	0.380 *	162	1255	2	2880	0.436 *	0	1255	2	2880	0.436 *
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	855	3	4800	0.265 *	180	1035	3	4800	0.320 *	164	1199	3	4800	0.250	132	1331	3	4800	0.277 *	0	1331	3	4800	0.277 *
Eb Right	416	0	0	-	87	503	0	0	-	99	602	1	1600	0.376 *	213	815	1	1600	0.510	0	815	1	1600	0.510
Wb Left	105	2	2880	0.036	22	127	2	2880	0.044	42	169	2	2880	0.059	194	363	2	2880	0.126	0	363	2	2880	0.126
Wb Thru	728	2	3200	0.228	153	881	2	3200	0.275	119	1000	2	3200	0.312	260	1260	2	3200	0.394	0	1260	2	3200	0.394
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.656					0.772					0.734					0.813					0.813
LOS				B					C					C					D					D

C-203 A120

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.079
Significant Impact: NO

Area Traffic Mitigation: 0.079

TOTAL	3098		TOTAL	651	3749		TOTAL	667	4416		TOTAL	1295	5711							TOTAL	0	5711		

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.170 *	60	333	1	1600	0.208 *	45	378	2	2880	0.131 *	78	456	2	2880	0.158 *	0	456	3	4800	0.095 *
Nb Thru	931	2	3200	0.291	205	1136	2	3200	0.355	99	1235	3	4800	0.257	177	1412	3	4800	0.294	0	1412	4	6400	0.221
Nb Right	126	1	1600	0.079	28	154	1	1600	0.096	69	223	FREE	9999999	0.000	124	347	FREE	9999999	0.000	0	347	FREE	9999999	0.000
Sb Left	185	1	1600	0.115	41	225	1	1600	0.141	0	225	2	2880	0.078	0	225	2	2880	0.078	0	225	2	2880	0.078
Sb Thru	958	2	3200	0.299 *	211	1169	2	3200	0.365 *	208	1377	3	4800	0.287 *	617	1994	3	4800	0.415 *	0	1994	5	8000	0.249 *
Sb Right	495	1	1600	0.309	109	604	1	1600	0.377	51	655	FREE	9999999	0.000	69	724	FREE	9999999	0.000	0	724	FREE	9999999	0.000
Eb Left	423	2	2880	0.147 *	93	516	2	2880	0.179 *	23	539	2	2880	0.187 *	29	568	2	2880	0.197 *	0	568	3	4800	0.118 *
Eb Thru	488	2	3200	0.215	107	595	2	3200	0.263	3	598	3	4800	0.125	9	607	3	4800	0.126	0	607	5	8000	0.076
Eb Right	201	0	0	-	44	245	0	0	-	98	343	FREE	9999999	0.000	318	661	FREE	9999999	0.000	0	661	FREE	9999999	0.000
Wb Left	169	1	1600	0.105	37	206	1	1600	0.129	199	405	2	2880	0.141	518	923	2	2880	0.320	0	923	3	4800	0.192
Wb Thru	1164	2	3200	0.364 *	256	1421	2	3200	0.444 *	22	1443	3	4800	0.301 *	23	1466	3	4800	0.305 *	0	1466	4	6400	0.253 *
Wb Right	125	1	1600	0.078	28	153	1	1600	0.095	0	153	1	1600	0.095	0	153	1	1600	0.095	0	153	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.080					1.296					1.008					1.175					0.815
LOS				F					F					F					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.169
Significant Impact: YES

-0.191
Area Traffic Mitigation: Widen all legs

TOTAL	5537		TOTAL	1218	6756		TOTAL	817	7573		TOTAL	1962	9535						0	9535			

A124

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU25.wk4

INTERSECTION CAPACITY UTILIZATION

Grand Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	46	256	1	1600	0.160 *	166	422	2	2880	0.147 *	346	768	2	2880	0.267 *	0	768	3	4800	0.160 *
Nb Thru	944	2	3200	0.295	208	1151	2	3200	0.360	325	1476	3	4800	0.308	759	2235	3	4800	0.466	0	2235	4	6400	0.349
Nb Right	83	1	1600	0.052	18	101	1	1600	0.063	265	366	FREE	9999999	0.000	559	925	FREE	9999999	0.000	0	925	FREE	9999999	0.000
Sb Left	157	1	1600	0.098	35	192	1	1600	0.120	0	192	2	2880	0.067	0	192	2	2880	0.067	0	192	2	2880	0.067
Sb Thru	1324	2	3200	0.414 *	291	1616	2	3200	0.505 *	219	1835	3	4800	0.382 *	424	2259	3	4800	0.471 *	0	2259	5	8000	0.282 *
Sb Right	122	1	1600	0.076	27	149	1	1600	0.093	39	188	FREE	9999999	0.000	90	278	FREE	9999999	0.000	0	278	FREE	9999999	0.000
Eb Left	562	2	2880	0.195	124	686	2	2880	0.238	59	745	2	2880	0.259 *	114	859	2	2880	0.298 *	0	859	3	4800	0.179 *
Eb Thru	995	2	3200	0.419 *	219	1214	2	3200	0.512 *	20	1234	3	4800	0.257	27	1261	3	4800	0.263	0	1261	5	8000	0.158
Eb Right	347	0	0	-	76	424	0	0	-	117	541	FREE	9999999	0.000	153	694	FREE	9999999	0.000	0	694	FREE	9999999	0.000
Wb Left	201	1	1600	0.126 *	44	245	1	1600	0.153 *	147	392	2	2880	0.136	246	638	2	2880	0.222	0	638	3	4800	0.133
Wb Thru	755	2	3200	0.236	166	922	2	3200	0.288	3	925	3	4800	0.193 *	18	943	3	4800	0.196 *	0	943	4	6400	0.177 *
Wb Right	158	1	1600	0.099	35	193	1	1600	0.121	0	193	1	1600	0.121	0	193	1	1600	0.121	0	193	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.190					1.430					1.081					1.332					0.898
LOS				F					F					F					F					D

C-205 A12-2

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.251
Significant Impact: YES

-0.183
Area Traffic Mitigation: Widen all legs

TOTAL	5859		TOTAL	1289	7148		TOTAL	1360	8508		TOTAL	2736	11244						0	11244				

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

Intersection #4 SR-57 SB@Sunset Xing [AM Peak Hour Yr 2025 Cum+Proj Without Suns

Cycle (sec): 100 Critical Vol./Cap. (X): 1.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 198.1
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	1366	0	247	20	284	0	0	225	42
Growth Adj:	1.00	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	1366	0	247	20	284	0	0	225	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:	0	0	0	1366	0	247	20	284	0	0	225	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:	1.00	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	1366	0	247	20	284	0	0	225	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1366	0	247	20	284	0	0	225	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
Final Vol.:	0	0	0	1366	0	247	20	284	0	0	225	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.69	0.00	0.31	1.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1422	-524	161	424	904	0	0	807	153
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.96	-0.00	1.54	0.05	0.31	xxxx	xxxx	0.28	0.27
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	265.2	270	270.1	11.5	14.2	0.0	0.0	13.0	12.7
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:	0.0	0.0	0.0	265.2	270	270.1	11.5	14.2	0.0	0.0	13.0	12.7
LOS by Move:	*	*	*	F	F	F	B	B	*	*	B	B
ApproachDel:	xxxxxx			263.5			14.0			13.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			263.5			14.0			13.0		
LOS by Appr:	*			F			B			B		

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

Intersection #6 SR-57 SB @Sunset Xing (PM Peak Hour Yr 2025 Cum+Proj Without Sun

Cycle (sec): 100 Critical Vol./Cap. (X): 1.362
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 138.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 1!	0 0	1	0 2	0 0	0 0	1 1	0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	1320	0	118	24	151	0	0	187	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:	0	0	0	1320	0	118	24	151	0	0	187	138
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	1320	0	118	24	151	0	0	187	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:	1.00	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	1320	0	118	24	151	0	0	187	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1320	0	118	24	151	0	0	187	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1320	0	118	24	151	0	0	187	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.84	0.00	0.16	1.00	2.00	0.00	0.00	1.15	0.85
Final Sat.:	0	0	0	1521	-528	87	419	892	0	0	567	450
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.87	-0.00	1.36	0.06	0.17	xxxx	xxxx	0.33	0.31
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	185.9	195	195.0	11.7	12.3	0.0	0.0	13.5	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	185.9	195	195.0	11.7	12.3	0.0	0.0	13.5	12.4
LOS by Move:	*	*	*	F	F	F	B	B	*	*	B	B
ApproachDel:	xxxxxx			182.1			12.3			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			182.1			12.3			13.1		
LOS by Appr:	*			F			B			B		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SC
Agency/Co.	LLG ENGINEERS
Date Performed	2/18/2004
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	2436\HCS\2025\26AM-2025CUM
Jurisdiction	DIAMOND BAR
Analysis Year	2025

Project ID YEAR 2025 CUMULATIVE ~~BASE~~ + Project

East/West Street: SUNSET CROSSING ROAD

North/South Street: PROSPECTOR DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	6	4	442	12	10
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	1	20	260	28	43	2
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate	3	7	448	16	281		73	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.0		0.4	
Prop. Right-Turns	0.0	0.6	0.0	0.6	0.9		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.13	6.13	6.13	6.13	6.13		6.13	

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.00	0.01	0.40	0.01	0.25		0.06	
hd, final value	6.13	6.13	6.13	6.13	6.13		6.13	
x, final value	0.01	0.01	0.74	0.02	0.38		0.12	
Move-up time, m	2.3		2.3		2.0		2.0	
Service Time	3.8	3.4	3.8	3.4	3.8	3.4	3.8	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	253	257	595	266	531		323	
Delay	8.86	8.48	23.85	7.84	10.81		9.55	
LOS	A	A	C	A	B		A	
Approach: Delay	8.59		23.30		10.81		9.55	
LOS	A		C		B		A	
Intersection Delay	17.67							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	SC
Agency/Co.	LLG ENGINEERS
Date Performed	2/18/2004
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	2436\HCS\2025\26PM-2025CUM
Jurisdiction	DIAMOND BAR
Analysis Year	2025

Project ID YEAR 2025 CUMULATIVE ~~BASE~~ + Project

East/West Street: SUNSET CROSSING ROAD

North/South Street: PROSPECTOR DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	24	8	208	28	19
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	8	14	134	22	4	2
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate	12	20	222	33	156		28	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Prop. Left-Turns	0.0	0.0	0.9	0.0	0.1		0.8	
Prop. Right-Turns	0.0	0.4	0.0	0.6	0.9		0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.18	5.18	5.18	5.18	5.18		5.18	

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.01	0.02	0.20	0.03	0.14		0.02	
hd, final value	5.18	5.18	5.18	5.18	5.18		5.18	
x, final value	0.02	0.03	0.33	0.04	0.18		0.04	
Move-up time, m	2.3		2.3		2.0		2.0	
Service Time	2.9	2.6	2.9	2.6	2.9	2.6	2.9	2.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	262	270	472	283	406		278	
Delay	7.97	7.74	10.83	7.45	8.08		8.12	
LOS	A	A	B	A	A		A	
Approach: Delay	7.83		10.40		8.08		8.12	
LOS	A		B		A		A	
Intersection Delay	9.32							
Intersection LOS	A							

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C-209

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-57 SB Ramps
E-W St: Sunset Crossing Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU27.wk4

SR-57 SB Ramps @ Sunset Crossing Road
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	984	0	0	0.000	177	1161	0	0	0.000	51	1212	0	0	0.000	154	1366	0	0	0.000	0	1366	0	0	0.000
Sb Thru	0	2	3200	0.373 *	0	0	2	3200	0.440 *	0	0	2	3200	0.456 *	0	0	2	3200	0.504 *	0	0	2	3200	0.504 *
Sb Right	209	0	0	-	38	247	0	0	-	0	247	0	0	-	0	247	0	0	-	0	247	0	0	-
Eb Left	17	1	1600	0.011 *	3	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Eb Thru	240	2	3200	0.075	43	284	2	3200	0.089	0	284	2	3200	0.089	0	284	2	3200	0.089	0	284	2	3200	0.089
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	191	2	3200	0.071 *	34	225	2	3200	0.083 *	0	225	2	3200	0.083 *	0	225	2	3200	0.083 *	0	225	2	3200	0.083 *
Wb Right	35	0	0	-	6	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				0.000					0.000					0.000					0.000					0.000
ICU				0.555					0.636					0.652					0.700					0.700
LOS				A					B					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.048
Significant Impact: NO

Area Traffic Mitigation: Install traffic signal

TOTAL 1677 TOTAL 302 1978 TOTAL 51 2029 TOTAL 154 2183 0 2183

A127

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: SR-57 SB Ramps
E-W St: Sunset Crossing Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU27.wk4

INTERSECTION CAPACITY UTILIZATION

SR-57 SB Ramps @ Sunset Crossing Road
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	952	0	0	0.000	171	1124	0	0	0.000	127	1251	0	0	0.000	69	1320	0	0	0.000	0	1320	0	0	0.000
Sb Thru	0	2	3200	0.329 *	0	0	2	3200	0.388 *	0	0	2	3200	0.428 *	0	0	2	3200	0.449 *	0	0	2	3200	0.449 *
Sb Right	100	0	0	-	18	118	0	0	-	0	118	0	0	-	0	118	0	0	-	0	118	0	0	-
Eb Left	20	1	1600	0.013 *	4	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *
Eb Thru	128	2	3200	0.040	23	151	2	3200	0.047	0	151	2	3200	0.047	0	151	2	3200	0.047	0	151	2	3200	0.047
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	159	2	3200	0.086 *	29	187	2	3200	0.102 *	0	187	2	3200	0.102 *	0	187	2	3200	0.102 *	0	187	2	3200	0.102 *
Wb Right	117	0	0	-	21	138	0	0	-	0	138	0	0	-	0	138	0	0	-	0	138	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				0.000					0.000					0.000					0.000					0.000
ICU				0.528					0.605					0.645					0.666					0.666
LOS				A					B					B					B					B

C-A128

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation: Install traffic signal

TOTAL	1477		TOTAL	266	1742		TOTAL	127	1869		TOTAL	69	1938							0	1938			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-57 NB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU28.wk4

Diamond Bar Boulevard @ SR-57 NB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	707	1	1600	0.442 *	127	834	1	1600	0.521 *	98	932	1	1600	0.583 *	36	968	1	1600	0.605 *	0	968	1	1600	0.605 *
Nb Thru	617	2	3200	0.200	111	728	2	3200	0.235	75	803	2	3200	0.259	12	815	2	3200	0.263	0	815	2	3200	0.263
Nb Right	21	0	0	-	4	25	0	0	-	0	25	0	0	-	0	25	0	0	-	0	25	0	0	-
Sb Left	26	1	1600	0.016	5	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Thru	908	2	3200	0.284 *	163	1071	2	3200	0.335 *	27	1098	2	3200	0.343 *	50	1148	2	3200	0.359 *	0	1148	3	4800	0.245 *
Sb Right**	24	1	1600	0.015	4	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018	0	29	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	8	0	0	0.000	1	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000
Wb Thru	7	1	1600	0.026 *	1	8	1	1600	0.030 *	0	8	1	1600	0.030 *	0	8	1	1600	0.030 *	0	8	1	1600	0.030 *
Wb Right	26	0	0	-	5	30	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.782					0.916					0.986					1.024					0.910
LOS				C					E					E					F					E

A124

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.038
Significant Impact: YES

-0.076
Area Traffic Mitigation: Restripe SB to provide 3rd through lane

TOTAL	2344		TOTAL	422	2766		TOTAL	200	2966		TOTAL	98	3064							0	3064			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1560 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: SR-57 NB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU28.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ SR-57 NB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	494	1	1600	0.309 *	89	583	1	1600	0.364 *	93	676	1	1600	0.422 *	161	837	1	1600	0.523 *	0	837	1	1600	0.523 *
Nb Thru	1011	2	3200	0.317	182	1193	2	3200	0.375	32	1225	2	3200	0.385	55	1280	2	3200	0.402	0	1280	2	3200	0.402
Nb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Sb Left	26	1	1600	0.016	5	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Thru	1030	2	3200	0.322 *	185	1216	2	3200	0.380 *	71	1287	2	3200	0.402 *	25	1312	2	3200	0.410 *	0	1312	3	4800	0.303 *
Sb Right**	119	1	1600	0.075	21	141	1	1600	0.088	0	141	1	1600	0.088	0	141	1	1600	0.088	0	141	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000	0	2	0	0	0.000
Wb Thru	3	1	1600	0.008 *	1	4	1	1600	0.010 *	0	4	1	1600	0.010 *	0	4	1	1600	0.010 *	0	4	1	1600	0.010 *
Wb Right	8	0	0	-	1	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.669**					**0.784**					**0.864**					**0.973**					**0.866**
LOS				**B**					**C**					**D**					**E**					**D**

C-2483

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.109
Significant Impact: NO

0.002
Area Traffic Mitigation: Restripe SB to provide 3rd through lane

TOTAL 2698 TOTAL 486 3184 TOTAL 196 3380 TOTAL 241 3521 0 3621

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Sunset Crossing Raod
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU29.wk4

Diamond Bar Boulevard @ Sunset Crossing Raod
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	48	1	1600	0.030	9	57	1	1600	0.035	0	57	1	1600	0.035	0	57	1	1600	0.035	0	57	1	1600	0.035
Nb Thru	1438	2	3200	0.449 *	259	1697	2	3200	0.530 *	173	1870	2	3200	0.584 *	48	1918	2	3200	0.599 *	0	1918	3	4800	0.415 *
Nb Right**	64	1	1600	0.040	12	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047	0	76	0	0	-
Sb Left	24	1	1600	0.015 *	4	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Sb Thru	543	2	3200	0.185	98	641	2	3200	0.218	27	668	2	3200	0.227	50	718	2	3200	0.242	0	718	2	3200	0.242
Sb Right	49	0	0	-	9	58	0	0	-	0	58	0	0	-	0	58	0	0	-	0	58	0	0	-
Eb Left	203	1	1600	0.127	37	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150
Eb Thru	25	2	3200	0.168 *	5	30	2	3200	0.198 *	0	30	2	3200	0.214 *	0	30	2	3200	0.262 *	0	30	1	1600	0.018
Eb Right	513	0	0	-	92	605	0	0	-	51	656	0	0	-	154	810	0	0	-	0	810	2	2880	0.281 *
Wb Left	186	1	1600	0.116 *	33	219	1	1600	0.137 *	0	219	1	1600	0.137 *	0	219	1	1600	0.137 *	0	219	1	1600	0.137 *
Wb Thru	44	1	1600	0.079	8	52	1	1600	0.093	0	52	1	1600	0.093	0	52	1	1600	0.093	0	52	1	1600	0.093
Wb Right	82	0	0	-	15	97	0	0	-	0	97	0	0	-	0	97	0	0	-	0	97	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.778**					**0.913**					**0.983**					**1.046**					**0.846**
LOS				**C**					**E**					**E**					**F**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.063
Significant Impact: YES

-0.137
Area Traffic Mitigation: Restripe NB to provide 3rd through lane
Widen EB to provide 1-1-2

TOTAL	3219		TOTAL	579	3798		TOTAL	251	4049		TOTAL	252	4301						0	4301			

A131

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Sunset Crossing Raod
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU29.wk4

Diamond Bar Boulevard @ Sunset Crossing Raod
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060	17	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071
Nb Thru	1368	2	3200	0.428 *	246	1614	2	3200	0.504 *	125	1739	2	3200	0.544 *	216	1955	2	3200	0.611 *	0	1955	3	4800	0.443 *
Nb Right**	144	1	1600	0.090	26	170	1	1600	0.106	0	170	1	1600	0.106	0	170	1	1600	0.106	0	170	0	0	-
Sb Left	36	1	1600	0.023 *	6	42	1	1600	0.027 *	0	42	1	1600	0.027 *	0	42	1	1600	0.027 *	0	42	1	1600	0.027 *
Sb Thru	497	2	3200	0.188	89	586	2	3200	0.222	71	657	2	3200	0.244	25	682	2	3200	0.252	0	682	2	3200	0.252
Sb Right	105	0	0	-	19	124	0	0	-	0	124	0	0	-	0	124	0	0	-	0	124	0	0	-
Eb Left	126	1	1600	0.079	23	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093
Eb Thru	76	2	3200	0.256 *	14	90	2	3200	0.302 *	0	90	2	3200	0.342 *	0	90	2	3200	0.364 *	0	90	1	1600	0.056
Eb Right	744	0	0	-	134	878	0	0	-	127	1005	0	0	-	69	1074	0	0	-	0	1074	2	2880	0.373 *
Wb Left	97	1	1600	0.061 *	17	114	1	1600	0.072 *	0	114	1	1600	0.072 *	0	114	1	1600	0.072 *	0	114	1	1600	0.072 *
Wb Thru	66	1	1600	0.082	12	78	1	1600	0.097	0	78	1	1600	0.097	0	78	1	1600	0.097	0	78	1	1600	0.097
Wb Right	65	0	0	-	12	77	0	0	-	0	77	0	0	-	0	77	0	0	-	0	77	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.798					0.935					1.015					1.104					0.874
LOS				C					E					F					F					D

A-13.2

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.089
Significant Impact: YES

Area Traffic Mitigation: -0.141
Restripe NB to provide 3rd through lane
Widen EB to provide

TOTAL	3420		TOTAL	616	4036		TOTAL	323	4359		TOTAL	310	4669						0	4669			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU30.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ SR-60 WB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

184

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	711	2	3200	0.222 *	128	839	2	3200	0.262 *	176	1015	2	3200	0.317 *	48	1063	2	3200	0.332 *	0	1063	3	4800	0.297 *
Nb Right**	308	1	1600	0.193	55	363	1	1600	0.227	0	363	1	1600	0.227	0	363	1	1600	0.227	0	363	0	0	-
Sb Left	291	1	1600	0.182	52	343	1	1600	0.215	0	343	1	1600	0.215	0	343	1	1600	0.215 *	0	343	1	1600	0.215 *
Sb Thru	1008	2	3200	0.315	181	1189	2	3200	0.372	91	1280	2	3200	0.400	204	1484	2	3200	0.464	0	1484	2	3200	0.464
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	385	1	1600	0.241	69	454	1	1600	0.284	17	471	1	1600	0.295	234	705	1	1600	0.441	0	705	1	1600	0.441
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	788	1	1600	0.493 *	142	930	1	1600	0.581 *	0	930	1	1600	0.581 *	0	930	1	1600	0.581	0	930	2	2880	0.323
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.745					0.873					0.928					1.018					0.983
LOS				C					D					E					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.090
Significant Impact: YES

Area Traffic Mitigation: 0.055
Restripe the NB approach to provide 3rd through lan
Widen WB to provide 2nd right-turn lane

TOTAL	3491		TOTAL	628	4119		TOTAL	284	4403		TOTAL	486	4889							0	4889			

A133

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU30.wk4

Diamond Bar Boulevard @ SR-60 WB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	928	2	3200	0.290	167	1095	2	3200	0.342	138	1233	2	3200	0.385	216	1449	2	3200	0.453	0	1449	3	4800	0.344
Nb Right**	172	1	1600	0.108	31	203	1	1600	0.127	0	203	1	1600	0.127	0	203	1	1600	0.127	0	203	0	0	-
Sb Left	72	1	1600	0.045	13	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053
Sb Thru	1258	2	3200	0.393 *	226	1484	2	3200	0.464 *	202	1686	2	3200	0.527 *	94	1780	2	3200	0.556 *	0	1780	2	3200	0.556 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	348	1	1600	0.218	63	411	1	1600	0.257	49	460	1	1600	0.287	89	549	1	1600	0.343	0	549	1	1600	0.343
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	573	1	1600	0.358 *	103	676	1	1600	0.423 *	0	676	1	1600	0.423 *	0	676	1	1600	0.423 *	0	676	2	2880	0.235
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.736					0.864					0.927					0.956					0.929
LOS				C					D					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.029
Significant Impact: NO

Area Traffic Mitigation: 0.002
Restripe the NB approach to provide 3rd through lan
Widen WB to provide

TOTAL	3351		TOTAL	603	3954		TOTAL	389	4343		TOTAL	399	4742						0	4742			

A134

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU31.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ SR-60 EB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	927	2	3200	0.290	167	1094	2	3200	0.342	176	1270	2	3200	0.397	48	1318	2	3200	0.412	0	1318	2	3200	0.412
Nb Right	647	1	1600	0.404 *	116	763	1	1600	0.477 *	43	806	1	1600	0.504 *	50	856	1	1600	0.535 *	0	856	1	1600	0.535 *
Sb Left	269	1	1600	0.168 *	48	317	1	1600	0.198 *	0	317	1	1600	0.198 *	0	317	1	1600	0.198 *	0	317	2	2880	0.110 *
Sb Thru	1129	2	3200	0.353	203	1332	2	3200	0.416	115	1447	2	3200	0.452	438	1885	2	3200	0.589	0	1885	2	3200	0.589
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	140	0	0	0.000	25	165	0	0	0.000	0	165	0	0	0.000	0	165	0	0	0.000	0	165	0	0	0.000
Eb Thru	2	2	3200	0.086 *	0	2	2	3200	0.101 *	0	2	2	3200	0.101 *	0	2	2	3200	0.101 *	0	2	2	3200	0.101 *
Eb Right	132	0	0	-	24	156	0	0	-	0	156	0	0	-	0	156	0	0	-	0	156	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.688					0.806					0.833					0.864					0.776
LOS				B					D					D					D					C

C218
A135

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.031
Significant Impact: NO

Area Traffic Mitigation: -0.057
Restripe the SB approach to provide a 2nd left-turn lane

TOTAL	3246		TOTAL	584	3830		TOTAL	334	4164		TOTAL	536	4700							0	4700			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU31.wk4

Diamond Bar Boulevard @ SR-60 EB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	970	2	3200	0.303	175	1145	2	3200	0.358	138	1283	2	3200	0.401	216	1499	2	3200	0.468	0	1499	2	3200	0.468
Nb Right	699	1	1600	0.437 *	126	825	1	1600	0.516 *	43	868	1	1600	0.542 *	231	1099	1	1600	0.687 *	0	1099	1	1600	0.687 *
Sb Left	500	1	1600	0.313 *	90	590	1	1600	0.369 *	0	590	1	1600	0.369 *	0	590	1	1600	0.369 *	0	590	2	2880	0.205 *
Sb Thru	1060	2	3200	0.331	191	1251	2	3200	0.391	256	1507	2	3200	0.471	183	1690	2	3200	0.528	0	1690	2	3200	0.528
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	127	0	0	0.000	23	150	0	0	0.000	0	150	0	0	0.000	0	150	0	0	0.000	0	150	0	0	0.000
Eb Thru	2	2	3200	0.153 *	0	2	2	3200	0.181 *	0	2	2	3200	0.181 *	0	2	2	3200	0.181 *	0	2	2	3200	0.181 *
Eb Right	362	0	0	-	65	427	0	0	-	0	427	0	0	-	0	427	0	0	-	0	427	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.933					1.096					1.122					1.267					1.103
LOS				E					F					F					F					F

C-2436

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.145
Significant Impact: YES

-0.019
Area Traffic Mitigation: Restripe the SB approach to provide a 2nd left-turn lane

TOTAL	3720		TOTAL	670	4390		TOTAL	437	4827		TOTAL	630	5457							0	5457			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: Gentle Springs Lane-Palomino Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU32.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ Gentle Springs Lane-Palomino Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	35	1	1600	0.022	6	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026
Nb Thru	1383	3	4800	0.302 *	249	1632	3	4800	0.356 *	219	1851	3	4800	0.402 *	98	1949	3	4800	0.422 *	0	1949	3	4800	0.422 *
Nb Right	66	0	0	-	12	78	0	0	-	0	78	0	0	-	0	78	0	0	-	0	78	0	0	-
Sb Left	134	1	1600	0.084 *	24	158	1	1600	0.099 *	0	158	1	1600	0.099 *	0	158	1	1600	0.099 *	0	158	1	1600	0.099
Sb Thru	1199	3	4800	0.259	216	1415	3	4800	0.305	115	1530	3	4800	0.329	438	1968	3	4800	0.420	0	1968	3	4800	0.420
Sb Right	42	0	0	-	8	50	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Eb Left	64	0	0	0.000 *	12	76	0	0	0.000 *	0	76	0	0	0.000 *	0	76	0	0	0.000 *	0	76	0	0	0.000 *
Eb Thru	9	1	1600	0.064	2	11	1	1600	0.075	0	11	1	1600	0.075	0	11	1	1600	0.075	0	11	1	1600	0.075
Eb Right	29	0	0	-	5	34	0	0	-	0	34	0	0	-	0	34	0	0	-	0	34	0	0	-
Wb Left	92	0	0	0.000	17	109	0	0	0.000	0	109	0	0	0.000	0	109	0	0	0.000	0	109	0	0	0.000
Wb Thru	8	1	1600	0.254 *	1	9	1	1600	0.299 *	0	9	1	1600	0.299 *	0	9	1	1600	0.299 *	0	9	1	1600	0.074
Wb Right	306	0	0	-	55	361	0	0	-	0	361	0	0	-	0	361	0	0	-	0	361	1	1600	0.226 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.670					0.784					0.830					0.850					0.678
LOS				B					C					D					D					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.020
Significant Impact: NO

Area Traffic Mitigation: Restripe WB to provide an exclusive right-turn lane

TOTAL	3367		TOTAL	606	3973		TOTAL	334	4307		TOTAL	536	4843						0	4843			

A137

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Gentle Springs Lane-Palomino Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU32.wk4

