Appendix G

Traffic Impact Analysis

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engineers

TRAFFIC IMPACT ANALYSIS REPORT

WVUSD SITE D MIXED-USE DEVELOPMENT

Diamond Bar, California
April 23, 2009

Prepared for:

TRG LAND INC.
898 Production Place
Newport Beach, CA 92663

and

CITY OF DIAMOND BAR
21825 E. Copley
Diamond Bar, CA 91765

LLG Ref. 2-07-2918-1

REGISTERED PROFESSIONAL ENGINEER
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April 23, 2009

Ms. JoAnne Sturges, Associate Planner
TRG Land Inc.
898 Production Place
Newport Beach, CA 92663

LLG Reference: 2.07.2918

Subject: **Traffic Impact Analysis Report**
WVUSD Site D Mixed-Use Development
Diamond Bar, California

Dear Ms. Sturges:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Traffic Impact Analysis for the proposed WVUSD Site D Mixed-Use Development project to be located on a vacant parcel of land located south of Diamond Bar Boulevard and east of Brea Canyon Road in the City of Diamond, California. The proposed mixed-use project, as currently defined, will consist of up to 153,985 square-feet (SF) of retail/commercial space and up to 202 residential condominiums.

The traffic impact analysis presents an inventory of existing characteristics and traffic volumes at 20 key intersections within the vicinity of the project, forecasts vehicular traffic generated by the proposed Project, superimposes the project-related traffic volumes on the circulation system as it currently exists, and evaluates potential project-related traffic impacts on the surrounding street system within near-term (Year 2010) and long-term (Year 2030) cumulative traffic setting.

Briefly, based on the results of our analysis, the proposed Project will have a significant traffic impact at nine of the 20 study intersections, and contribute, on a cumulative basis, to the forecast poor service levels at three additional intersections.

The implementation of recommended improvements at the 12 intersections forecast to operate at poor service levels completely offsets the impact of the WVUSD Site D Mixed-Use Development project, as well as future background traffic. Per the City's requirements, the proposed Project can be expected to pay a proportional "fair-share" of the improvement costs of these intersections to offset the Project's traffic impacts.

Based on our fair-share analysis, the Project's fair-share contribution for the recommended cumulative intersection improvements at the 12 intersections listed below totals approximately $973,970.37.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
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John A. Boarman, PE
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Richard E. Barretto, PE
Keil D. Maberry, PE

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	Key Intersection	City/ Jurisdiction	Cost of Improvement	Project Fair-Share Contribution
1.	Brea Canyon Road (W) at Pathfinder Rd	City of Diamond Bar	$280,750.00	$10,107.00
5.	Diamond Bar Boulevard at Pathfinder Rd	City of Diamond Bar	$591,325.00	$32,522.88
10.	Brea Canyon Road at Cold Springs Lane	City of Diamond Bar	$9,375.00	$2,418.75
11.	Cold Springs Lane at Diamond Bar Boulevard	City of Diamond Bar	$18,750.00	$1,818.75
12.	Pathfinder Road at Brea Canyon Cutoff Road	Los Angeles County	$729,688.00	$59,104.73
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	Caltrans/ City of Diamond Bar	$228,125.00	$82,353.13
15.	SR-57 NB Ramps at Brea Canyon Cutoff Road	Caltrans/ City of Diamond Bar	$355,000.00	$96,915.00
16.	Brea Canyon Road at Diamond Bar Boulevard	City of Diamond Bar	$684,125.00	$100,566.38
17.	Cherrydale Drive at Diamond Bar Boulevard	City of Diamond Bar	$454,875.00	$454,875.00
18.	Brea Canyon Road at Silver Bullet Drive	City of Diamond Bar	$37,500.00	$450.00
19.	Diamond Bar Boulevard at Grand Avenue	City of Diamond Bar	$2,216,500.00	$88,660.00
20.	Colima Road at Brea Canyon Cutoff Road	Los Angeles County	$1,299,375.00	$44,178.75
	Totals		**$6,905,388.00**	**$973,970.37**

A summary of findings, conclusions, and recommendations are described on pages 48 through 51 of this report. We appreciate the opportunity to prepare this study. Should any questions or comments arise regarding the findings and recommendations within this report, please do not hesitate to contact our office at (714) 641-1587.

Sincerely,

Linscott, Law & Greenspan, Engineers

Richard E. Barretto, P.E.
Principal

c: File

TABLE OF CONTENTS

SECTION PAGE

1.0 Introduction 1
1.1 Study Area 2
1.2 Study Scope 2

2.0 Project Description 3

3.0 Existing Conditions 5
3.1 Regional Access 5
3.2 Street Network 5
3.3 Existing Traffic Volumes 6
3.4 Existing Intersection Conditions 6
3.4.1 Intersection Capacity Utilization (ICU) Method of Analysis 6
3.4.2 Highway Capacity Manual (HCM) Method of Analysis 8
3.5 Existing Level of Service Results 8

4.0 Traffic Forecasting Methodology 12

5.0 Project Traffic Characteristics 13
5.1 Project Traffic Generation 13
5.2 Project Traffic Distribution and Assignment 16

6.0 Existing Plus Project Traffic Conditions 18
6.1 Year 2007 Existing plus Project Traffic Volumes 18

7.0 Future Traffic Conditions 19
7.1 Ambient Traffic 19
7.2 Cumulative Projects Traffic Characteristics 19
7.3 Year 2010 Traffic Volumes 22
7.4 Year 2030 Traffic Volumes 22

8.0 Traffic Impact Analysis Methodology 23
8.1 Impact Criteria and Thresholds 23
8.2 Traffic Impact Analysis Scenarios 23

TABLE OF CONTENTS *(continued)*

SECTION PAGE

9.0 Peak Hour Intersection Capacity Analysis 24
9.1 Year 2007 Traffic Conditions 24
9.1.1 Year 2007 Existing plus WVUSD Site D Mixed-Use Development Project Traffic Conditions 24
9.2 Year 2010 Traffic Conditions 27
9.2.1 Year 2010 Cumulative Traffic Conditions 27
9.2.2 Year 2010 Cumulative plus WVUSD Site D Mixed-Use Development Project Traffic Conditions 30
9.3 Year 2030 Traffic Conditions 31
9.3.1 Year 2030 Cumulative Traffic Conditions 31
9.3.2 Year 2030 Cumulative plus WVUSD Site D Mixed-Use Development Project Traffic Conditions 34

10.0 Traffic Signal Warrant Analysis 35

11.0 Area-Wide Traffic Improvements 37
11.1 Planned Improvements 37
11.2 Year 2007 Existing plus Project Recommended Improvements 37
11.3 Year 2010 Recommended Improvements 37
11.4 Year 2030 Recommended Improvements 41

12.0 Project Fair-Share Contribution 45

13.0 Congestion Management Program Compliance Assessment 47
13.1 Traffic Impact Review 47
13.1.1 Freeways 47
13.1.2 Intersections 47

14.0 Summary of Findings and Conclusions 48

APPENDICES

APPENDIX

A. Existing Traffic Count Data

B. ICU/LOS Calculation Worksheets

C. HCM/LOS Calculation Worksheets

D. Traffic Signal Warrants

E. Intersection Improvement Cost Estimates

LIST OF FIGURES

SECTION—FIGURE #		FOLLOWING PAGE
1-1	Vicinity Map	2
2-1	Proposed Site Plan	4
3-1	Existing Roadway Conditions and Intersection Controls	5
3-2	Existing AM Peak Hour Traffic Volumes	6
3-3	Existing PM Peak Hour Traffic Volumes	6
5-1	Residential Component Project Traffic Distribution Pattern	17
5-2	Retail Component Project Traffic Distribution Pattern	17
5-3	Project Only AM Peak Hour Traffic Volumes	17
5-4	Project Only PM Peak Hour Traffic Volumes	17
6-1	Year 2007 Existing Plus Project AM Peak Hour Traffic Volumes	18
6-2	Year 2007 Existing Plus Project PM Peak Hour Traffic Volumes	18
7-1	Location of Cumulative Projects	20
7-2	Year 2010 Cumulative Projects AM Peak Hour Traffic Volumes	22
7-3	Year 2010 Cumulative Projects PM Peak Hour Traffic Volumes	22
7-4	Year 2010 Cumulative Base AM Peak Hour Traffic Volumes	22
7-5	Year 2010 Cumulative Base PM Peak Hour Traffic Volumes	22
7-6	Year 2010 Cumulative Plus Project AM Peak Hour Traffic Volumes	22
7-7	Year 2010 Cumulative Plus Project PM Peak Hour Traffic Volumes	22
7-8	Year 2030 Cumulative Projects AM Peak Hour Traffic Volumes	22
7-9	Year 2030 Cumulative Projects PM Peak Hour Traffic Volumes	22
7-10	Year 2030 Cumulative Base AM Peak Hour Traffic Volumes	22
7-11	Year 2030 Cumulative Base PM Peak Hour Traffic Volumes	22
7-12	Year 2030 Cumulative Plus Project AM Peak Hour Traffic Volumes	22
7-13	Year 2030 Cumulative Plus Project PM Peak Hour Traffic Volumes	22
11-1	Year 2007 Planned and Recommend Improvements	38
11-2	Year 2010 Planned and Recommend Improvements	40
11-3	Year 2030 Planned and Recommend Improvements	44

LIST OF TABLES

SECTION—TABLE #		PAGE
2-1	WVUSD Site D Mixed-Use Developments Summary	4
3-1	Level of Service Criteria for Signalized Intersections	7
3-2	Level of Service Criteria for Unsignalized Intersections	9
3-3	Existing Peak Hour Levels of Service	10-11
5-1	Project Traffic Generation Equations	14
5-2	Project Traffic Generation	15
5-3	Project Directional Distribution Pattern	17
7-1	Location and Description of Cumulative Projects	20
7-2	Cumulative Projects Traffic Generation	21
9-1	Year 2007 Peak Hour Intersection Capacity Analysis	25-26
9-1	Year 2010 Peak Hour Intersection Capacity Analysis	28-29
9-2	Year 2030 Peak Hour Intersection Capacity Analysis	32-33
10-1	Traffic Signal Warrant Analysis Summary	36
11-1	Year 2007 Summary of Recommended Improvements and Cost Estimates	38
11-2	Year 2010 Summary of Recommended Improvements and Cost Estimates	39-40
11-3	Year 2030 Summary of Recommended Improvements and Cost Estimates	42-44
12-1	Year 2030 Project Fair-Share Contribution	46

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TRAFFIC IMPACT ANALYSIS REPORT

WALNUT VALLEY UNIFIED SCHOOL DISTRICT (WVUSD)

SITE D MIXED-USE DEVELOPMENT

Diamond Bar, California
April 23, 2009

1.0 INTRODUCTION

This Traffic Impact Analysis addresses the potential traffic impacts associated with the proposed Walnut Valley Unified School District (WVUSD) Site D Mixed-Use Development project. The Project site is an approximately 30-acre± vacant parcel of land located south of Diamond Bar Boulevard and east of Brea Canyon Road in the City of Diamond, California.

This report documents the findings of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed WVUSD Site D Mixed-Use Development project (hereinafter referred to as Project). The traffic analysis evaluates the existing operating conditions at twenty (20) intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and superimposes the project-related traffic volumes on the circulation system as it currently exists. In addition, the analysis forecasts future near-term operating conditions with and without the Project, and where necessary, identifies appropriate intersection improvements/mitigation measures.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing peak hour traffic information has been collected at twenty (20) locations on a "typical" weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the Project has been researched at the City of Diamond Bar, City of Walnut, City of Industry and County of Los Angeles. Based on our research, six (6) planned projects were considered in the cumulative traffic analysis for this Project.

The Scope of Work for this Project was confirmed with City staff and satisfies the City of Diamond Bar requirements as outlined in the *Guidelines for the Preparation of Traffic Impact Analysis Report (2005)* and is consistent with the current *Congestion Management Program (CMP) for Los Angeles County*.

1.1 Study Area

The twenty (20) key area intersections selected for evaluation in this report provide both regional and local access to the study area. They consist of the following:

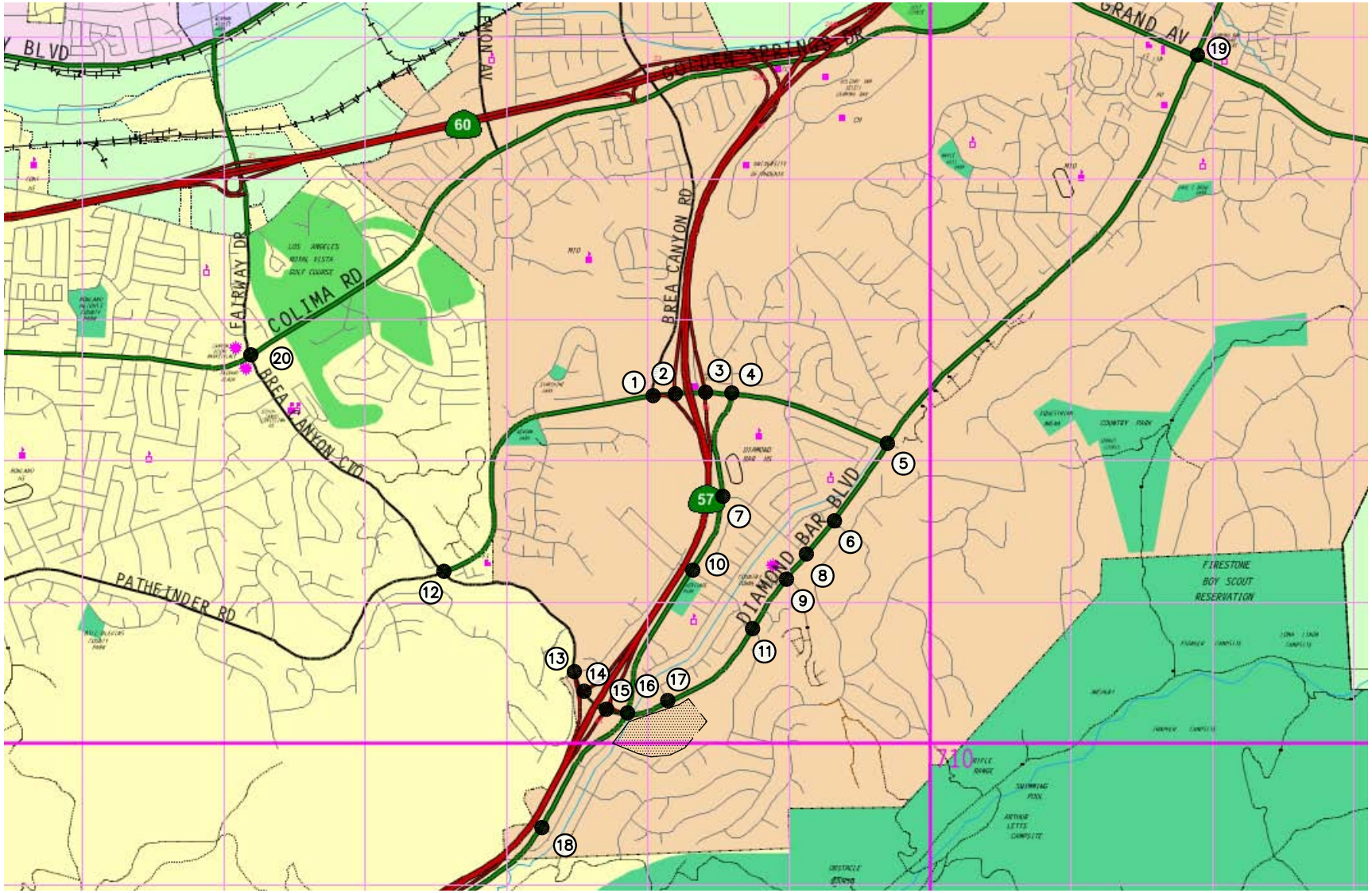
1. Brea Canyon Road (West) at Pathfinder Road
2. SR-57 SB Ramps at Pathfinder Road
3. SR-57 NB Ramps at Pathfinder Road
4. Fern Hollow Drive//Brea Canyon Road (East) at Pathfinder Road
5. Diamond Bar Boulevard at Pathfinder Road
6. Diamond Bar Boulevard at Shadow Canyon Drive
7. Brea Canyon Road at Fountain Springs Road
8. Diamond Bar Boulevard at Fountain Springs Road
9. Diamond Bar Boulevard at Sugar Pine Place
10. Brea Canyon Road at Cold Spring Lane
11. Diamond Bar Boulevard at Cold Spring Lane
12. Pathfinder Road at Brea Canyon Cutoff Road
13. Fallow Field Drive/Diamond Canyon Road at Brea Canyon Cutoff Road
14. SR-57 Southbound Ramps at Brea Canyon Cutoff Road
15. SR-57 Northbound Ramps at Brea Canyon Cutoff Road
16. Brea Canyon Road at Diamond Bar Boulevard
17. Cherrydale Drive at Diamond Bar Boulevard
18. Brea Canyon Road at Silver Bullet Drive
19. Diamond Bar Boulevard at Grand Avenue (CMP Intersection)
20. Colima Road at Fairway Drive/Brea Canyon Cutoff Road

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. Of the 20 intersections listed above, one, Diamond Bar Boulevard at Grand Avenue, is a part of the CMP highway system of Los Angeles County. Level of Service (LOS) calculations for the AM and PM peak hours at these 20 study intersections were performed to evaluate the future potential traffic impacts associated with anticipated area growth, related projects, and the proposed Project.