Diamond Bar Boulevard @ Gentle Springs Lane-Palomino Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	110	1	1600	0.069	20	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081
Nb Thru	1331	3	4800	0.295 *	240	1571	3	4800	0.348 *	181	1752	3	4800	0.386 *	447	2199	3	4800	0.479 *	0	2199	3	4800	0.479 *
Nb Right	85	0	0	-	15	100	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	221	1	1600	0.138 *	40	261	1	1600	0.163 *	0	261	1	1600	0.163 *	0	261	1	1600	0.163 *	0	261	1	1600	0.163 *
Sb Thru	1171	3	4800	0.251	211	1382	3	4800	0.296	256	1638	3	4800	0.350	183	1821	3	4800	0.388	0	1821	3	4800	0.388
Sb Right	34	0	0	-	6	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	124	0	0	0.000 *	22	146	0	0	0.000 *	0	146	0	0	0.000 *	0	146	0	0	0.000 *	0	146	0	0	0.000
Eb Thru	19	1	1600	0.129	3	22	1	1600	0.153	0	22	1	1600	0.153	0	22	1	1600	0.153	0	22	1	1600	0.153 *
Eb Right	64	0	0	-	12	76	0	0	-	0	76	0	0	-	0	76	0	0	-	0	76	0	0	-
Wb Left	85	0	0	0.000	15	100	0	0	0.000	0	100	0	0	0.000	0	100	0	0	0.000	0	100	0	0	0.000 *
Wb Thru	17	1	1600	0.219 *	3	20	1	1600	0.259 *	0	20	1	1600	0.259 *	0	20	1	1600	0.259 *	0	20	1	1600	0.075
Wb Right	249	0	0	-	45	294	0	0	-	0	294	0	0	-	0	294	0	0	-	0	294	1	1600	0.184
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.682					0.800					0.838					0.931					0.825
LOS				B					C					D					E					D
TOTAL	3510				TOTAL	632	4142		TOTAL	437	4579			TOTAL	630	5209				0	5209			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.093
Significant Impact: YES

Area Traffic Mitigation: Restripe WB to provide an exclusive right-turn lane

C 22A138

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: K-Mart Entrance
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU33.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ K-Mart Entrance
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

215

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	63	1	1600	0.039	11	74	1	1600	0.046	0	74	1	1600	0.046	0	74	1	1600	0.046	0	74	1	1600	0.046
Nb Thru	1481	3	4800	0.312 *	267	1748	3	4800	0.369 *	219	1967	3	4800	0.414 *	98	2065	3	4800	0.435 *	0	2065	3	4800	0.435 *
Nb Right	18	0	0	-	3	21	0	0	-	0	21	0	0	-	0	21	0	0	-	0	21	0	0	-
Sb Left	67	1	1600	0.042 *	12	79	1	1600	0.049 *	0	79	1	1600	0.049 *	0	79	1	1600	0.049 *	0	79	1	1600	0.049 *
Sb Thru	1059	3	4800	0.223	191	1250	3	4800	0.264	115	1365	3	4800	0.287	438	1803	3	4800	0.379	0	1803	3	4800	0.379
Sb Right	13	0	0	-	2	15	0	0	-	0	15	0	0	-	0	15	0	0	-	0	15	0	0	-
Eb Left	43	0	0	0.000	8	51	0	0	0.000	0	51	0	0	0.000	0	51	0	0	0.000	0	51	0	0	0.000
Eb Thru	11	1	1600	0.034 *	2	13	1	1600	0.040 *	0	13	1	1600	0.040 *	0	13	1	1600	0.040 *	0	13	1	1600	0.040 *
Eb Right	19	1	1600	0.012	3	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014
Wb Left	32	0	0	0.000 *	6	38	0	0	0.000 *	0	38	0	0	0.000 *	0	38	0	0	0.000 *	0	38	0	0	0.000 *
Wb Thru	5	1	1600	0.023	1	6	1	1600	0.027	0	6	1	1600	0.027	0	6	1	1600	0.027	0	6	1	1600	0.027
Wb Right	45	1	1600	0.028	8	53	1	1600	0.033	0	53	1	1600	0.033	0	53	1	1600	0.033	0	53	1	1600	0.033
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				**0.418**					**0.488**					**0.533**					**0.554**					**0.554**
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2856		TOTAL	514	3370		TOTAL	334	3704		TOTAL	536	4240							TOTAL	0	4240		

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: K-Mart Entrance
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU33.wk4

Diamond Bar Boulevard @ K-Mart Entrance
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	180	1	1600	0.113	32	212	1	1600	0.133	0	212	1	1600	0.133	0	212	1	1600	0.133	0	212	1	1600	0.133
Nb Thru	1547	3	4800	0.331 *	278	1825	3	4800	0.390 *	181	2006	3	4800	0.428 *	447	2453	3	4800	0.521 *	0	2453	3	4800	0.521 *
Nb Right	41	0	0	-	7	48	0	0	-	0	48	0	0	-	0	48	0	0	-	0	48	0	0	-
Sb Left	168	1	1600	0.105 *	30	198	1	1600	0.124 *	0	198	1	1600	0.124 *	0	198	1	1600	0.124 *	0	198	1	1600	0.124 *
Sb Thru	1202	3	4800	0.265	216	1418	3	4800	0.313	256	1674	3	4800	0.367	183	1857	3	4800	0.405	0	1857	3	4800	0.405
Sb Right	72	0	0	-	13	85	0	0	-	0	85	0	0	-	0	85	0	0	-	0	85	0	0	-
Eb Left	73	0	0	0.000 *	13	86	0	0	0.000 *	0	86	0	0	0.000 *	0	86	0	0	0.000 *	0	86	0	0	0.000 *
Eb Thru	26	1	1600	0.062	5	31	1	1600	0.073	0	31	1	1600	0.073	0	31	1	1600	0.073	0	31	1	1600	0.073
Eb Right	84	1	1600	0.053	15	99	1	1600	0.062	0	99	1	1600	0.062	0	99	1	1600	0.062	0	99	1	1600	0.062
Wb Left	138	0	0	0.000	25	163	0	0	0.000	0	163	0	0	0.000	0	163	0	0	0.000	0	163	0	0	0.000
Wb Thru	11	1	1600	0.093 *	2	13	1	1600	0.110 *	0	13	1	1600	0.110 *	0	13	1	1600	0.110 *	0	13	1	1600	0.110 *
Wb Right	83	1	1600	0.052	15	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.559					0.654					0.692					0.785					0.785
LOS				A					B					B					C					C
TOTAL	3625				TOTAL	653	4278		TOTAL	437	4715			TOTAL	630	5345				0	5345			

C-22A140

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.093
Significant Impact: NO

Area Traffic Mitigation:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU34.wk4

Diamond Bar Boulevard @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	38	248	1	1600	0.155 *	0	248	1	1600	0.155 *	0	248	1	1600	0.155 *	0	248	2	2880	0.086 *
Nb Thru	763	3	4800	0.209	137	900	3	4800	0.247	195	1095	3	4800	0.288	0	1095	3	4800	0.288	0	1095	3	4800	0.288
Nb Right	241	0	0	-	43	284	0	0	-	2	286	0	0	-	0	286	0	0	-	0	286	0	0	-
Sb Left	115	2	2880	0.040	21	136	2	2880	0.047	0	136	2	2880	0.047	0	136	2	2880	0.047	0	136	2	2880	0.047
Sb Thru	863	2	3200	0.270 *	155	1018	2	3200	0.318 *	71	1089	2	3200	0.340 *	0	1089	2	3200	0.340 *	0	1089	2	3200	0.340 *
Sb Right	404	1	1600	0.253	73	477	1	1600	0.298	44	521	1	1600	0.325	438	959	1	1600	0.599	0	959	2	2880	0.333
Eb Left	342	1	1600	0.214 *	62	404	1	1600	0.252 *	24	428	1	1600	0.267 *	98	526	1	1600	0.328 *	0	526	2	2880	0.182 *
Eb Thru	273	2	3200	0.142	49	322	2	3200	0.168	46	368	2	3200	0.182	33	401	2	3200	0.192	0	401	2	3200	0.125
Eb Right	182	0	0	-	33	215	0	0	-	0	215	0	0	-	0	215	0	0	-	0	215	1	1600	0.134
Wb Left	399	1	1600	0.249	72	471	1	1600	0.294	4	475	1	1600	0.297	0	475	1	1600	0.297	0	475	1	1600	0.297
Wb Thru	559	2	3200	0.263 *	101	660	2	3200	0.310 *	42	702	2	3200	0.323 *	131	833	2	3200	0.364 *	0	833	2	3200	0.260 *
Wb Right	281	0	0	-	51	332	0	0	-	0	332	0	0	-	0	332	0	0	-	0	332	1	1600	0.207
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.908					1.065					1.115					1.217					0.898
LOS				E					F					F					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.102
Significant Impact: YES

Area Traffic Mitigation: -0.217 Widen all legs of the intersection

TOTAL	4632		TOTAL	834	5466		TOTAL	428	5894		TOTAL	700	6594						0	6594			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU34.wk4

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2026 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	274	1	1600	0.171 *	49	323	1	1600	0.202 *	0	323	1	1600	0.202 *	0	323	1	1600	0.202 *	0	323	2	2880	0.112 *
Nb Thru	855	3	4800	0.227	154	1009	3	4800	0.268	132	1141	3	4800	0.297	0	1141	3	4800	0.297	0	1141	3	4800	0.297
Nb Right	236	0	0	-	42	278	0	0	-	8	286	0	0	-	0	286	0	0	-	0	286	0	0	-
Sb Left	294	2	2880	0.102	53	347	2	2880	0.120	0	347	2	2880	0.120	0	347	2	2880	0.120	0	347	2	2880	0.120
Sb Thru	690	2	3200	0.216 *	124	814	2	3200	0.254 *	226	1040	2	3200	0.325 *	0	1040	2	3200	0.325 *	0	1040	2	3200	0.325 *
Sb Right	250	1	1600	0.156	45	295	1	1600	0.184	30	325	1	1600	0.203	183	508	1	1600	0.318	0	508	2	2880	0.176
Eb Left	358	1	1600	0.224	64	422	1	1600	0.264	49	471	1	1600	0.295	447	918	1	1600	0.574 *	0	918	2	2880	0.319 *
Eb Thru	634	2	3200	0.285 *	114	748	2	3200	0.336 *	87	835	2	3200	0.363 *	142	977	2	3200	0.407	0	977	2	3200	0.305
Eb Right	277	0	0	-	50	327	0	0	-	0	327	0	0	-	0	327	0	0	-	0	327	1	1600	0.204
Wb Left	159	1	1600	0.099 *	29	188	1	1600	0.117 *	6	194	1	1600	0.121 *	0	194	1	1600	0.121	0	194	1	1600	0.121
Wb Thru	181	2	3200	0.119	33	214	2	3200	0.140	84	298	2	3200	0.167	69	367	2	3200	0.188 *	0	367	2	3200	0.115 *
Wb Right	200	0	0	-	36	236	0	0	-	0	236	0	0	-	0	236	0	0	-	0	236	1	1600	0.148
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.801					0.939					1.041					1.319					0.901
LOS				C					E					F					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.278
Significant Impact: YES

-0.140
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4408		TOTAL	793	5201		TOTAL	622	5823		TOTAL	841	6664						0	6664				

C-2442

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Golden Springs Drive
E-W St: Prospectors Road
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU35.wk4

Golden Springs Drive @ Prospectors Road
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	140	1	1600	0.088	25	165	1	1600	0.103	0	165	1	1600	0.103	0	165	1	1600	0.103	0	165	1	1600	0.103
Nb Thru	514	2	3200	0.161	93	607	2	3200	0.190	56	663	2	3200	0.207	131	794	2	3200	0.248	0	794	2	3200	0.248
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	779	2	3200	0.266 *	140	919	2	3200	0.314 *	102	1021	2	3200	0.346 *	569	1590	2	3200	0.524 *	0	1590	2	3200	0.524 *
Sb Right	73	0	0	-	13	86	0	0	-	0	86	0	0	-	0	86	0	0	-	0	86	0	0	-
Eb Left	147	1	1600	0.092	26	173	1	1600	0.108	0	173	1	1600	0.108	0	173	1	1600	0.108	0	173	1	1600	0.108
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	342	1	1600	0.214 *	62	404	1	1600	0.252 *	0	404	1	1600	0.252 *	0	404	1	1600	0.252 *	0	404	1	1600	0.252 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.510					0.596					0.628					0.806					0.806
LOS				A					A					B					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.178
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1995		TOTAL	359	2354		TOTAL	158	2512		TOTAL	700	3212						0	3212			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Golden Springs Drive
E-W St: Prospectors Road
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU35.wk4

Golden Springs Drive @ Prospectors Road
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	209	1	1600	0.131	38	247	1	1600	0.154	0	247	1	1600	0.154	0	247	1	1600	0.154	0	247	1	1600	0.154
Nb Thru	1066	2	3200	0.333 *	192	1258	2	3200	0.393 *	152	1410	2	3200	0.441 *	589	1999	2	3200	0.625 *	0	1999	2	3200	0.625 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Sb Thru	465	2	3200	0.187	84	549	2	3200	0.221	103	652	2	3200	0.253	252	904	2	3200	0.332	0	904	2	3200	0.332
Sb Right	134	0	0	-	24	158	0	0	-	0	158	0	0	-	0	158	0	0	-	0	158	0	0	-
Eb Left	108	1	1600	0.068	19	127	1	1600	0.080	0	127	1	1600	0.080	0	127	1	1600	0.080	0	127	1	1600	0.080
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	105	1	1600	0.066	19	124	1	1600	0.077	0	124	1	1600	0.077	0	124	1	1600	0.077	0	124	1	1600	0.077
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.431					0.503					0.561					0.735					0.735
LOS				A					A					A					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.184
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2087		TOTAL	376	2463		TOTAL	255	2718		TOTAL	841	3559							TOTAL	0	3559		

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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N-S St: Golden Springs Drive
E-W St: Golden Prados Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU36.wk4

INTERSECTION CAPACITY UTILIZATION

Golden Springs Drive @ Golden Prados Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	8	1	1600	0.005 *	1	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	9	1	1600	0.006 *
Nb Thru	314	2	3200	0.105	57	371	2	3200	0.124	56	427	2	3200	0.142	131	558	2	3200	0.183	0	558	2	3200	0.183
Nb Right	23	0	0	-	4	27	0	0	-	0	27	0	0	-	0	27	0	0	-	0	27	0	0	-
Sb Left	23	1	1600	0.014	4	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017
Sb Thru	1214	2	3200	0.381 *	219	1433	2	3200	0.449 *	102	1535	2	3200	0.481 *	569	2104	2	3200	0.659 *	0	2104	2	3200	0.659 *
Sb Right	4	0	0	-	1	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Eb Left	16	1	1600	0.010 *	3	19	1	1600	0.012 *	0	19	1	1600	0.012 *	0	19	1	1600	0.012 *	0	19	1	1600	0.012 *
Eb Thru	4	1	1600	0.018	1	5	1	1600	0.021	0	5	1	1600	0.021	0	5	1	1600	0.021	0	5	1	1600	0.021
Eb Right	24	0	0	-	4	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Wb Left	88	1	1600	0.055	16	104	1	1600	0.065	0	104	1	1600	0.065	0	104	1	1600	0.065	0	104	1	1600	0.065
Wb Thru	5	1	1600	0.066 *	1	6	1	1600	0.077 *	0	6	1	1600	0.077 *	0	6	1	1600	0.077 *	0	6	1	1600	0.077 *
Wb Right	100	0	0	-	18	118	0	0	-	0	118	0	0	-	0	118	0	0	-	0	118	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.492					0.574					0.606					0.784					0.784
LOS				A					A					B					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.178
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1823		TOTAL	328	2151		TOTAL	158	2309		TOTAL	700	3009						0	3009			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Golden Springs Drive
E-W St: Golden Prados Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU36.wk4

Golden Springs Drive @ Golden Prados Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	21	1	1600	0.013	4	25	1	1600	0.015	0	25	1	1600	0.015	0	25	1	1600	0.015	0	25	1	1600	0.015
Nb Thru	1076	2	3200	0.359 *	194	1270	2	3200	0.423 *	152	1422	2	3200	0.471 *	589	2011	2	3200	0.655 *	0	2011	2	3200	0.655 *
Nb Right	72	0	0	-	13	85	0	0	-	0	85	0	0	-	0	85	0	0	-	0	85	0	0	-
Sb Left	26	1	1600	0.016 *	5	31	1	1600	0.019 *	0	31	1	1600	0.019 *	0	31	1	1600	0.019 *	0	31	1	1600	0.019 *
Sb Thru	426	2	3200	0.135	77	503	2	3200	0.159	103	606	2	3200	0.191	252	858	2	3200	0.270	0	858	2	3200	0.270
Sb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Eb Left	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005
Eb Thru	2	1	1600	0.012 *	0	2	1	1600	0.014 *	0	2	1	1600	0.014 *	0	2	1	1600	0.014 *	0	2	1	1600	0.014 *
Eb Right	17	0	0	-	3	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	39	1	1600	0.024 *	7	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	46	1	1600	0.029 *
Wb Thru	1	1	1600	0.009	0	1	1	1600	0.011	0	1	1	1600	0.011	0	1	1	1600	0.011	0	1	1	1600	0.011
Wb Right	14	0	0	-	3	17	0	0	-	0	17	0	0	-	0	17	0	0	-	0	17	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.441					0.515					0.563					0.747					0.747
LOS				A					A					A					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.184
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1706		TOTAL	307	2013		TOTAL	255	2268		TOTAL	841	3109							0	3109			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Business Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU37.wk4
E/W Split Phasing

Fairway Drive @ Business Parkway
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	16	1	1600	0.010	4	20	1	1600	0.012	0	20	1	1600	0.012	0	20	1	1600	0.012	0	20	1	1600	0.012
Nb Thru	786	2	3200	0.246 *	173	959	2	3200	0.300 *	94	1053	2	3200	0.329 *	67	1120	2	3200	0.350 *	0	1120	2	3200	0.350 *
Nb Right	159	1	1600	0.099	35	193	1	1600	0.121	0	193	1	1600	0.121	0	193	1	1600	0.121	0	193	1	1600	0.121
Sb Left	68	1	1600	0.042 *	15	83	1	1600	0.052 *	0	83	1	1600	0.052 *	0	83	1	1600	0.052 *	0	83	1	1600	0.052 *
Sb Thru	810	2	3200	0.255	178	988	2	3200	0.311	43	1031	2	3200	0.324	20	1051	2	3200	0.330	0	1051	2	3200	0.330
Sb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Eb Left	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000	0	1	0	0	0.000
Eb Thru	3	1	1600	0.004 *	1	4	1	1600	0.005 *	0	4	1	1600	0.005 *	0	4	1	1600	0.005 *	0	4	1	1600	0.005 *
Eb Right	3	0	0	-	1	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Wb Left	77	0	0	0.000	17	94	0	0	0.000	0	94	0	0	0.000	0	94	0	0	0.000	0	94	0	0	0.000
Wb Thru	4	2	3200	0.025 *	1	5	2	3200	0.031 *	0	5	2	3200	0.031 *	0	5	2	3200	0.031 *	0	5	2	3200	0.031 *
Wb Right	63	1	1600	0.039	14	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.417					0.488					0.517					0.538					0.538
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1994		TOTAL	439	2432		TOTAL	137	2569		TOTAL	87	2656							0	2656			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Business Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU37.wk4
E/W Split Phasing

Fairway Drive @ Business Parkway
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	23	1	1600	0.015 *	5	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Nb Thru	804	2	3200	0.251	177	981	2	3200	0.307	85	1066	2	3200	0.333	53	1119	2	3200	0.350	0	1119	2	3200	0.350
Nb Right	77	1	1600	0.048	17	94	1	1600	0.059	0	94	1	1600	0.059	0	94	1	1600	0.059	0	94	1	1600	0.059
Sb Left	130	1	1600	0.081	29	159	1	1600	0.099	0	159	1	1600	0.099	0	159	1	1600	0.099	0	159	1	1600	0.099
Sb Thru	1246	2	3200	0.391 *	274	1521	2	3200	0.477 *	122	1643	2	3200	0.515 *	87	1730	2	3200	0.542 *	0	1730	2	3200	0.542 *
Sb Right	4	0	0	-	1	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Eb Left	16	0	0	0.000	4	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Eb Thru	3	1	1600	0.022 *	1	4	1	1600	0.027 *	0	4	1	1600	0.027 *	0	4	1	1600	0.027 *	0	4	1	1600	0.027 *
Eb Right	16	0	0	-	4	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	250	0	0	0.000	55	306	0	0	0.000	0	306	0	0	0.000	0	306	0	0	0.000	0	306	0	0	0.000
Wb Thru	2	2	3200	0.079 *	0	2	2	3200	0.096 *	0	2	2	3200	0.096 *	0	2	2	3200	0.096 *	0	2	2	3200	0.096 *
Wb Right	88	1	1600	0.055	19	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.607					0.718					0.756					0.783					0.783
LOS				B					C					C					C					C

C-2A 1of8

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.027
Significant Impact: NO

Area Traffic Mitigation:

TOTAL 2660 TOTAL 585 3246 TOTAL 207 3453 TOTAL 140 3593 0 3593

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Walnut Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU38.wk4

Fairway Drive @ Walnut Drive
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	285	1	1600	0.178	63	347	1	1600	0.217	0	347	1	1600	0.217	0	347	1	1600	0.217	0	347	1	1600	0.217
Nb Thru	903	2	3200	0.327 *	199	1102	2	3200	0.399 *	94	1196	2	3200	0.429 *	67	1263	2	3200	0.450 *	0	1263	2	3200	0.450 *
Nb Right	144	0	0	-	32	176	0	0	-	0	176	0	0	-	0	176	0	0	-	0	176	0	0	-
Sb Left	65	1	1600	0.040 *	14	79	1	1600	0.049 *	0	79	1	1600	0.049 *	0	79	1	1600	0.049 *	0	79	1	1600	0.049 *
Sb Thru	699	3	4800	0.168	154	853	3	4800	0.205	43	896	3	4800	0.214	20	916	3	4800	0.218	0	916	3	4800	0.218
Sb Right	106	0	0	-	23	129	0	0	-	0	129	0	0	-	0	129	0	0	-	0	129	0	0	-
Eb Left	38	0	0	0.000 *	8	47	0	0	0.000 *	0	47	0	0	0.000 *	0	47	0	0	0.000 *	0	47	0	0	0.000 *
Eb Thru	46	2	3200	0.054	10	57	2	3200	0.065	0	57	2	3200	0.065	0	57	2	3200	0.065	0	57	2	3200	0.065
Eb Right	87	0	0	-	19	106	0	0	-	0	106	0	0	-	0	106	0	0	-	0	106	0	0	-
Wb Left	109	0	0	0.000	24	133	0	0	0.000	3	136	0	0	0.000	0	136	0	0	0.000	0	136	0	0	0.000
Wb Thru	186	2	3200	0.111 *	41	227	2	3200	0.136 *	0	227	2	3200	0.136 *	0	227	2	3200	0.136 *	0	227	2	3200	0.136 *
Wb Right	61	0	0	-	13	74	0	0	-	0	74	0	0	-	0	74	0	0	-	0	74	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.578**					**0.684**					**0.714**					**0.735**					**0.735**
LOS				**A**					**B**					**C**					**C**					**C**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2729		TOTAL	600	3329		TOTAL	140	3469		TOTAL	87	3556							0	3556			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: Walnut Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU38.wk4

Fairway Drive @ Walnut Drive
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	128	1	1600	0.080 *	28	156	1	1600	0.098 *	0	156	1	1600	0.098 *	0	156	1	1600	0.098 *	0	156	1	1600	0.098 *
Nb Thru	742	2	3200	0.260	163	906	2	3200	0.317	85	991	2	3200	0.343	53	1044	2	3200	0.360	0	1044	2	3200	0.360
Nb Right	89	0	0	-	20	108	0	0	-	0	108	0	0	-	0	108	0	0	-	0	108	0	0	-
Sb Left	80	1	1600	0.050	18	97	1	1600	0.061	0	97	1	1600	0.061	0	97	1	1600	0.061	0	97	1	1600	0.061
Sb Thru	1240	3	4800	0.277 *	273	1513	3	4800	0.338 *	122	1635	3	4800	0.364 *	87	1722	3	4800	0.382 *	0	1722	3	4800	0.382 *
Sb Right	90	0	0	-	20	110	0	0	-	0	110	0	0	-	0	110	0	0	-	0	110	0	0	-
Eb Left	102	0	0	0.000	22	124	0	0	0.000	0	124	0	0	0.000	0	124	0	0	0.000	0	124	0	0	0.000
Eb Thru	247	2	3200	0.205 *	54	302	2	3200	0.250 *	0	302	2	3200	0.250 *	0	302	2	3200	0.250 *	0	302	2	3200	0.250 *
Eb Right	306	0	0	-	67	373	0	0	-	0	373	0	0	-	0	373	0	0	-	0	373	0	0	-
Wb Left	176	0	0	0.000 *	39	214	0	0	0.000 *	9	223	0	0	0.000 *	0	223	0	0	0.000 *	0	223	0	0	0.000 *
Wb Thru	155	2	3200	0.112	34	189	2	3200	0.137	0	189	2	3200	0.140	0	189	2	3200	0.140	0	189	2	3200	0.140
Wb Right	29	0	0	-	6	36	0	0	-	0	36	0	0	-	0	36	0	0	-	0	36	0	0	-
Yellow-Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.662					0.786					0.812					0.830					0.830
LOS				B					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.018
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3385		TOTAL	745	4129		TOTAL	216	4345		TOTAL	140	4485							0	4485			

(ISD) 4-35

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU39.wk4

Fairway Drive @ SR-60 WB Ramps
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	227	1	1600	0.142 *	50	277	1	1600	0.173 *	0	277	1	1600	0.173 *	0	277	1	1600	0.173 *	0	277	1	1600	0.173 *
Nb Thru	1020	2	3200	0.319	224	1245	2	3200	0.389	94	1339	2	3200	0.418	67	1406	2	3200	0.439	0	1406	2	3200	0.439
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	698	2	3200	0.218 *	154	851	2	3200	0.266 *	43	894	2	3200	0.280 *	0	894	2	3200	0.280 *	0	894	2	3200	0.280 *
Sb Right	214	1	1600	0.134	47	261	1	1600	0.163	3	264	1	1600	0.165	20	284	1	1600	0.178	0	284	1	1600	0.178
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	209	0	0	0.000	46	255	0	0	0.000	0	255	0	0	0.000	0	255	0	0	0.000	0	255	0	0	0.000
Wb Thru	2	1	1600	0.132	0	2	1	1600	0.161	0	2	1	1600	0.161	0	2	1	1600	0.161	0	2	1	1600	0.161
Wb Right	395	1	1600	0.247 *	87	482	1	1600	0.301 *	0	482	1	1600	0.301 *	0	482	1	1600	0.301 *	0	482	1	1600	0.301 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.707					0.840					0.854					0.854					0.854
LOS				C					D					D					D					D

A15 J

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	2765		TOTAL	608	3374		TOTAL	140	3514		TOTAL	87	3601						0	3601			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU39.wk4

Fairway Drive @ SR-60 WB Ramps
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	272	1	1600	0.170 *	60	331	1	1600	0.207 *	0	331	1	1600	0.207 *	0	331	1	1600	0.207 *	0	331	1	1600	0.207 *
Nb Thru	861	2	3200	0.269	189	1050	2	3200	0.328	85	1135	2	3200	0.355	53	1188	2	3200	0.371	0	1188	2	3200	0.371
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1207	2	3200	0.377 *	266	1472	2	3200	0.460 *	122	1594	2	3200	0.498 *	0	1594	2	3200	0.498 *	0	1594	2	3200	0.498 *
Sb Right	419	1	1600	0.262	92	511	1	1600	0.320	9	520	1	1600	0.325	87	607	1	1600	0.380	0	607	1	1600	0.380
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	256	0	0	0.000	56	312	0	0	0.000	0	312	0	0	0.000	0	312	0	0	0.000	0	312	0	0	0.000
Wb Thru	6	1	1600	0.163	1	7	1	1600	0.199	0	7	1	1600	0.199	0	7	1	1600	0.199	0	7	1	1600	0.199
Wb Right	404	1	1600	0.253 *	89	493	1	1600	0.308 *	0	493	1	1600	0.308 *	0	493	1	1600	0.308 *	0	493	1	1600	0.308 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.900					1.075					1.113					1.113					1.113
LOS				D					F					F					F					F

C-23 A152

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3424		TOTAL	753	4177		TOTAL	216	4393		TOTAL	140	4533							0	4533			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU40.wk4

Fairway Drive @ SR-60 EB Ramps
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	1122	2	3200	0.351	247	1369	2	3200	0.428	94	1463	2	3200	0.457	0	1463	2	3200	0.457	0	1463	2	3200	0.457
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	976	2	3200	0.370 *	215	1190	2	3200	0.451 *	43	1233	2	3200	0.465 *	0	1233	2	3200	0.465 *	0	1233	2	3200	0.465 *
Sb Right	208	0	0	-	46	254	0	0	-	0	254	0	0	-	0	254	0	0	-	0	254	0	0	-
Eb Left	461	0	0	0.000	101	562	0	0	0.000	0	562	0	0	0.000	67	629	0	0	0.000	0	629	0	0	0.000
Eb Thru	0	2	3200	0.239 *	0	0	2	3200	0.292 *	0	0	2	3200	0.292 *	0	0	2	3200	0.313 *	0	0	2	3200	0.313 *
Eb Right	305	0	0	-	67	372	0	0	-	0	372	0	0	-	0	372	0	0	-	0	372	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.709					0.843					0.857					0.878					0.878
LOS				C					D					D					D					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3071		TOTAL	676	3747		TOTAL	137	3884		TOTAL	67	3951						TOTAL	0	3951			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU40.wk4