1.2 Study Scope

Included in this traffic and parking analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions (Year 2007) and existing plus project conditions,
- AM and PM peak hour capacity analyses for future (Year 2010 & 2030) conditions without and with project traffic,
- Recommended project-specific mitigation measures,
- Area-Wide Traffic Improvements, and
- Congestion Management Program Compliance Assessment



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

(#) = STUDY INTERSECTION

FIGURE 1-1

VICINITY MAP

WVUSD SITE D MIXED-USE, DIAMOND BAR

2.0 PROJECT DESCRIPTION

The Walnut Valley Unified School District (WVUSD) Mixed-Use Development project site is an approximately 30-acre± vacant parcel of land located in the southwestern portion of the City of Diamond Bar on the southeastern corner of Diamond Bar Boulevard and Brea Canyon Road. The site is bordered on the north by Diamond Bar Boulevard, single family neighborhoods to the south and east, and Brea Canyon Road to the west.

As presented in ***Table 2-1***, the proposed Project, as currently defined, will consist of up to 153,985 square-feet (SF) of retail/commercial space and up to 202 residential condominiums. The proposed Project is expected to be completed by the Year 2010.

Figure 2-1 presents the land use plan for the Project and indicates that vehicular access to the proposed Project will be provided via an access roadway along Diamond Bar Boulevard, opposite Cherrydale Drive, and a driveway on Brea Canyon Road. This Diamond Bar Boulevard/Cherrydale Drive-Project Driveway intersection is expected to be signalized in the future as part of the development of the Project, while the proposed project driveway on Brea Canyon Road, located approximately 425 feet south of Diamond Bar Boulevard, will be a "right-turn only" driveway. Emergency access is provided from the site to Posada Drive.

TABLE 2-1

WVUSD SITE D MIXED-USE DEVELOPMENT SUMMARY[1]

Land Use	Development Totals
Residential	
▪ Condominiums/Townhomes	202 DU
Commercial	
▪ Mixed-Use Retail Shopping Center	153,985 SF
Totals Development Potential for WVUSD Site D Mixed-Use Plan Alternatives	**202 DU with 153,985 SF commercial/retail**

Notes:

- SF = square foot of development
- DU = dwelling unit

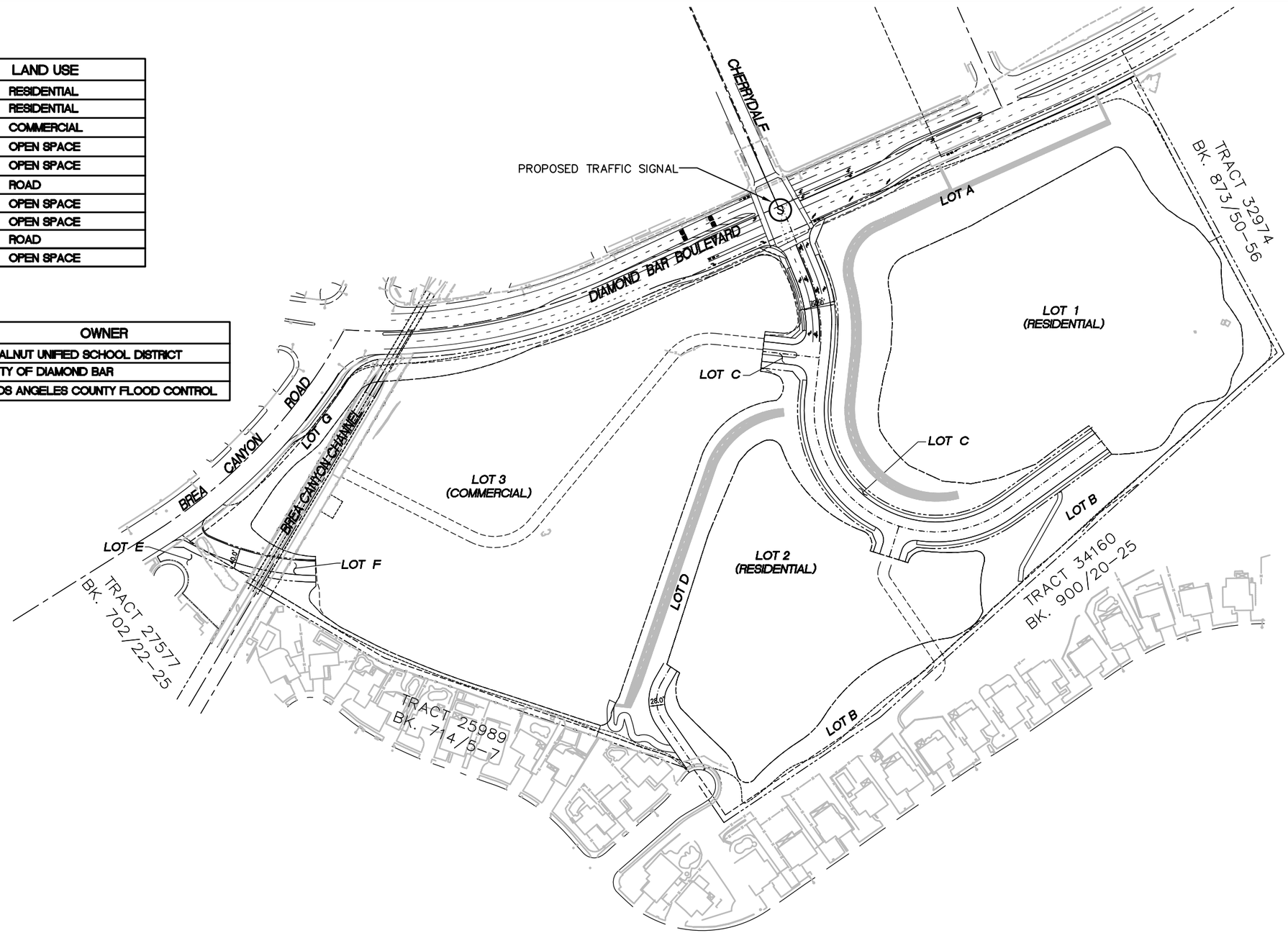
[1] Source: TRG Land, Inc.

PROPOSED LAND USE

LOT NO.	AREA	LAND USE
1	6.27 AC	RESIDENTIAL
2	4.09 AC	RESIDENTIAL
3	9.98 AC	COMMERCIAL
A	3.46 AC	OPEN SPACE
B	1.96 AC	OPEN SPACE
C	0.97 AC	ROAD
D	1.67 AC	OPEN SPACE
E	0.73 AC	OPEN SPACE
F	0.23 AC	ROAD
G	0.98 AC	OPEN SPACE

EXISTING LAND USE

PARCEL	AREA	OWNER
A	28.71 AC	WALNUT UNIFIED SCHOOL DISTRICT
B	0.98 AC	CITY OF DIAMOND BAR
C	0.67 AC	LOS ANGELES COUNTY FLOOD CONTROL



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SOURCE: PENCO ENGINEERING INC.

FIGURE 2-1

PROPOSED LAND USE

WVUSD SITE D MIXED-USE, DIAMOND BAR

3.0 EXISTING CONDITIONS

3.1 Regional Access

The Orange Freeway (State Route 57) and the Pomona Freeway (State Route 60) provide regional access to the City of Diamond Bar. The two freeways intersect one another in the northwest quadrant of the City. Direct access to the Project site from the SR-57 Freeway is provided via full interchanges at Pathfinder Road and Diamond Bar Boulevard.

3.2 Street Network

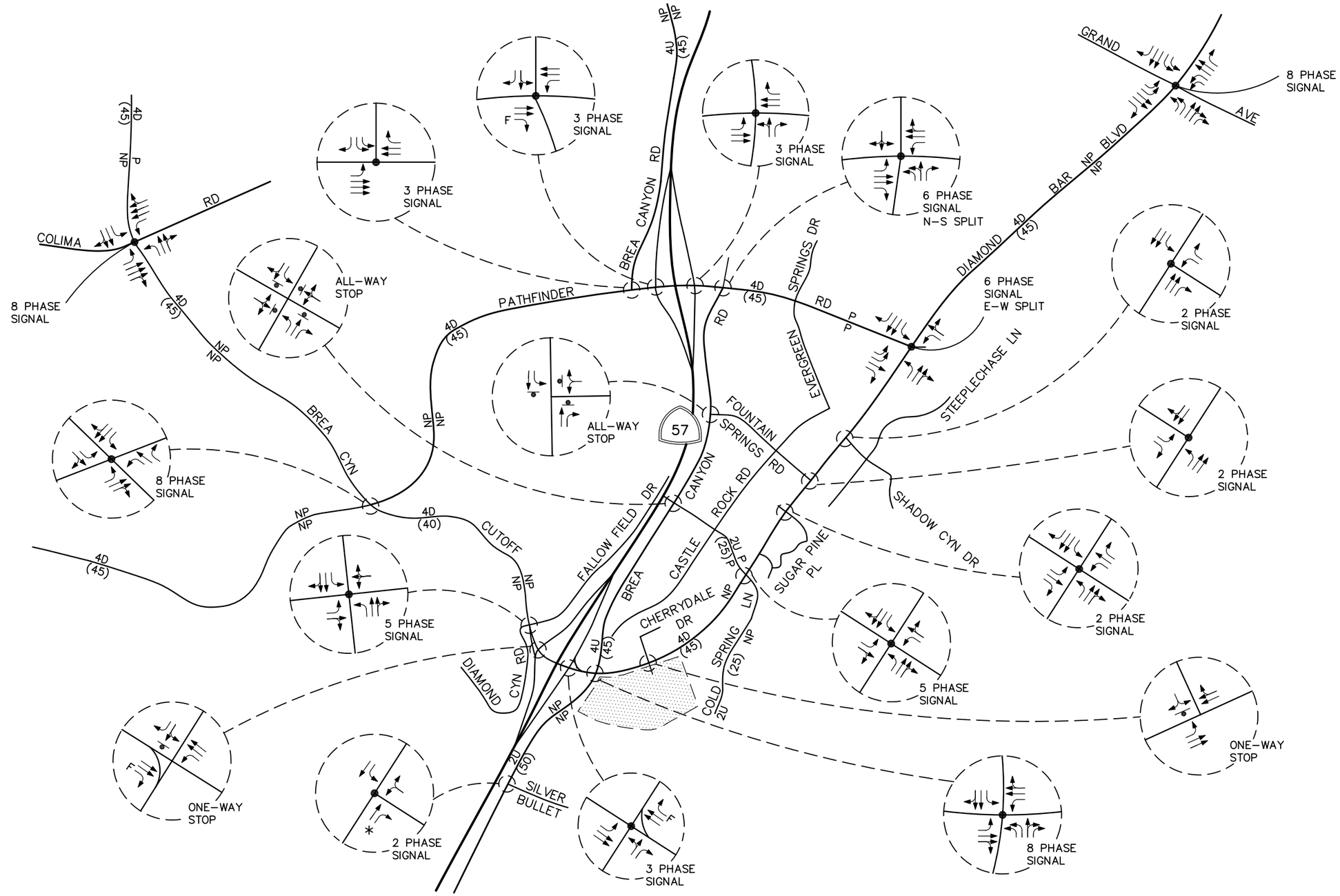
The local street network within the City of Diamond Bar that services the WVUSD Site D Mixed-Use Development project includes Diamond Bar Boulevard, Brea Canyon Road, and Pathfinder Road. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Diamond Bar Boulevard is a major roadway, oriented in the north/south direction. Diamond Bar Boulevard provides two travel lanes per direction, separated by a raised median. Bike lanes are provided on both sides of the street. Adjacent to the Project site, on-street parking is prohibited on both sides of the road. The posted speed limit is 45 mph. Within the project study area, traffic signals exist along Diamond Bar Boulevard at the study intersections with Grand Avenue, Pathfinder Road, Shadow Canyon Road, Fountain Springs Road, Sugarpine Place, Cold Springs Lane, Brea Canyon Road, SR-57 NB Ramps and Fallow Field Drive-Diamond Canyon Road.

Brea Canyon Road is a minor arterial which parallels the Orange (State Route 57) Freeway as it enter the City of Diamond Bar from the south and continues north through Diamond Bar into the City of Industry. Between Diamond Bar Boulevard and Pathfinder Road, Brea Canyon Road varies between a two-lane and four-lane; south of Diamond Bar Boulevard, this roadway is generally a two-lane arterial. A traffic signal exists at the intersection of Brea Canyon Road and Silver Bullet Drive.

Pathfinder Road provides two travel lanes per direction, generally separated by a painted median. The posted speed limit is 45 mph. West of Evergreen Springs Drive, on-street parking is prohibited along both sides of the road. However, between Evergreen Springs Drive and Diamond Bar Boulevard, parking is permitted on both sides of the street. The SR-57 northbound and southbound ramps along Pathfinder Road and Brea Canyon Cut-off at Pathfinder Road are signalized.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. The number of travel lanes and intersection controls for the key area intersections are identified.



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KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ⚲ STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- ▒ = PROJECT SITE
- * FUNCTIONS AS A SEPARATE TURN LANE, HOWEVER, IS NOT STRIPED AS SUCH
- F = FREE RIGHT-TURN

FIGURE 3-1

EXISTING CONDITIONS AND INTERSECTION CONTROLS

WVUSD SITE D MIXED-USE, DIAMOND BAR

3.3 Existing Traffic Volumes

Manual counts of vehicular turning movements were conducted at the twenty study locations during the weekday morning and evening peak commuter periods to determine the AM peak hour and PM peak hour traffic volumes. The traffic counts of the 20 study intersections were conducted in October and December 2007 by Transportation Studies, Inc. and Southland Car Counters, respectively.

Figures 3-2 and ***3-3*** depict the existing AM and PM peak hour traffic volumes at the key study intersections, respectively. ***Appendix A*** contains the detailed existing manual turning movement count sheets for key study intersections evaluated in this report.

3.4 Existing Intersection Conditions

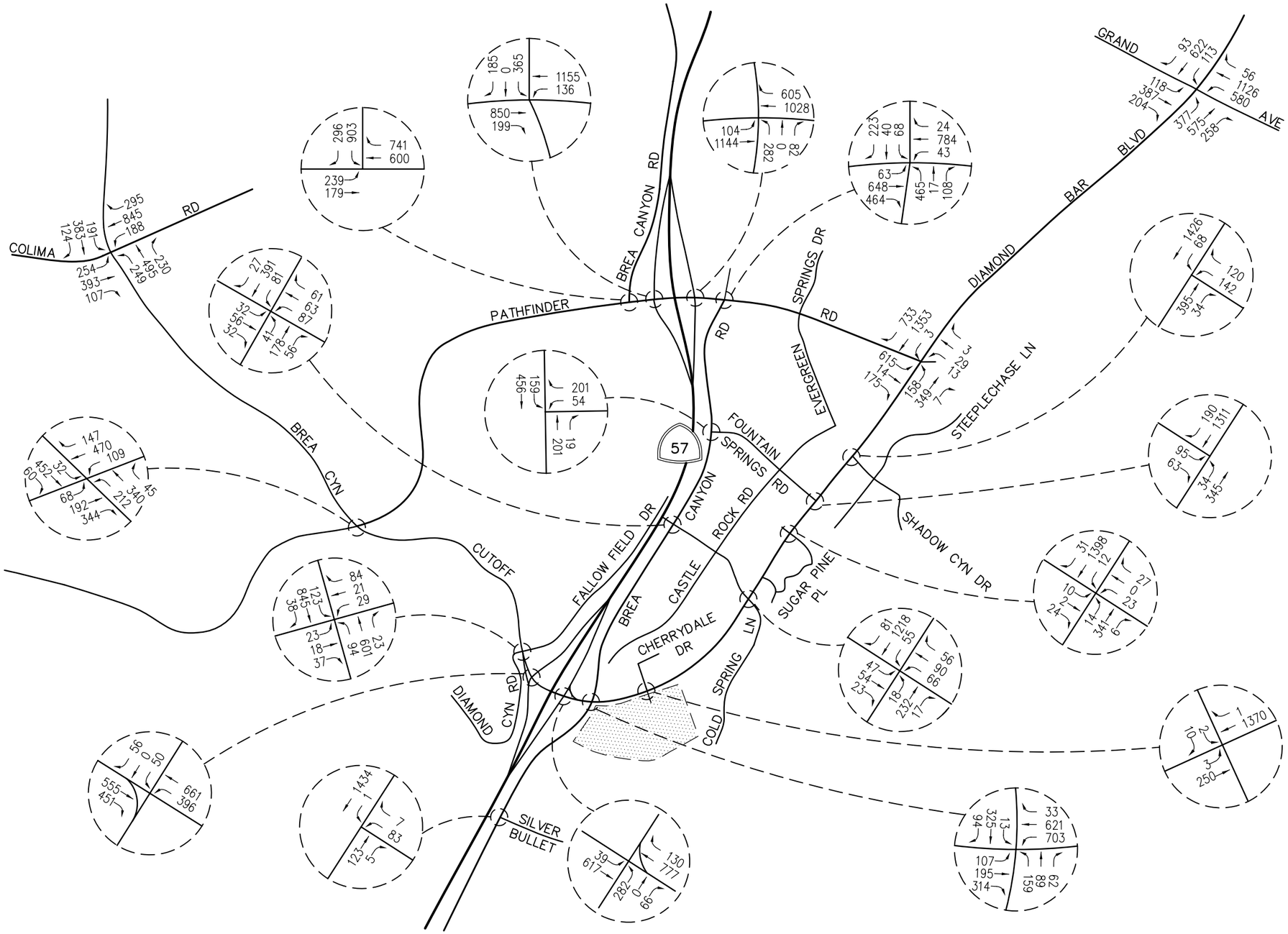
3.4.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with the City of Diamond Bar and LA County CMP requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 (10%) was added to each Level of Service calculation. A reduction of 7% (ICU "credit" of 0.07) was applied to the existing traffic signals along Diamond Bar Boulevard to reflect the benefits of the Citywide traffic signal coordination system currently in place. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***.