Fairway Drive @ SR-60 EB Ramps
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	1270	2	3200	0.397	279	1549	2	3200	0.484	85	1634	2	3200	0.511	0	1634	2	3200	0.511	0	1634	2	3200	0.511
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1180	2	3200	0.494 *	260	1439	2	3200	0.603 *	122	1561	2	3200	0.641 *	0	1561	2	3200	0.641 *	0	1561	2	3200	0.641 *
Sb Right	401	0	0	-	88	489	0	0	-	0	489	0	0	-	0	489	0	0	-	0	489	0	0	-
Eb Left	245	0	0	0.000	54	299	0	0	0.000	0	299	0	0	0.000	53	352	0	0	0.000	0	352	0	0	0.000
Eb Thru	0	2	3200	0.139 *	0	0	2	3200	0.170 *	0	0	2	3200	0.170 *	0	0	2	3200	0.186 *	0	0	2	3200	0.186 *
Eb Right	200	0	0	-	44	244	0	0	-	0	244	0	0	-	0	244	0	0	-	0	244	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.733					0.873					0.911					0.927					0.927
LOS				C					D					E					E					E

C-23 A154

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.016
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	3296		TOTAL	725	4021		TOTAL	207	4228		TOTAL	53	4281							0	4281			

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2025\41AM-2025WSX-TOT
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2025
Analysis Time Period	AM PEAK HOUR		

Project Description	Year 2025 CUMULATIVE+PROJECT (Without Sunset Xing Ext)
East/West Street:	OLD RANCH ROAD
North/South Street:	BREA CANYON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	814	121	0	1593	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	814	121	0	1593	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	40	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	40	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					40			
C (m) (vph)					599			
v/c					0.07			
95% queue length					0.21			
Control Delay					11.4			
LOS					B			
Approach Delay	--	--	11.4					
Approach LOS	--	--	B					

> TIS Delay = 0.47 sec/veh, LOS A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2025\41PM-2025WOSXTOT
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2025
Analysis Time Period	PM PEAK HOUR		

Project Description	Year 2025 CUMULATIVE+PROJECT (Without Sunset Xing Ext)
East/West Street:	OLD RANCH ROAD
North/South Street:	BREA CANYON ROAD
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	1872	65	0	1191	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	1872	65	0	1191	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	197	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	197	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (vph)					197			
C (m) (vph)					270			
v/c					0.73			
95% queue length					5.17			
Control Delay					47.4			
LOS					E			
Approach Delay	--	--	47.4					
Approach LOS	--	--	E					

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ILS Delay = 4.38 sec/veh

A15b

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Brea Canyon Road
E-W St: Cheryl Lane-Grand Crossing Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU42.wk4

INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ Cheryl Lane-Grand Crossing Parkway
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2004
Projection Year: 2025

	2004 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	1	1600	0.023 *	8	45	1	1600	0.028 *	59	104	1	1600	0.065	0	104	1	1600	0.065	0	104	1	1600	0.065 *
Nb Thru	610	2	3200	0.191	128	738	2	3200	0.231	42	780	3	4800	0.163	89	869	3	4800	0.181	0	869	3	4800	0.181
Nb Right	56	1	1600	0.035	12	68	1	1600	0.042	561	629	1	1600	0.393 *	761	1390	1	1600	0.869 *	0	1390	FREE	9999999	0.000
Sb Left	23	1	1600	0.014	5	28	1	1600	0.017	108	136	1	1600	0.085 *	341	477	1	1600	0.298 *	0	477	2	2880	0.166
Sb Thru	726	2	3200	0.227 *	152	878	2	3200	0.275 *	74	952	2	3200	0.298	18	970	2	3200	0.303	0	970	2	3200	0.303 *
Sb Right**	92	1	1600	0.058	19	111	1	1600	0.070	72	183	1	1600	0.115	0	183	1	1600	0.115	0	183	1	1600	0.115
Eb Left	10	1	1600	0.006	2	12	1	1600	0.008	8	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2	2	3200	0.003 *	0	2	2	3200	0.003 *	2	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *
Eb Right	7	0	0	-	1	8	0	0	-	8	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010
Wb Left	49	1	1600	0.031 *	10	59	1	1600	0.037 *	140	199	2	2880	0.069	176	375	2	2880	0.130	0	375	3	4800	0.078 *
Wb Thru	16	2	3200	0.011	3	19	2	3200	0.013	14	33	2	3200	0.028	0	33	2	3200	0.064	0	33	2	3200	0.064
Wb Right	18	0	0	-	4	22	0	0	-	33	55	0	0	-	118	173	0	0	-	0	173	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.384					0.443					0.581					1.270					0.549
LOS				A					A					A					F					A

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.689
Significant Impact: YES

Area Traffic Mitigation: -0.032
Widen all legs of the intersection

TOTAL 1646 TOTAL 346 1992 TOTAL 1121 3113 TOTAL 1503 4616 0 4616

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Brea Canyon Road
E-W St: Cheryl Lane-Grand Crossing Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU42.wk4

INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ Cheryl Lane-Grand Crossing Parkway
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2004
Projection Year: 2025

	2004 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	15	1	1600	0.009	3	18	1	1600	0.011	10	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018
Nb Thru	857	2	3200	0.268 *	180	1037	2	3200	0.324 *	116	1153	3	4800	0.240 *	21	1174	3	4800	0.245 *	0	1174	3	4800	0.245 *
Nb Right	33	1	1600	0.021	7	40	1	1600	0.025	218	258	1	1600	0.161	388	646	1	1600	0.404	0	646	FREE	9999999	0.000
Sb Left	13	1	1600	0.008 *	3	16	1	1600	0.010 *	65	81	1	1600	0.050 *	321	402	1	1600	0.251 *	0	402	2	2880	0.139 *
Sb Thru	584	2	3200	0.183	123	707	2	3200	0.221	82	789	2	3200	0.246	86	875	2	3200	0.273	0	875	2	3200	0.273
Sb Right**	20	1	1600	0.013	4	24	1	1600	0.015	12	36	1	1600	0.023	0	36	1	1600	0.023	0	36	1	1600	0.023
Eb Left	99	1	1600	0.062	21	120	1	1600	0.075	66	186	1	1600	0.116	0	186	1	1600	0.116	0	186	1	1600	0.116
Eb Thru	27	2	3200	0.028 *	6	33	2	3200	0.034 *	14	47	1	1600	0.029	0	47	1	1600	0.029	0	47	1	1600	0.029
Eb Right	62	0	0	-	13	75	0	0	-	53	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	128	1	1600	0.080 *
Wb Left	169	1	1600	0.106 *	35	204	1	1600	0.128 *	585	789	2	2880	0.274 *	840	1629	2	2880	0.566 *	0	1629	3	4800	0.339 *
Wb Thru	15	2	3200	0.007	3	18	2	3200	0.008	2	20	2	3200	0.049	0	20	2	3200	0.197	0	20	2	3200	0.197
Wb Right	6	0	0	-	1	7	0	0	-	128	135	0	0	-	475	610	0	0	-	0	610	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.510					0.596					0.726					1.224					0.885
LOS				A					A					C					F					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.498
Significant Impact: YES

Area Traffic Mitigation: 0.159
Widen all legs of the intersection

TOTAL	1900		TOTAL	399	2299		TOTAL	1351	3650		TOTAL	2131	5781						0	5781			

2514 LT-2 A152

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Currier Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU43.wk4
E/W Split Phasing

Brea Canyon Road @ Currier Road
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2004
Projection Year: 2025

	2004 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	123	1	1600	0.077 *	26	149	1	1600	0.093 *	5	154	1	1600	0.096	0	154	1	1600	0.096	0	154	1	1600	0.096
Nb Thru	707	2	3200	0.221	148	855	2	3200	0.267	642	1497	2	3200	0.468 *	850	2347	2	3200	0.734 *	0	2347	2	3200	0.734 *
Nb Right**	61	1	1600	0.038	13	74	1	1600	0.046	0	74	1	1600	0.046	0	74	1	1600	0.046	0	74	1	1600	0.046
Sb Left	5	1	1600	0.003	1	6	1	1600	0.004	0	6	1	1600	0.004 *	0	6	1	1600	0.004 *	0	6	1	1600	0.004 *
Sb Thru	655	2	3200	0.205 *	138	793	2	3200	0.248 *	209	1002	3	4800	0.209	194	1196	3	4800	0.249	0	1196	3	4800	0.249
Sb Right**	72	1	1600	0.045	15	87	1	1600	0.054	11	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061
Eb Left	72	1	1600	0.045	15	87	1	1600	0.054	21	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068
Eb Thru	14	1	1600	0.058 *	3	17	1	1600	0.070 *	0	17	1	1600	0.074 *	0	17	1	1600	0.074 *	0	17	1	1600	0.011 *
Eb Right	78	0	0	-	16	94	0	0	-	7	101	0	0	-	0	101	0	0	-	0	101	1	1600	0.063
Wb Left	31	0	0	0.000	7	38	0	0	0.000	0	38	0	0	0.000	0	38	0	0	0.000	0	38	0	0	0.000
Wb Thru	16	2	3200	0.019 *	3	19	2	3200	0.023 *	0	19	2	3200	0.023 *	0	19	2	3200	0.023 *	0	19	2	3200	0.023 *
Wb Right	15	0	0	-	3	18	0	0	-	0	18	0	0	-	0	18	0	0	-	0	18	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				0.459					0.534					0.669					0.935					0.872
LOS				A					A					B					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.266
Significant Impact: YES

Area Traffic Mitigation: 0.203 Restripe EB to provide an exclusive right-turn lane

TOTAL	1849		TOTAL	388	2237		TOTAL	895	3132		TOTAL	1044	4176				TOTAL	0	4176					

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Currier Road
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU43.wk4
E/W Split Phasing

Brea Canyon Road @ Currier Road
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2004
Projection Year: 2025

	2004 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	80	1	1600	0.050 *	17	97	1	1600	0.061 *	16	113	1	1600	0.071 *	0	113	1	1600	0.071 *	0	113	1	1600	0.071 *
Nb Thru	680	2	3200	0.213	143	823	2	3200	0.257	313	1136	2	3200	0.355	409	1545	2	3200	0.483	0	1545	2	3200	0.483
Nb Right**	24	1	1600	0.015	5	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018
Sb Left	11	1	1600	0.007	2	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008
Sb Thru	957	2	3200	0.299 *	201	1158	2	3200	0.362 *	653	1811	3	4800	0.377 *	926	2737	3	4800	0.570 *	0	2737	3	4800	0.570 *
Sb Right**	112	1	1600	0.070	24	136	1	1600	0.085	33	169	1	1600	0.105	0	169	1	1600	0.105	0	169	1	1600	0.105
Eb Left	113	1	1600	0.071	24	137	1	1600	0.085	27	164	1	1600	0.102	0	164	1	1600	0.102	0	164	1	1600	0.102
Eb Thru	13	1	1600	0.124 *	3	16	1	1600	0.150 *	0	16	1	1600	0.159 *	0	16	1	1600	0.159 *	0	16	1	1600	0.010 *
Eb Right	185	0	0	-	39	224	0	0	-	15	239	0	0	-	0	239	0	0	-	0	239	1	1600	0.149
Wb Left	295	0	0	0.000	62	357	0	0	0.000	0	357	0	0	0.000	0	357	0	0	0.000	0	357	0	0	0.000
Wb Thru	97	2	3200	0.127 *	20	117	2	3200	0.153 *	0	117	2	3200	0.153 *	0	117	2	3200	0.153 *	0	117	2	3200	0.153 *
Wb Right	13	0	0	-	3	16	0	0	-	0	16	0	0	-	0	16	0	0	-	0	16	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.700					0.826					0.860					1.053					0.904
LOS				B					D					D					F					D

C-243 A160

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.193
Significant Impact: YES

Area Traffic Mitigation: 0.044 Restripe EB to provide an exclusive right-turn lane

TOTAL	2580		TOTAL	542	3122		TOTAL	1057	4179		TOTAL	1335	5514							0	5514			

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N-S St: Brea Canyon Road
E-W St: Washington Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU44.wk4

INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ Washington Street
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	42	1	1600	0.026	8	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Nb Thru	1340	2	3200	0.419 *	241	1581	2	3200	0.494 *	833	2414	2	3200	0.754 *	850	3264	2	3200	1.020 *	0	3264	3	4800	0.743 *
Nb Right**	41	1	1600	0.026	7	48	1	1600	0.030	254	302	1	1600	0.189	0	302	1	1600	0.189	0	302	0	0	-
Sb Left	44	1	1600	0.028 *	8	52	1	1600	0.032 *	13	65	1	1600	0.041 *	0	65	1	1600	0.041 *	0	65	1	1600	0.041 *
Sb Thru	686	2	3200	0.222	123	809	2	3200	0.262	235	1044	3	4800	0.218	194	1238	3	4800	0.258	0	1238	3	4800	0.258
Sb Right	25	0	0	-	5	30	0	0	-	0	30	1	1600	0.018	0	30	1	1600	0.018	0	30	1	1600	0.018
Eb Left	7	0	0	0.000 *	1	8	0	0	0.000 *	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005
Eb Thru	0	1	1600	0.008	0	0	1	1600	0.009	0	0	1	1600	0.004 *	0	0	1	1600	0.004 *	0	0	1	1600	0.004 *
Eb Right	5	0	0	-	1	6	0	0	-	0	6	0	0	-	0	6	0	0	-	0	6	0	0	-
Wb Left	94	0	0	0.000	17	111	0	0	0.000	56	167	2	2880	0.058 *	0	167	2	2880	0.058 *	0	167	2	2880	0.058 *
Wb Thru	2	1	1600	0.060 *	0	2	1	1600	0.071 *	0	2	1	1600	0.001	0	2	1	1600	0.001	0	2	1	1600	0.001
Wb Right	95	1	1600	0.059	17	112	1	1600	0.070	3	115	1	1600	0.072	0	115	1	1600	0.072	0	115	1	1600	0.072
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.537					0.627					0.887					1.153					0.876
LOS				A					B					D					F					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.266
Significant Impact: YES

Area Traffic Mitigation: -0.011 Widen the NB approach to convert the right-turn lane to a shared through/right-turn lane

TOTAL	2381		TOTAL	429	2810		TOTAL	1394	4204		TOTAL	1044	5248						0	5248			

C24
1916

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Washington Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU44.wk4

Brea Canyon Road @ Washington Street
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	6	1	1600	0.004 *	1	7	1	1600	0.004 *	0	7	1	1600	0.004	0	7	1	1600	0.004 *	0	7	1	1600	0.004 *
Nb Thru	908	2	3200	0.284	163	1071	2	3200	0.335	350	1421	2	3200	0.444 *	409	1830	2	3200	0.572	0	1830	3	4800	0.422
Nb Right**	103	1	1600	0.064	19	122	1	1600	0.076	74	196	1	1600	0.122	0	196	1	1600	0.122	0	196	0	0	-
Sb Left	76	1	1600	0.048	14	90	1	1600	0.056	4	94	1	1600	0.059 *	0	94	1	1600	0.059	0	94	1	1600	0.059
Sb Thru	1222	2	3200	0.383 *	220	1442	2	3200	0.452 *	871	2313	3	4800	0.482	926	3239	3	4800	0.675 *	0	3239	3	4800	0.675 *
Sb Right	4	0	0	-	1	5	0	0	-	0	5	1	1600	0.003	0	5	1	1600	0.003	0	5	1	1600	0.003
Eb Left	45	0	0	0.000	8	53	0	0	0.000	0	53	1	1600	0.033	0	53	1	1600	0.033	0	53	1	1600	0.033
Eb Thru	2	1	1600	0.052 *	0	2	1	1600	0.061 *	0	2	1	1600	0.028 *	0	2	1	1600	0.028 *	0	2	1	1600	0.028 *
Eb Right	36	0	0	-	6	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Wb Left	74	0	0	0.000 *	13	87	0	0	0.000 *	253	340	2	2880	0.118 *	0	340	2	2880	0.118 *	0	340	2	2880	0.118 *
Wb Thru	1	1	1600	0.047	0	1	1	1600	0.055	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Wb Right	53	1	1600	0.033	10	63	1	1600	0.039	13	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.469					0.547					0.679					0.855					0.855
LOS				A					A					B					D					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.176
Significant Impact: NO

Area Traffic Mitigation: 0.176 Widen the NB approach to convert the right-turn lane to a shared through/right-turn lane

TOTAL	2530		TOTAL	455	2985		TOTAL	1565	4550		TOTAL	1335	5885						0	5885				

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A162

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Lycoming Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU45.wk4

Brea Canyon Road @ Lycoming Street
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	340	1	1600	0.213	61	401	1	1600	0.251	0	401	2	2880	0.139	0	401	2	2880	0.139	0	401	2	2880	0.139
Nb Thru	1376	2	3200	0.430 *	248	1624	2	3200	0.507 *	1072	2696	3	4800	0.562 *	850	3546	3	4800	0.739 *	0	3546	3	4800	0.739 *
Nb Right**	56	1	1600	0.035	10	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041
Sb Left	27	1	1600	0.017 *	5	32	1	1600	0.020 *	14	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	46	1	1600	0.029 *
Sb Thru	639	2	3200	0.226	115	754	2	3200	0.267	274	1028	3	4800	0.214	194	1222	3	4800	0.255	0	1222	4	6400	0.207
Sb Right	85	0	0	-	15	100	0	0	-	0	100	1	1600	0.063	0	100	1	1600	0.063	0	100	0	0	-
Eb Left	36	0	0	0.000	6	42	0	0	0.000	0	42	1	1600	0.027 *	0	42	1	1600	0.027 *	0	42	1	1600	0.027 *
Eb Thru	26	1	1600	0.140 *	5	31	1	1600	0.165 *	5	36	1	1600	0.022	0	36	1	1600	0.022	0	36	1	1600	0.022
Eb Right	162	0	0	-	29	191	0	0	-	0	191	1	1600	0.119	0	191	1	1600	0.119	0	191	1	1600	0.119
Wb Left	116	0	0	0.000 *	21	137	0	0	0.000 *	47	184	2	2880	0.064	0	184	2	2880	0.064	0	184	2	2880	0.064
Wb Thru	82	1	1600	0.138	15	97	1	1600	0.163	3	100	1	1600	0.081 *	0	100	1	1600	0.081 *	0	100	1	1600	0.081 *
Wb Right	23	0	0	-	4	27	0	0	-	3	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.617					0.722					0.729					0.906					0.906
LOS				B					C					C					E					E

A163

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.177
Significant Impact: YES

Area Traffic Mitigation: Widen Nb to provide 4th through lane

0.177

TOTAL	2968		TOTAL	534	3502		TOTAL	1418	4920		TOTAL	1044	5964				0	5964						

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Lycoming Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU45.wk4

Brea Canyon Road @ Lycoming Street
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	278	1	1600	0.174 *	50	328	1	1600	0.205 *	0	328	2	2880	0.114	0	328	2	2880	0.114	0	328	2	2880	0.114
Nb Thru	953	2	3200	0.298	172	1125	2	3200	0.351	416	1541	3	4800	0.321	409	1950	3	4800	0.406	0	1950	3	4800	0.406
Nb Right**	129	1	1600	0.081	23	152	1	1600	0.095	0	152	1	1600	0.095	0	152	1	1600	0.095	0	152	1	1600	0.095
Sb Left	21	1	1600	0.013	4	25	1	1600	0.015	15	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Thru	1335	2	3200	0.442 *	240	1575	2	3200	0.521 *	1097	2672	3	4800	0.557 *	926	3598	3	4800	0.750 *	0	3598	4	6400	0.577 *
Sb Right	79	0	0	-	14	93	0	0	-	0	93	1	1600	0.058	0	93	1	1600	0.058	0	93	0	0	-
Eb Left	52	0	0	0.000	9	61	0	0	0.000	0	61	1	1600	0.038	0	61	1	1600	0.038	0	61	1	1600	0.038
Eb Thru	44	1	1600	0.195 *	8	52	1	1600	0.230 *	7	59	1	1600	0.037	0	59	1	1600	0.037	0	59	1	1600	0.037
Eb Right	216	0	0	-	39	255	0	0	-	0	255	1	1600	0.159 *	0	255	1	1600	0.159 *	0	255	1	1600	0.159 *
Wb Left	95	0	0	0.000 *	17	112	0	0	0.000 *	51	163	2	2880	0.057 *	0	163	2	2880	0.057 *	0	163	2	2880	0.057 *
Wb Thru	63	1	1600	0.108	11	74	1	1600	0.127	3	77	1	1600	0.061	0	77	1	1600	0.061	0	77	1	1600	0.061
Wb Right	14	0	0	-	3	17	0	0	-	4	21	0	0	-	0	21	0	0	-	0	21	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.841					0.986					0.803					0.996					0.823
LOS				D					E					C					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.193
Significant Impact: YES

0.020
Area Traffic Mitigation: Widen Nb to provide 4th through lane

TOTAL	3279		TOTAL	590	3869		TOTAL	1593	5462		TOTAL	1335	6797						0	6797			

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N-S St: Brea Canyon Road
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU46.wk4

INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ SR-60 WB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	427	2	2880	0.148 *	77	504	2	2880	0.175 *	2	506	2	2880	0.176	0	506	2	2880	0.176	0	506	2	2880	0.176
Nb Thru	874	2	3200	0.273	157	1031	2	3200	0.322	499	1530	2	3200	0.478 *	554	2084	2	3200	0.651 *	0	2084	3	4800	0.434 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	877	2	3200	0.274 *	158	1035	2	3200	0.323 *	86	1121	3	4800	0.234	115	1236	3	4800	0.257	0	1236	3	4800	0.257
Sb Right	154	1	1600	0.096	28	182	1	1600	0.114	171	353	FREE	9999999	0.000	79	432	FREE	9999999	0.000	0	432	FREE	9999999	0.000
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	419	0	0	0.000	75	494	0	0	0.000	4	498	1	1600	0.312	0	498	1	1600	0.312	0	498	1	1600	0.312
Wb Thru	7	2	3200	0.399 *	1	8	2	3200	0.471 *	0	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000
Wb Right	851	0	0	-	153	1004	0	0	-	114	1118	2	2880	0.388 *	296	1414	2	2880	0.491 *	0	1414	2	2880	0.491 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.851					0.999					0.896					1.172					0.955
LOS				D					E					D					F					E

C-248
A195

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.276
Significant Impact: YES

0.059
Area Traffic Mitigation: Widen NB to provide 3rd through lane

TOTAL	3609		TOTAL	650	4259		TOTAL	876	5135		TOTAL	1044	6179						0	6179			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU46.wk4

Brea Canyon Road @ SR-60 WB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	322	2	2880	0.112 *	58	380	2	2880	0.132 *	10	390	2	2880	0.135 *	0	390	2	2880	0.135 *	0	390	2	2880	0.135 *
Nb Thru	833	2	3200	0.260	150	983	2	3200	0.307	270	1253	2	3200	0.392	309	1562	2	3200	0.488	0	1562	3	4800	0.325
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1223	2	3200	0.382 *	220	1443	2	3200	0.451 *	188	1631	3	4800	0.340 *	532	2163	3	4800	0.451 *	0	2163	3	4800	0.451 *
Sb Right	339	1	1600	0.212	61	400	1	1600	0.250	680	1080	FREE	9999999	0.000	394	1474	FREE	9999999	0.000	0	1474	FREE	9999999	0.000
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	269	0	0	0.000	48	317	0	0	0.000	7	324	0	0	0.000	0	324	0	0	0.000	0	324	0	0	0.000
Wb Thru	2	2	3200	0.253 *	0	2	2	3200	0.298 *	0	2	1	1600	0.204	0	2	1	1600	0.204	0	2	1	1600	0.204
Wb Right	538	0	0	-	97	635	0	0	-	69	704	2	2880	0.244 *	100	804	2	2880	0.279 *	0	804	2	2880	0.279 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.777					0.911					0.749					0.895					0.895
LOS				C					E					C					D					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.146
Significant Impact: NO

Area Traffic Mitigation: 0
Widen NB to provide 3rd through lane

TOTAL 3526 TOTAL 635 4161 TOTAL 1224 5385 TOTAL 1335 6720 0 6720

C-249 A16b

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-60 EB Ramps
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU52.wk4
N/S Split Phasing

SR-60 EB Ramps @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

80

E/W and N/S Split

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	30	0	0	0.000	5	35	0	0	0.000	0	35	1	1600	0.022	0	35	1	1600	0.022	0	35	1	1600	0.022
Nb Thru	23	1	1600	0.049 *	4	27	1	1600	0.058 *	0	27	1	1600	0.035 *	0	27	1	1600	0.035 *	0	27	1	1600	0.035 *
Nb Right	25	0	0	-	5	30	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Sb Left	561	0	0	0.000	101	662	0	0	0.000	493	1155	0	0	0.000	383	1538	0	0	0.000	0	1538	0	0	0.000
Sb Thru	3	2	3200	0.217 *	1	4	2	3200	0.256 *	0	4	2	3200	0.362 *	0	4	2	3200	0.482 *	0	4	2	3200	0.482 *
Sb Right	130	0	0	-	23	153	0	0	-	4	157	1	1600	0.098	0	157	1	1600	0.098	0	157	1	1600	0.098
Eb Left	269	1	1600	0.168 *	48	317	1	1600	0.198 *	3	320	3	4800	0.067	0	320	3	4800	0.067	0	320	3	4800	0.067
Eb Thru	494	2	3200	0.154	89	583	2	3200	0.182	102	685	2	3200	0.214 *	59	744	2	3200	0.232 *	0	744	3	4800	0.168 *
Eb Right	13	1	1600	0.008	2	15	1	1600	0.010	0	15	1	1600	0.010	0	15	1	1600	0.010	0	15	0	0	-
Wb Left	27	1	1600	0.017	5	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020
Wb Thru	978	2	3200	0.306	176	1154	2	3200	0.361	85	1239	3	4800	0.258 *	23	1262	3	4800	0.263 *	0	1262	3	4800	0.263 *
Wb Right	498	1	1600	0.311 *	90	588	1	1600	0.367 *	47	635	2	2880	0.220	55	690	2	2880	0.239	0	690	2	2880	0.239
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.775**					**0.909**					**0.899**					**1.042**					**0.968**
LOS				**C**					**E**					**D**					**F**					**E**

LAH 9/20/04

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.143
Significant Impact: YES

Area Traffic Mitigation: 0.069
Widen the EB approach to convert the right-turn lane to a shared through/right-turn lane

TOTAL	3051			TOTAL	549	3600			TOTAL	734	4334			TOTAL	520	4854				0	4854			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: SR-60 EB Ramps
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU52.wk4
N/S Split Phasing

SR-60 EB Ramps @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

E/W and N/S Split

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	23	0	0	0.000	4	27	0	0	0.000	0	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017
Nb Thru	27	1	1600	0.063 *	5	32	1	1600	0.074 *	0	32	1	1600	0.058 *	0	32	1	1600	0.058 *	0	32	1	1600	0.058 *
Nb Right	51	0	0	-	9	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Sb Left	485	0	0	0.000	87	572	0	0	0.000	190	762	0	0	0.000	149	911	0	0	0.000	0	911	0	0	0.000
Sb Thru	4	2	3200	0.211 *	1	5	2	3200	0.249 *	0	5	2	3200	0.240 *	0	5	2	3200	0.286 *	0	5	2	3200	0.286 *
Sb Right	185	0	0	-	33	218	0	0	-	7	225	1	1600	0.141	0	225	1	1600	0.141	0	225	1	1600	0.141
Eb Left	210	1	1600	0.131 *	38	248	1	1600	0.155 *	8	256	3	4800	0.053	0	256	3	4800	0.053	0	256	3	4800	0.053
Eb Thru	954	2	3200	0.298	172	1126	2	3200	0.352	146	1272	2	3200	0.397 *	64	1336	2	3200	0.417 *	0	1336	3	4800	0.292 *
Eb Right	54	1	1600	0.034	10	64	1	1600	0.040	0	64	1	1600	0.040	0	64	1	1600	0.040	0	64	0	0	-
Wb Left	87	1	1600	0.054	16	103	1	1600	0.064	0	103	1	1600	0.064	0	103	1	1600	0.064	0	103	1	1600	0.064
Wb Thru	799	2	3200	0.250 *	144	943	2	3200	0.295 *	173	1116	3	4800	0.232 *	88	1204	3	4800	0.251 *	0	1204	3	4800	0.251 *
Wb Right	313	1	1600	0.196	56	369	1	1600	0.231	147	516	2	2880	0.179	295	811	2	2880	0.282	0	811	2	2880	0.282
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.685					0.803					0.957					1.042					0.917
LOS				B					C					E					F					E

C-251

AM 8

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.085
Significant Impact: YES

Area Traffic Mitigation: -0.040 Widen the EB approach to convert the right-turn lane to a shared through/right-turn lane

TOTAL	3192		TOTAL	575	3767		TOTAL	671	4438		TOTAL	596	5034						0	5034			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU53.wk4

Brea Canyon Road @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

81

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	164	1	1600	0.103 *	30	194	1	1600	0.121 *	12	206	2	2880	0.071 *	0	206	2	2880	0.071	0	206	2	2880	0.071
Nb Thru	410	2	3200	0.233	74	484	2	3200	0.275	110	594	2	3200	0.186	114	708	2	3200	0.221 *	0	708	2	3200	0.221 *
Nb Right	335	0	0	-	60	395	0	0	-	6	401	1	1600	0.251	24	425	1	1600	0.266	0	425	1	1600	0.266
Sb Left	209	2	2880	0.073	38	247	2	2880	0.086	17	264	2	2880	0.092	0	264	2	2880	0.092	0	264	2	2880	0.092 *
Sb Thru	554	2	3200	0.173	100	654	2	3200	0.204	32	686	2	3200	0.214 *	38	724	2	3200	0.226	0	724	2	3200	0.226
Sb Right	655	1	1600	0.409 *	118	773	1	1600	0.483 *	68	841	2	2880	0.292	77	918	2	2880	0.319	0	918	2	2880	0.319
Eb Left	390	2	2880	0.135	70	460	2	2880	0.160	511	971	3	4800	0.202 *	440	1411	3	4800	0.294 *	0	1411	3	4800	0.294 *
Eb Thru	485	2	3200	0.152	87	572	2	3200	0.179	75	647	2	3200	0.286	2	649	2	3200	0.287	0	649	3	4800	0.135
Eb Right	220	1	1600	0.138	40	260	1	1600	0.162	8	268	0	0	-	0	268	0	0	-	0	268	1	1600	0.167
Wb Left	203	1	1600	0.127	37	240	1	1600	0.150	1	241	2	2880	0.084	6	247	2	2880	0.086	0	247	2	2880	0.086
Wb Thru	772	2	3200	0.241	139	911	2	3200	0.285	51	962	3	4800	0.200	1	963	3	4800	0.201	0	963	3	4800	0.201 *
Wb Right	522	1	1600	0.326 *	94	616	1	1600	0.385 *	8	624	1	1600	0.390 *	0	624	1	1600	0.390 *	0	624	2	2880	0.217
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.795					0.933					0.815					0.935					0.838
LOS				C					E					D					E					D
	TOTAL	4919			TOTAL	885	5804		TOTAL	899	6703			TOTAL	702	7405				0	7405			