The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. LOS D is typically recognized as the minimum satisfactory service level in urban areas. Consistent with this standard, the City of Diamond Bar's *General Plan and Guidelines for the Preparation of Traffic Impact Analysis Report (2005)* specifies LOS D as the minimum acceptable service level at intersections. According to CMP traffic impact analysis guidelines, LOS E is the minimum acceptable service level at CMP intersections (i.e. Diamond Bar Boulevard at Grand Avenue).



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KEY

= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

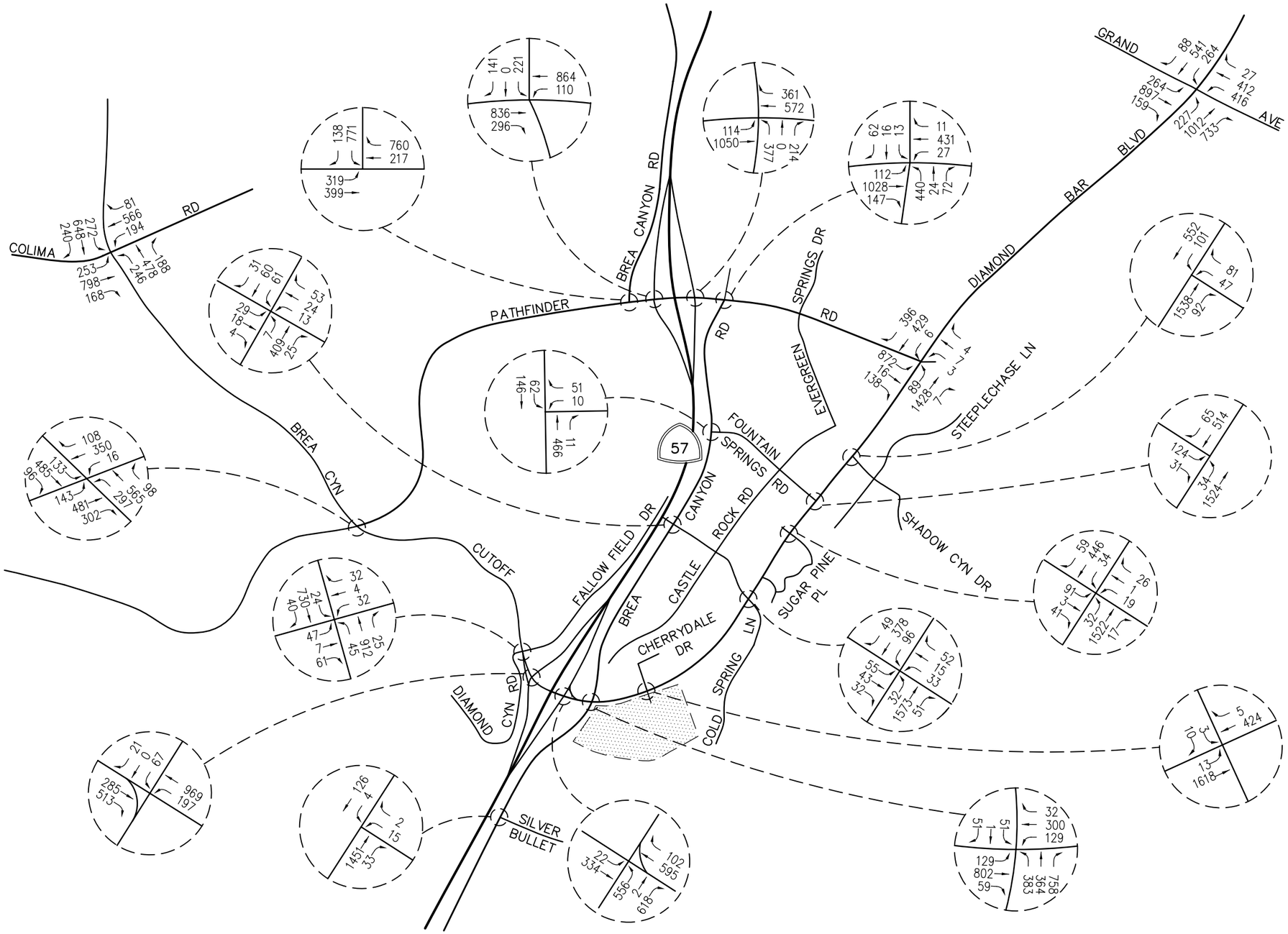

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FIGURE 3–3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED–USE, DIAMOND BAR

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TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[2]

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	0.00 - 0.60	Free Flow; Very low delay, less than 10.0 seconds per vehicle.
B	0.61 - 0.70	Rural Design; Delay in the range of 10.1 to 20 seconds per vehicle.
C	0.71 - 0.80	Urban Design; Delay in the range of 20.1 to 35 seconds per vehicle.
D	0.81 - 0.90	Maximum Urban Design; Delay ranges from 35.1 to 55 seconds per vehicle.
E	0.91 - 1.00	Capacity; Delay ranges from 55.1 to 80 seconds per vehicle.
F	≥ 1.01	Forced Flow; Delay in excess of 80 seconds per vehicles.

[2] Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity*.

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

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

For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2.***

3.5 Existing Level of Service Results

Table 3-3 summarizes the existing peak hour service level calculations for the 20 key study intersections based on existing traffic volumes presented in *Figures 3-2* and *3-3*, current street geometry, and intersection traffic control. As shown, 17 of the 20 key intersections currently operate at satisfactory levels of service (i.e., LOS D or better; LOS E or better at CMP intersections) during the AM and PM peak hours.

Three intersections, as identified below, currently operate at an unacceptable service level during the AM peak hour and/or PM peak hour.

Key Intersection	AM Peak Hour	PM Peak Hour
12. Pathfinder Road at Brea Canyon Cutoff Road	--	LOS E
14. SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
18. Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F

Appendix B contains the ICU/LOS calculation worksheets for the key signalized study intersections, while ***Appendix C*** contains the HCM/LOS calculation worksheets for the key unsignalized study intersection.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[3]

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

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

TABLE 3-3

EXISTING PEAK HOUR LEVELS OF SERVICE[4]

Key Intersections		Time Period	Control Type	ICU / Delay (sec/veh)	LOS
1.	Brea Canyon Road (W) at Pathfinder Road	AM PM	3∅ Traffic Signal	0.751 0.774	C C
2.	SR-57 SB Ramps at Pathfinder Road	AM PM	3∅ Traffic Signal	0.689 0.568	B A
3.	SR-57 NB Ramps at Pathfinder Road	AM PM	3∅ Traffic Signal	0.719 0.664	C B
4.	Fern Hollow/Brea Canyon Rd (E) at Pathfinder Rd	AM PM	8∅ Traffic Signal	0.760 0.648	C B
5.	Diamond Bar Boulevard at Pathfinder Road	AM PM	6∅ Traffic Signal	0.786 0.792	C C
6.	Diamond Bar Boulevard at Shadow Canyon Drive	AM PM	2∅ Traffic Signal	0.565 0.603	A B
7.	Brea Canyon Road at Fountain Springs Road[5]	AM PM	All-Way Stop	16.0 s/v 13.6 s/v	C B
8.	Diamond Bar Boulevard at Fountain Springs Road	AM PM	2∅ Traffic Signal	0.579 0.584	A A
9.	Diamond Bar Boulevard at Sugar Pine Place	AM PM	2∅ Traffic Signal	0.496 0.590	A A
10.	Brea Canyon Road at Cold Spring Lane[5]	AM PM	All-Way Stop	15.7 s/v 12.3 s/v	C B
11.	Diamond Bar Boulevard at Cold Spring Lane	AM PM	5∅ Traffic Signal	0.567 0.674	A B
12.	Pathfinder Road at Brea Canyon Cutoff Road	AM PM	8∅ Traffic Signal	0.789 **0.904**	C **E**
13.	Fallow Field/Diamond Cyn at Brea Canyon Cutoff Rd	AM PM	5∅ Traffic Signal	0.533 0.480	A A
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road[5]	AM PM	One-way Stop	**148.1 s/v** **101.4 s/v**	**F** **F**
15.	SR-57 NB Ramps at Brea Canyon Cutoff Road	AM PM	8∅ Traffic Signal	0.543 0.686	A B

Notes:

Bold ICU/LOS values indicate adverse service levels based on City LOS standards.

4 *Appendix B* and *Appendix C* contain the ICU/LOS and HCM/LOS worksheets for key study intersections, respectively.

5 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. Note: s/v = seconds per vehicle.

TABLE 3-3 (CONTINUED)

EXISTING PEAK HOUR LEVELS OF SERVICE[6]

Key Intersections		Time Period	Control Type	ICU / Delay (sec/veh)	LOS
16.	Brea Canyon Road at Diamond Bar Boulevard	AM PM	8∅ Traffic Signal	0.814 0.805	D D
17.	Cherrydale Drive at Diamond Bar Boulevard[7]	AM PM	One-Way Stop	19.7 s/v 14.5 s/v	C B
18.	Brea Canyon Road at Silver Bullet Drive	AM PM	2∅ Traffic Signal	**1.052** **1.021**	**F** **F**
19.	Diamond Bar Boulevard at Grand Avenue	AM PM	8∅ Traffic Signal	0.748 0.862	C D
20.	Colima Road at Brea Canyon Cutoff Road	AM PM	8∅ Traffic Signal	0.843 0.854	D D

Notes:

Bold ICU/LOS values indicate adverse service levels based on City LOS standards.

6 *Appendix B* and *Appendix C* contain the ICU/LOS and HCM/LOS worksheets for key study intersections, respectively.

7 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. Note: s/v = seconds per vehicle.

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure can be found in the 7th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2003].

Table 5-1 summarizes the trip generation equations used in forecasting the impact of the WVUSD Site D Mixed-Use Development project. As shown, ITE Land Use Code 230: Residential Condominiums/Townhouses was used to forecast the trip generation potential of the residential component of the Project, while ITE Land Use Code 820: Shopping Center was used to determine the trip generation potential of the retail component of the Project. Although the tenant mix has not yet been established, potential retail center tenants/land uses could include, but not limited to general retail, supermarket, restaurants, retail shop pads, and/or food uses/restaurant pads. The ITE equations for shopping center were developed based on surveys of over 650 shopping centers and assume a "blended" retail and commercial project on the site. Hence, the use of the "blended" shopping center equations is considered conservative and appropriate.

Additionally, because of the retail components of the Project, "pass-by" reductions were applied to the gross project-generated trips. This is typically done to account for instances when the total number of trips generated by a retail development is different from the amount of new traffic added to the external street system serving the Project. Retail-oriented sites attract a portion of their trips from traffic passing by the site, on the way from an origin to an ultimate destination (i.e. existing traffic on Diamond Bar Boulevard). These retail trips do not add new traffic to the surrounding street system. The methodology used in estimating pass-by trips for the Project is contained in ITE's *Trip Generation Handbook* [Washington, D.C., 2004]. It should be noted that pass-by reductions are not applied to traffic movements entering and exiting the Project site via project driveways.

Table 5-2 presents the resulting gross trip generation estimates for the Project, in addition to the net traffic generation after the pass-by reductions were applied. As indicated, it is estimated that on a typical weekday, the proposed Project would generate gross trips of approximately 10,175 daily trips, 292 AM peak hour trips (138 inbound, 154 outbound), and 937 PM peak hour trips (470 inbound, 467 outbound). The net traffic generation for the Project corresponds to approximately 9,276 daily trips, 272 AM peak hour trips, and 650 PM peak hour trips.

TABLE 5-1

PROJECT TRAFFIC EQUATIONS[8]

ITE Land Use Code	Time Period	Equations	Percent Entering	Percent Exiting
230: Residential Condominium / Townhouse (TE/DU)	Daily	T = 5.86 (X)	50%	50%
	AM Peak	T = 0.44 (X)	16%	84%
	PM Peak	T = 0.52 (X)	67%	33%
820: Retail Shopping Center (TE/1000 SF)	Daily	Ln (T) = 0.65 Ln (X) + 5.83	50%	50%
	AM Peak	Ln (T) = 0.60 Ln (X) + 2.29	61%	39%
	PM Peak	Ln (T) = 0.660 Ln (X) + 3.4	48%	52%

Notes:

- TE/SF = Trip end per square foot of development
- TE/DU = Trip end per dwelling unit

8 Source: *Trip Generation, 7th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2003)].

TABLE 5-2

PROJECT TRAFFIC FORECAST

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
▪ Condominiums/Townhomes (202 DU)	1,184	14	75	89	70	35	105
▪ Retail Center (153,985 SF)	8,991	124	79	203	400	432	832
Pass-By Adjustment[9]	-899	-12	-8	-20	-138	-149	-287
Retail Center Net Trip Generation	8,092	112	71	183	262	283	545
Total Gross Project Trip Generation:	**10,175**	**138**	**154**	**292**	**470**	**467**	**937**
Less Pass-by:	**-899**	**-12**	**-8**	**-20**	**-138**	**-149**	**-287**
Total Net Project Trip Generation:	**9,276**	**126**	**146**	**272**	**332**	**318**	**650**

9 Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. The PM peak hour pass-by percentage (T) for retail shopping center uses is calculated based on the following equation: LN (T) = -0.291 LN (X) + 5.001, where X = gross leasable area (Source: *Trip Generation Handbook*, ITE June 2004). AM peak hour and daily pass-by percentages estimated to be 10% of the retail center.

5.2 Project Traffic Distribution and Assignment

The general, directional traffic distribution pattern for the proposed Project is presented in ***Table 5-3***. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- location of site access points in relation to the surrounding street system,
- location of parking areas, and ingress/egress availability at the parking areas,
- the site's proximity to major traffic carriers and regional access routes,
- physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns,
- presence of traffic congestion in the surrounding vicinity,
- existing traffic volumes, and
- input from City staff.

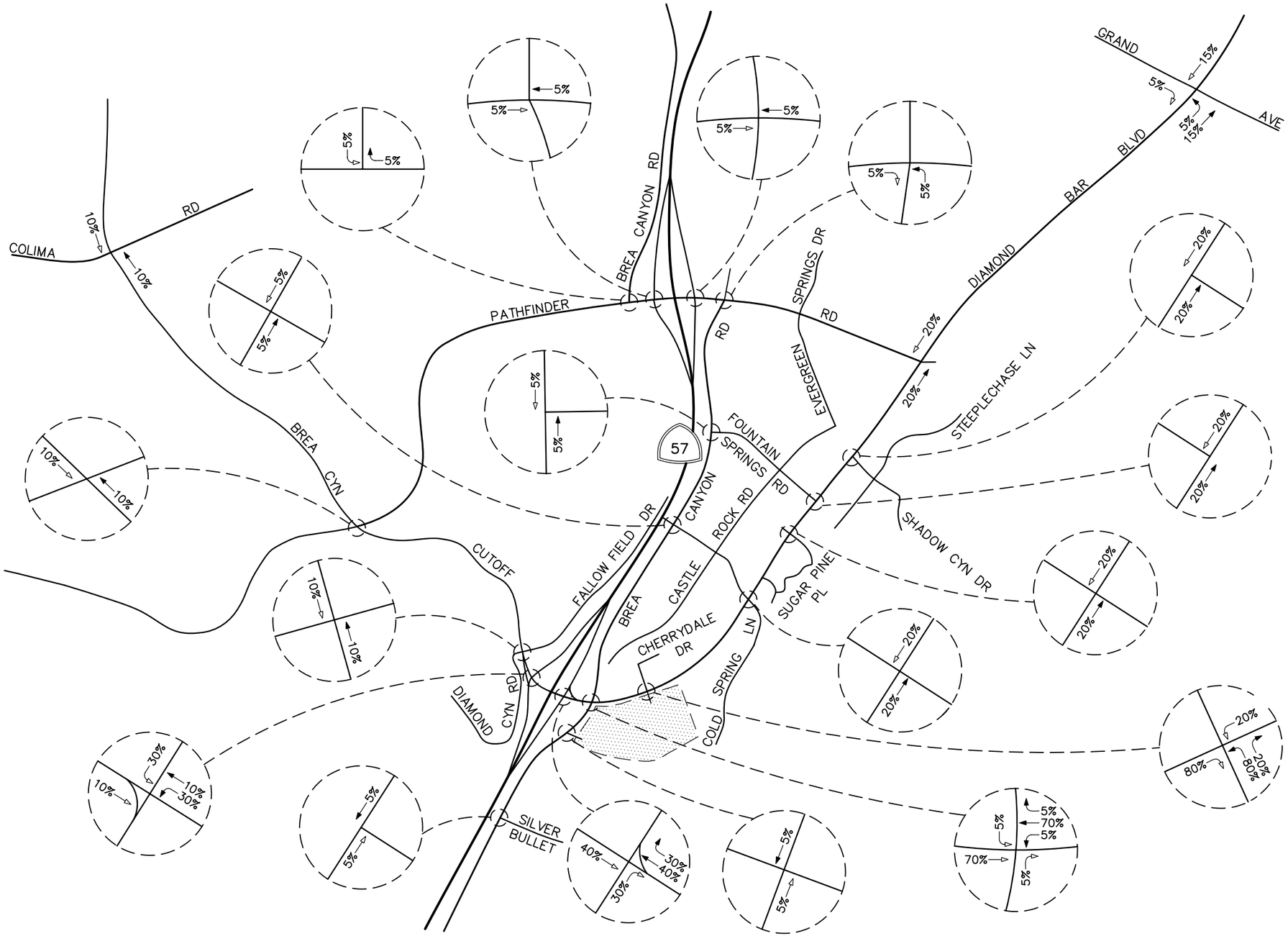
Based upon these considerations, different traffic distribution patterns were developed for the residential component and retail portion of the Project, which are presented on ***Figure 5-1*** and ***Figure 5-2***, respectively.

The anticipated AM and PM peak hour Project volumes associated with the proposed Project are presented in ***Figures 5-3*** and ***5-4***, respectively. The traffic volume assignments presented in *Figures 5-3* and *5-4* reflect the traffic distribution characteristics shown in *Figure 5-1* and *Figure 5-2* and the net Project traffic generation forecast presented in *Table 5-2*.

TABLE 5-3

PROJECT DIRECTIONAL DISTRIBUTION PATTERN

Distribution Percentage		Orientation/Direction
Residential Component	**Retail Component**	
30%	15%	To/from the north via SR-57 Freeway
30%	15%	To/from the south via SR-57 Freeway
20%	25%	To/from the north via Diamond Bar Boulevard
5%	5%	To/from the north via Brea Canyon Road
5%	5%	To/from the south via Brea Canyon Road
10%	15%	To/from the west via Brea Canyon Cutoff
--	5%	To/from the south via Pathfinder Road
--	15%	Local streets (neighborhood origin via Cold Springs, Fountain Springs, Sugarpine Place, Shadow Canyon Road, etc…)
100%	100%	Total



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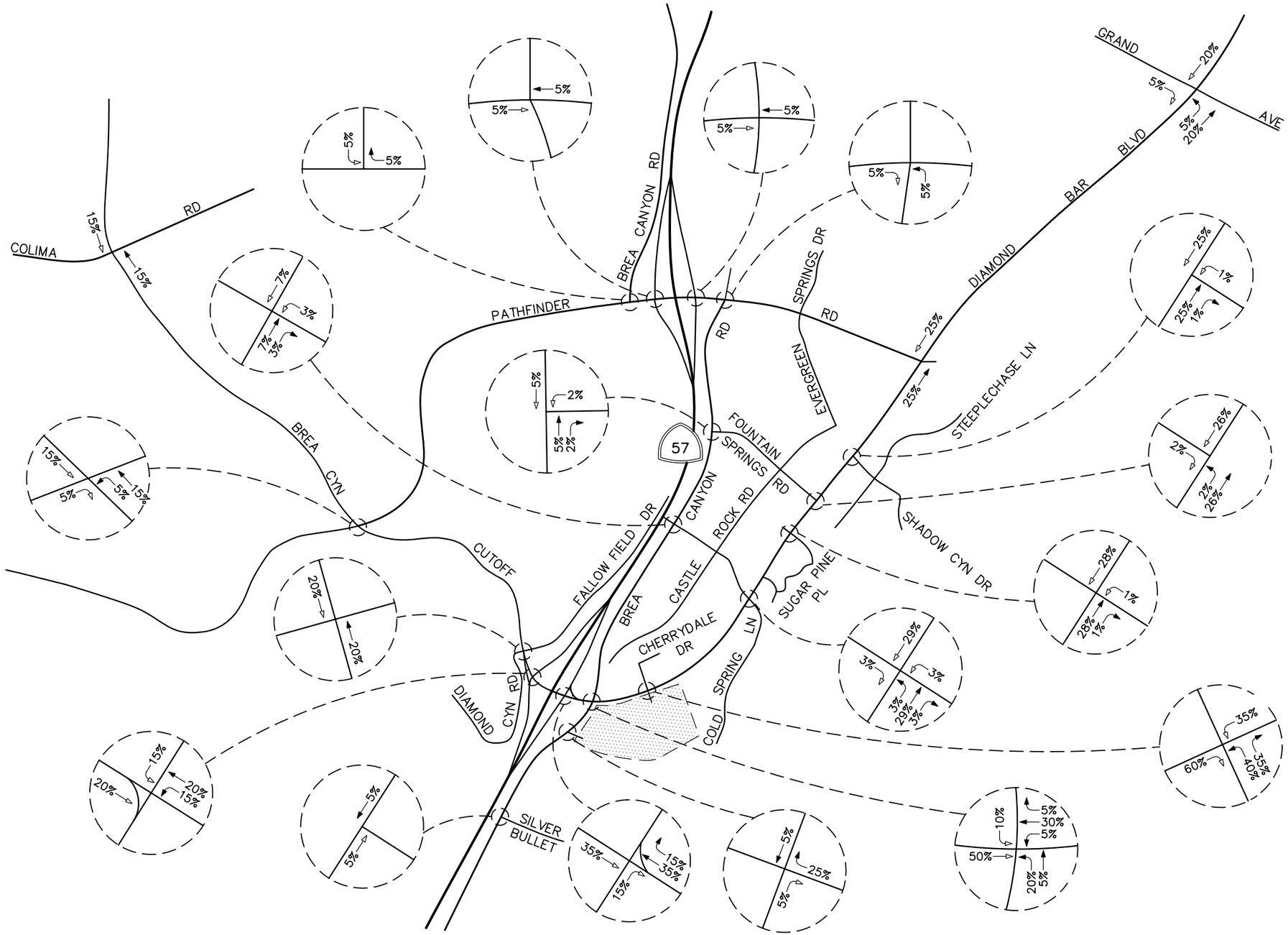
KEY
XX% = INBOUND PERCENTAGE
XX% = OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 5-1

RESIDENTIAL COMPONENT
PROJECT TRAFFIC DISTRIBUTION PATTERN
WVUSD SITE D MIXED-USE, DIAMOND BAR



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XX% = INBOUND PERCENTAGE
XX% = OUTBOUND PERCENTAGE
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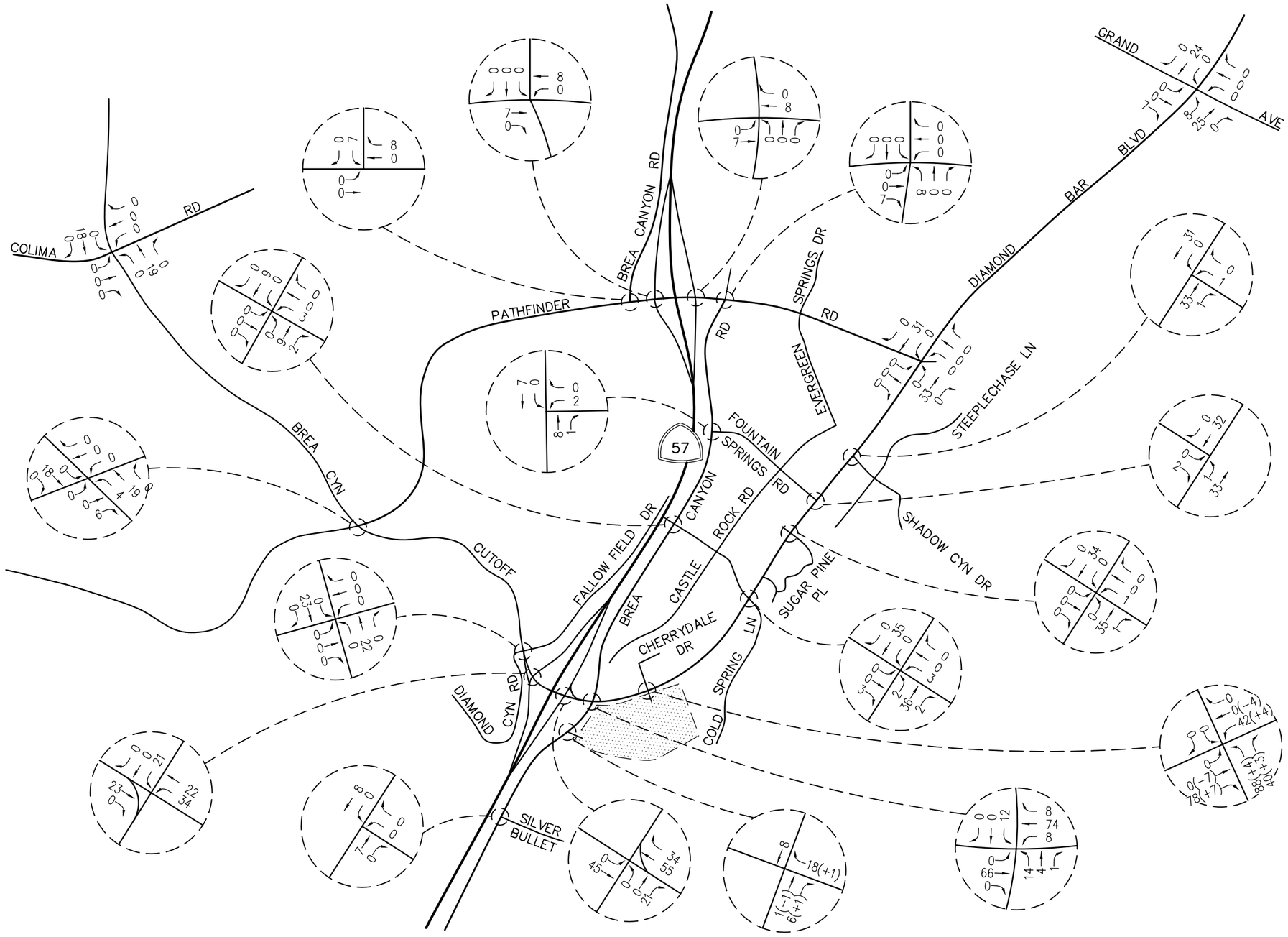
FIGURE 5-2

RETAIL COMPONENT
PROJECT TRAFFIC DISTRIBUTION PATTERN
WVUSD SITE D MIXED-USE, DIAMOND BAR



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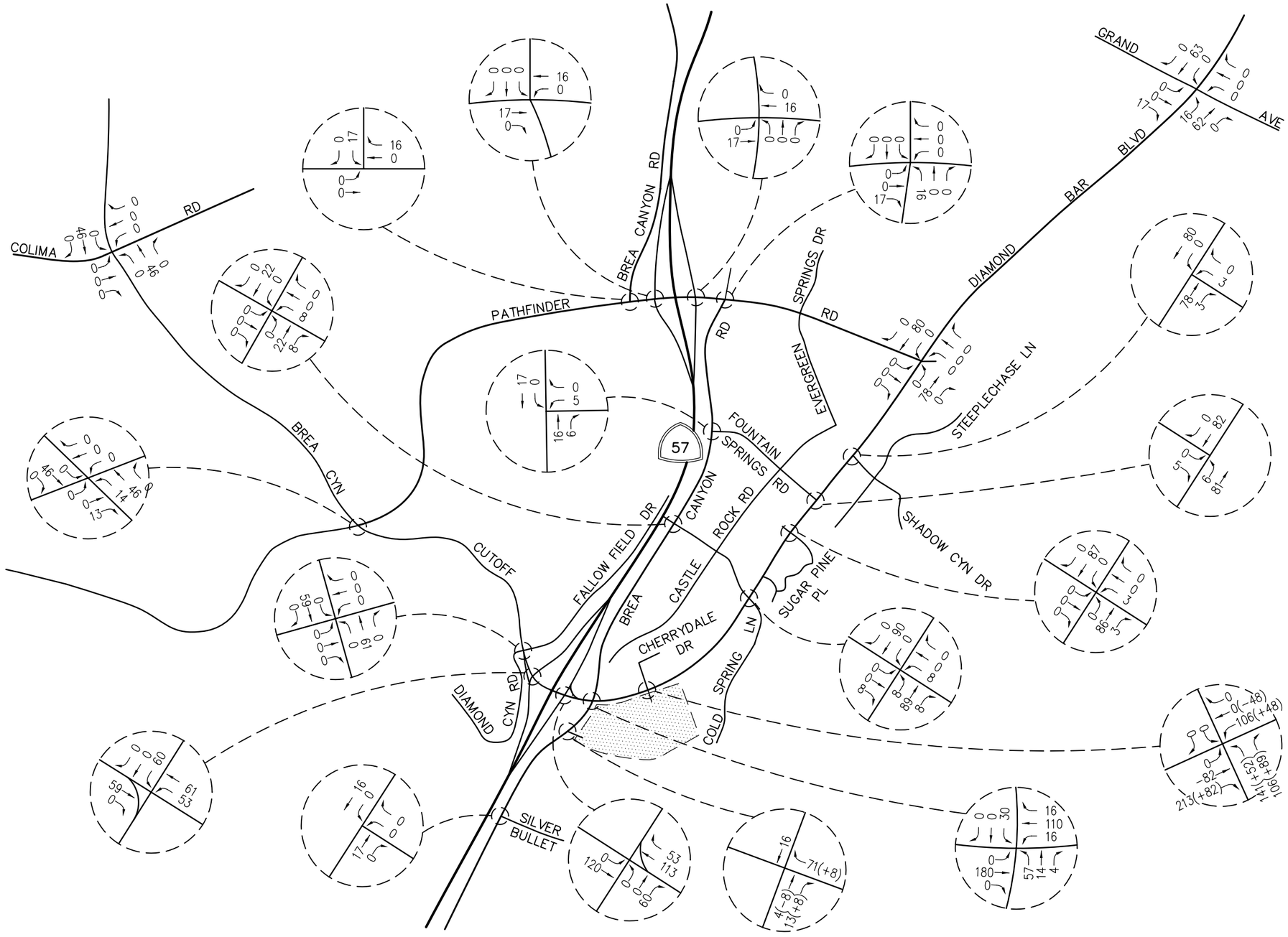
= PROJECT SITE

#(#) = PROJECT TRIPS (PASS-BY TRIPS)

FIGURE 5-3

PROJECT ONLY AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR



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KEY

= PROJECT SITE

#(#) = PROJECT TRIPS (PASS-BY TRIPS)

FIGURE 5-4

PROJECT ONLY PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

6.0 EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The existing plus project traffic conditions have been generated based upon existing conditions and the estimated Project traffic. These forecast traffic conditions have been prepared pursuant to the City's *Guidelines for the Preparation of Traffic Impact Analysis Report (2005)*, which requires that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the specific traffic impacts of the Project, if any.

6.1 Year 2007 Existing plus Project Traffic Volumes

Figures 6-1 and ***6-2*** present Year 2007 Existing plus Project AM and PM peak hour traffic volumes, respectively, at the 20 key study intersections. Please note that the traffic volumes represent the accumulation of existing traffic illustrates in *Figures 3-2* and *3-3* plus traffic generated by the proposed Project, as presented in *Figures 5-3* and *5-4*.