A169

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

0.023
Project ICU Impact: 0.120
Significant Impact: YES
Area Traffic Mitigation: Widen EB and WB

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU53.wk4

INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	300	1	1600	0.188 *	54	354	1	1600	0.221 *	21	375	2	2880	0.130 *	0	375	2	2880	0.130 *	0	375	2	2880	0.130 *
Nb Thru	654	2	3200	0.316	118	772	2	3200	0.373	63	835	2	3200	0.261	102	937	2	3200	0.293	0	937	2	3200	0.293
Nb Right	358	0	0	-	64	422	0	0	-	3	425	1	1600	0.266	7	432	1	1600	0.270	0	432	1	1600	0.270
Sb Left	276	2	2880	0.096	50	326	2	2880	0.113	9	335	2	2880	0.116	0	335	2	2880	0.116	0	335	2	2880	0.116
Sb Thru	566	2	3200	0.177	102	668	2	3200	0.209	129	797	2	3200	0.249 *	155	952	2	3200	0.297 *	0	952	2	3200	0.297 *
Sb Right	554	1	1600	0.346 *	100	654	1	1600	0.409 *	184	838	2	2880	0.291	377	1215	2	2880	0.422	0	1215	2	2880	0.422
Eb Left	291	2	2880	0.101	52	343	2	2880	0.119	218	561	3	4800	0.117	207	768	3	4800	0.160	0	768	3	4800	0.160
Eb Thru	939	2	3200	0.293 *	169	1108	2	3200	0.346 *	90	1198	2	3200	0.475 *	6	1204	2	3200	0.477 *	0	1204	3	4800	0.251 *
Eb Right	250	1	1600	0.156	45	295	1	1600	0.184	27	322	0	0	-	0	322	0	0	-	0	322	1	1600	0.201
Wb Left	276	1	1600	0.173 *	50	326	1	1600	0.204 *	8	334	2	2880	0.116 *	23	357	2	2880	0.124 *	0	357	2	2880	0.124 *
Wb Thru	711	2	3200	0.222	128	839	2	3200	0.262	115	954	3	4800	0.199	6	960	3	4800	0.200	0	960	3	4800	0.200
Wb Right	261	1	1600	0.163	47	308	1	1600	0.192	35	343	1	1600	0.214	0	343	1	1600	0.214	0	343	2	2880	0.119
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.929**					**1.091**					**1.000**					**1.058**					**0.832**
LOS				**E**					**F**					**E**					**F**					**D**

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.058
Significant Impact: YES

-0.168
Area Traffic Mitigation: Widen EB and WB

TOTAL	5436		TOTAL	978	6414		TOTAL	902	7316		TOTAL	883	8199						0	8199				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2025\55AM-2025TOTA
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2025
Analysis Time Period	AM PEAK HOUR		

Project Description: Year 2025 CUMULATIVE + PROJECT

East/West Street: FERRERO PARKWAY | North/South Street: GRAND AVENUE

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	0	0	0	3350	553
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	3350	553
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	0	0	0	2	1
Configuration					T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	181
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	181
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (vph)								181
C (m) (vph)								119
v/c								1.52
95% queue length								12.98
Control Delay								338.1
LOS								F
Approach Delay	--	--				338.1		
Approach LOS	--	--				F		

> ±15 Delay = 14.98 sec/veh, LOS B

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SC	Intersection	2436\HCS\2025\55PM-2025TOTA
Agency/Co.	LLG Engineers	Jurisdiction	INDUSTRY
Date Performed	2/18/2004	Analysis Year	2025
Analysis Time Period	PM PEAK HOUR		

Project Description	Year 2025 CUMULATIVE + PROJECT (Without Sunset Xing)
East/West Street:	FERRERO PARKWAY
North/South Street:	GRAND AVENUE
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	0	0	0	2987	274
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	2987	274
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	0	0	0	2	1
Configuration					T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	712
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	712
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (vph)								712
C (m) (vph)								153
v/c								4.65
95% queue length								73.51
Control Delay								999
LOS								F
Approach Delay	--	--						
Approach LOS	--	--				F		

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I/S Delay = 179.03 sec/veh, LOSF

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Ferrero Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU55.wk4

Grand Avenue @ Ferrero Parkway
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1644	2	3200	0.514 *	362	2005	2	3200	0.627 *	148	2153	3	4800	0.577 *	379	2532	3	4800	0.656	0	2532	3	4800	0.656
Nb Right**	124	1	1600	0.078	27	152	1	1600	0.095	466	618	0	0	-	0	618	0	0	-	0	618	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	1220	2	3200	0.381	268	1488	2	3200	0.465	409	1897	3	4800	0.510	1453	3350	3	4800	0.813 *	0	3350	3	4800	0.813
Sb Right**	171	1	1600	0.107	38	208	1	1600	0.130	345	553	0	0	-	0	553	0	0	-	0	553	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	36	1	1600	0.023	8	44	1	1600	0.028	137	181	1	1600	0.113 *	0	181	1	1600	0.113 *	0	181	FREE	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	40	1	1600	0.025 *	9	49	1	1600	0.031 *	117	166	1	1600	0.104	0	166	1	1600	0.104	0	166	FREE	9999999	0.000
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.639					0.758					0.790					1.026					0.000
LOS				B					C					C					F					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.236
Significant Impact: YES

Area Traffic Mitigation: Provide free-flow right-turn lanes on the EB and WB approaches

TOTAL	3235			TOTAL	712	3947			TOTAL	1622	5569			TOTAL	1832	7401				0	7401			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Ferrero Parkway
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU55.wk4

Grand Avenue @ Ferrero Parkway
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1115	2	3200	0.348	245	1360	2	3200	0.425	554	1914	3	4800	0.458	1664	3578	3	4800	0.804	0	3578	3	4800	0.804 *
Nb Right**	26	1	1600	0.016	6	32	1	1600	0.020	251	283	0	0	-	0	283	0	0	-	0	283	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *
Sb Thru	1517	2	3200	0.474 *	334	1851	2	3200	0.578 *	313	2164	3	4800	0.508 *	823	2987	3	4800	0.679	0	2987	3	4800	0.679
Sb Right**	26	1	1600	0.016	6	32	1	1600	0.020	242	274	0	0	-	0	274	0	0	-	0	274	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	134	1	1600	0.084 *	30	164	1	1600	0.102 *	548	712	1	1600	0.445 *	0	712	1	1600	0.445 *	0	712	FREE	9999999	0.000
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	75	1	1600	0.047	16	91	1	1600	0.057	448	539	1	1600	0.337	0	539	1	1600	0.337	0	539	FREE	9999999	0.000
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.658					0.780					1.053					1.349					0.000
LOS				B					C					F					F					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.296
Significant Impact: YES

Area Traffic Mitigation: Provide free-flow right-turn lanes on the EB and WB approaches

TOTAL	2894		TOTAL	637	3530		TOTAL	2356	5886		TOTAL	2487	8373						0	8373				

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Old Brea Canyon Road-SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU56.wk4
E/W Split Phasing

Grand Avenue @ Old Brea Canyon Road-SR-60 WB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	32	1	1600	0.020	6	38	1	1600	0.024	6	44	1	1600	0.027	466	510	1	1600	0.319	0	510	2	2880	0.177
Nb Thru	1520	2	3200	0.475 *	274	1794	2	3200	0.561 *	454	2248	4	6400	0.351 *	1015	3263	4	6400	0.510 *	0	3263	5	8000	0.462 *
Nb Right	336	1	1600	0.210	60	396	1	1600	0.248	37	433	1	1600	0.271	0	433	1	1600	0.271	0	433	0	0	-
Sb Left	392	2	2880	0.136 *	71	463	2	2880	0.161 *	57	520	2	2880	0.180	35	555	2	2880	0.193	0	555	2	2880	0.193
Sb Thru	793	2	3200	0.252	143	936	2	3200	0.297	279	1215	3	4800	0.253	213	1428	3	4800	0.297	0	1428	4	6400	0.240
Sb Right	12	0	0	-	2	14	0	0	-	3	17	1	1600	0.011	91	108	1	1600	0.068	0	108	0	0	-
Eb Left	4	1	1600	0.003	1	5	1	1600	0.003	2	7	2	2880	0.002	18	25	2	2880	0.009	0	25	2	2880	0.009 *
Eb Thru	6	1	1600	0.007 *	1	7	1	1600	0.008 *	2	9	1	1600	0.006 *	17	26	1	1600	0.016 *	0	26	2	3200	0.008
Eb Right	5	0	0	-	1	6	0	0	-	2	8	1	1600	0.005	143	151	1	1600	0.094	0	151	FREE	9999999	0.000
Wb Left	422	0	0	0.000	76	498	0	0	0.000	55	553	2	2880	0.192 *	0	553	2	2880	0.192	0	553	3	4800	0.115
Wb Thru	19	3	4800	0.173 *	3	22	3	4800	0.204 *	4	26	1	1600	0.017	122	148	1	1600	0.093	0	148	1	1600	0.093
Wb Right	387	0	0	-	70	457	0	0	-	608	1065	2	2880	0.370	293	1358	2	2880	0.471 *	0	1358	2	2880	0.471 *
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.821					0.964					0.759					1.027					0.972
LOS				D					E					C					F					E

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* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.268
Significant Impact: YES

0.213
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	3928			TOTAL	707	4635			TOTAL	1509	6144			TOTAL	2413	8557				0	8557			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Old Brea Canyon Road-SR-60 WB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU56.wk4
E/W Split Phasing

Grand Avenue @ Old Brea Canyon Road-SR-60 WB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	26	1	1600	0.016	5	31	1	1600	0.019	44	75	1	1600	0.047 *	386	461	1	1600	0.288	0	461	2	2880	0.160
Nb Thru	1011	2	3200	0.316 *	182	1193	2	3200	0.373 *	357	1550	4	6400	0.242	334	1884	4	6400	0.294	0	1884	5	8000	0.281
Nb Right	249	1	1600	0.156	45	294	1	1600	0.184	73	367	1	1600	0.229	0	367	1	1600	0.229	0	367	0	0	-
Sb Left	480	2	2880	0.167 *	86	566	2	2880	0.197 *	229	795	2	2880	0.276	268	1063	2	2880	0.369	0	1063	2	2880	0.369
Sb Thru	1407	2	3200	0.444	253	1660	2	3200	0.524	977	2637	3	4800	0.549 *	960	3597	3	4800	0.749 *	0	3597	4	6400	0.574 *
Sb Right	13	0	0	-	2	15	0	0	-	30	45	1	1600	0.028	31	76	1	1600	0.048	0	76	0	0	-
Eb Left	20	1	1600	0.013	4	24	1	1600	0.015	36	60	2	2880	0.021 *	116	176	2	2880	0.061	0	176	2	2880	0.061 *
Eb Thru	4	1	1600	0.024 *	1	5	1	1600	0.028 *	24	29	1	1600	0.018	102	131	1	1600	0.082	0	131	2	3200	0.041
Eb Right	34	0	0	-	6	40	0	0	-	60	100	1	1600	0.063	718	818	1	1600	0.511 *	0	818	FREE	9999999	0.000
Wb Left	646	0	0	0.000	116	762	0	0	0.000	41	803	2	2880	0.279 *	0	803	2	2880	0.279 *	0	803	3	4800	0.167 *
Wb Thru	26	3	4800	0.220 *	5	31	3	4800	0.260 *	23	54	1	1600	0.034	110	164	1	1600	0.102	0	164	1	1600	0.102
Wb Right	384	0	0	-	69	453	0	0	-	252	705	2	2880	0.245	69	774	2	2880	0.269	0	774	2	2880	0.269
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.757**					**0.888**					**0.926**					**1.569**					**0.992**
LOS				**C**					**D**					**E**					**F**					**E**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.643
Significant Impact: YES

Area Traffic Mitigation: 0.066 Widen all legs of the intersection

TOTAL	4300		TOTAL	774	5074		TOTAL	2146	7220		TOTAL	3094	10314						0	10314			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File N:\2400\2032436\ICU\2025-WithoutSunset\ICU57.wk4

Grand Avenue @ SR-60 EB Ramps
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1279	2	3200	0.400 *	230	1509	2	3200	0.472 *	297	1806	4	6400	0.282 *	1112	2918	4	6400	0.456 *	0	2918	4	6400	0.456 *
Nb Right	228	1	1600	0.143	41	269	1	1600	0.168	41	310	2	2880	0.108	0	310	2	2880	0.108	0	310	2	2880	0.108
Sb Left	348	1	1600	0.218 *	63	411	1	1600	0.257 *	158	569	3	4800	0.118 *	98	667	3	4800	0.139 *	0	667	3	4800	0.139 *
Sb Thru	872	2	3200	0.273	157	1029	2	3200	0.322	185	1214	3	4800	0.253	259	1473	3	4800	0.307	0	1473	3	4800	0.307
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	604	1	1600	0.378	109	713	1	1600	0.445	202	915	2	2880	0.318	369	1284	2	2880	0.446	0	1284	3	4800	0.267
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	263	1	1600	0.164	47	310	1	1600	0.194	64	374	2	2880	0.130	0	374	2	2880	0.130	0	374	1	1600	0.234
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**1.026**					**1.204**					**0.748**					**1.071**					**0.892**
LOS				**F**					**F**					**C**					**F**					**D**

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part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.323
Significant Impact: YES

Area Traffic Mitigation: 0.144
Restripe the EB approach to provide 2 left-turn lane, 1 shared left/ through/right-turn lane, and an exclusive right-turn lane

TOTAL	3594		TOTAL	647	4241		TOTAL	947	5188		TOTAL	1838	7026						0	7026			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: SR-60 EB Ramps
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU57.wk4

Grand Avenue @ SR-60 EB Ramps
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	847	2	3200	0.265	152	999	2	3200	0.312	350	1349	4	6400	0.211	516	1865	4	6400	0.291	0	1865	4	6400	0.291
Nb Right	564	1	1600	0.353 *	102	666	1	1600	0.416 *	71	737	2	2880	0.256 *	0	737	2	2880	0.256	0	737	2	2880	0.256
Sb Left	526	1	1600	0.329 *	95	621	1	1600	0.388 *	668	1289	3	4800	0.268 *	446	1735	3	4800	0.361	0	1735	3	4800	0.361
Sb Thru	1409	2	3200	0.440	254	1663	2	3200	0.520	436	2099	3	4800	0.437	1170	3269	3	4800	0.681 *	0	3269	3	4800	0.681 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	208	1	1600	0.130	37	245	1	1600	0.153	125	370	2	2880	0.129	135	505	2	2880	0.176	0	505	2	2880	0.176
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	403	1	1600	0.252 *	73	476	1	1600	0.297 *	51	527	2	2880	0.183 *	0	527	2	2880	0.183 *	0	527	2	2880	0.183 *
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.964					1.131					0.737					0.894					0.894
LOS				E					F					C					D					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.157
Significant Impact: NO

Area Traffic Mitigation: 0.157 Restripe the EB approach to provide 2 left-turn lane, 1 shared left/through/right-turn lane, and an exclusive right-turn lane

TOTAL	3957		TOTAL	712	4669		TOTAL	1701	6370		TOTAL	2267	8637						0	8637			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withSunset\ICU60.wk4

Grand Avenue @ Golden Springs Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	855	2	2880	0.297 *	154	1009	2	2880	0.350 *	34	1043	2	2880	0.362 *	0	1043	2	2880	0.362	0	1043	2	2880	0.362 *
Nb Thru	1088	2	3200	0.350	196	1284	2	3200	0.413	242	1526	3	4800	0.318	517	2043	3	4800	0.426 *	0	2043	5	8000	0.255
Nb Right	32	0	0	-	6	37	0	0	-	15	52	1	1600	0.033	0	52	1	1600	0.033	0	52	1	1600	0.033
Sb Left	184	2	2880	0.064	33	217	2	2880	0.075	22	239	2	2880	0.083	131	370	2	2880	0.128	0	370	2	2880	0.128
Sb Thru	379	2	3200	0.118	68	447	2	3200	0.140	137	584	3	4800	0.122	121	705	3	4800	0.147	0	705	4	6400	0.110 *
Sb Right	510	1	1600	0.319 *	92	602	1	1600	0.376 *	92	694	2	2880	0.241 *	7	701	2	2880	0.243	0	701	FREE	9999999	0.000
Eb Left	123	2	2880	0.043	22	146	2	2880	0.051	49	195	2	2880	0.068	26	221	2	2880	0.077 *	0	221	2	2880	0.077 *
Eb Thru	152	2	3200	0.047	27	179	2	3200	0.056	19	198	3	4800	0.041	0	198	3	4800	0.041	0	198	3	4800	0.041
Eb Right	111	1	1600	0.069	20	131	1	1600	0.082	25	156	2	2880	0.054	0	156	2	2880	0.054	0	156	2	2880	0.054
Wb Left	111	1	1600	0.069	20	131	1	1600	0.082	25	156	2	2880	0.054	0	156	2	2880	0.054	0	156	2	2880	0.054
Wb Thru	1076	2	3200	0.414 *	194	1270	2	3200	0.488 *	30	1300	3	4800	0.271 *	0	1300	3	4800	0.271	0	1300	4	6400	0.203 *
Wb Right	248	0	0	-	45	292	0	0	-	47	339	1	1600	0.212	569	908	1	1600	0.568 *	0	908	2	2880	0.315
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				1.060					1.244					0.904					1.101					0.782
LOS				F					F					D					F					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.197
Significant Impact: YES

-0.122
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	4869		TOTAL	876	5745		TOTAL	737	6482		TOTAL	1371	7853						0	7853			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withSunset\ICU60.wk4

Grand Avenue @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	245	2	2880	0.085	44	289	2	2880	0.100	32	321	2	2880	0.111 *	0	321	2	2880	0.111	0	321	2	2880	0.111
Nb Thru	690	2	3200	0.249	124	814	2	3200	0.294	234	1048	3	4800	0.218	251	1299	3	4800	0.271 *	0	1299	5	8000	0.162 *
Nb Right	107	0	0	-	19	126	0	0	-	32	158	1	1600	0.099	0	158	1	1600	0.099	0	158	1	1600	0.099
Sb Left	306	2	2880	0.106	55	361	2	2880	0.125	80	441	2	2880	0.153	589	1030	2	2880	0.358 *	0	1030	2	2880	0.358 *
Sb Thru	1170	2	3200	0.366 *	211	1381	2	3200	0.432 *	315	1695	3	4800	0.353 *	552	2248	3	4800	0.468	0	2248	4	6400	0.351
Sb Right	222	1	1600	0.139	40	262	1	1600	0.164	90	352	2	2880	0.122	29	381	2	2880	0.132	0	381	FREE	9999999	0.000
Eb Left	599	2	2880	0.208	108	707	2	2880	0.245	127	834	2	2880	0.289 *	13	847	2	2880	0.294 *	0	847	2	2880	0.294 *
Eb Thru	726	2	3200	0.227	131	857	2	3200	0.268	40	897	3	4800	0.187	0	897	3	4800	0.187	0	897	3	4800	0.187
Eb Right	635	1	1600	0.397 *	114	750	1	1600	0.469 *	48	798	2	2880	0.277	0	798	2	2880	0.277	0	798	2	2880	0.277
Wb Left	115	1	1600	0.072 *	21	136	1	1600	0.085 *	20	156	2	2880	0.054	0	156	2	2880	0.054	0	156	2	2880	0.054
Wb Thru	289	2	3200	0.149	52	341	2	3200	0.175	27	368	3	4800	0.077 *	0	368	3	4800	0.077 *	0	368	4	6400	0.057 *
Wb Right	187	0	0	-	34	220	0	0	-	57	277	1	1600	0.173	252	529	1	1600	0.331	0	529	2	2880	0.184
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.865					1.016					0.860					1.030					0.901
LOS				D					F					D					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.170
Significant Impact: YES

Area Traffic Mitigation: 0.041 Widen all legs of the intersection

TOTAL	5291		TOTAL	952	6244		TOTAL	1102	7346		TOTAL	1686	9032						0	9032			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Diamond Bar Villas Driveway
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU61.wk4

Grand Avenue @ Diamond Bar Villas Driveway
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	39	39	1	1600	0.024	0	39	1	1600	0.024	0	39	1	1600	0.024
Nb Thru	1882	2	3200	0.588 *	339	2220	2	3200	0.694 *	215	2435	2	3200	0.761 *	517	2952	2	3200	0.923 *	0	2952	3	4800	0.617 *
Nb Right	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	0	0	-
Sb Left	7	1	1600	0.004 *	1	8	1	1600	0.005 *	0	8	1	1600	0.005 *	0	8	1	1600	0.005 *	0	8	1	1600	0.005 *
Sb Thru	623	2	3200	0.195	112	735	2	3200	0.230	75	810	2	3200	0.253	121	931	2	3200	0.291	0	931	3	4800	0.218
Sb Right	0	0	0	-	0	0	0	0	-	113	113	1	1600	0.071	0	113	1	1600	0.071	0	113	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	88	88	2	2880	0.031 *	0	88	2	2880	0.031 *	0	88	2	2880	0.031 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	31	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019
Wb Left	7	0	0	0.000	1	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000	0	8	0	0	0.000
Wb Thru	0	1	1600	0.019 *	0	0	1	1600	0.023 *	0	0	1	1600	0.023 *	0	0	1	1600	0.023 *	0	0	1	1600	0.023 *
Wb Right	23	0	0	-	4	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.641					0.752					0.850					1.012					0.706
LOS				B					C					D					F					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.162
Significant Impact: YES

Area Traffic Mitigation: -0.144 Restripe to provide 1-3-0 on the NB and SB approaches

TOTAL	2549		TOTAL	459	3008		TOTAL	561	3569		TOTAL	638	4207			0	4207							

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A18

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Diamond Bar Villas Driveway
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU61.wk4

Grand Avenue @ Diamond Bar Villas Driveway
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	52	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	52	1	1600	0.033 *
Nb Thru	1144	2	3200	0.357	206	1350	2	3200	0.422	155	1505	2	3200	0.470	251	1756	2	3200	0.549	0	1756	3	4800	0.367
Nb Right	3	1	1600	0.002	1	4	1	1600	0.002	0	4	1	1600	0.002	0	4	1	1600	0.002	0	4	0	0	-
Sb Left	16	1	1600	0.010	3	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012
Sb Thru	2020	2	3200	0.631 *	364	2383	2	3200	0.745 *	276	2659	2	3200	0.831 *	552	3211	2	3200	1.004 *	0	3211	3	4800	0.692 *
Sb Right	0	0	0	-	0	0	0	0	-	108	108	1	1600	0.068	0	108	1	1600	0.068	0	108	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	161	161	2	2880	0.056 *	0	161	2	2880	0.056 *	0	161	2	2880	0.056 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	64	64	1	1600	0.040	0	64	1	1600	0.040	0	64	1	1600	0.040
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	1	1600	0.006 *	0	0	1	1600	0.007 *	0	0	1	1600	0.007 *	0	0	1	1600	0.007 *	0	0	1	1600	0.007 *
Wb Right	9	0	0	-	2	11	0	0	-	0	11	0	0	-	0	11	0	0	-	0	11	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.867					0.782					0.957					1.130					0.818
LOS				B					C					E					F					D
TOTAL	3192				TOTAL	575	3767		TOTAL	816	4583			TOTAL	803	5386				0	5386			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.173
Significant Impact: YES

Area Traffic Mitigation: -0.139 Restripe to provide 1-3-0 on the NB and SB approaches

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Montefino Avenue
E-W St: Grand Avenue
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU62.wk4

Montefino Avenue @ Grand Avenue
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	202	1	1600	0.126	36	238	1	1600	0.149	0	238	1	1600	0.149	0	238	1	1600	0.149	0	238	2	2880	0.083
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	23	1	1600	0.015	4	28	1	1600	0.017	0	28	1	1600	0.017	0	28	1	1600	0.017	0	28	1	1600	0.017
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	449	2	3200	0.140	81	529	2	3200	0.165	107	636	2	3200	0.199	121	757	2	3200	0.237	0	757	3	4800	0.191
Eb Right	136	1	1600	0.085	24	160	1	1600	0.100	0	160	1	1600	0.100	0	160	1	1600	0.100	0	160	0	0	-
Wb Left	35	1	1600	0.022	6	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026
Wb Thru	1696	2	3200	0.530 *	305	2001	2	3200	0.625 *	248	2249	2	3200	0.703 *	517	2766	2	3200	0.864 *	0	2766	3	4800	0.576 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.686					0.804					0.882					1.043					0.689
LOS				B					C					D					F					B

C-296

A182

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.161
Significant Impact: YES

Area Traffic Mitigation: -0.193 Restripe EB and WB to provide 3rd through lane adn restripe NB to provide a 2nd left-turn lane

TOTAL 2540 TOTAL 457 2997 TOTAL 355 3352 TOTAL 638 3990 0 3990

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Montefino Avenue
E-W St: Grand Avenue
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU62.wk4

Montefino Avenue @ Grand Avenue
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.171	49	323	1	1600	0.202	0	323	1	1600	0.202	0	323	1	1600	0.202	0	323	2	2880	0.112
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	51	1	1600	0.032	9	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1710	2	3200	0.534 *	308	2018	2	3200	0.630 *	344	2362	2	3200	0.738 *	552	2914	2	3200	0.910 *	0	2914	3	4800	0.672 *
Eb Right	266	1	1600	0.166	48	314	1	1600	0.196	0	314	1	1600	0.196	0	314	1	1600	0.196	0	314	0	0	-
Wb Left	31	1	1600	0.019 *	6	36	1	1600	0.023 *	0	36	1	1600	0.023 *	0	36	1	1600	0.023 *	0	36	1	1600	0.023 *
Wb Thru	857	2	3200	0.268	154	1011	2	3200	0.316	201	1212	2	3200	0.379	251	1463	2	3200	0.457	0	1463	3	4800	0.305
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.754					0.885					0.993					1.165					0.837
LOS				C					D					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.172
Significant Impact: YES

Area Traffic Mitigation: -0.156
Restripe EB and WB to provide 3rd through lane adn restripe NB to provide a 2nd left-turn lane

TOTAL	3188		TOTAL	574	3762		TOTAL	545	4307		TOTAL	803	5110						0	5110			

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A184

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mese CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Gold Rush Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU84.wk4

Diamond Bar Boulevard @ Gold Rush Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	12	1	1600	0.008	2	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Nb Thru	743	2	3200	0.248 *	134	877	2	3200	0.293 *	199	1076	2	3200	0.355 *	0	1076	2	3200	0.355 *	0	1076	2	3200	0.355 *
Nb Right	52	0	0	-	9	61	0	0	-	0	61	0	0	-	0	61	0	0	-	0	61	0	0	-
Sb Left	341	1	1600	0.213 *	61	402	1	1600	0.251 *	0	402	1	1600	0.251 *	0	402	1	1600	0.251 *	0	402	1	1600	0.251 *
Sb Thru	770	2	3200	0.269	139	909	2	3200	0.317	79	988	2	3200	0.342	0	988	2	3200	0.342	0	988	2	3200	0.342
Sb Right	91	0	0	-	16	107	0	0	-	0	107	0	0	-	0	107	0	0	-	0	107	0	0	-
Eb Left	117	0	0	0.000 *	21	138	0	0	0.000 *	0	138	0	0	0.000 *	0	138	0	0	0.000 *	0	138	0	0	0.000 *
Eb Thru	4	1	1600	0.076	1	5	1	1600	0.089	0	5	1	1600	0.089	0	5	1	1600	0.089	0	5	1	1600	0.089
Eb Right	6	1	1600	0.004	1	7	1	1600	0.004	0	7	1	1600	0.004	0	7	1	1600	0.004	0	7	1	1600	0.004
Wb Left	86	0	0	0.000	15	101	0	0	0.000	0	101	0	0	0.000	0	101	0	0	0.000	0	101	1	1600	0.063
Wb Thru	7	1	1600	0.249 *	1	8	1	1600	0.294 *	0	8	1	1600	0.294 *	0	8	1	1600	0.294 *	0	8	1	1600	0.231 *
Wb Right	306	0	0	-	55	361	0	0	-	0	361	0	0	-	0	361	0	0	-	0	361	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.740					0.868					0.930					0.930					0.867
LOS				C					D					E					E					D

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation: Restripe the WB approach to provide an exclusive left-turn lane

TOTAL	2535		TOTAL	456	2991		TOTAL	278	3269		TOTAL	0	3269						TOTAL	0	3269			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Gold Rush Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU84.wk4