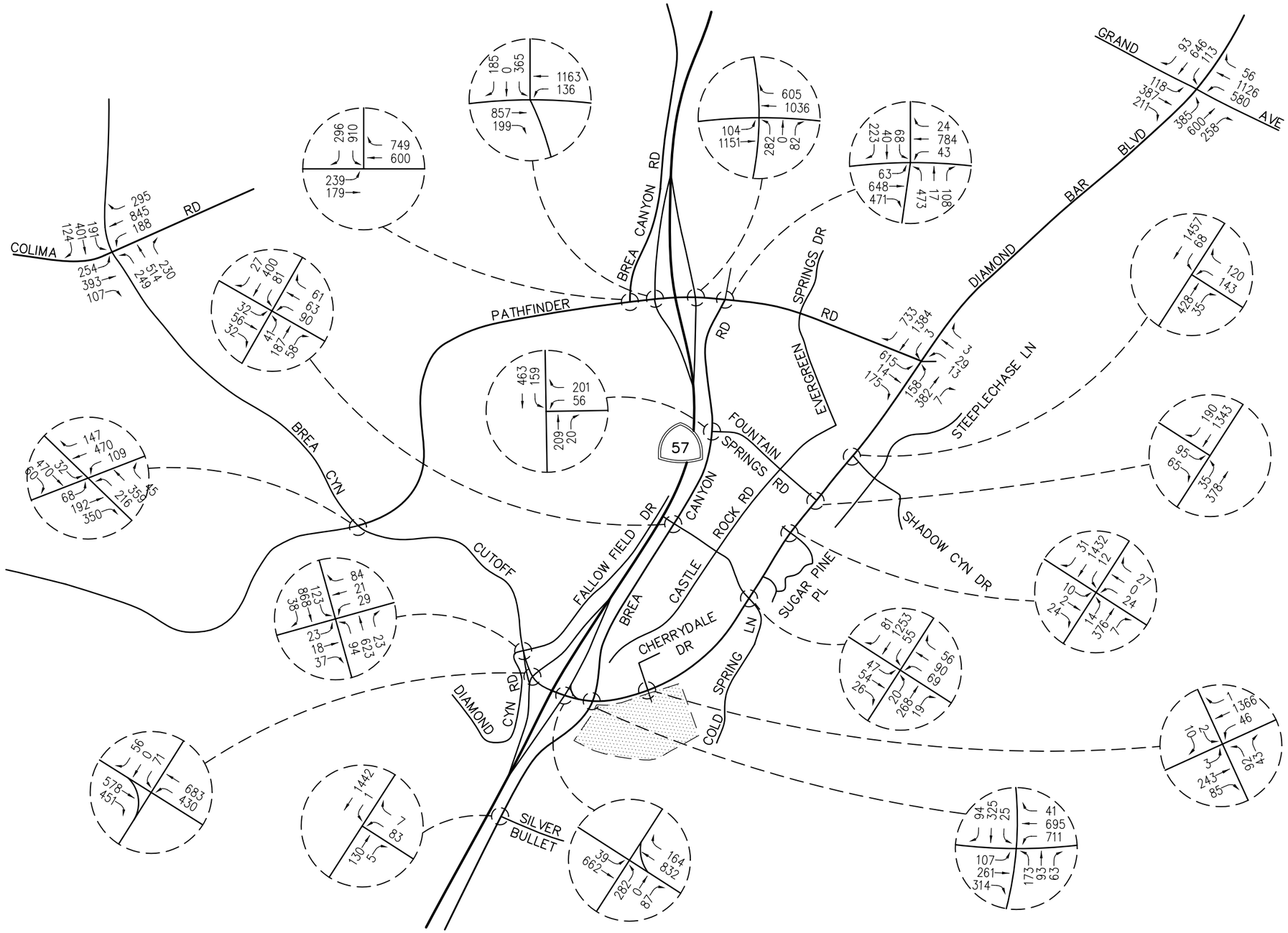

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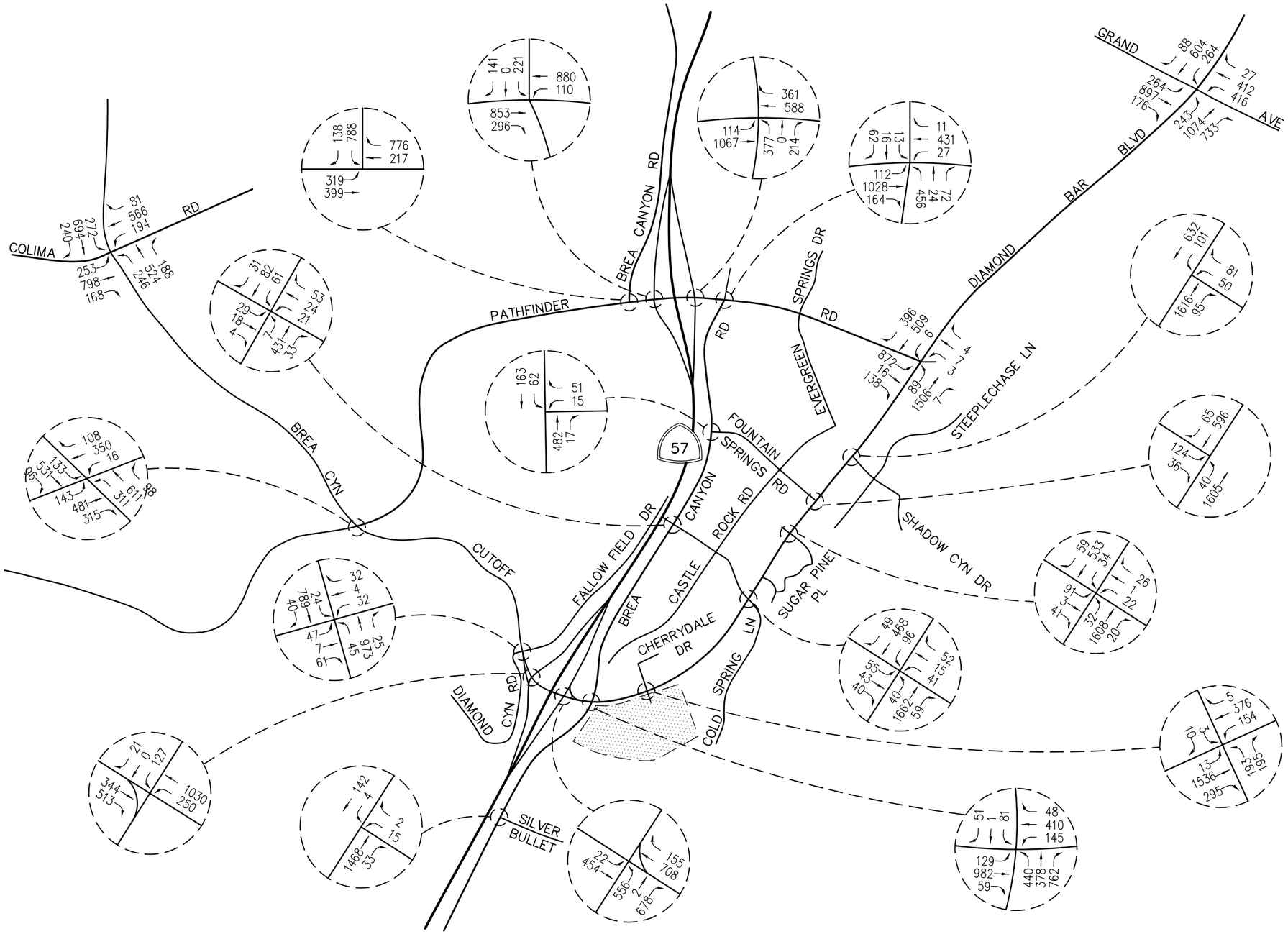
FIGURE 6-1

YEAR 2007 EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR



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= PROJECT SITE

FIGURE 6-2

YEAR 2007 EXISTING PLUS PROJECT PM PEAK HOUR VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

7.0 FUTURE TRAFFIC CONDITIONS

7.1 Ambient Traffic

For the horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. Background traffic in the study area has been estimated to increase at a rate of approximately 2% per year in the near term, and 0.7% per year in the long term. Future increases in background traffic due to regional development are expected to continue at the same rate. For the Year 2010, the existing (Year 2007) traffic volumes were increased by 6% to reflect area-wide regional growth in traffic. For the Year 2030, the existing (Year 2007) traffic volumes were increased by 6% to account for regional growth to the Year 2010, and were then increased by 14% from Year 2010 to Year 2030. The 2% and 0.7% annual growth rates were determined based on coordination with City of Diamond Bar staff.

7.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the area has been researched. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. The traffic expected to be generated by future projects that are either under construction or proposed within the study area accounts for the second element of the Year 2010 and Year 2030 Cumulative Base scenarios. Based on our research, there are six (6) planned and/or approved, related projects within the Project vicinity that have either been built, but not yet fully occupied, or are being processed for approval.

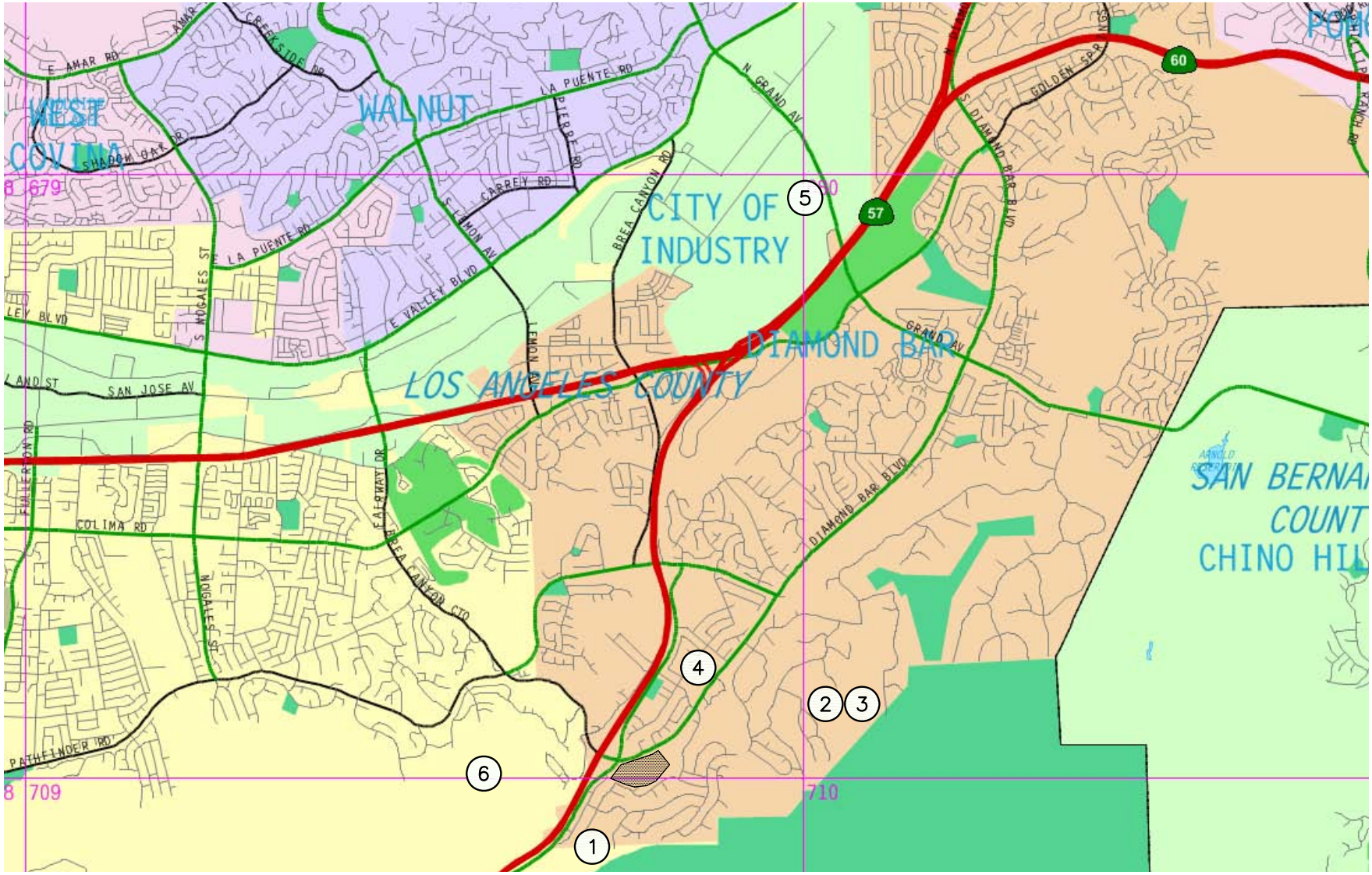
Table 7-1 provides the location and a brief description for each of the six cumulative projects. ***Figure 7-1*** graphically illustrates the location of the cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections. The list of cumulative projects was developed in conjunction with City of Diamond Bar and City of Industry staff.

The information pertaining to the trip generation for the cumulative projects was either directly obtained from the respective studies, which are on file with the City or was derived from the Seventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2003]. ***Table 7-2*** presents the development totals and resultant trip generation for the six related projects. Similarly, the trip distribution and assignment information was either directly taken from the respective reports or was derived based on the best engineering judgment and familiarity with the area. As indicated in *Table 7-2*, the four related projects included in the Year 2010 Cumulative Base would generate a total of approximately 4,596 daily trips, 168 AM peak hour trips, and 388 PM peak hour trips. *Table 7-2* indicates that the two other related projects included in the Year 2030 Cumulative Base would generate an additional 112,252 daily trips, 8,274 AM peak hour trips, and 11,481 PM peak hour trips.

TABLE 7-1

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS

No.	Cumulative Project	Location/Address	Description
1.	Tentative Tract 54081	Crooked Creek Drive, Diamond Bar	20 single family homes
2.	The Country - Tentative Tract 53430	Alamo Heights Drive, Diamond Bar	48 single family custom homes
3.	The Country - Tentative Tract 53670	Alamo Heights Drive, Diamond Bar	5 single family homes
4.	Country Hills Towne Center Expansion	Diamond Bar Boulevard, west of Sugar Pine Place	70,607 SF expansion to existing retail center
5.	Industry Business Center	East and West side of Grand Avenue, north of SR-60/Old Brea Canyon Road, Industry	1,626,000 SF office space, 707,000 SF shopping center, 561,000 SF new car sales, 1,252,000 SF business park, and 633,000 SF industrial park
6.	Aera Energy Planned Community	Brea Canyon Road, north of Tonner Canyon Road, Los Angeles County	2,465 single-family DU, 357 DU of senior housing, 778 multi-family DU, 18-hole Golf Course, 300,000 SF shopping center, and 28-acre sports park



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SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

(#) = LOCATION OF CUMULATIVE PROJECT

FIGURE 7-1

LOCATION OF CUMULATIVE PROJECTS

WVUSD SITE D MIXED-USE, DIAMOND BAR

TABLE 7-2

CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST

No.	Cumulative Project Description	Daily Two-Way	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
INCLUDED IN YEAR 2010 & 2030 CUMULATIVE BASE CONDITIONS								
1.	Tentative Tract 54081 [a]	192	4	11	15	13	7	20
2.	The Country - Tentative Tract 53430 [b]	459	9	27	36	31	17	48
3.	The Country - Tentative Tract 53670	48	1	3	4	3	2	5
4.	Country Hills Towne Center Expansion [c]	3,897	99	14	113	124	191	315
SUBTOTAL - CUMULATIVE PROJECT TRIPS (1 THRU 4)		4,596	113	55	168	171	217	388
INCLUDED IN ONLY YEAR 2030 CUMULATIVE BASE CONDITIONS								
5.	Industry Business Center [e]	67,993	4,460	1,086	5,546	2,362	4,965	7,327
6.	Aera Energy Planned Community [f]	44,259	856	1,872	2,728	2,448	1,706	4,154
SUBTOTAL - CUMULATIVE PROJECT TRIPS (5 AND 6)		112,252	5,316	2,958	8,274	4,810	6,671	11,481
TOTAL CUMULATIVE PROJECT TRIPS (1 THRU 6)		**116,848**	**5,429**	**3,013**	**8,442**	**4,981**	**6,888**	**11,869**

[a] Source: *Traffic Analysis for a Proposed Single Family Residential Subdivision* prepared by Overland Traffic Consultants, Inc., September 2003.
[b] Source: *The Country – Tentative Tract 53430 Traffic Study Reports* prepared by Transolutions, December 2003.
[c] Source: *Country Hills Towne Center Expansion Traffic Impact Analysis* prepared by LLG Engineers, dated April 2005. .
[e] Source: *Traffic Impact Study for Industry Business Center* prepared by LLG Engineers, March 2004.
[f] Prior information provided by LSA Associates, Inc.

Please note that although the proposed mix of uses for the Industry Business Center (related project no. 5) has been revised to include a 75,000-seat stadium (for NFL games primarily), 280,000 square feet (SF) of stadium-related uses and non-stadium uses totaling 100,000 SF of medical office, 833,000 SF of retail, 162,000 SF of restaurants, a 5,000-seat live theater, a 1,200-seat movie theater, and 1,490,000 SF of general office, the prior approved 2004 plan of development consisting primarily of light industrial and office/business park uses, with retail/auto dealership uses (See *Table 7-1*) is forecast to generate a greater amount of trips on a daily and AM and PM peak hour basis.

When compared against the weekday daily, AM peak hour, and PM peak hour traffic generation of now proposed IBC/NFL development, the prior 2004 IBC plan of development is forecast to generate 14,221 more weekday daily trips, 2,961 more AM peak hour trips, and 2,187 more PM peak hour trips[10]. Hence to provide a conservative analysis, the prior 2004 IBC plan was included in the cumulative traffic analysis.

7.3 Year 2010 Traffic Volumes

The AM and PM peak hour traffic volumes associated with the four related projects considered in the Year 2010 cumulative traffic analysis are presented in ***Figures 7-2*** and ***7-3***, respectively.

Figures 7-4 and ***7-5*** present Year 2010 cumulative traffic volumes at the 20 key study intersections. Please note that the cumulative traffic volumes represent the accumulation of existing traffic, ambient growth traffic, and related projects traffic.

Figures 7-6 and ***7-7*** illustrate Year 2010 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project.

7.4 Year 2030 Traffic Volumes

The AM and PM peak hour traffic volumes associated with all six related projects considered in the Year 2030 cumulative traffic analysis are presented in ***Figures 7-8*** and ***7-9***, respectively. The potential traffic volumes generated by the proposed Industry Business Center related project were assigned to the existing street system assuming that Sunset Crossing Road will <u>not</u> be extended between the related project property and the roadway's current western terminus.

Figures 7-10 and ***7-11*** present future AM and PM peak hour cumulative traffic volumes at the 20 key study intersections for the Year 2030. Please note that the cumulative traffic volumes represent the accumulation of existing traffic, ambient growth traffic, and related projects traffic.

Figures 7-12 and ***7-13*** present Year 2030 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project.

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[10] Source: *Traffic Impact Analysis for Industry Business Center SEIR, prepared by LLG, dated August 18, 2008*.

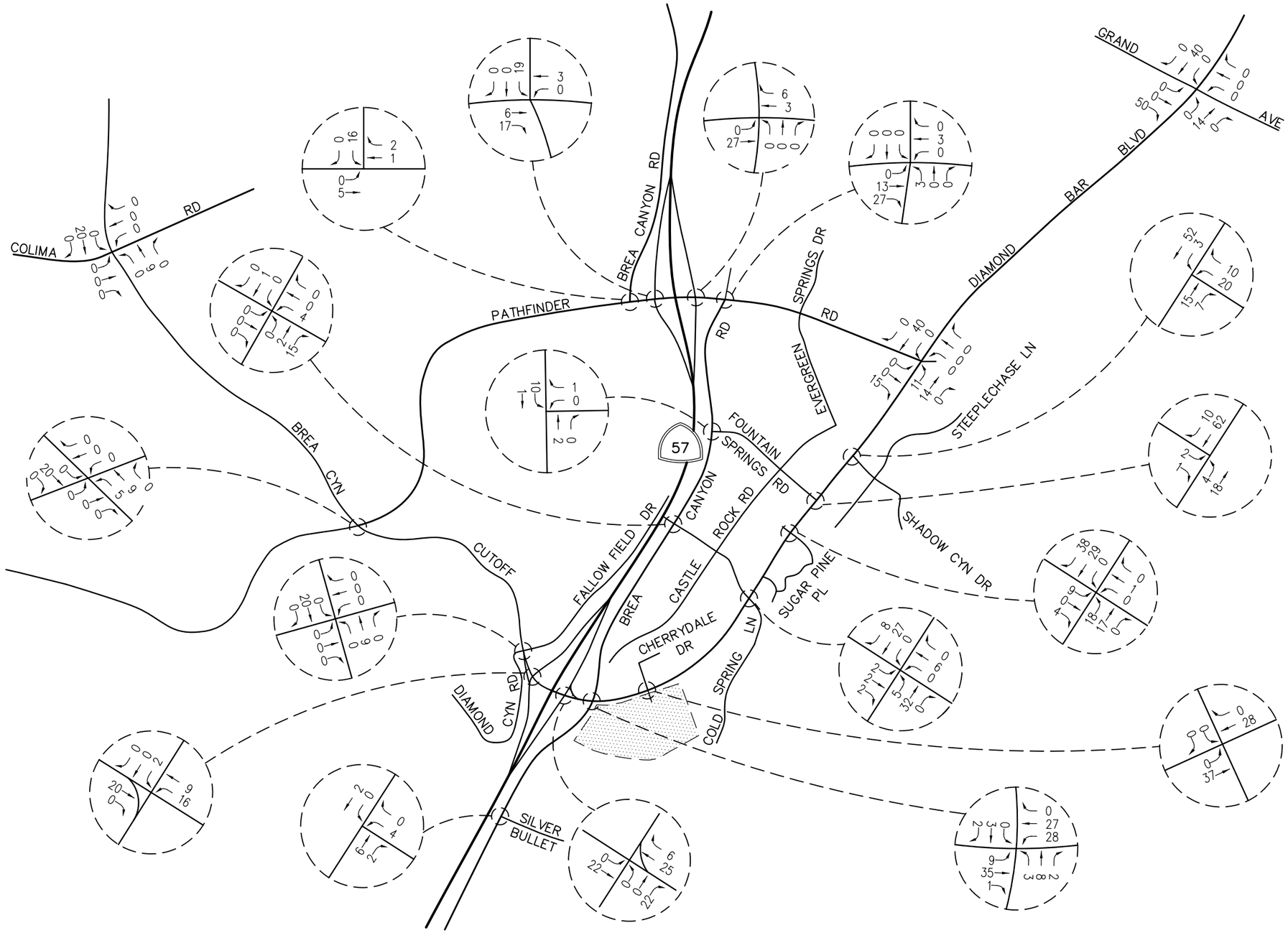

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FIGURE 7-2

YEAR 2010 CUMULATIVE PROJECTS AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

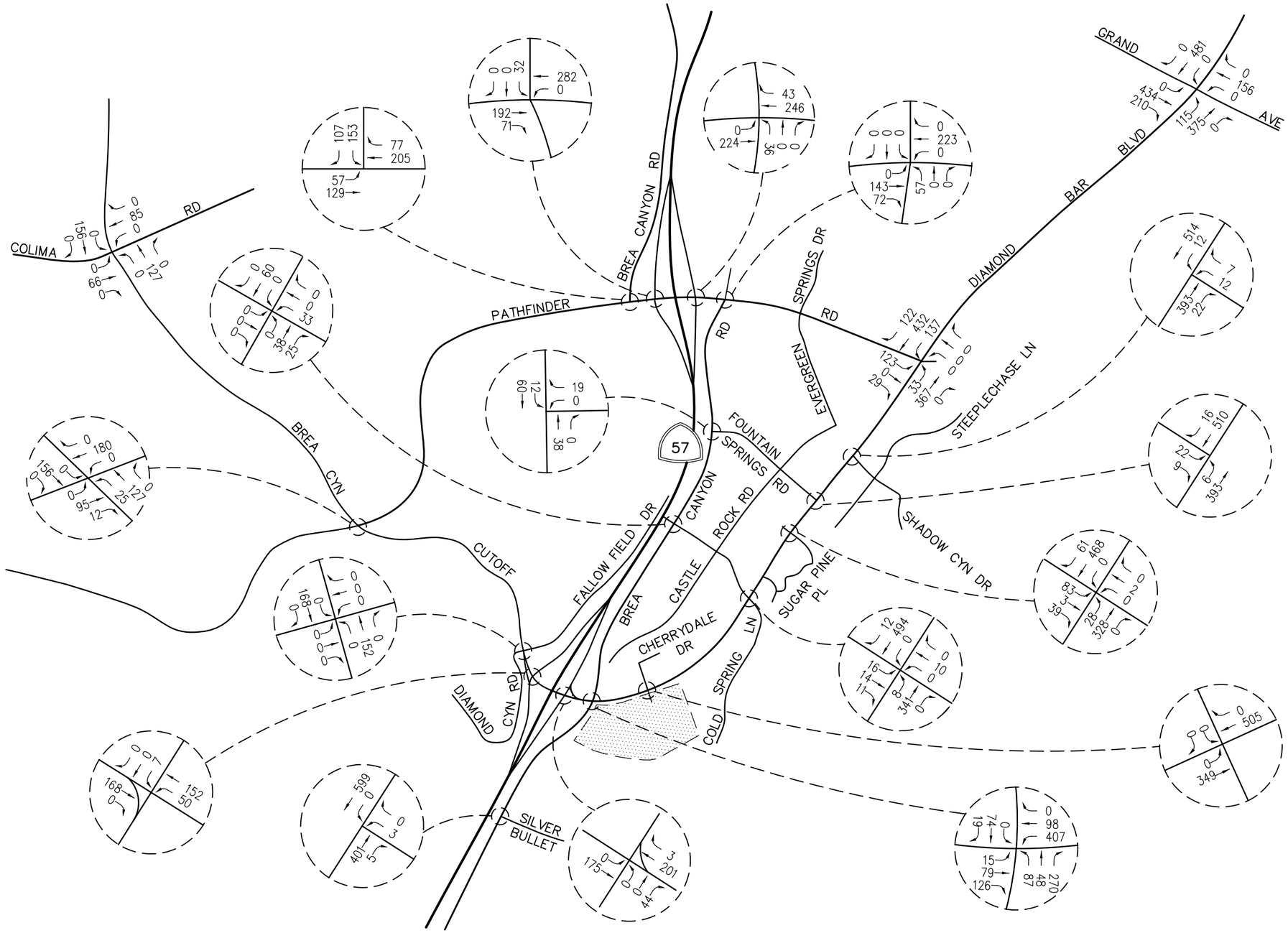

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FIGURE 7-3

YEAR 2010 CUMULATIVE PROJECTS PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

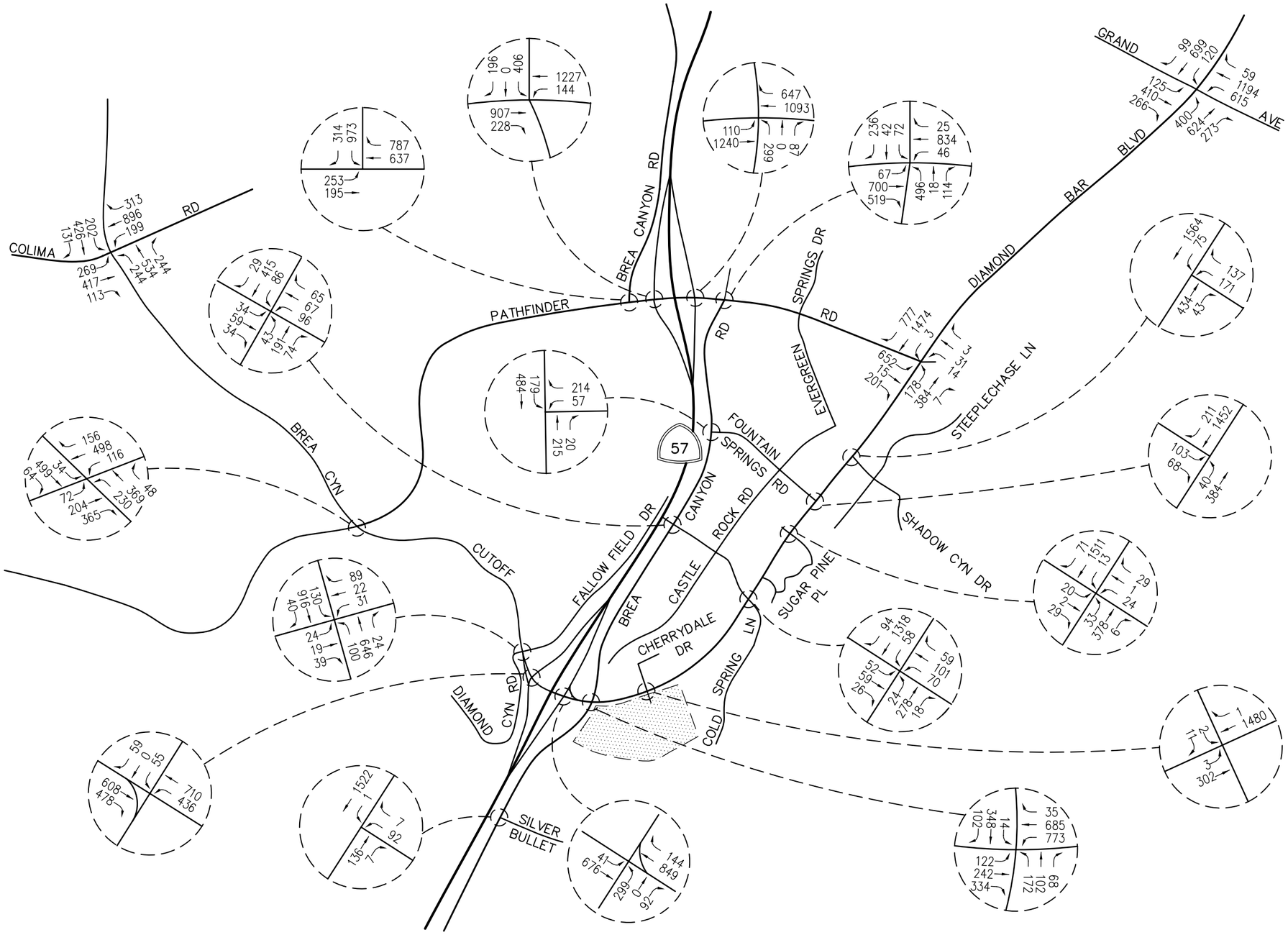

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FIGURE 7–4

YEAR 2010 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED–USE, DIAMOND BAR

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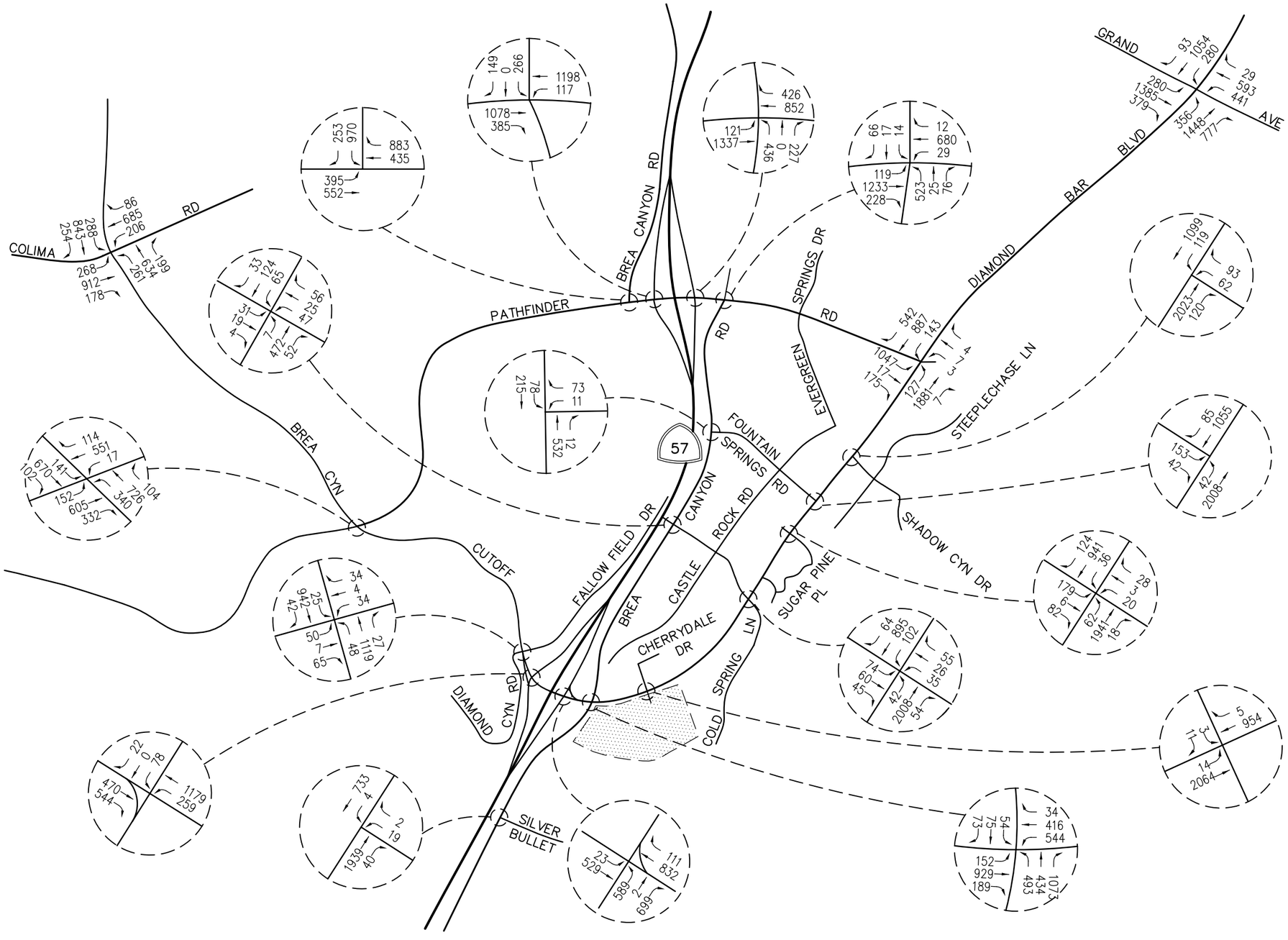

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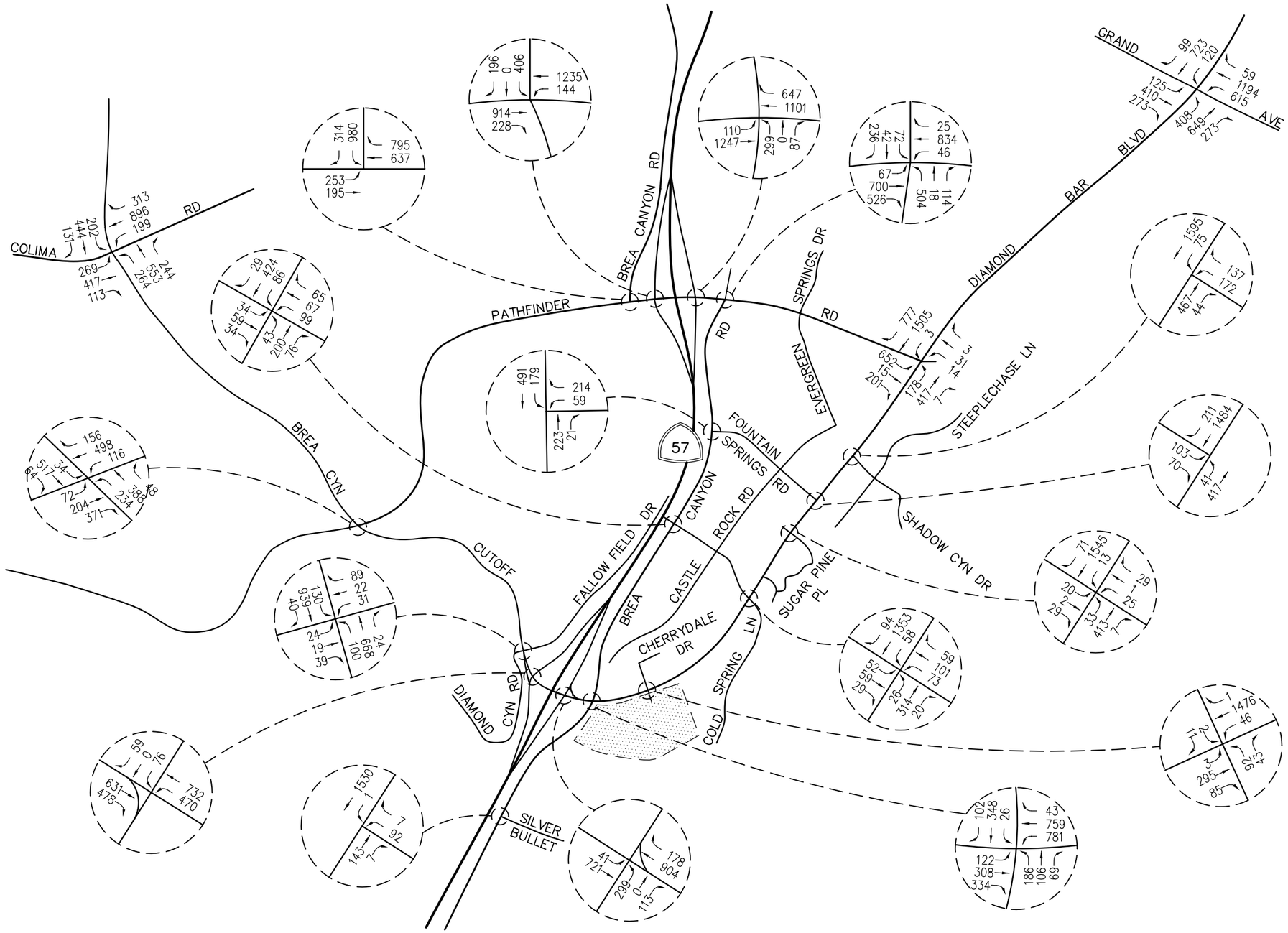
FIGURE 7-5