Diamond Bar Boulevard @ Gold Rush Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	12	1	1600	0.008	2	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Nb Thru	1304	2	3200	0.433 *	235	1539	2	3200	0.511 *	148	1687	2	3200	0.557 *	0	1687	2	3200	0.557 *	0	1687	2	3200	0.557 *
Nb Right	82	0	0	-	15	97	0	0	-	0	97	0	0	-	0	97	0	0	-	0	97	0	0	-
Sb Left	193	1	1600	0.121 *	35	228	1	1600	0.142 *	0	228	1	1600	0.142 *	0	228	1	1600	0.142 *	0	228	1	1600	0.142 *
Sb Thru	724	2	3200	0.235	130	854	2	3200	0.277	238	1092	2	3200	0.352	0	1092	2	3200	0.352	0	1092	2	3200	0.352
Sb Right	28	0	0	-	5	33	0	0	-	0	33	0	0	-	0	33	0	0	-	0	33	0	0	-
Eb Left	31	0	0	0.000 *	6	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *	0	37	0	0	0.000 *
Eb Thru	2	1	1600	0.021	0	2	1	1600	0.024	0	2	1	1600	0.024	0	2	1	1600	0.024	0	2	1	1600	0.024
Eb Right	7	1	1600	0.004	1	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005
Wb Left	42	0	0	0.000	8	50	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000	0	50	1	1600	0.031
Wb Thru	5	1	1600	0.086 *	1	6	1	1600	0.102 *	0	6	1	1600	0.102 *	0	6	1	1600	0.102 *	0	6	1	1600	0.071 *
Wb Right	91	0	0	-	16	107	0	0	-	0	107	0	0	-	0	107	0	0	-	0	107	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.670					0.785					0.831					0.831					0.800
LOS				B					C					D					D					C

part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation: Restripe the WB approach to provide an exclusive left-turn lane

TOTAL	2521		TOTAL	454	2975		TOTAL	386	3361		TOTAL	0	3361						0	3361			

C-269

A18p

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Tin Drive-Crestview Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU85.wk4

Diamond Bar Boulevard @ Tin Drive-Crestview Drive
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

198

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	42	1	1600	0.026 *	8	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Nb Thru	788	2	3200	0.246	142	930	2	3200	0.291	201	1131	2	3200	0.353	0	1131	2	3200	0.353	0	1131	2	3200	0.353
Nb Right	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Sb Left	65	1	1600	0.041	12	77	1	1600	0.048	0	77	1	1600	0.048	0	77	1	1600	0.048	0	77	1	1600	0.048
Sb Thru	902	2	3200	0.296 *	162	1064	2	3200	0.349 *	81	1145	2	3200	0.374 *	0	1145	2	3200	0.374 *	0	1145	2	3200	0.374 *
Sb Right	44	0	0	-	8	52	0	0	-	0	52	0	0	-	0	52	0	0	-	0	52	0	0	-
Eb Left	30	0	0	0.000	5	35	0	0	0.000	0	35	0	0	0.000	0	35	0	0	0.000	0	35	0	0	0.000
Eb Thru	0	1	1600	0.044 *	0	0	1	1600	0.052 *	0	0	1	1600	0.052 *	0	0	1	1600	0.052 *	0	0	1	1600	0.052 *
Eb Right	41	0	0	-	7	48	0	0	-	0	48	0	0	-	0	48	0	0	-	0	48	0	0	-
Wb Left	34	0	0	0.000 *	6	40	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *
Wb Thru	1	1	1600	0.041	0	1	1	1600	0.048	0	1	1	1600	0.048	0	1	1	1600	0.048	0	1	1	1600	0.048
Wb Right	30	0	0	-	5	35	0	0	-	0	35	0	0	-	0	35	0	0	-	0	35	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.396					0.462					0.487					0.487					0.487
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL	1977		TOTAL	356	2333		TOTAL	282	2615		TOTAL	0	2615				TOTAL	0	2615					

A187

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Tin Drive-Crestview Drive
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-WithoutSunset\ICU85.wk4

Diamond Bar Boulevard @ Tin Drive-Crestview Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	47	1	1600	0.029	8	55	1	1600	0.035	0	55	1	1600	0.035	0	55	1	1600	0.035	0	55	1	1600	0.035
Nb Thru	1520	2	3200	0.475 *	274	1794	2	3200	0.561 *	153	1947	2	3200	0.608 *	0	1947	2	3200	0.608 *	0	1947	2	3200	0.608 *
Nb Right	14	1	1600	0.009	3	17	1	1600	0.010	0	17	1	1600	0.010	0	17	1	1600	0.010	0	17	1	1600	0.010
Sb Left	40	1	1600	0.025 *	7	47	1	1600	0.030 *	0	47	1	1600	0.030 *	0	47	1	1600	0.030 *	0	47	1	1600	0.030 *
Sb Thru	793	2	3200	0.264	143	936	2	3200	0.312	242	1178	2	3200	0.388	0	1178	2	3200	0.388	0	1178	2	3200	0.388
Sb Right	53	0	0	-	10	63	0	0	-	0	63	0	0	-	0	63	0	0	-	0	63	0	0	-
Eb Left	21	0	0	0.000	4	25	0	0	0.000	0	25	0	0	0.000	0	25	0	0	0.000	0	25	0	0	0.000
Eb Thru	3	1	1600	0.033 *	1	4	1	1600	0.039 *	0	4	1	1600	0.039 *	0	4	1	1600	0.039 *	0	4	1	1600	0.039 *
Eb Right	29	0	0	-	5	34	0	0	-	0	34	0	0	-	0	34	0	0	-	0	34	0	0	-
Wb Left	33	0	0	0.000 *	6	39	0	0	0.000 *	0	39	0	0	0.000 *	0	39	0	0	0.000 *	0	39	0	0	0.000 *
Wb Thru	1	1	1600	0.032	0	1	1	1600	0.038	0	1	1	1600	0.038	0	1	1	1600	0.038	0	1	1	1600	0.038
Wb Right	17	0	0	-	3	20	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.563					0.660					0.707					0.707					0.707
LOS				A					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

TOTAL 2571 TOTAL 463 3034 TOTAL 395 3429 TOTAL 0 3429 0 3429

C-271

A186

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Grand Avenue @ Baker Parkway-"B" Street
Peak hr: AM
Annual Growth: 1.00%

N-S St: Grand Avenue
E-W St: Baker Parkway-"B" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU86.wk4

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	473	473	2	2880	0.164	0	473	2	2880	0.164	0	473	2	2880	0.164
Nb Thru	1644	2	3200	0.514 *	362	2005	2	3200	0.627 *	497	2502	3	4800	0.521 *	217	2719	3	4800	0.626 *	0	2719	5	8000	0.376 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	287	287	0	0	-	0	287	0	0	-
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	584	584	2	2880	0.203 *	0	584	2	2880	0.203 *
Sb Thru	1220	2	3200	0.381	268	1488	2	3200	0.465	201	1689	3	4800	0.352	757	2446	3	4800	0.510	0	2446	5	8000	0.306
Sb Right	0	0	0	-	0	0	0	0	-	345	345	FREE	9999999	0.000	120	465	FREE	9999999	0.000	0	465	FREE	9999999	0.000
Eb Left	0	0	0	0.000	0	0	0	0	0.000	117	117	2	2880	0.041	56	173	2	2880	0.060 *	0	173	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	3	3	1	1600	0.002	0	3	3	4800	0.037
Eb Right	0	0	0	-	0	0	0	0	-	138	138	FREE	9999999	0.000	0	138	FREE	9999999	0.000	0	138	FREE	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	65	65	1	1600	0.041	0	65	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	1	1600	0.069 *	0	0	1	1600	0.041 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	111	111	0	0	-	0	111	2	2880	0.039
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.614					0.727					0.662					1.058					0.757
LOS				B					C					B					F					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.396
Significant Impact: YES

0.095
Area Traffic Mitigation: Widen all legs of the intersection

TOTAL	2863		TOTAL	630	3493		TOTAL	1771	5264		TOTAL	2200	7464						0	7464				

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Baker Parkway-"B" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU86.wk4

Grand Avenue @ Baker Parkway-"B" Street
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	253	253	2	2880	0.088 *	0	253	2	2880	0.088 *	0	253	2	2880	0.088 *
Nb Thru	1115	2	3200	0.348	245	1360	2	3200	0.425	357	1717	3	4800	0.358	1143	2860	3	4800	0.612	0	2860	5	8000	0.367
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	76	76	0	0	-	0	76	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	137	137	2	2880	0.048	0	137	2	2880	0.048
Sb Thru	1517	2	3200	0.474 *	334	1851	2	3200	0.578 *	619	2470	3	4800	0.515 *	686	3156	3	4800	0.657 *	0	3156	5	8000	0.394 *
Sb Right	0	0	0	-	0	0	0	0	-	242	242	FREE	9999999	0.000	178	420	FREE	9999999	0.000	0	420	FREE	9999999	0.000
Eb Left	0	0	0	0.000	0	0	0	0	0.000	448	448	2	2880	0.156	216	664	2	2880	0.231 *	0	664	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	1	1	1	1600	0.001	0	1	3	4800	0.139
Eb Right	0	0	0	-	0	0	0	0	-	556	556	FREE	9999999	0.000	0	556	FREE	9999999	0.000	0	556	FREE	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	273	273	1	1600	0.171	0	273	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	3	3	1	1600	0.329 *	0	3	1	1600	0.173 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	524	524	0	0	-	0	524	2	2880	0.182
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.574					0.678					0.859					1.405					0.894
LOS				A					B					D					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.546
Significant Impact: YES

Area Traffic Mitigation: 0.035 Widen all legs of the intersection

TOTAL	2632		TOTAL	579	3211		TOTAL	2475	5686		TOTAL	3237	8923						0	8923			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: "A" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU87.wk4

Grand Avenue @ "A" Street
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	207	207	1	1600	0.129	0	207	2	2880	0.072
Nb Thru	1644	2	3200	0.514 *	362	2005	2	3200	0.627 *	265	2270	3	4800	0.473 *	296	2566	3	4800	0.707 *	0	2566	4	6400	0.401
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	826	826	0	0	-	0	826	1	1600	0.516 *
Sb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	221	221	1	1600	0.138 *	0	221	2	2880	0.077 *
Sb Thru	1220	2	3200	0.381	268	1488	2	3200	0.465	753	2241	3	4800	0.467	148	2389	3	4800	0.592	0	2389	4	6400	0.373
Sb Righ	0	0	0	-	0	0	0	0	-	0	0	0	0	-	453	453	0	0	-	0	453	1	1600	0.283
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	136	136	1	1600	0.085	0	136	2	2880	0.047
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	193	193	1	1600	0.121 *	0	193	1	1600	0.121 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	36	36	1	1600	0.023	0	36	2	2880	0.013
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	147	147	1	1600	0.092 *	0	147	2	2880	0.051
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	38	38	1	1600	0.024	0	38	2	3200	0.012
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	64	80	1	1600	0.050	0	80	2	2880	0.028
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.614					0.727					0.573					1.158					0.814
LOS				B					C					A					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.585
Significant Impact: YES

Area Traffic Mitigation: Develop intersection
Install traffic signal

TOTAL	2863		TOTAL	630	3493		TOTAL	1018	4511		TOTAL	2765	7292						0	7292			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: "A" Street
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-WithoutSunset\ICU87.wk4

Grand Avenue @ "A" Street
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	134	134	1	1600	0.084	0	134	2	2880	0.047
Nb Thru	1115	2	3200	0.348	245	1360	2	3200	0.425	1002	2362	3	4800	0.492	87	2449	3	4800	0.565 *	0	2449	4	6400	0.383 *
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	263	263	0	0	-	0	263	1	1600	0.164
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	175	175	1	1600	0.109 *	0	175	2	2880	0.061 *
Sb Thru	1517	2	3200	0.474 *	334	1851	2	3200	0.578 *	555	2406	3	4800	0.501 *	123	2529	3	4800	0.527	0	2529	4	6400	0.395
Sb Righ	0	0	0	-	0	0	0	0	-	0	0	0	0	-	511	511	0	99999999	0.000	0	511	1	1600	0.319
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	760	760	1	1600	0.475 *	0	760	2	2880	0.264 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	65	65	1	1600	0.041	0	65	1	1600	0.041
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	293	293	1	1600	0.183	0	293	2	2880	0.102
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	748	748	1	1600	0.468	0	748	2	2880	0.260
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	176	176	1	1600	0.110 *	0	176	2	3200	0.055 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	289	289	1	1600	0.181	0	289	2	2880	0.100
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.574					0.678					0.801					1.359					0.863
LOS				A					B					A					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.758
Significant Impact: YES

Area Traffic Mitigation: Develop intersection
Install traffic signal

TOTAL	2632		TOTAL	579	3211		TOTAL	1557	4768		TOTAL	3624	8392						0	8392				

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LINSCOTT
LAW &
GREENSPAN
ENGINEERS

YEAR 2025

Project-Related Mitigation Measures
Intersection Peak Hour Level of Service Worksheets

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive-Camino De Teodoro
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunsetProjectLevel\ICU21.wk4
N/S Split Phasing

Fairway Drive-Camino De Teodoro @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	289	0	0	0.000	64	352	0	0	0.000	0	352	0	0	0.000	0	352	0	0	0.000	0	352	2	2880	0.122
Nb Thru	53	2	3200	0.107 *	12	64	2	3200	0.130 *	0	64	2	3200	0.130 *	0	64	2	3200	0.130	0	64	1	1600	0.040
Nb Right	327	1	1600	0.205	72	399	1	1600	0.250	94	493	1	1600	0.308	67	560	1	1600	0.350 *	0	560	1	1600	0.350 *
Sb Left	40	1	1600	0.025	9	49	1	1600	0.031	18	67	1	1600	0.042	0	67	1	1600	0.042	0	67	1	1600	0.042
Sb Thru	161	1	1600	0.112 *	35	196	1	1600	0.136 *	0	196	1	1600	0.136 *	0	196	1	1600	0.136 *	0	196	1	1600	0.136 *
Sb Right	18	0	0	-	4	22	0	0	-	0	22	0	0	-	0	22	0	0	-	0	22	0	0	-
Eb Left	7	1	1600	0.004	2	9	1	1600	0.005	0	9	1	1600	0.005	0	9	1	1600	0.005	0	9	1	1600	0.005 *
Eb Thru	579	2	3200	0.181	127	707	2	3200	0.221	101	808	3	4800	0.168	286	1094	3	4800	0.228	0	1094	4	6400	0.243
Eb Right	378	1	1600	0.236 *	83	461	1	1600	0.288 *	0	461	1	1600	0.288 *	0	461	1	1600	0.288 *	0	461	0	0	-
Wb Left	439	2	2880	0.153 *	97	536	2	2880	0.186 *	43	579	2	2880	0.201 *	20	599	2	2880	0.208	0	599	2	2880	0.208
Wb Thru	996	2	3200	0.315	219	1215	2	3200	0.384	147	1362	2	3200	0.426	87	1449	2	3200	0.453	0	1449	2	3200	0.453 *
Wb Right	11	0	0	-	2	14	0	0	-	13	27	1	1600	0.017	0	27	1	1600	0.017	0	27	1	1600	0.017
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.708					0.840					0.855					0.874					0.836
LOS				C					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: NO

-0.019
Area Traffic Mitigation: Widen the EB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen NB to provide 1 through lane.

TOTAL	3298		TOTAL	726	4024		TOTAL	416	4440		TOTAL	460	4900						0	4900			

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Fairway Drive-Camino De Teodoro
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunsetProjectLevelICU21.wk4
N/S Split Phasing

Fairway Drive-Camino De Teodoro @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

Movement	2003 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	457	0	0	0.000	100	557	0	0	0.000	0	557	0	0	0.000	0	557	0	0	0.000	0	557	2	2880	0.193
Nb Thru	129	2	3200	0.183 *	28	158	2	3200	0.223 *	0	158	2	3200	0.223 *	0	158	2	3200	0.223 *	0	158	1	1600	0.099
Nb Right	452	1	1600	0.283	100	552	1	1600	0.345	85	637	1	1600	0.398	53	690	1	1600	0.431	0	690	1	1600	0.431 *
Sb Left	39	1	1600	0.025	9	48	1	1600	0.030	37	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053
Sb Thru	84	1	1600	0.059 *	18	102	1	1600	0.072 *	0	102	1	1600	0.072 *	0	102	1	1600	0.072 *	0	102	1	1600	0.072 *
Sb Right	10	0	0	-	2	12	0	0	-	0	12	0	0	-	0	12	0	0	-	0	12	0	0	-
Eb Left	17	1	1600	0.011	4	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Eb Thru	1082	2	3200	0.338 *	238	1320	2	3200	0.413 *	199	1519	3	4800	0.317 *	222	1741	3	4800	0.363 *	0	1741	4	6400	0.351 *
Eb Right	413	1	1600	0.258	91	504	1	1600	0.315	0	504	1	1600	0.315	0	504	1	1600	0.315	0	504	0	0	-
Wb Left	469	2	2880	0.163 *	103	572	2	2880	0.199 *	122	694	2	2880	0.241 *	70	764	2	2880	0.265 *	0	764	2	2880	0.265
Wb Thru	783	2	3200	0.250	172	956	2	3200	0.306	155	1111	2	3200	0.347	368	1479	2	3200	0.462	0	1479	2	3200	0.462
Wb Right	18	0	0	-	4	22	0	0	-	41	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				0.843					1.007					0.953					1.023					0.954
LOS				D					F					E					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.070
Significant Impact: YES

Area Traffic Mitigation: 0.001
Widen the EB approach to provide 1 left-turn lane, 3 through lanes, and 1 shared through/right-turn lane. Widen NB to provide 1 through

TOTAL	3954		TOTAL	870	4824		TOTAL	639	5463		TOTAL	713	6176						0	6176			

C-2 Att #4

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pierre Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunsetProjectLevel\ICU23.wk4

Pierre Road @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	375	1	1600	0.234	82	457	1	1600	0.286	20	477	1	1600	0.298	0	477	1	1600	0.298	0	477	2	2880	0.166
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	180	FREE	9999999	0.000	40	219	FREE	9999999	0.000	0	219	FREE	9999999	0.000	0	219	FREE	9999999	0.000	0	219	FREE	9999999	0.000
Eb Left	124	1	1600	0.078 *	27	152	1	1600	0.095 *	0	152	1	1600	0.095 *	0	152	1	1600	0.095 *	0	152	1	1600	0.095 *
Eb Thru	625	2	3200	0.195	137	762	2	3200	0.238	199	961	2	3200	0.300	478	1439	2	3200	0.450	0	1439	2	3200	0.450
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1284	2	3200	0.401 *	283	1567	2	3200	0.490 *	75	1642	2	3200	0.513 *	140	1782	2	3200	0.557 *	0	1782	2	3200	0.557 *
Wb Right	468	1	1600	0.292	103	571	1	1600	0.357	15	586	1	1600	0.366	0	586	1	1600	0.366	0	586	1	1600	0.366
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.813**					**0.971**					**1.006**					**1.050**					**0.918**
LOS				**D**					**E**					**F**					**F**					**E**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.044
Significant Impact: YES

-0.088
Area Traffic Mitigation: Restripe SB to provide 2nd left-turn lane

TOTAL	3056			TOTAL	672	3728			TOTAL	309	4037			TOTAL	618	4655				0	4655			

E-2 Ads

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Pierre Road
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunsetProjectLevel\ICU23.wk4

Pierre Road @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	296	1	1600	0.185	65	361	1	1600	0.226	33	394	1	1600	0.246	0	394	1	1600	0.246	0	394	2	2880	0.137
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	67	FREE	9999999	0.000	15	81	FREE	9999999	0.000	0	81	FREE	9999999	0.000	0	81	FREE	9999999	0.000	0	81	FREE	9999999	0.000
Eb Left	70	1	1600	0.044	15	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053 *	0	85	1	1600	0.053 *
Eb Thru	1254	2	3200	0.392 *	276	1530	2	3200	0.478 *	181	1711	2	3200	0.535 *	345	2056	2	3200	0.642	0	2056	2	3200	0.642
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	834	2	3200	0.261	183	1017	2	3200	0.318	286	1303	2	3200	0.407	594	1897	2	3200	0.593 *	0	1897	2	3200	0.593 *
Wb Right	339	1	1600	0.212	75	414	1	1600	0.259	44	458	1	1600	0.286	0	458	1	1600	0.286	0	458	1	1600	0.286
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**0.677**					**0.804**					**0.881**					**0.992**					**0.883**
LOS				**B**					**C**					**D**					**E**					**D**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.111
Significant Impact: YES

0.002
Area Traffic Mitigation: Restripe SB to provide 2nd left-turn lane

TOTAL	2859		TOTAL	629	3488		TOTAL	544	4032		TOTAL	939	4971						0	4971			

C-280 A19b

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.170 *	60	333	1	1600	0.208 *	45	378	2	2880	0.131 *	78	456	2	2880	0.158 *	0	456	2	3200	0.142 *
Nb Thru	931	2	3200	0.291	205	1136	2	3200	0.355	99	1235	3	4800	0.257	177	1412	3	4800	0.294	0	1412	3	4800	0.294
Nb Right	126	1	1600	0.079	28	154	1	1600	0.096	69	223	FREE	9999999	0.000	124	347	FREE	9999999	0.000	0	347	FREE	9999999	0.000
Sb Left	185	1	1600	0.115	41	225	1	1600	0.141	0	225	2	2880	0.078	0	225	2	2880	0.078	0	225	2	2880	0.078
Sb Thru	958	2	3200	0.299 *	211	1169	2	3200	0.365 *	208	1377	3	4800	0.287 *	617	1994	3	4800	0.415 *	0	1994	5	8000	0.249 *
Sb Right	495	1	1600	0.309	109	604	1	1600	0.377	51	655	FREE	9999999	0.000	69	724	FREE	9999999	0.000	0	724	FREE	9999999	0.000
Eb Left	423	2	2880	0.147 *	93	516	2	2880	0.179 *	23	539	2	2880	0.187 *	29	568	2	2880	0.197 *	0	568	2	3200	0.178 *
Eb Thru	488	2	3200	0.215	107	595	2	3200	0.263	3	598	3	4800	0.125	9	607	3	4800	0.126	0	607	4	6400	0.095
Eb Right	201	0	0	-	44	245	0	0	-	98	343	FREE	9999999	0.000	318	661	FREE	9999999	0.000	0	661	FREE	9999999	0.000
Wb Left	169	1	1600	0.105	37	206	1	1600	0.129	199	405	2	2880	0.141	518	923	2	2880	0.320	0	923	2	2880	0.320
Wb Thru	1164	2	3200	0.364 *	256	1421	2	3200	0.444 *	22	1443	3	4800	0.301 *	23	1466	3	4800	0.305 *	0	1466	4	6400	0.253 *
Wb Right	125	1	1600	0.078	28	153	1	1600	0.095	0	153	1	1600	0.095	0	153	1	1600	0.095	0	153	0	0	-
Yellow Allowance:				**0.100** *					**0.100** *					**0.100** *					**0.100** *					**0.100** *
ICU				**1.080**					**1.296**					**1.006**					**1.175**					**0.922**
LOS				**F**					**F**					**F**					**F**					**E**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.169
Significant Impact: YES

-0.084
Area Traffic Mitigation: Widen all legs

TOTAL	5537		TOTAL	1218	6756		TOTAL	817	7573		TOTAL	1962	9535						0	9535				

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Coste Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Grand Avenue
E-W St: Valley Boulevard
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU25.wk4

Grand Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	46	256	1	1600	0.160 *	166	422	2	2880	0.147 *	346	768	2	2880	0.267 *	0	768	2	3200	0.240
Nb Thru	944	2	3200	0.295	208	1151	2	3200	0.360	325	1476	3	4800	0.308	759	2235	3	4800	0.466	0	2235	3	4800	0.466 *
Nb Right	83	1	1600	0.052	18	101	1	1600	0.063	265	366	FREE	9999999	0.000	559	925	FREE	9999999	0.000	0	925	FREE	9999999	0.000
Sb Left	157	1	1600	0.098	35	192	1	1600	0.120	0	192	2	2880	0.067	0	192	2	2880	0.067	0	192	2	2880	0.067 *
Sb Thru	1324	2	3200	0.414 *	291	1616	2	3200	0.505 *	219	1835	3	4800	0.382 *	424	2259	3	4800	0.471 *	0	2259	5	8000	0.282
Sb Right	122	1	1600	0.076	27	149	1	1600	0.093	39	188	FREE	9999999	0.000	90	278	FREE	9999999	0.000	0	278	FREE	9999999	0.000
Eb Left	562	2	2880	0.195	124	686	2	2880	0.238	59	745	2	2880	0.259 *	114	859	2	2880	0.298 *	0	859	2	3200	0.268 *
Eb Thru	995	2	3200	0.419 *	219	1214	2	3200	0.512 *	20	1234	3	4800	0.257	27	1261	3	4800	0.263	0	1261	4	6400	0.197
Eb Right	347	0	0	-	76	424	0	0	-	117	541	FREE	9999999	0.000	153	694	FREE	9999999	0.000	0	694	FREE	9999999	0.000
Wb Left	201	1	1600	0.126 *	44	245	1	1600	0.153 *	147	392	2	2880	0.136	246	638	2	2880	0.222	0	638	2	2880	0.222
Wb Thru	755	2	3200	0.236	166	922	2	3200	0.288	3	925	3	4800	0.193 *	18	943	3	4800	0.196 *	0	943	4	6400	0.177 *
Wb Right	158	1	1600	0.099	35	193	1	1600	0.121	0	193	1	1600	0.121	0	193	1	1600	0.121	0	193	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
ICU				1.190					1.430					1.081					1.332					1.078
LOS				F					F					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transtech Engineering, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.251
Significant Impact: YES

-0.003
Area Traffic Mitigation: Widen all legs

TOTAL	5859		TOTAL	1289	7148		TOTAL	1360	8508		TOTAL	2736	11244						0	11244				

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Sunset Crossing Raod
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU29.wk4

Diamond Bar Boulevard @ Sunset Crossing Raod
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	48	1	1600	0.030	9	57	1	1600	0.035	0	57	1	1600	0.035	0	57	1	1600	0.035	0	57	1	1600	0.035
Nb Thru	1438	2	3200	0.449 *	259	1697	2	3200	0.530 *	173	1870	2	3200	0.584 *	48	1918	2	3200	0.599 *	0	1918	3	4800	0.415 *
Nb Right**	64	1	1600	0.040	12	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047	0	76	0	0	-
Sb Left	24	1	1600	0.015 *	4	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Sb Thru	543	2	3200	0.185	98	641	2	3200	0.218	27	668	2	3200	0.227	50	718	2	3200	0.242	0	718	2	3200	0.242
Sb Right	49	0	0	-	9	58	0	0	-	0	58	0	0	-	0	58	0	0	-	0	58	0	0	-
Eb Left	203	1	1600	0.127	37	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150
Eb Thru	25	2	3200	0.168 *	5	30	2	3200	0.198 *	0	30	2	3200	0.214 *	0	30	2	3200	0.262 *	0	30	2	3200	0.262 *
Eb Right	513	0	0	-	92	605	0	0	-	51	656	0	0	-	154	810	0	0	-	0	810	0	0	-
Wb Left	186	1	1600	0.116 *	33	219	1	1600	0.137 *	0	219	1	1600	0.137 *	0	219	1	1600	0.137 *	0	219	1	1600	0.137 *
Wb Thru	44	1	1600	0.079	8	52	1	1600	0.093	0	52	1	1600	0.093	0	52	1	1600	0.093	0	52	1	1600	0.093
Wb Right	82	0	0	-	15	97	0	0	-	0	97	0	0	-	0	97	0	0	-	0	97	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.778					0.913					0.983					1.046					0.862
LOS				C					E					E					F					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.063
Significant Impact: YES

-0.121
Area Traffic Mitigation: Restripe NB to provide 3rd through lane

TOTAL	3219		TOTAL	579	3798		TOTAL	251	4049		TOTAL	252	4301						0	4301			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Sunset Crossing Raod
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU29.wk4

Diamond Bar Boulevard @ Sunset Crossing Raod
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060	17	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071
Nb Thru	1368	2	3200	0.428 *	246	1614	2	3200	0.504 *	125	1739	2	3200	0.544 *	216	1955	2	3200	0.611 *	0	1955	3	4800	0.443 *
Nb Right**	144	1	1600	0.090	26	170	1	1600	0.106	0	170	1	1600	0.106	0	170	1	1600	0.106	0	170	0	0	-
Sb Left	36	1	1600	0.023 *	6	42	1	1600	0.027 *	0	42	1	1600	0.027 *	0	42	1	1600	0.027 *	0	42	1	1600	0.027 *
Sb Thru	497	2	3200	0.188	89	586	2	3200	0.222	71	657	2	3200	0.244	25	682	2	3200	0.252	0	682	2	3200	0.252
Sb Right	105	0	0	-	19	124	0	0	-	0	124	0	0	-	0	124	0	0	-	0	124	0	0	-
Eb Left	126	1	1600	0.079	23	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093
Eb Thru	76	2	3200	0.256 *	14	90	2	3200	0.302 *	0	90	2	3200	0.342 *	0	90	2	3200	0.364 *	0	90	2	3200	0.364 *
Eb Right	744	0	0	-	134	878	0	0	-	127	1005	0	0	-	69	1074	0	0	-	0	1074	0	0	-
Wb Left	97	1	1600	0.061 *	17	114	1	1600	0.072 *	0	114	1	1600	0.072 *	0	114	1	1600	0.072 *	0	114	1	1600	0.072 *
Wb Thru	66	1	1600	0.082	12	78	1	1600	0.097	0	78	1	1600	0.097	0	78	1	1600	0.097	0	78	1	1600	0.097
Wb Right	65	0	0	-	12	77	0	0	-	0	77	0	0	-	0	77	0	0	-	0	77	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.798					0.935					1.015					1.104					0.936
LOS				C					E					F					F					E

C-284200

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Advantec Consulting Engineers
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.089
Significant Impact: YES

Area Traffic Mitigation: -0.079 Restripe NB to provide 3rd through lane

TOTAL	3420		TOTAL	616	4036		TOTAL	323	4359		TOTAL	310	4669						0	4669			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Diamond Bar Boulevard @ Golden Springs Drive