YEAR 2010 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR



KEY

= PROJECT SITE

N NO SCALE

LINSCOTT LAW & GREENSPAN engineers

FIGURE 7–6

YEAR 2010 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED–USE, DIAMOND BAR

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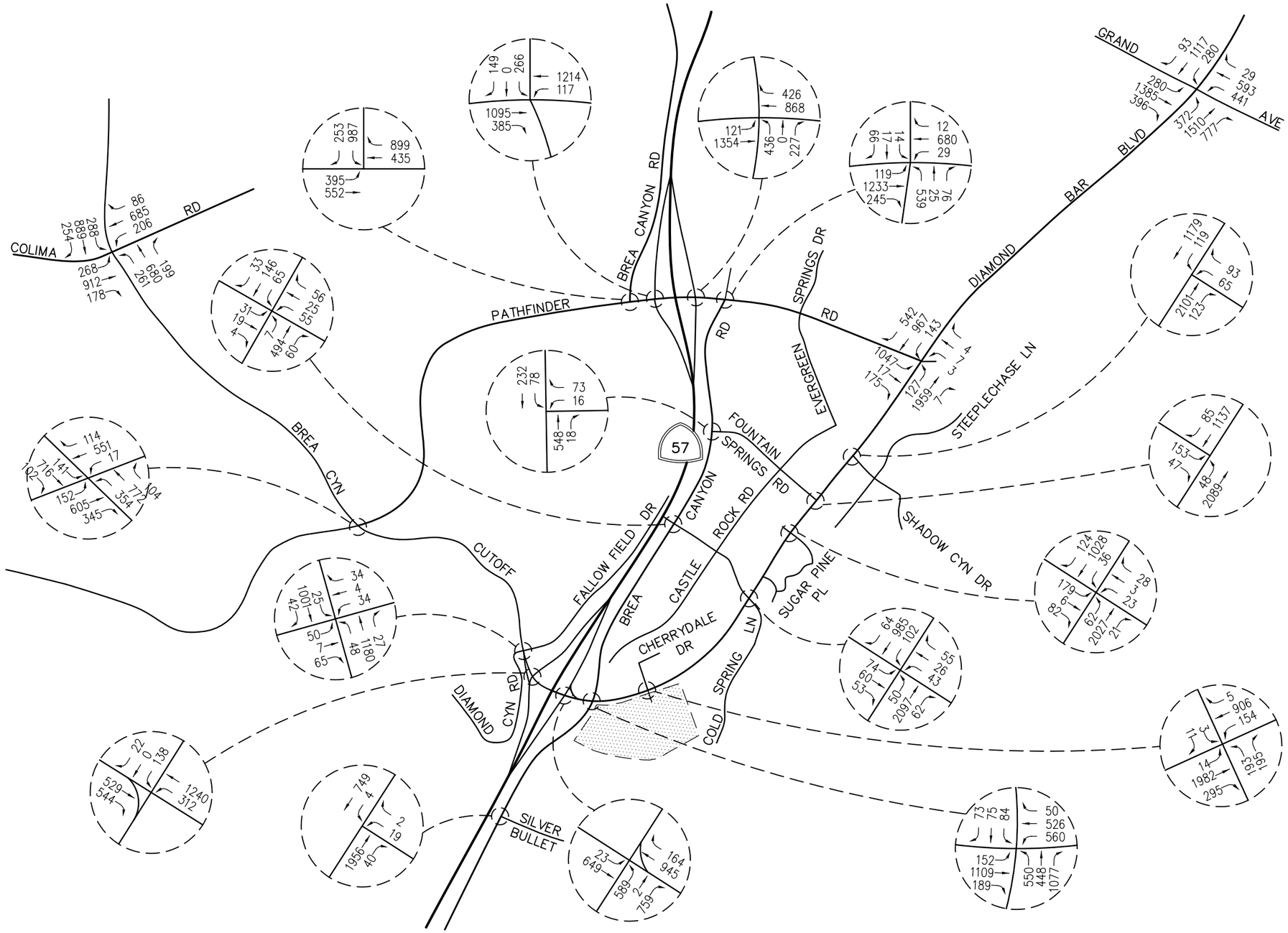

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LINSCOTT LAW & GREENSPAN engineers

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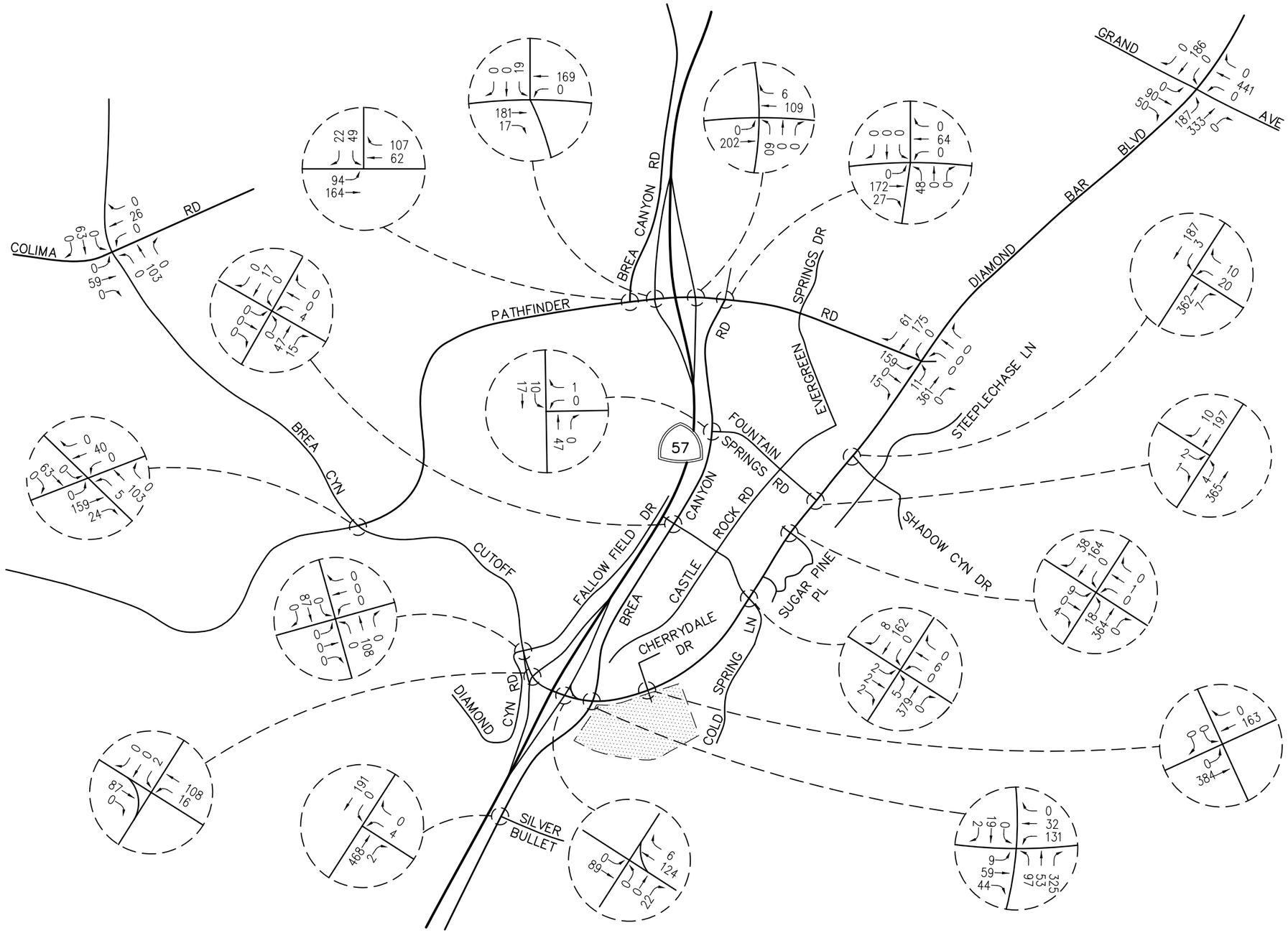
FIGURE 7-7

YEAR 2010 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR



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N NO SCALE

FIGURE 7–8

YEAR 2030 CUMULATIVE PROJECTS AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED–USE, DIAMOND BAR

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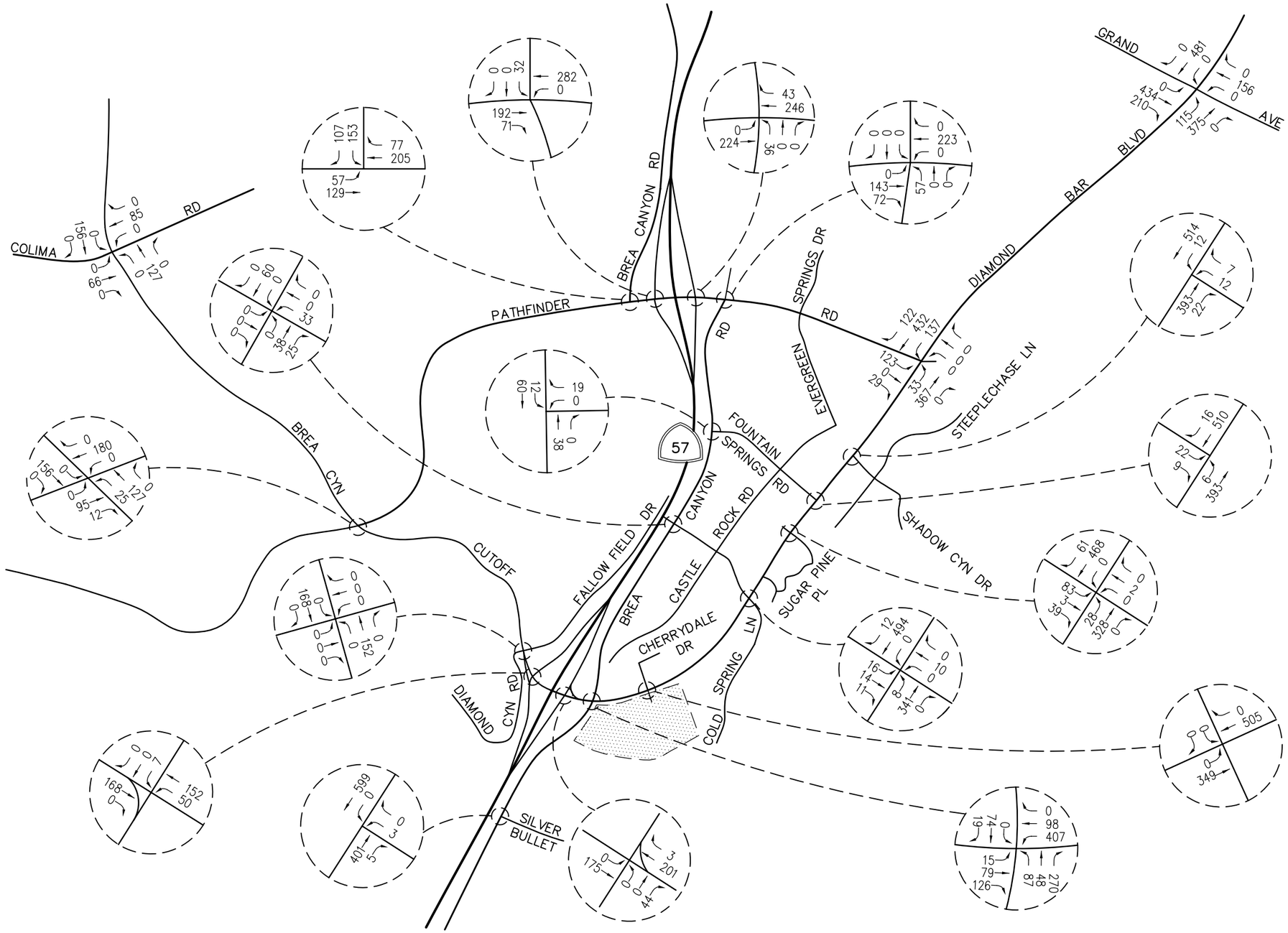

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FIGURE 7-9

YEAR 2030 CUMULATIVE PROJECTS PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

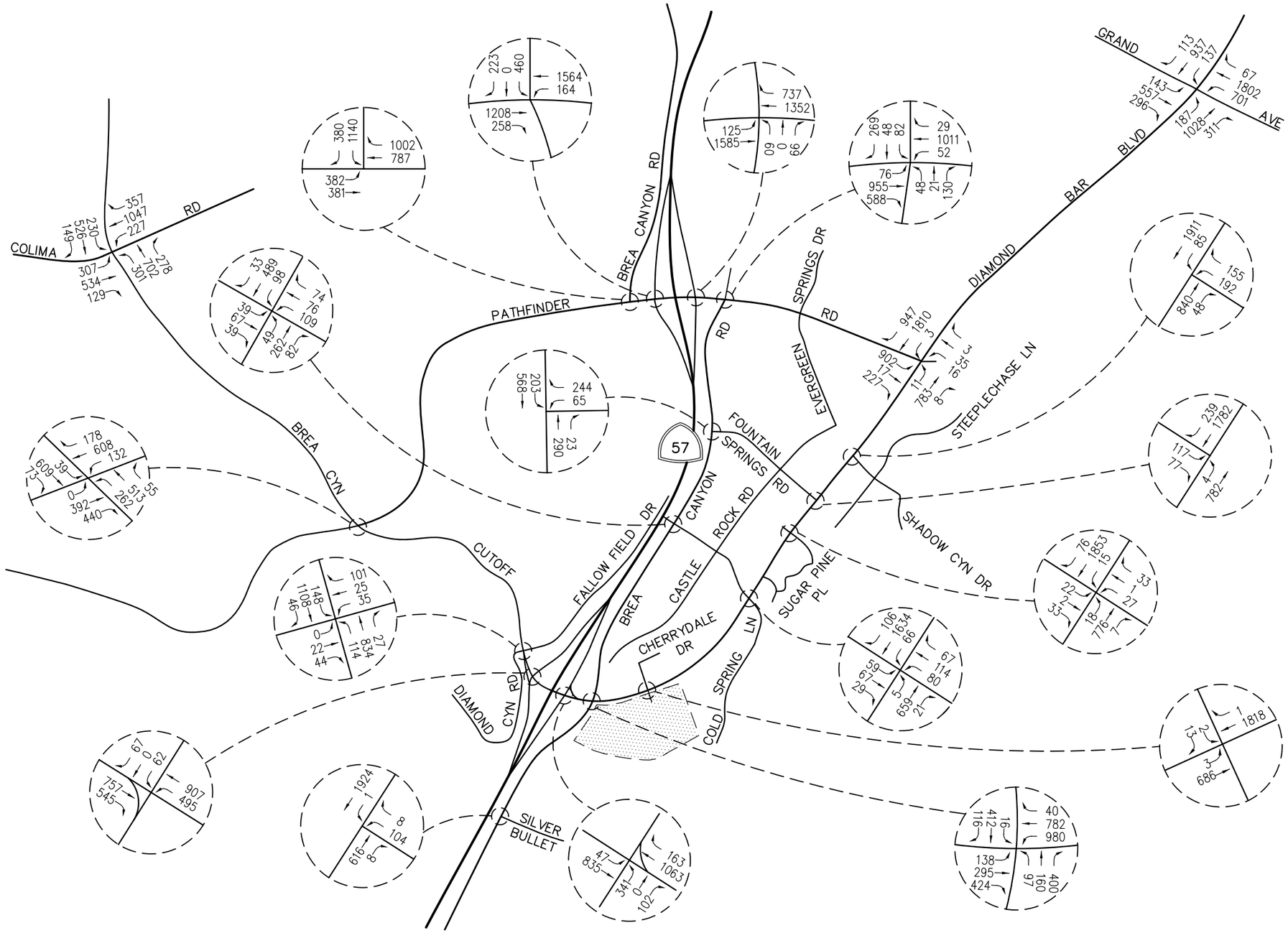

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FIGURE 7–10

YEAR 2030 CUMULATIVE BASE AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED–USE, DIAMOND BAR