N-S St:	Diamond Bar Boulevard	Peak hr:	AM
E-W St:	Golden Springs Drive	Annual Growth:	2.00% Through year 2005
Project:	Industry Business Center, Industry	Annual Growth:	0.70% Between year 2005 and 2025
File	N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU34.wk4		

Date:	03/08/2004
Date of Count:	2003
Projection Year:	2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	210	1	1600	0.131 *	38	248	1	1600	0.155 *	0	248	1	1600	0.155 *	0	248	1	1600	0.155 *	0	248	2	2880	0.086 *
Nb Thru	763	3	4800	0.209	137	900	3	4800	0.247	195	1095	3	4800	0.288	0	1095	3	4800	0.288	0	1095	3	4800	0.288
Nb Right	241	0	0	-	43	284	0	0	-	2	286	0	0	-	0	286	0	0	-	0	286	0	0	-
Sb Left	115	2	2880	0.040	21	136	2	2880	0.047	0	136	2	2880	0.047	0	136	2	2880	0.047	0	136	2	2880	0.047
Sb Thru	863	2	3200	0.270 *	155	1018	2	3200	0.318 *	71	1089	2	3200	0.340 *	0	1089	2	3200	0.340 *	0	1089	2	3200	0.340 *
Sb Right	404	1	1600	0.253	73	477	1	1600	0.298	44	521	1	1600	0.325	438	959	1	1600	0.599	0	959	2	2880	0.333
Eb Left	342	1	1600	0.214 *	62	404	1	1600	0.252 *	24	428	1	1600	0.267 *	98	526	1	1600	0.328 *	0	526	2	2880	0.182 *
Eb Thru	273	2	3200	0.142	49	322	2	3200	0.168	46	368	2	3200	0.182	33	401	2	3200	0.192	0	401	2	3200	0.125
Eb Right	182	0	0	-	33	215	0	0	-	0	215	0	0	-	0	215	0	0	-	0	215	1	1600	0.134
Wb Left	399	1	1600	0.249	72	471	1	1600	0.294	4	475	1	1600	0.297	0	475	1	1600	0.297	0	475	1	1600	0.297
Wb Thru	559	2	3200	0.263 *	101	660	2	3200	0.310 *	42	702	2	3200	0.323 *	131	833	2	3200	0.364 *	0	833	2	3200	0.364 *
Wb Right	281	0	0	-	51	332	0	0	-	0	332	0	0	-	0	332	0	0	-	0	332	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.908					1.065					1.115					1.217					1.002
LOS				E					F					F					F					E
TOTAL	4632				TOTAL	834	5466			TOTAL	428	5894			TOTAL	700	6594			0	6594			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.102
Significant Impact: YES

-0.113
Area Traffic Mitigation: Widen all legs of the intersection

A01

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Coste Mesa CA 92626
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INTERSECTION CAPACITY UTILIZATION

N-S St: Diamond Bar Boulevard
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU34.wk4

Diamond Bar Boulevard @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	274	1	1600	0.171 *	49	323	1	1600	0.202 *	0	323	1	1600	0.202 *	0	323	1	1600	0.202 *	0	323	2	2880	0.112 *
Nb Thru	855	3	4800	0.227	154	1009	3	4800	0.268	132	1141	3	4800	0.297	0	1141	3	4800	0.297	0	1141	3	4800	0.297
Nb Right	236	0	0	-	42	278	0	0	-	8	286	0	0	-	0	286	0	0	-	0	286	0	0	-
Sb Left	294	2	2880	0.102	53	347	2	2880	0.120	0	347	2	2880	0.120	0	347	2	2880	0.120	0	347	2	2880	0.120
Sb Thru	690	2	3200	0.216 *	124	814	2	3200	0.254 *	226	1040	2	3200	0.325 *	0	1040	2	3200	0.325 *	0	1040	2	3200	0.325 *
Sb Right	250	1	1600	0.156	45	295	1	1600	0.184	30	325	1	1600	0.203	183	508	1	1600	0.318	0	508	2	2880	0.176
Eb Left	358	1	1600	0.224	64	422	1	1600	0.264	49	471	1	1600	0.295	447	918	1	1600	0.574 *	0	918	2	2880	0.319 *
Eb Thru	634	2	3200	0.285 *	114	748	2	3200	0.336 *	87	835	2	3200	0.363 *	142	977	2	3200	0.407	0	977	2	3200	0.305
Eb Right	277	0	0	-	50	327	0	0	-	0	327	0	0	-	0	327	0	0	-	0	327	1	1600	0.204
Wb Left	159	1	1600	0.099 *	29	188	1	1600	0.117 *	6	194	1	1600	0.121 *	0	194	1	1600	0.121	0	194	1	1600	0.121
Wb Thru	181	2	3200	0.119	33	214	2	3200	0.140	84	298	2	3200	0.167	69	367	2	3200	0.188 *	0	367	2	3200	0.188 *
Wb Right	200	0	0	-	36	236	0	0	-	0	236	0	0	-	0	236	0	0	-	0	236	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.801					0.939					1.041					1.319					0.974
LOS				C					E					F					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.278
Significant Impact: YES

Area Traffic Mitigation: -0.067 Widen all legs of the Intersection

TOTAL	4408		TOTAL	793	5201		TOTAL	622	5823		TOTAL	841	6664					0	6664					

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INTERSECTION CAPACITY UTILIZATION

Brea Canyon Road @ Golden Springs Drive

N-S St:	Brea Canyon Road	Peak hr:	AM
E-W St.	Golden Springs Drive	Annual Growth:	2.00% Through year 2005
Project:	Industry Business Center, Industry	Annual Growth:	0.70% Between year 2005 and 2025
File	N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU53.wk4		

Date:	03/08/2004
Date of Count:	2003
Projection Year:	2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	164	1	1600	0.103 *	30	194	1	1600	0.121 *	12	206	2	2880	0.071 *	0	206	2	2880	0.071	0	206	2	2880	0.071 *
Nb Thru	410	2	3200	0.233	74	484	2	3200	0.275	110	594	2	3200	0.186	114	708	2	3200	0.221 *	0	708	3	4800	0.147
Nb Right	335	0	0	-	60	395	0	0	-	6	401	1	1600	0.251	24	425	1	1600	0.266	0	425	1	1600	0.266
Sb Left	209	2	2880	0.073	38	247	2	2880	0.086	17	264	2	2880	0.092	0	264	2	2880	0.092	0	264	2	2880	0.092
Sb Thru	554	2	3200	0.173	100	654	2	3200	0.204	32	686	2	3200	0.214 *	38	724	2	3200	0.226	0	724	2	3200	0.226 *
Sb Right	655	1	1600	0.409 *	118	773	1	1600	0.483 *	68	841	2	2880	0.292	77	918	2	2880	0.319	0	918	2	2880	0.319
Eb Left	390	2	2880	0.135	70	460	2	2880	0.160	511	971	3	4800	0.202 *	440	1411	3	4800	0.294 *	0	1411	3	4800	0.294 *
Eb Thru	485	2	3200	0.152	87	572	2	3200	0.179	75	647	2	3200	0.286	2	649	2	3200	0.287	0	649	2	3200	0.203
Eb Right	220	1	1600	0.138	40	260	1	1600	0.162	8	268	0	0	-	0	268	0	0	-	0	268	1	1600	0.167
Wb Left	203	1	1600	0.127	37	240	1	1600	0.150	1	241	2	2880	0.084	6	247	2	2880	0.086	0	247	2	2880	0.086
Wb Thru	772	2	3200	0.241	139	911	2	3200	0.285	51	962	3	4800	0.200	1	963	3	4800	0.201	0	963	3	4800	0.201 *
Wb Right	522	1	1600	0.326 *	94	616	1	1600	0.385 *	8	624	1	1600	0.390 *	0	624	1	1600	0.390 *	0	624	2	2880	0.217
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.795					0.933					0.815					0.935					0.822
LOS				C					E					D					E					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.120
Significant Impact: YES

0.007
Area Traffic Mitigation: Widen EB and WB

TOTAL	4919		TOTAL	885	5804		TOTAL	899	6703		TOTAL	702	7405						0	7405				

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INTERSECTION CAPACITY UTILIZATION

N-S St: Brea Canyon Road
E-W St: Golden Springs Drive
Project: Industry Business Center, Industry
File: N:\2400\2032436\ICU\2025-withoutSunset-ProjectLevel\ICU53.wk4

Brea Canyon Road @ Golden Springs Drive
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	300	1	1600	0.188 *	54	354	1	1600	0.221 *	21	375	2	2880	0.130 *	0	375	2	2880	0.130 *	0	375	2	2880	0.130 *
Nb Thru	654	2	3200	0.316	118	772	2	3200	0.373	63	835	2	3200	0.261	102	937	2	3200	0.293	0	937	3	4800	0.195
Nb Right	358	0	0	-	64	422	0	0	-	3	425	1	1600	0.266	7	432	1	1600	0.270	0	432	1	1600	0.270
Sb Left	276	2	2880	0.096	50	326	2	2880	0.113	9	335	2	2880	0.116	0	335	2	2880	0.116	0	335	2	2880	0.116
Sb Thru	566	2	3200	0.177	102	668	2	3200	0.209	129	797	2	3200	0.249 *	155	952	2	3200	0.297 *	0	952	2	3200	0.297 *
Sb Right	554	1	1600	0.346 *	100	654	1	1600	0.409 *	184	838	2	2880	0.291	377	1215	2	2880	0.422	0	1215	2	2880	0.422
Eb Left	291	2	2880	0.101	52	343	2	2880	0.119	218	561	3	4800	0.117	207	768	3	4800	0.160	0	768	3	4800	0.160
Eb Thru	939	2	3200	0.293 *	169	1108	2	3200	0.346 *	90	1198	2	3200	0.475 *	6	1204	2	3200	0.477 *	0	1204	2	3200	0.376 *
Eb Right	250	1	1600	0.156	45	295	1	1600	0.184	27	322	0	0	-	0	322	0	0	-	0	322	1	1600	0.201
Wb Left	276	1	1600	0.173 *	50	326	1	1600	0.204 *	8	334	2	2880	0.116 *	23	357	2	2880	0.124 *	0	357	2	2880	0.124 *
Wb Thru	711	2	3200	0.222	128	839	2	3200	0.262	115	954	3	4800	0.199	6	960	3	4800	0.200	0	960	3	4800	0.200
Wb Right	261	1	1600	0.163	47	308	1	1600	0.192	35	343	1	1600	0.214	0	343	1	1600	0.214	0	343	2	2880	0.119
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.929					1.091					1.000					1.058					0.957
LOS				E					F					E					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: ADVANTEC Consulting Engineers, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.058
Significant Impact: YES

-0.043
Area Traffic Mitigation: Widen EB and WB

TOTAL	5436			TOTAL	978	6414			TOTAL	902	7316			TOTAL	883	8199				0	8199			

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INTERSECTION CAPACITY UTILIZATION

N-S St: Montefino Avenue
E-W St: Grand Avenue
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-withoutSunsetProjectLevel\ICU62.wk4

Montefino Avenue @ Grand Avenue
Peak hr: AM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

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	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	202	1	1600	0.126	36	238	1	1600	0.149	0	238	1	1600	0.149	0	238	1	1600	0.149	0	238	1	1600	0.149
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	23	1	1600	0.015	4	28	1	1600	0.017	0	28	1	1600	0.017	0	28	1	1600	0.017	0	28	1	1600	0.017
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	449	2	3200	0.140	81	529	2	3200	0.165	107	636	2	3200	0.199	121	757	2	3200	0.237	0	757	3	4800	0.191
Eb Right	136	1	1600	0.085	24	160	1	1600	0.100	0	160	1	1600	0.100	0	160	1	1600	0.100	0	160	0	0	-
Wb Left	35	1	1600	0.022	6	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026
Wb Thru	1696	2	3200	0.530 *	305	2001	2	3200	0.625 *	248	2249	2	3200	0.703 *	517	2766	2	3200	0.864 *	0	2766	3	4800	0.576 *
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.686					0.804					0.882					1.043					0.755
LOS				B					C					D					F					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.161
Significant Impact: YES

-0.127
Area Traffic Mitigation: Restripe EB and WB to provide 3rd through lane

TOTAL	2540		TOTAL	457	2997		TOTAL	355	3352		TOTAL	638	3990						0	3990				

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INTERSECTION CAPACITY UTILIZATION

N-S St: Montefino Avenue
E-W St: Grand Avenue
Project: Industry Business Center, Industry
File: N:\2300\2032436\ICU\2025-withoutSunsetProjectLevel\ICU62.wk4

Montefino Avenue @ Grand Avenue
Peak hr: PM
Annual Growth: 2.00% Through year 2005
Annual Growth: 0.70% Between year 2005 and 2025

Date: 03/08/2004
Date of Count: 2003
Projection Year: 2025

	2003 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	273	1	1600	0.171	49	323	1	1600	0.202	0	323	1	1600	0.202	0	323	1	1600	0.202	0	323	1	1600	0.202
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	51	1	1600	0.032	9	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1710	2	3200	0.534 *	308	2018	2	3200	0.630 *	344	2362	2	3200	0.738 *	552	2914	2	3200	0.910 *	0	2914	3	4800	0.672 *
Eb Right	266	1	1600	0.166	48	314	1	1600	0.196	0	314	1	1600	0.196	0	314	1	1600	0.196	0	314	0	0	-
Wb Left	31	1	1600	0.019 *	6	36	1	1600	0.023 *	0	36	1	1600	0.023 *	0	36	1	1600	0.023 *	0	36	1	1600	0.023 *
Wb Thru	857	2	3200	0.268	154	1011	2	3200	0.316	201	1212	2	3200	0.379	251	1463	2	3200	0.457	0	1463	3	4800	0.305
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.100 *					0.100 *					0.100 *					0.100 *					0.100 *
Signal Coordination Adjustment				-0.070					-0.070					-0.070					-0.070					-0.070
ICU				0.754					0.885					0.993					1.165					0.927
LOS				C					D					E					F					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: KOA
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.172
Significant Impact: YES

Area Traffic Mitigation: -0.066 Restripe EB and WB to provide 3rd through lane

TOTAL	3188		TOTAL	574	3762		TOTAL	545	4307		TOTAL	803	5110						0	5110			

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APPENDIX B

Traffic Signal Warrant Worksheets

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

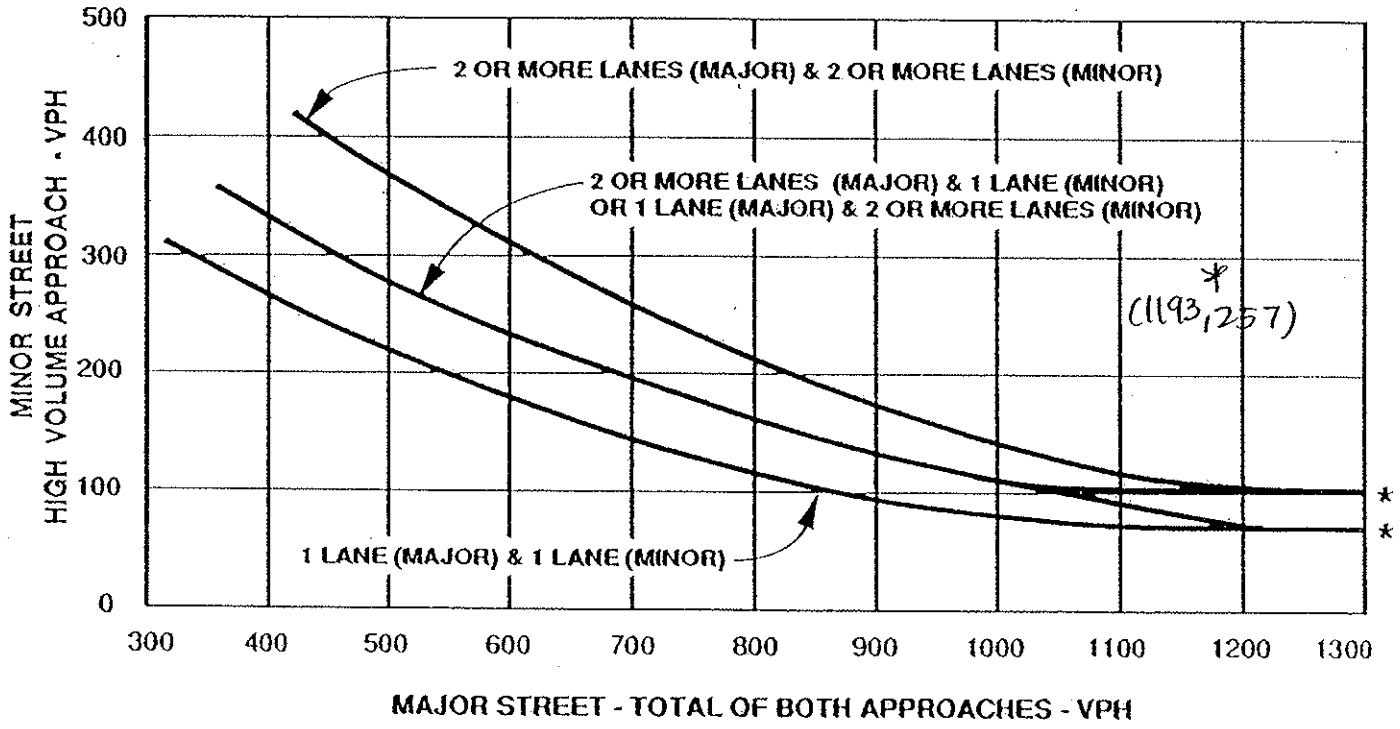
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2003 AM Peak Hour Existing

# of lanes in each approach
Major: 2
Minor: 2



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B1

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

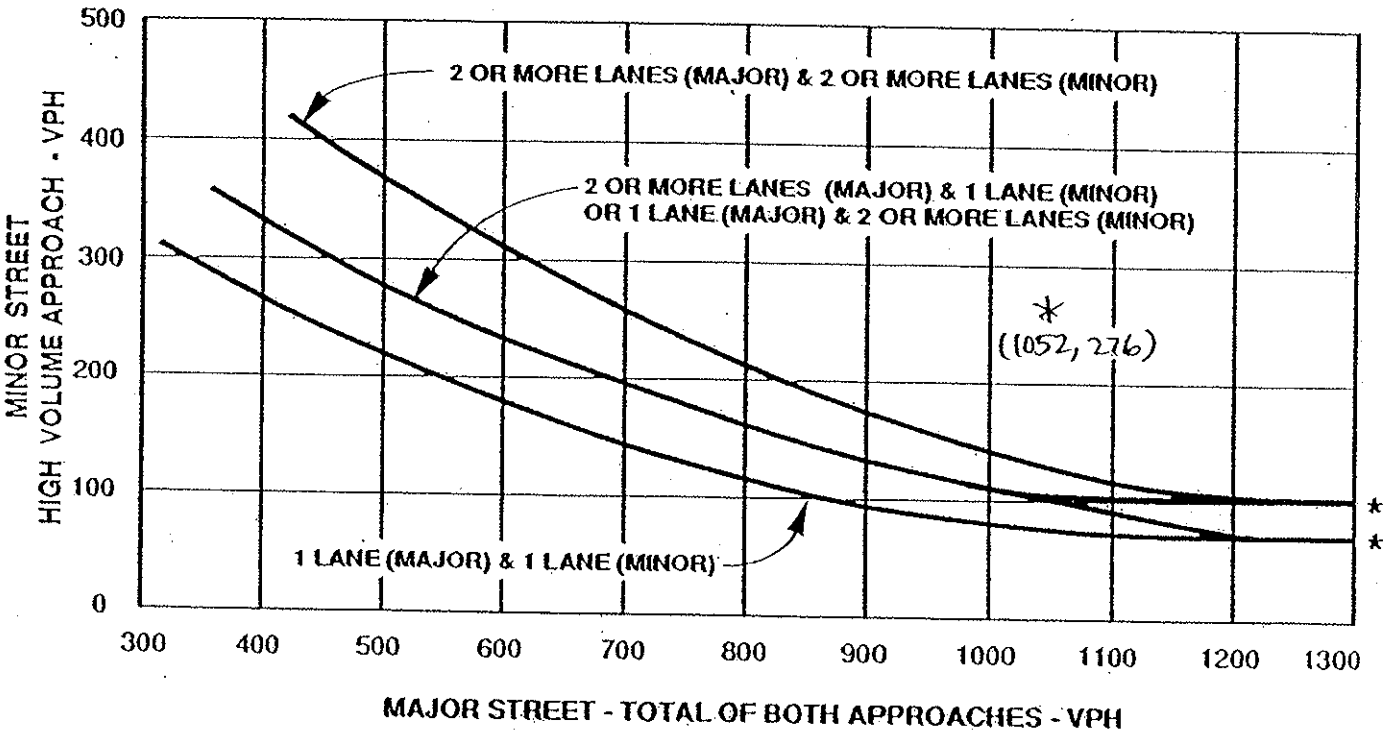
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2003 PM Peak Hour Existing

# of lanes in each approach
Major: 2
Minor: 2



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B2

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

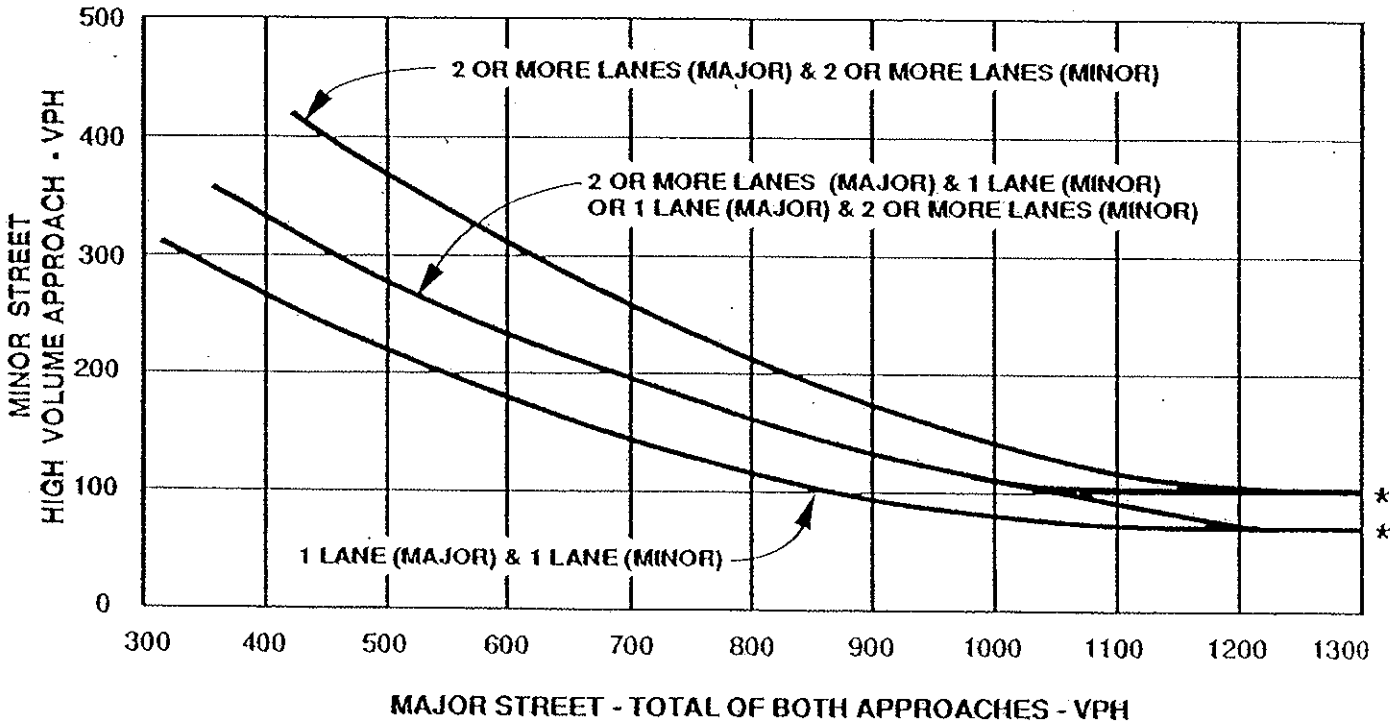
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2015 AM Peak Hour Cumulative Base

# of lanes in each approach
Major: 2
Minor: 2



(1375, 286)

* NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B3

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

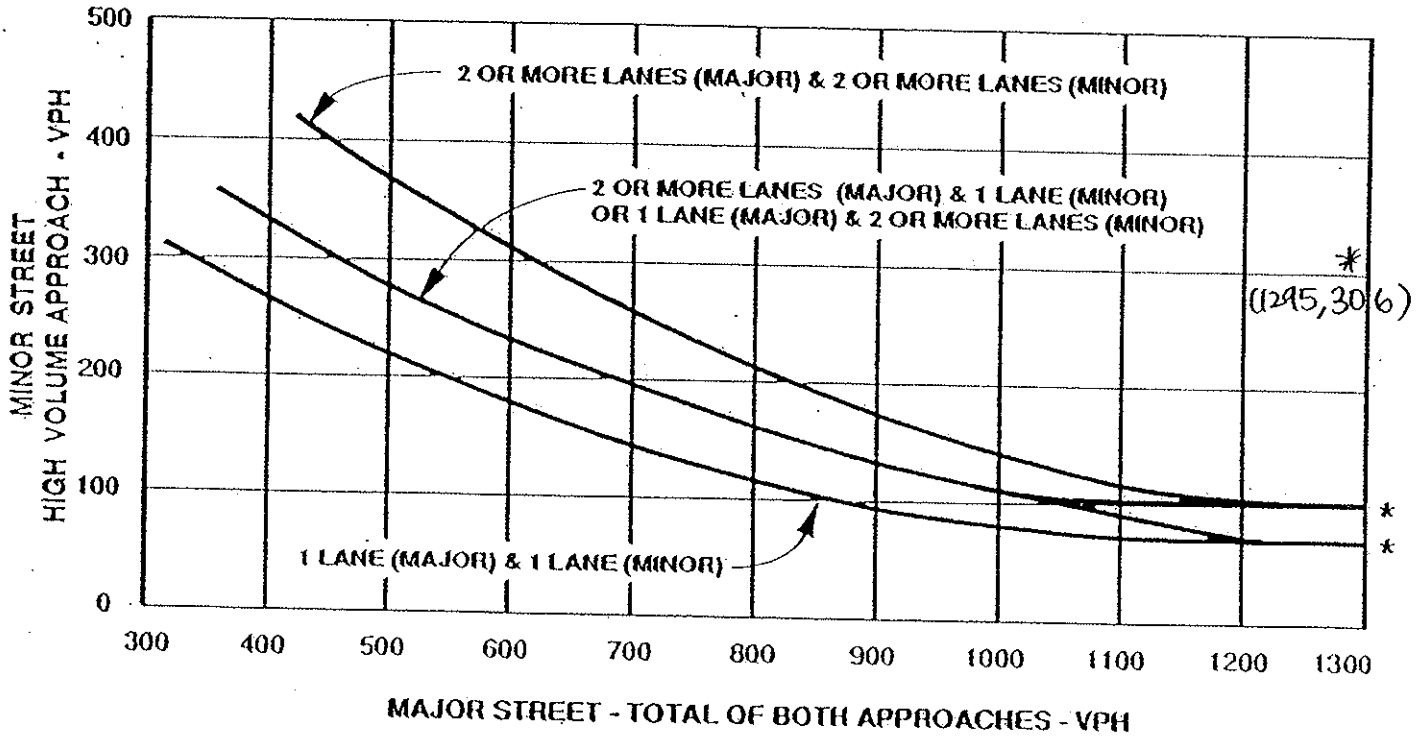
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2015 Cumulative Base PM Peak Hour

# of lanes in each approach
Major: 2
Minor: 2



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B4

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

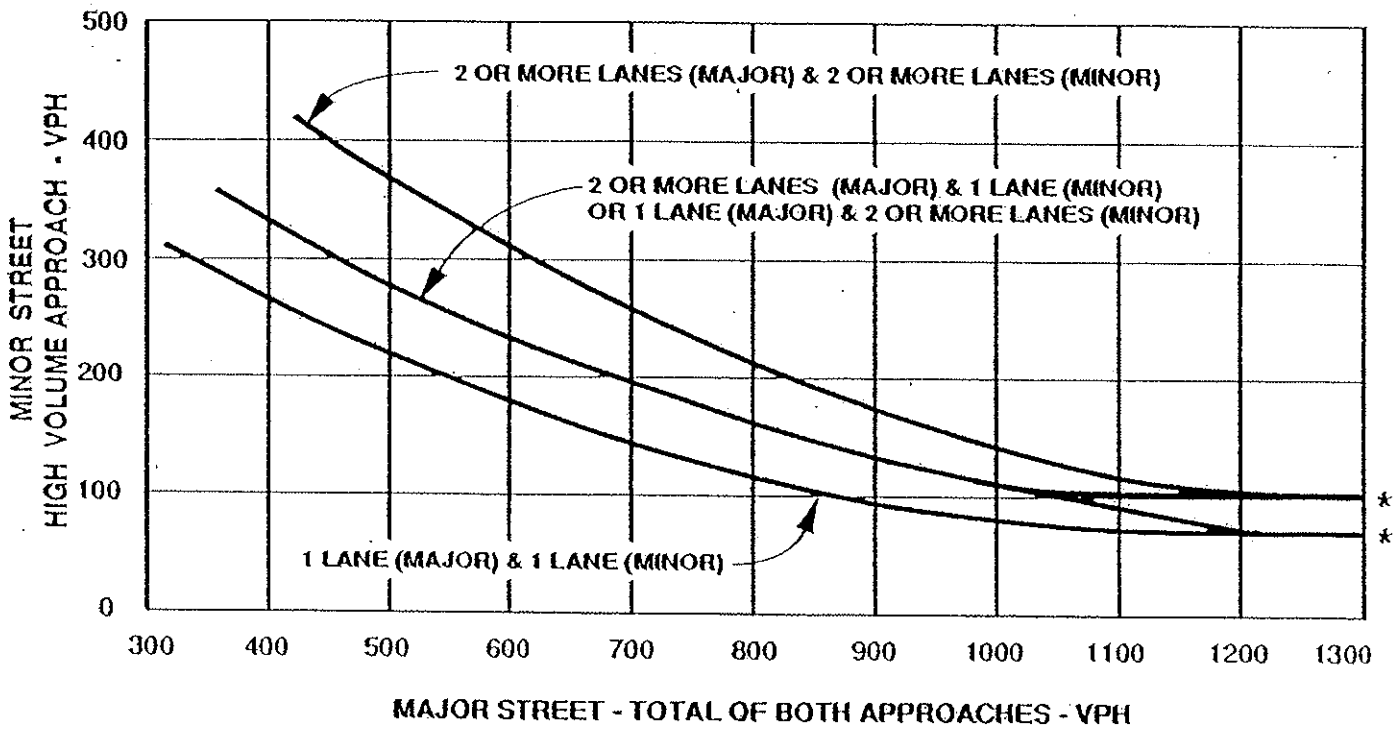
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2015 AM Peak Hour Cumulative + Project

# of lanes in each approach
Major: 2
Minor: 2



(1529, 286)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B5

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

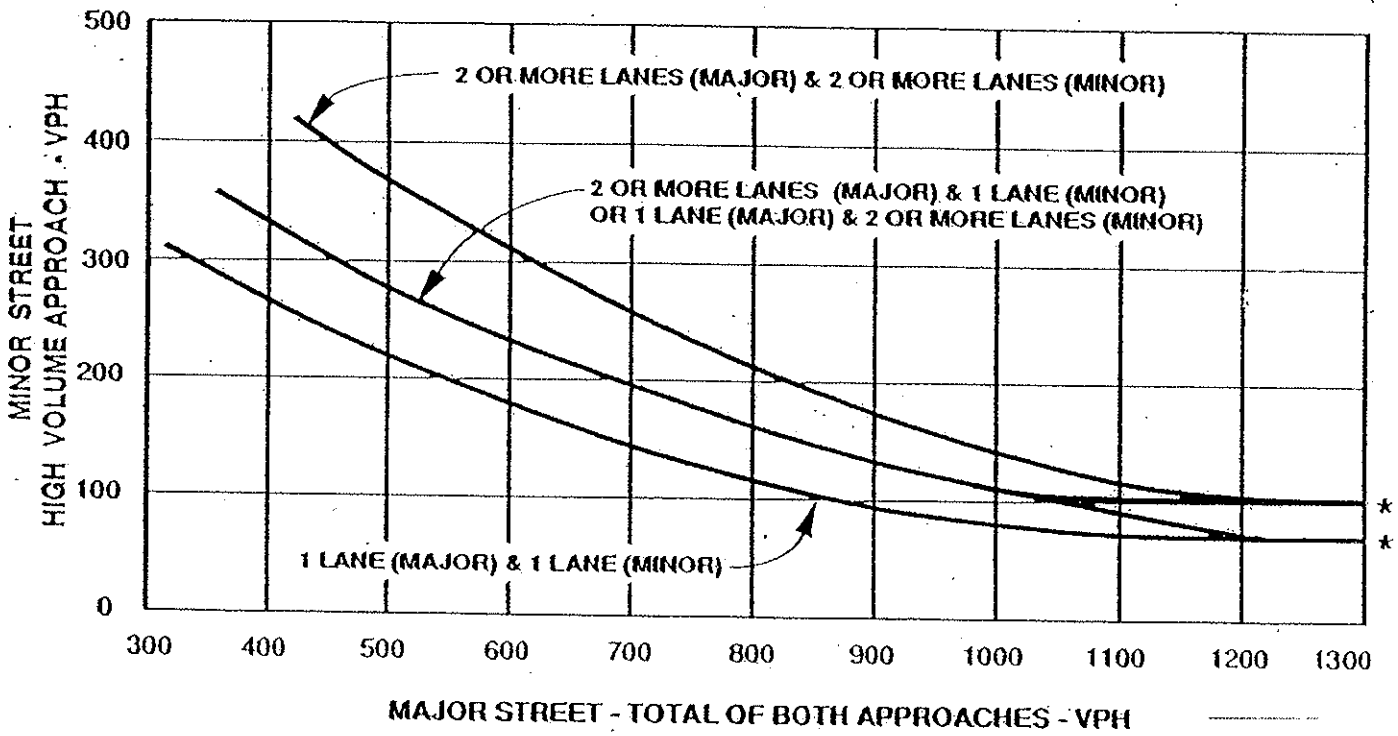
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2015 PM Peak Hour Cumulative + Project

# of lanes in each approach
Major: 2
Minor: 2



(1364, 306)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B6

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

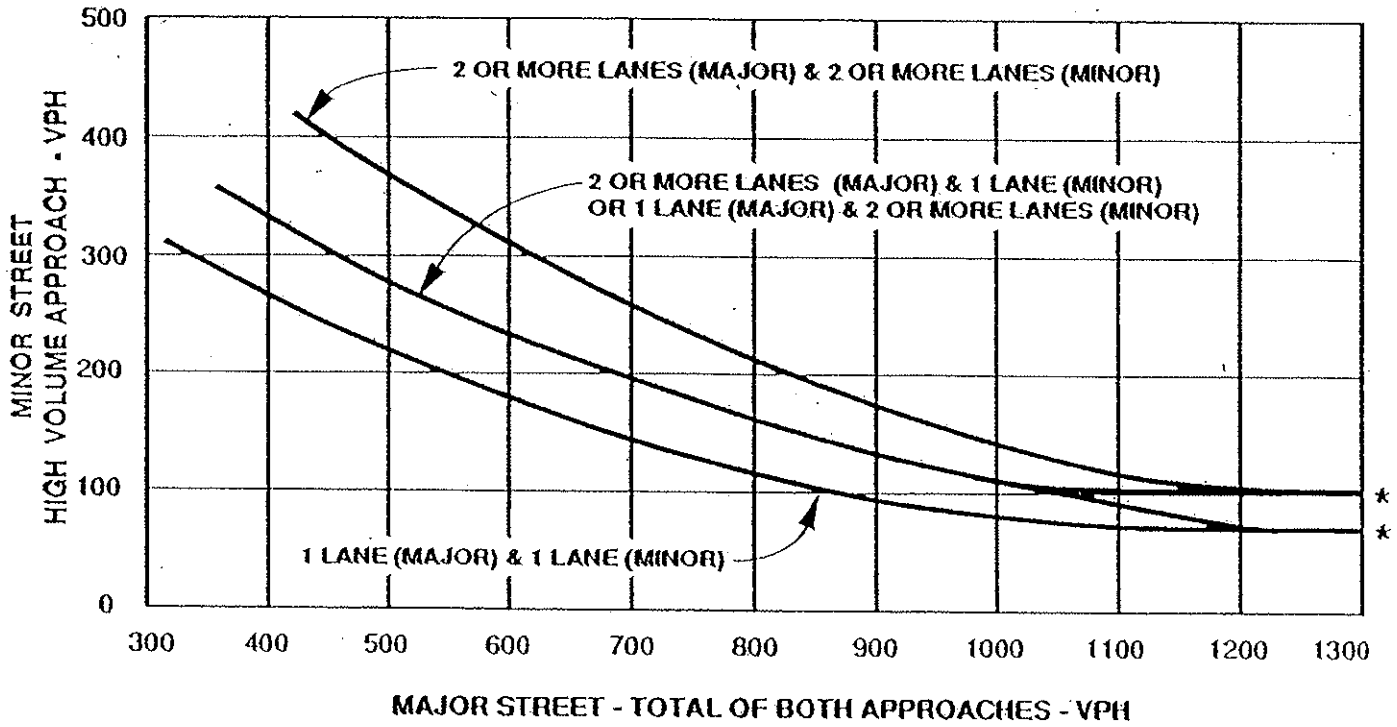
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2025 AM Peak Hour Cumulative Base

# of lanes in each approach
Major: 2
Minor: 2



(1459, 304)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B7

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

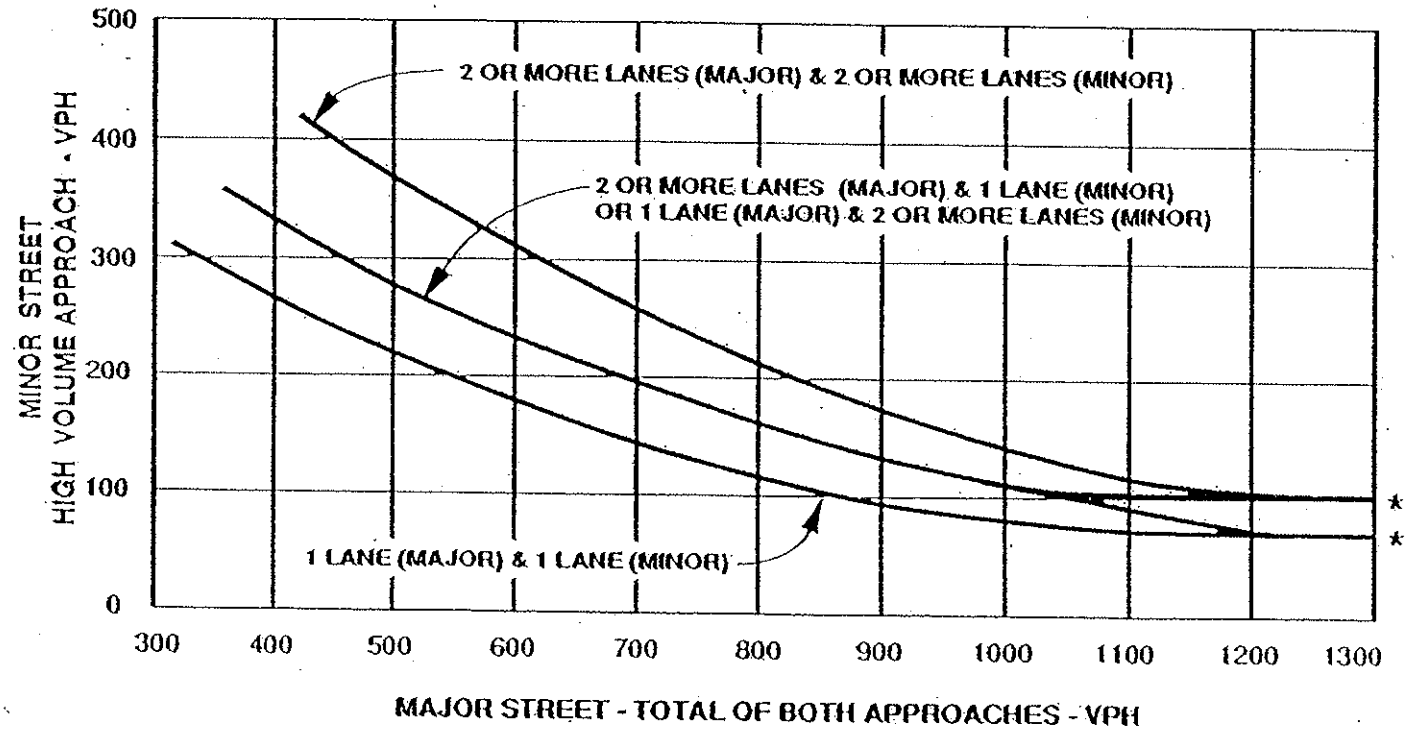
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2025 Cumulative Base PM Peak Hour

# of lanes in each approach
Major: 2
Minor: 2



(1369, 325)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B8

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

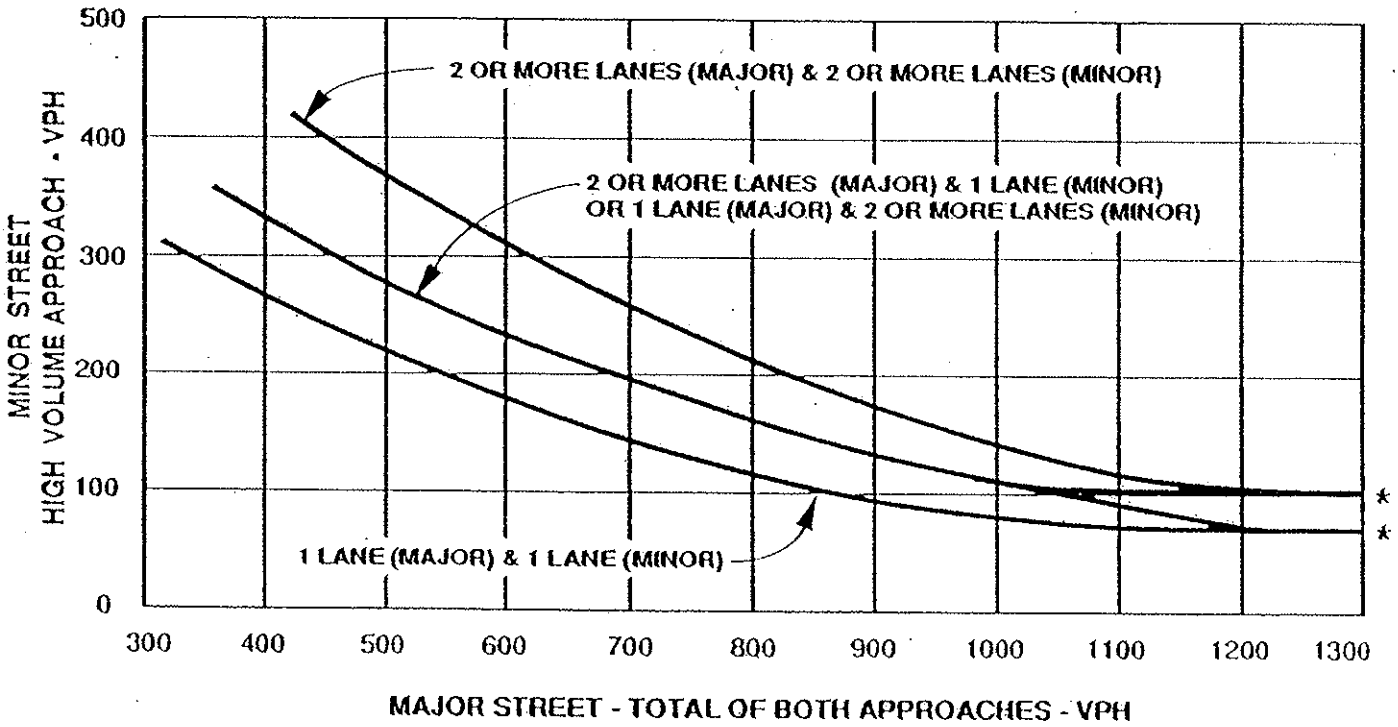
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2025 AM Peak Cumulative + Project Hour

# of lanes in each approach
Major: 2
Minor: 2



(1613, 304)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

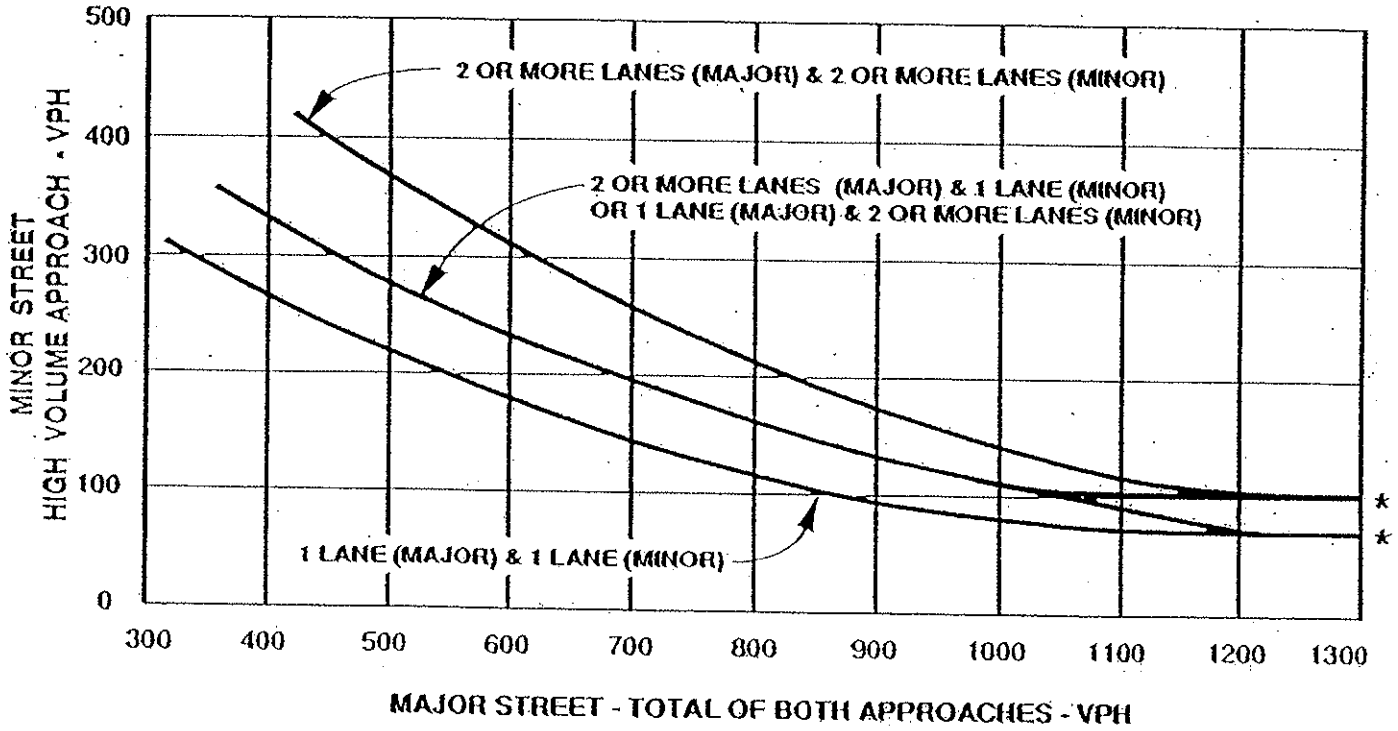
Intersection: #27

Major Street: SR-57 SB Ramps

Minor Street: Sunset Crossing Road

Scenario: Year 2025 PM Peak Hour Cumulative + Project

# of lanes in each approach
Major: 2
Minor: 2



(1438, 325)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B10

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

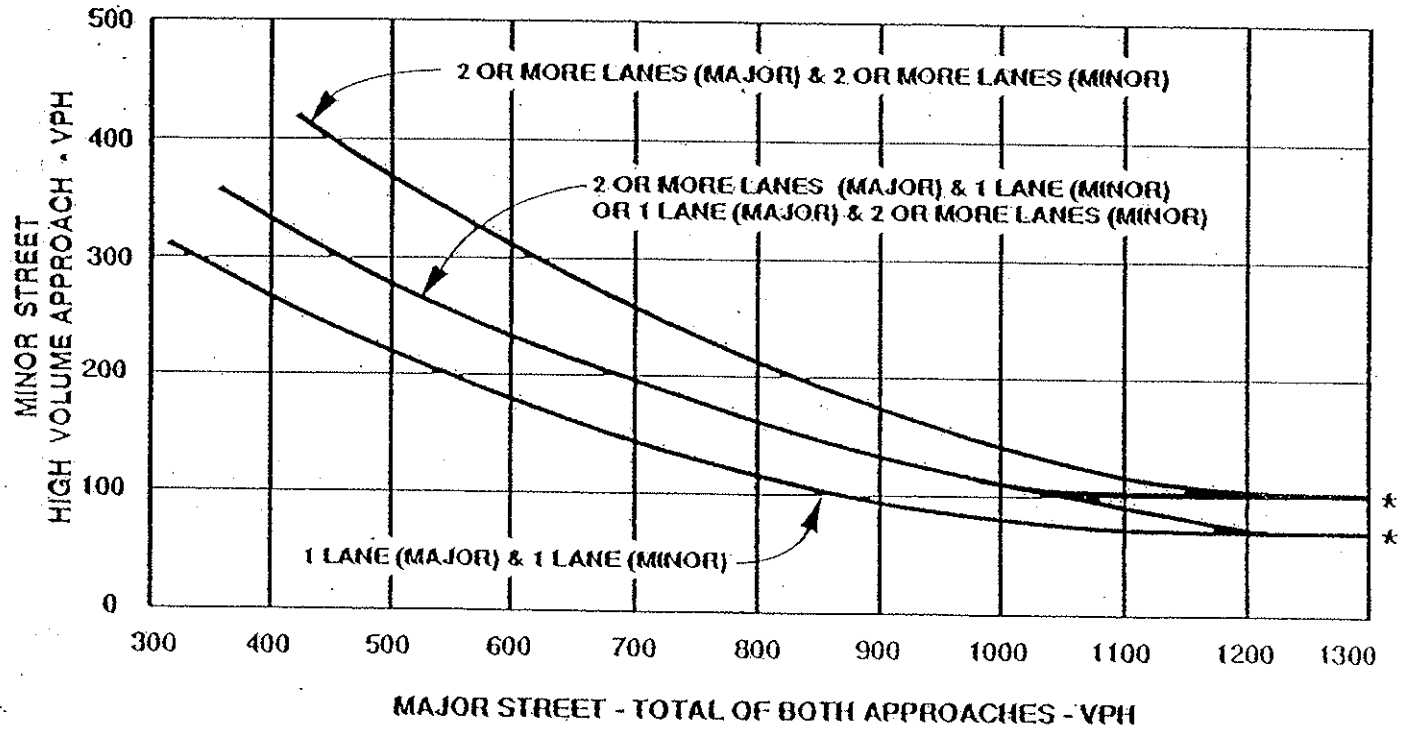
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway - "B" St.

Scenario: Year 2015 Cumulative Base AM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(4723, 255)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B11

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

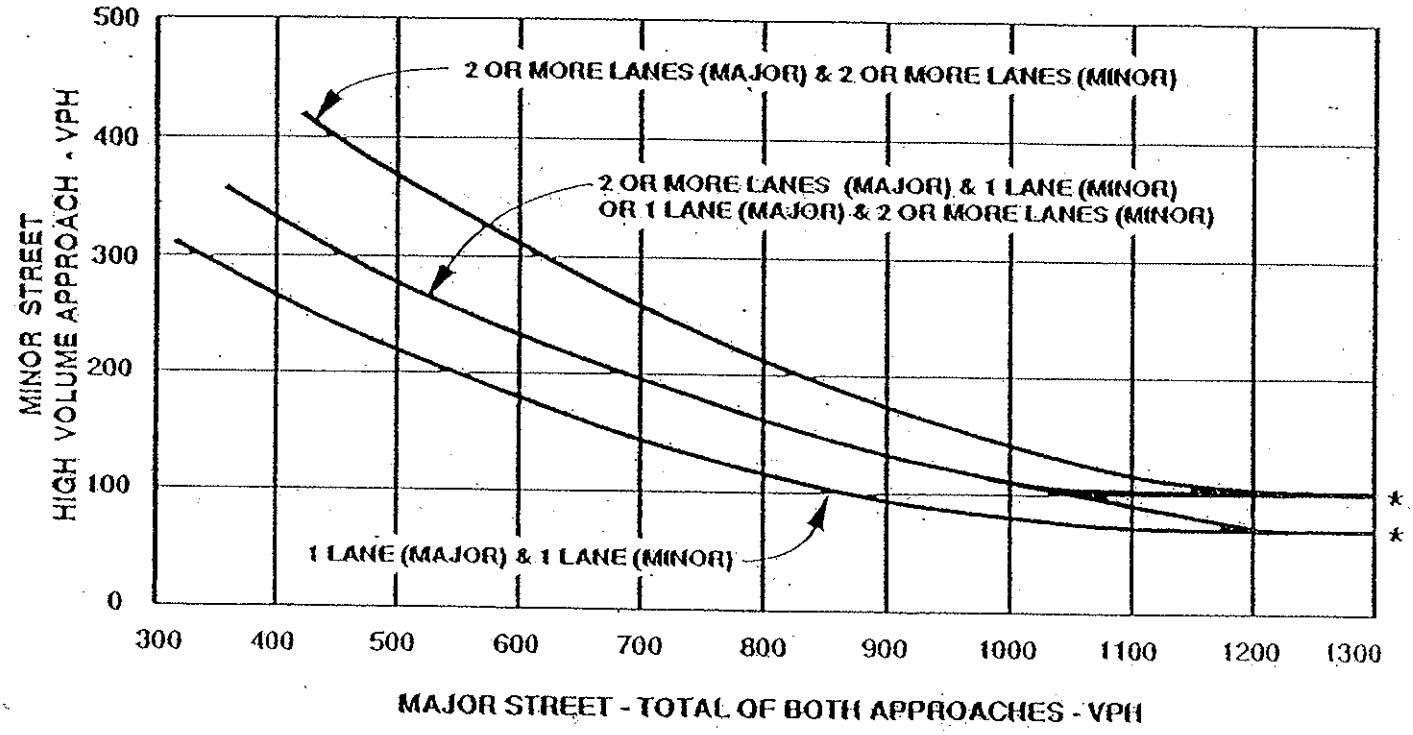
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway – "B" St.

Scenario: Year 2015 Cumulative Base PM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(4419, 1004)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B12

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

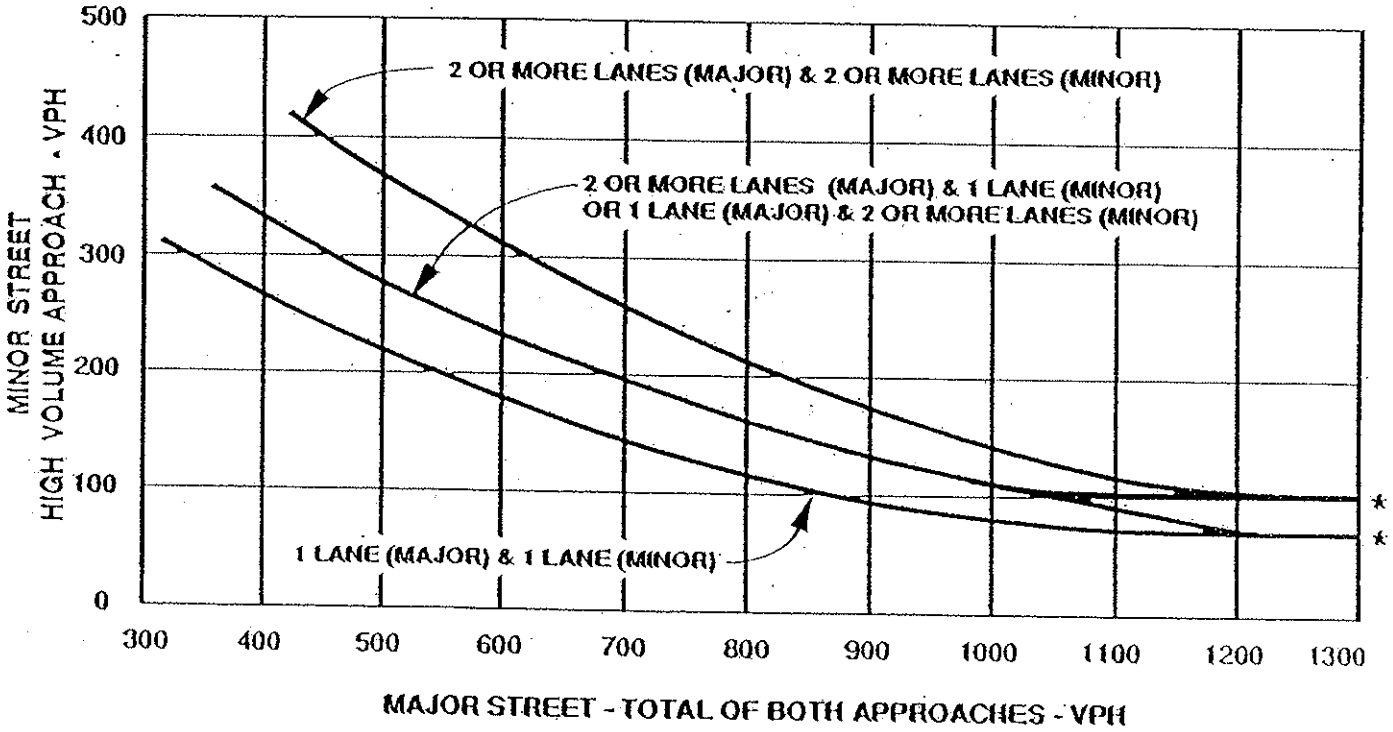
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway - "B" St.

Scenario: Year 2015 Cum + Project AM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(6688, 314)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B13

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

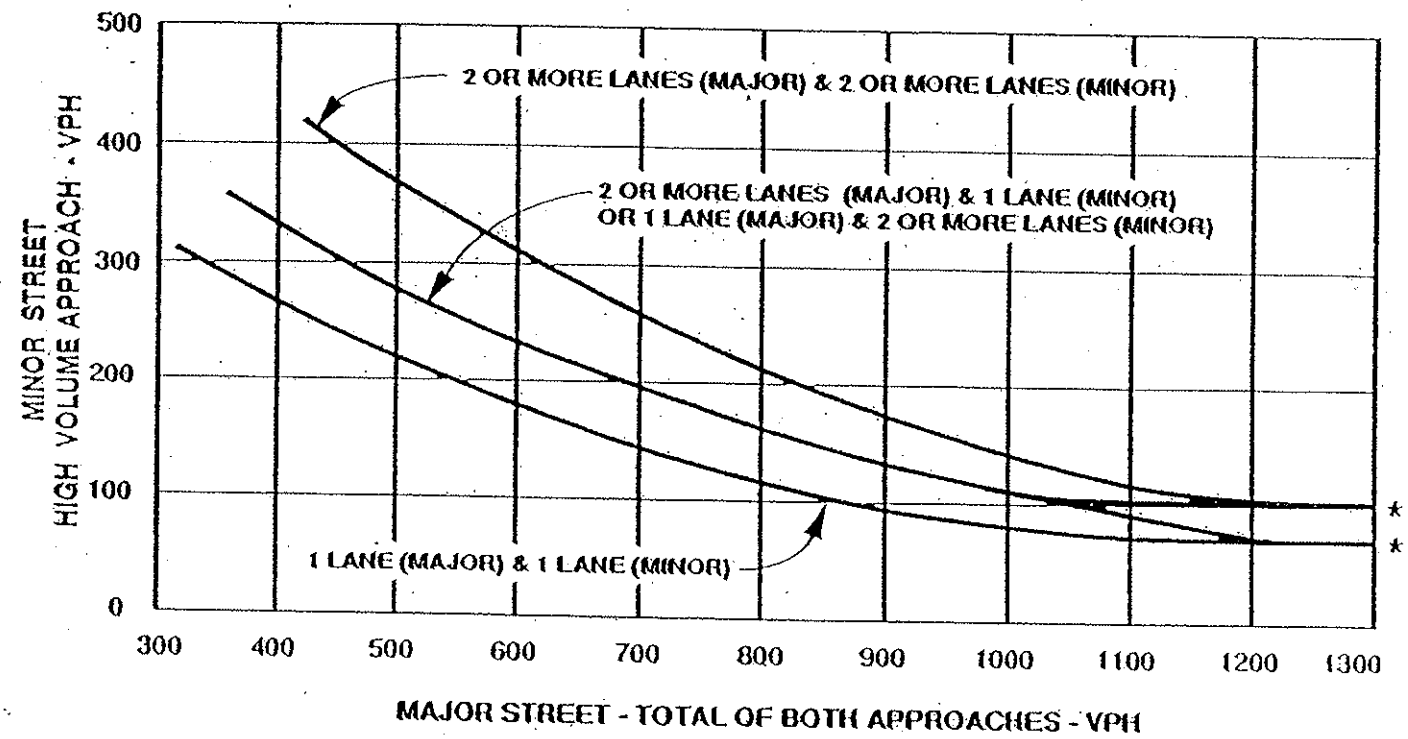
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway - 'B' Street

Scenario: Year 2015 Cum + Project PM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(6639, 1221)

* NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B14

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

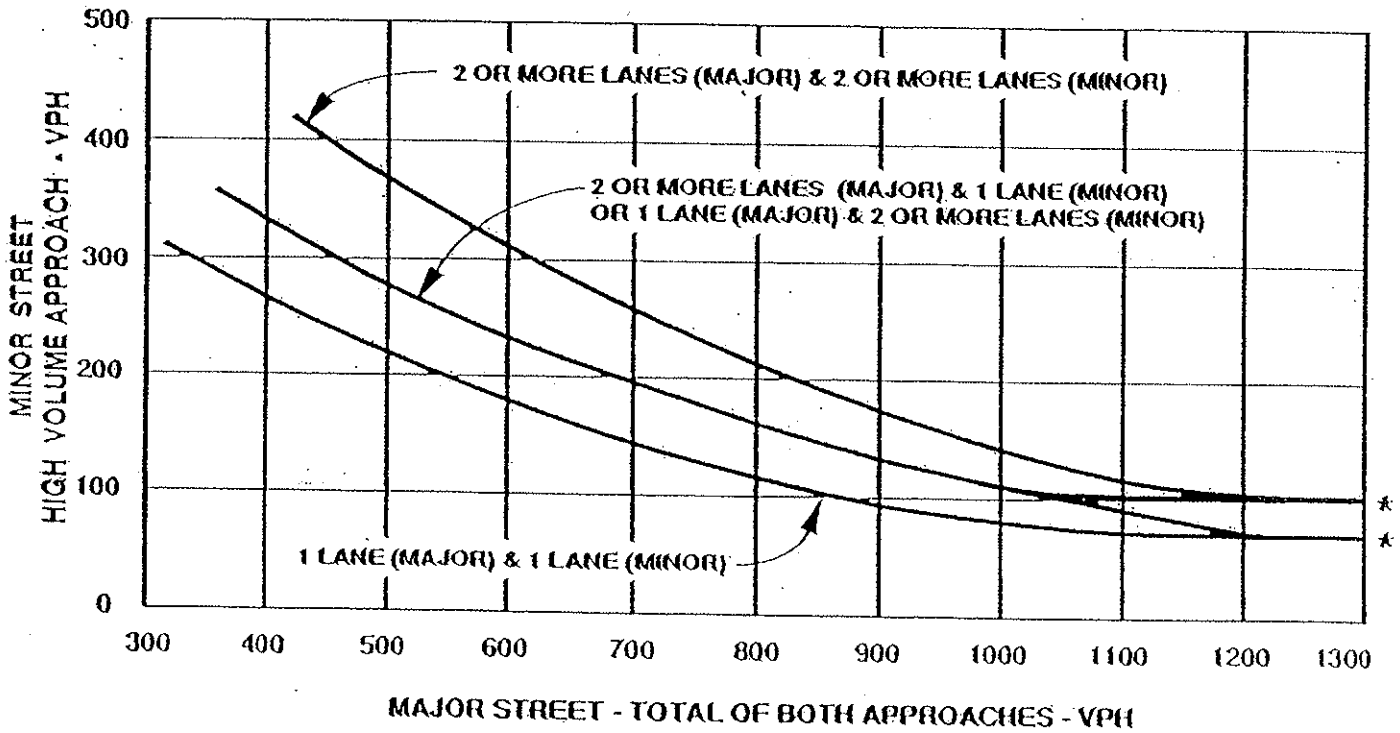
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway - "B" St.

Scenario: Year 2025 Cumulative Base AM Peak Hour

# of Lanes in each approach
Major: 3
Minor: 2



(5009, 255)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B15

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

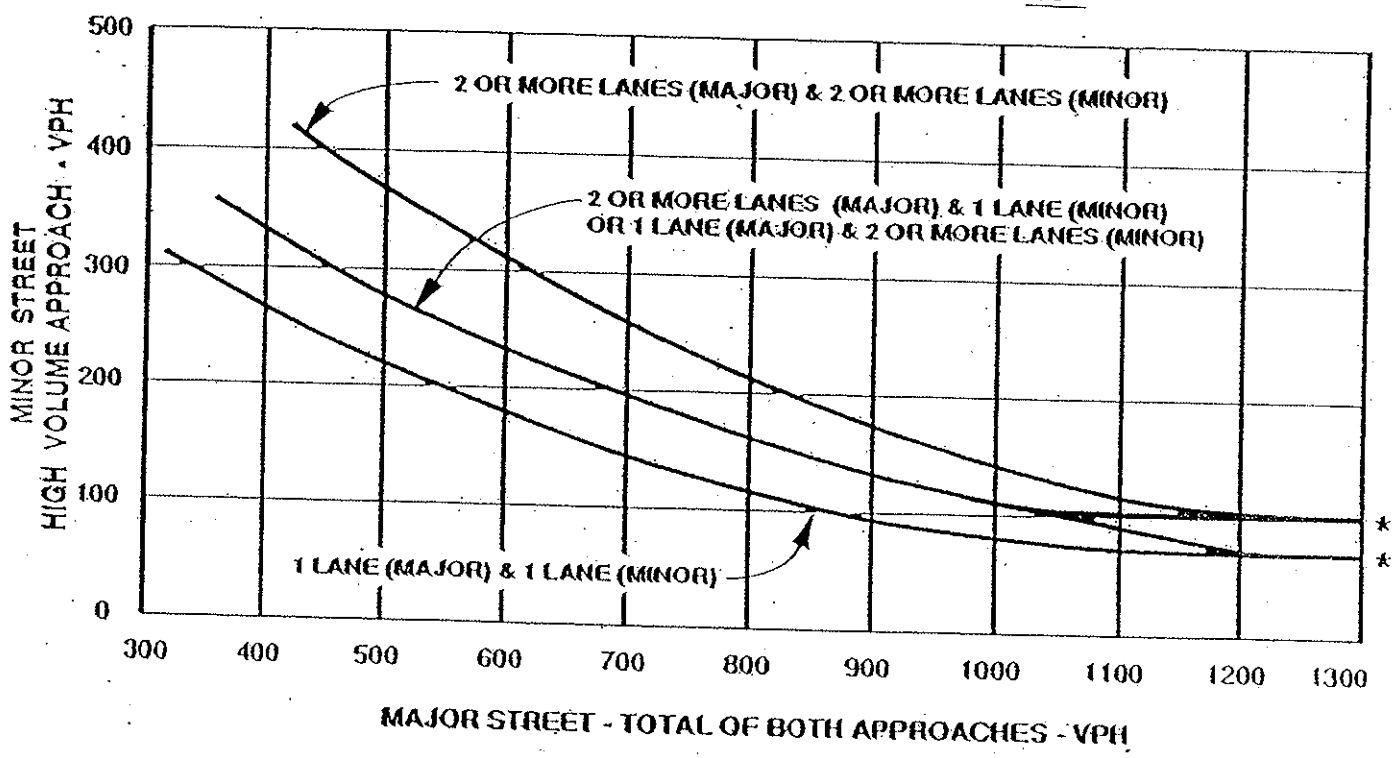
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway – "B" St.

Scenario: Year 2015 Cumulative Base PM Peak Hour

# of Lanes in each approach
Major: 3
Minor: 2



(4682, 1004)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B16

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

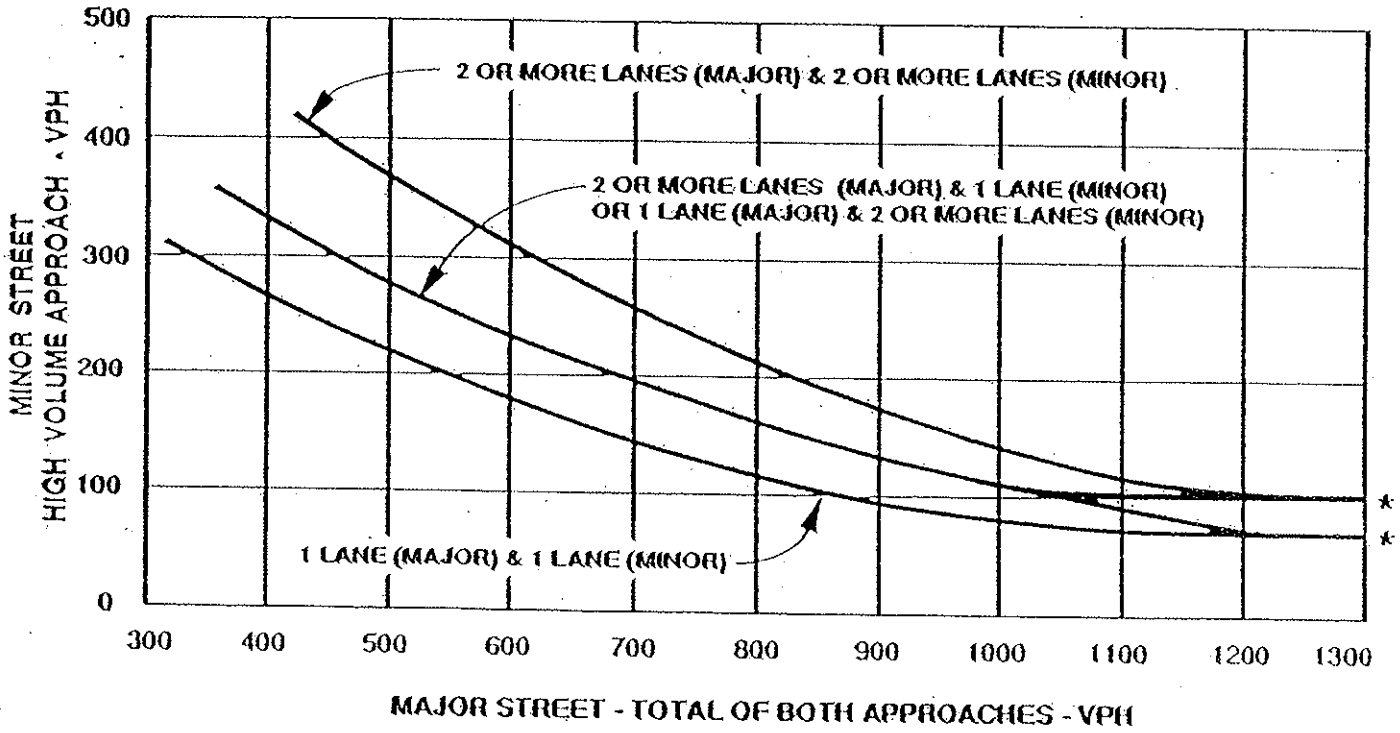
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway - "B" St.

Scenario: Year 2025 Cum + Project AM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(6974, 314)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B17

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

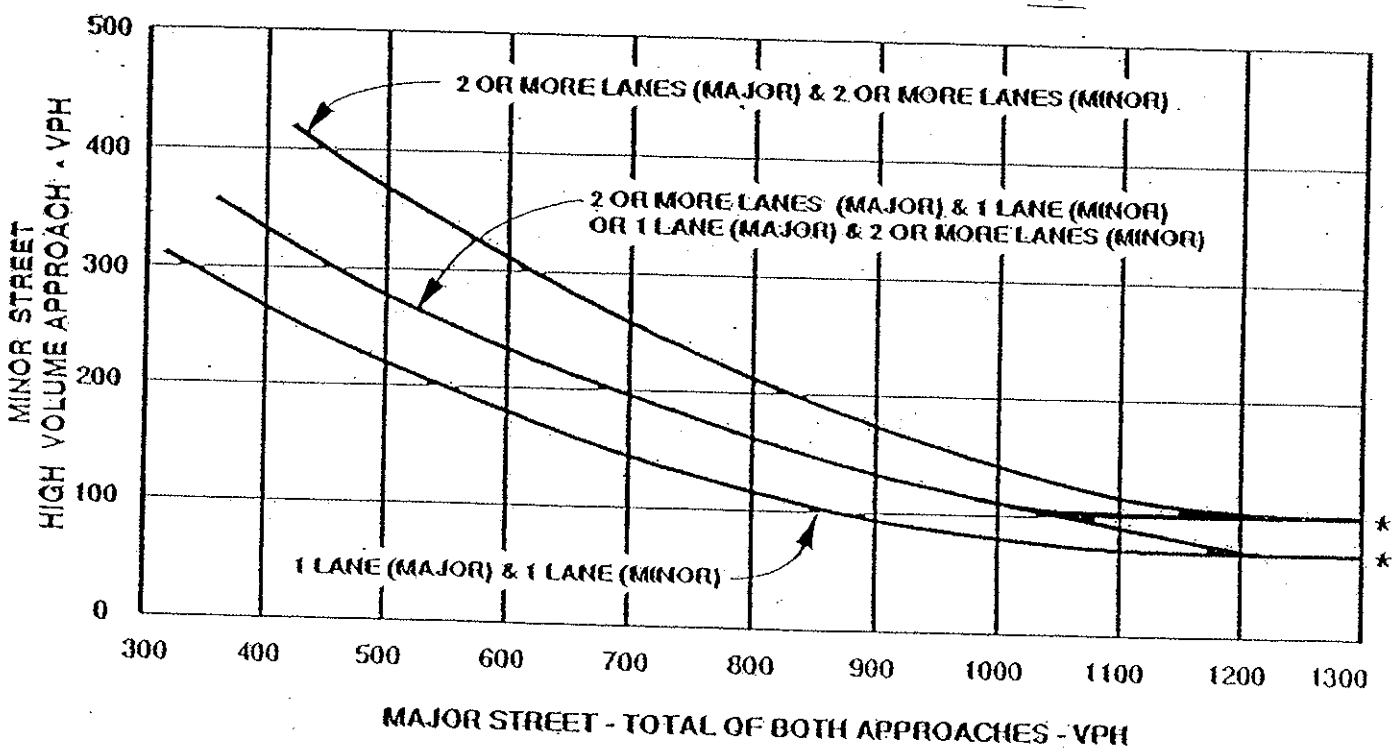
Intersection: #86

Major Street: Grand Avenue

Minor Street: Baker Parkway - 'B' Street

Scenario: Year 2025 Cum + Project PM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(6902, 1221)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

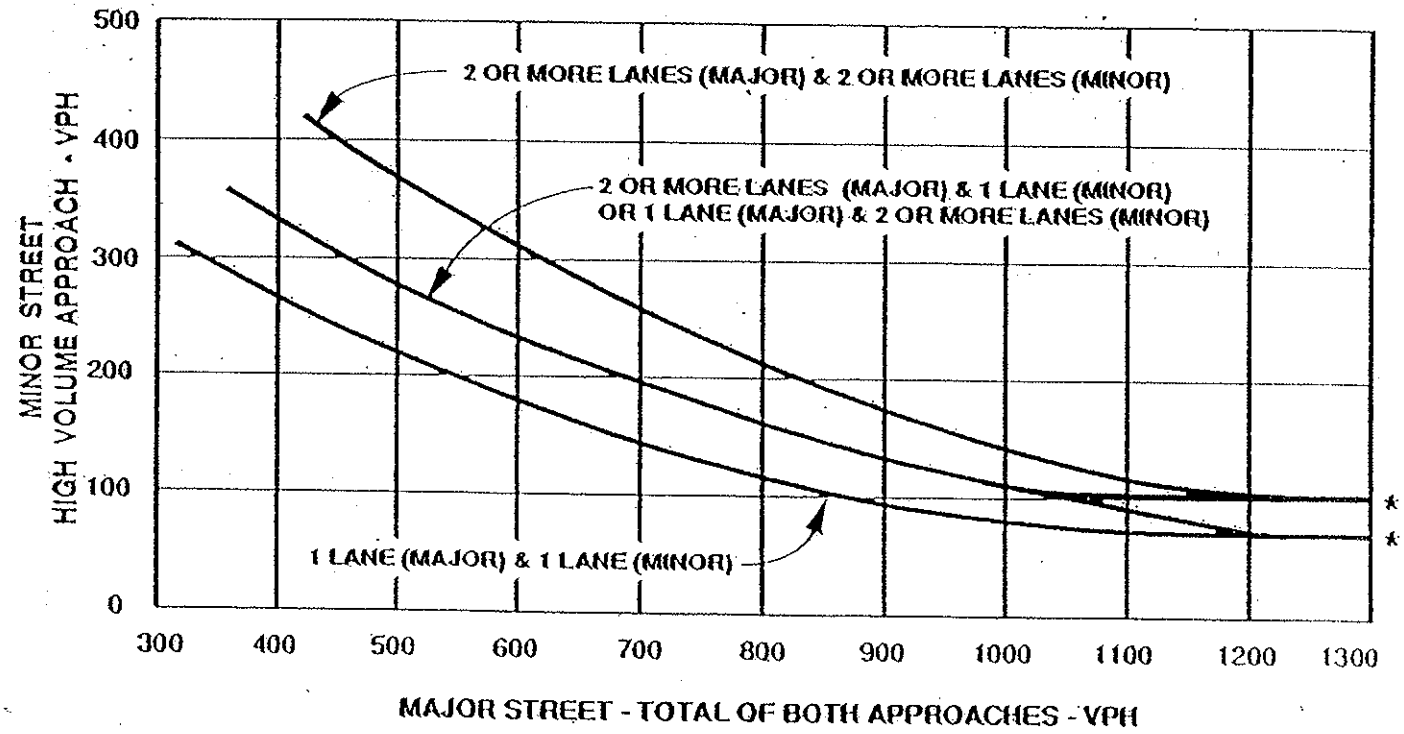
Intersection: #87

Major Street: Grand Ave.

Minor Street: "A" Street

Scenario: Year 2015 Cum + Project AM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(6376, 365)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

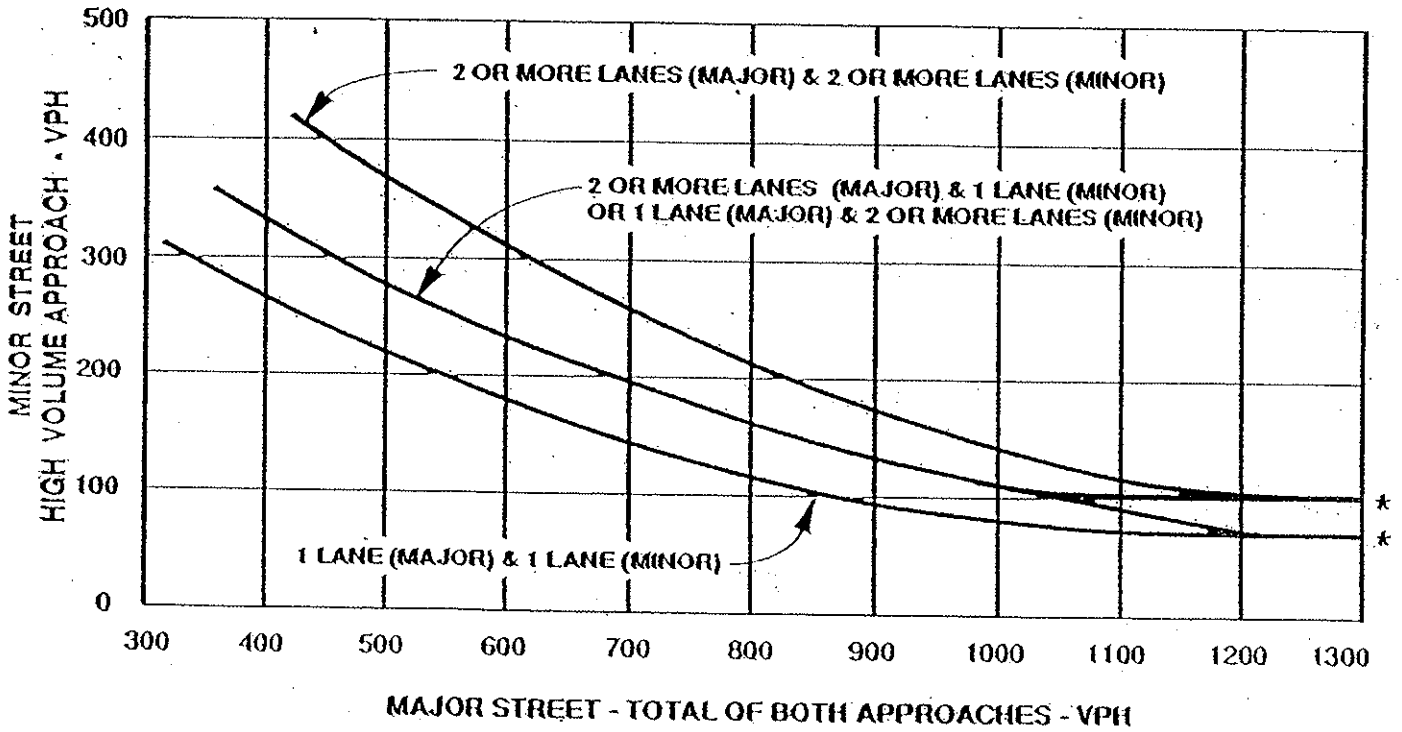
Intersection: #87

Major Street: Grand Avenue

Minor Street: 'A' Street

Scenario: Year 2015 Cumt Project PM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(4181, 1118)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

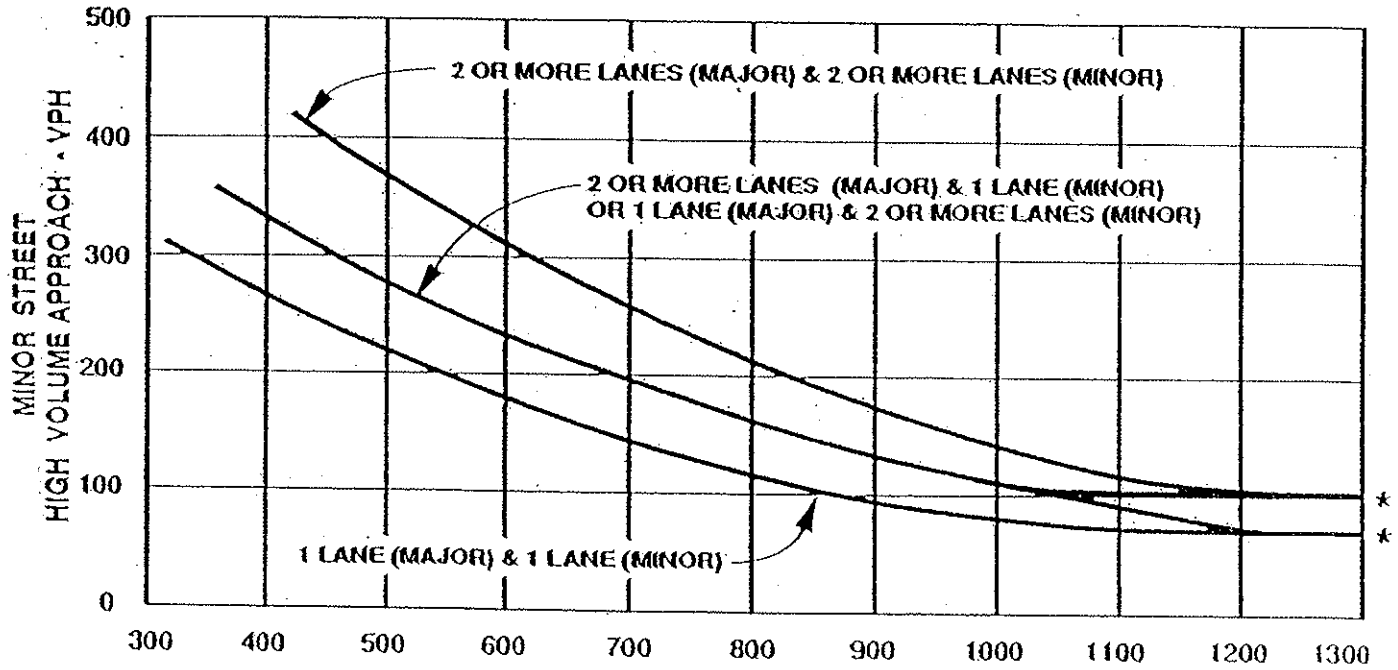
Intersection: #87

Major Street: Grand Avenue

Minor Street: "A" Street

Scenario: Year 2025 Cumt Project AM Peak Hour

# of Lanes in each approach
Major: 3
Minor: 2



(662, 365)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B21

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

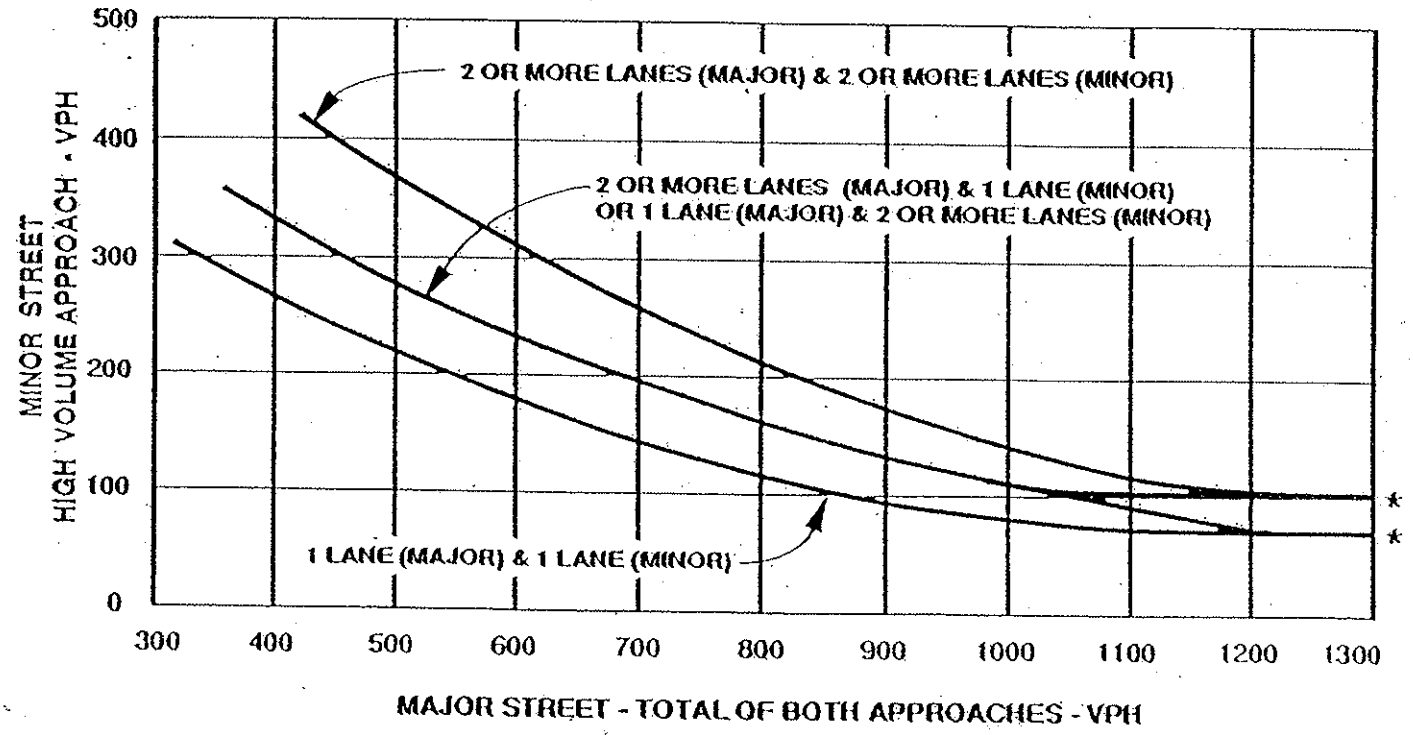
Intersection: #87

Major Street: Grand Avenue

Minor Street: "A" Street

Scenario: Year 2025 Cumt Project PM Peak Hour

# of lanes in each approach
Major: 3
Minor: 2



(606, 1118)

* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Warrant Satisfied? YES

B22