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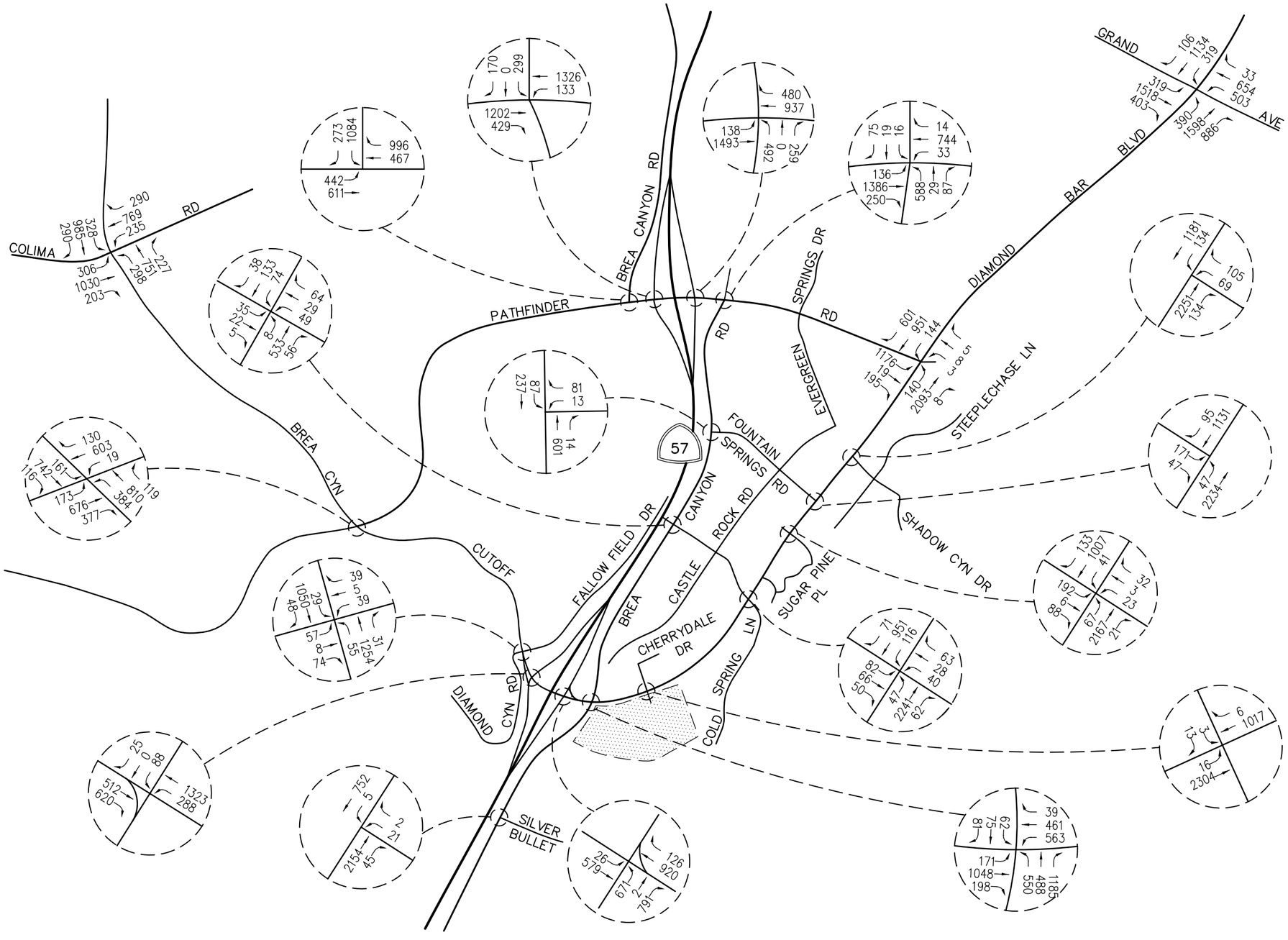

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FIGURE 7-11

YEAR 2030 CUMULATIVE BASE PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

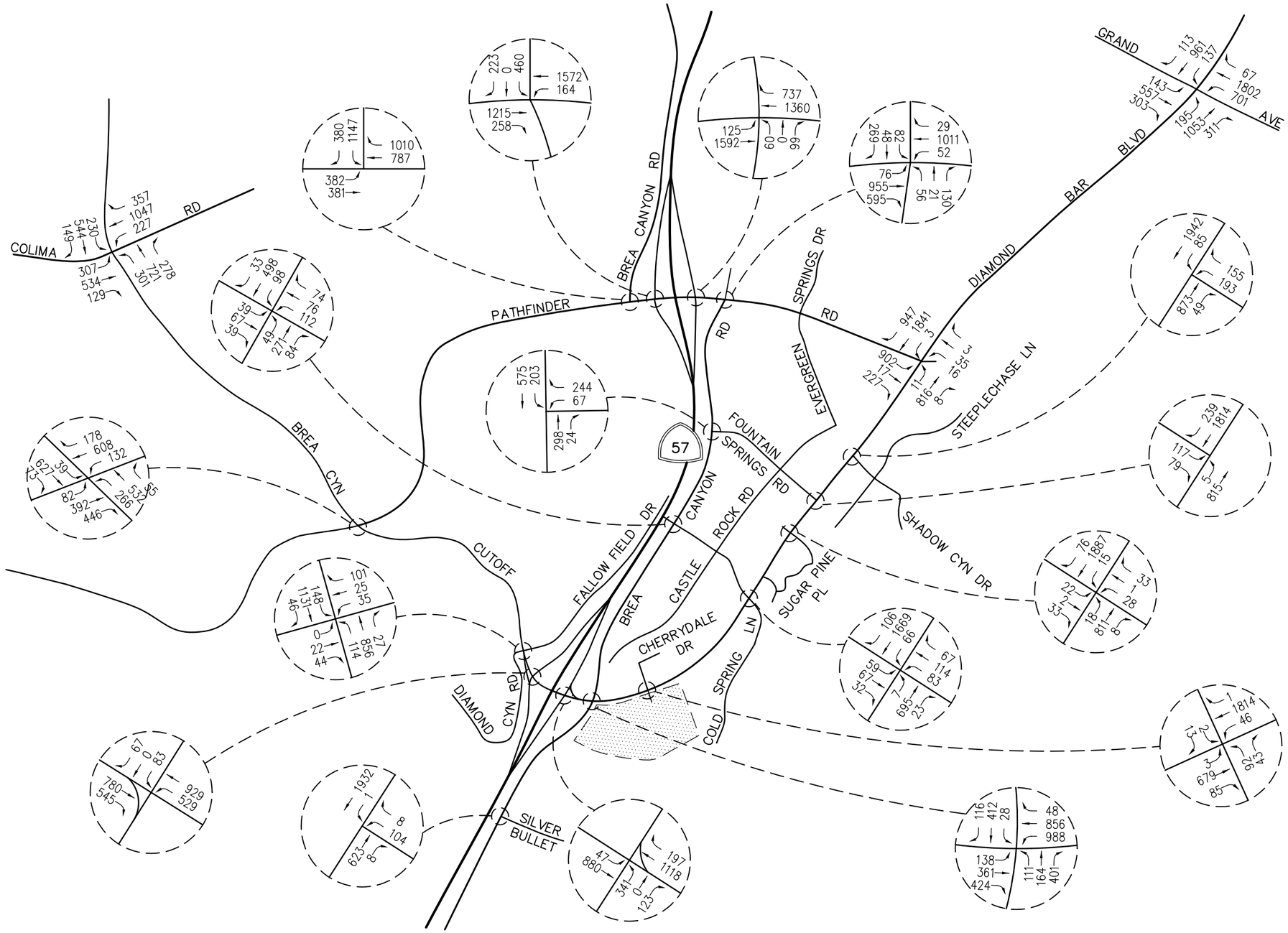

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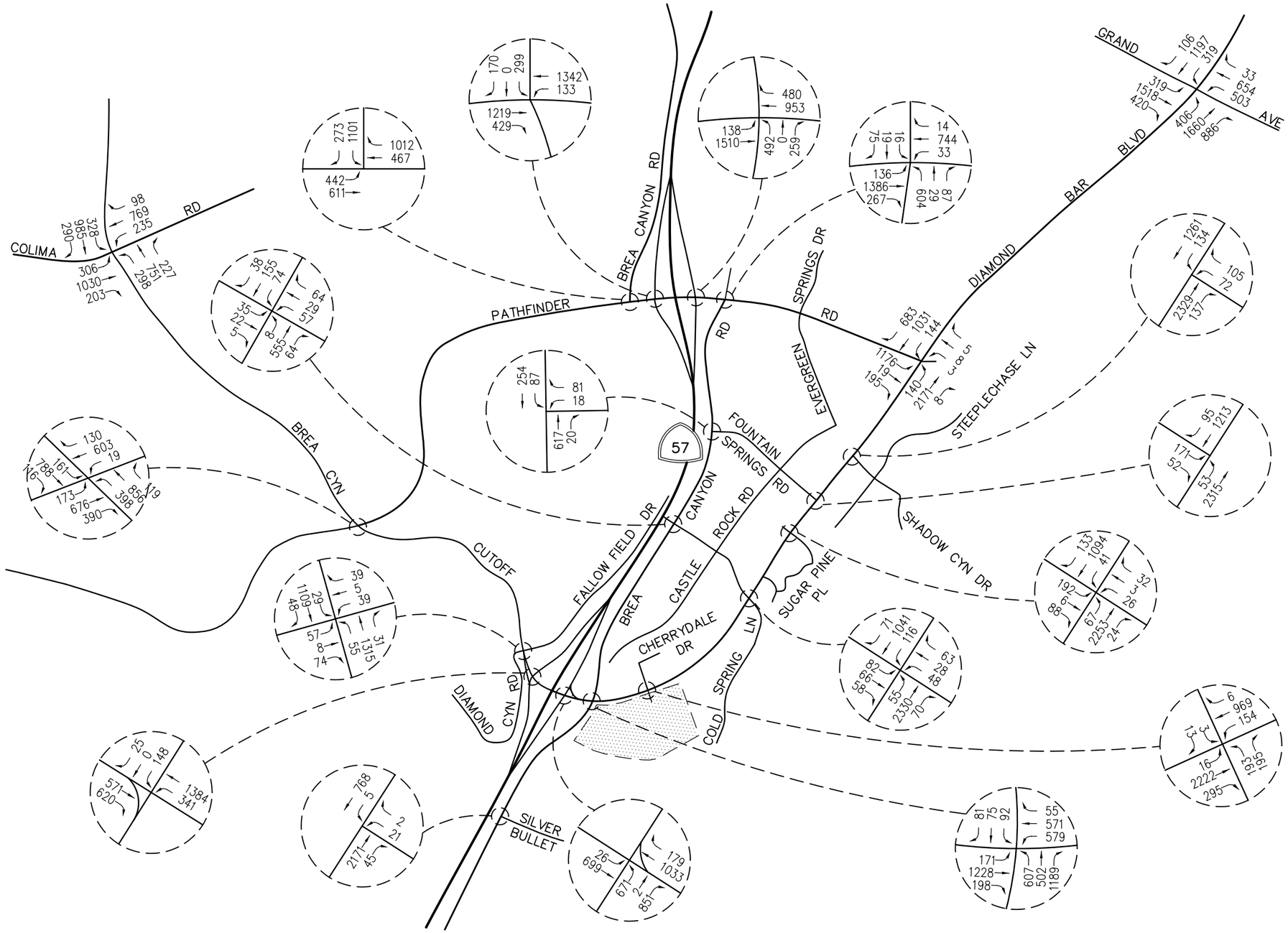
FIGURE 7-12

YEAR 2030 CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 7-13

YEAR 2030 CUMULATIVE PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

WVUSD SITE D MIXED-USE, DIAMOND BAR

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the added Project traffic volumes generated by the WVUSD Site D Mixed-Use Development project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the 20 key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection.

8.1 Impact Criteria and Thresholds:

The significance of the potential impacts of the Project at each key intersection was then evaluated using the following criteria. The Project is considered to have a potentially significant impact if the following criteria are met:

For Non-CMP Signalized Intersections:

- the ICU value under "with project" conditions is 0.91 or greater (LOS E or F), and
- the ICU increase attributable to the project is 0.02 or greater

For CMP Signalized Intersections:

- the ICU value under "with project" conditions is 1.01 or greater (LOS F), and
- the ICU increase attributable to the project is 0.02 or greater

For Unsignalized Intersections:

Based on the HCM/LOS method of analysis, this report identifies a significant traffic impact when the Project causes a change from LOS D to LOS E or F, or the Project causes an increase in delay of 2% or more at an intersection operating LOS E or F.

Per the City of Diamond Bar *Guidelines for the Preparation of Traffic Impact Analysis Report (dated July 2005)*, "fair share" contributions can be required, even if Project impacts are less than significant (0.02) at intersections operating at LOS E or F within the City to mitigate its cumulative traffic impact.

8.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which LOS calculations have been performed:

A. Year 2007: Existing Traffic Conditions
B. Year 2007: Existing Plus Project Traffic
C. Scenario (B) with Improvements, if necessary
D. Year 2010: Cumulative Base Conditions (Existing, Ambient Growth, and Related Projects)
E. Year 2010: Cumulative Base Conditions Plus Project Traffic
F. Scenario (E) with Improvements, if necessary
G. Year 2030: Cumulative Base Conditions (Existing, Ambient Growth, and Related Projects)
H. Year 2030: Cumulative Base Conditions Plus Project Traffic
I. Scenario (H) with Improvements, if necessary

9.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

9.1 Existing Plus Project Traffic Conditions

Table 9-1 summarizes the peak hour LOS results at the 20 key study intersections for existing and existing plus project traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 9-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists existing plus project traffic conditions based on existing intersection geometry. The third column (3) shows the increase in ICU or delay value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the City of Diamond Bar LOS standards and the significance impact criteria defined in this report. The fourth column (4) indicates the forecast LOS with implementation of recommended improvements to mitigate the Project's traffic impact.

9.1.1 *Existing Traffic Conditions*

As previously presented in *Table 3-3*, 17 of the 20 key intersections currently operate at satisfactory levels of service (i.e., LOS D or better; LOS E or better at CMP intersections) during the AM and PM peak hours. Three intersections, as identified below, currently operate at an unacceptable service level during the AM peak hour and/or PM peak hour.

Key Intersection	AM Peak Hour	PM Peak Hour
12. Pathfinder Road at Brea Canyon Cutoff Road	--	LOS E
14. SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
18. Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F

9.1.2 *Existing Plus Project Traffic Conditions*

Review of Columns 3 and 4 of *Table 9-1* indicates that traffic associated with the proposed Project will significantly impact three (3) of the 20 key intersections when compared to the LOS standards and significant traffic impact criteria defined in this report. Review of this table indicates that the proposed Project will further deteriorate the existing adverse LOS of Pathfinder Road at Brea Canyon Cutoff Road and SR-57 SB Ramps at Brea Canyon Cutoff Road, as both these intersections are forecast to continue to operate at an unacceptable LOS with the addition of Project traffic. The addition of project traffic will directly impact the intersection of Cherrydale Avenue at Diamond Bar Boulevard, as the LOS at this intersection is forecast deteriorate from LOS C and LOS B to LOS E and LOS F during the AM and PM peak hour, respectively. However, with implementation of recommended improvements, these intersections are forecast to operate at LOS D or better (See column 4 of *Table 9-1*).

Review of Column 3 of *Table 9-1* shows that the project ICU increment at the Brea Canyon Road/Silver Bullet Drive intersection, which is forecast to continue to operate at LOS F, is less than the maximum allowable threshold. Thus, the Project's traffic impact at this location is not considered significant. The remaining 16 study intersections are forecast to continue to operate at acceptable service levels during the weekday AM and PM peak commute hours.

TABLE 9-1

YEAR 2007 PEAK HOUR INTERSECTION CAPACITY ANALYSIS[11]

Key Intersections		Time Period	(1) 2007 Existing Traffic Conditions		(2) Year 2007 Existing Plus Project Traffic		(3) Significant Impact[12]		(4) Year 2007 With Recommended Improvements	
			ICU	LOS	ICU	LOS	Increase	Y/N	ICU	LOS
1.	Brea Canyon Road (West) at Pathfinder Road	AM	0.751	C	0.753	C	0.002	No	--	--
		PM	0.774	C	0.784	C	0.010	No	--	--
2.	SR-57 Southbound Ramps at Pathfinder Road	AM	0.689	B	0.691	B	0.002	No	--	--
		PM	0.568	A	0.574	A	0.006	No	--	--
3.	SR-57 Northbound Ramps at Pathfinder Road	AM	0.719	C	0.719	C	0.000	No	--	--
		PM	0.664	B	0.669	B	0.005	No	--	--
4.	Fern Hollow Dr/Brea Cyn Rd (East) at Pathfinder Road	AM	0.760	C	0.763	C	0.003	No	--	--
		PM	0.648	B	0.653	B	0.005	No	--	--
5.	Diamond Bar Boulevard at Pathfinder Road	AM	0.786	C	0.796	C	0.010	No	--	--
		PM	0.792	C	0.817	D	0.025	No	--	--
6.	Diamond Bar Boulevard at Shadow Canyon Drive	AM	0.565	A	0.574	A	0.009	No	--	--
		PM	0.603	B	0.629	B	0.026	No	--	--
7.	Brea Canyon Road at Fountain Springs Road[13]	AM	16.0 s/v	C	16.5 s/v	C	0.5 s/v	No	--	--
		PM	13.6 s/v	B	14.3 s/v	B	0.7 s/v	No	--	--
8.	Diamond Bar Boulevard at Fountain Springs Road	AM	0.579	A	0.590	A	0.011	No	--	--
		PM	0.584	A	0.610	B	0.026	No	--	--
9.	Diamond Bar Boulevard at Sugar Pine Place	AM	0.496	A	0.508	A	0.012	No	--	--
		PM	0.590	A	0.618	B	0.028	No	--	--
10.	Brea Canyon Road at Cold Spring Lane[13]	AM	15.7 s/v	C	16.3 s/v	C	0.6 s/v	No	--	--
		PM	12.3 s/v	B	13.1 s/v	B	0.8 s/v	No	--	--

11 **Bold ICU/LOS values** indicate adverse service levels based on City LOS standards.

12 Significant project impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection where the final LOS is E or F.

13 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. LOS is based upon average delay, in seconds per vehicle (s/v).

TABLE 9-1 (CONTINUED)

YEAR 2007 PEAK HOUR INTERSECTION CAPACITY ANALYSIS[14]

Key Intersections		Time Period	(1) 2007 Existing Traffic Conditions		(2) Year 2007 Existing Plus Project Traffic		(3) Significant Impact[15]		(4) Year 2007 With Recommended Improvements	
			ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
11.	Diamond Bar Boulevard at Cold Spring Lane	AM	0.567	A	0.580	A	0.013	No	--	--
		PM	0.674	B	0.706	C	0.032	No	--	--
12.	Pathfinder Road at Brea Canyon Cutoff Road	AM	0.789	C	0.803	D	0.014	No	0.638	B
		PM	**0.904**	**E**	**0.945**	**E**	**0.041**	**Yes**	0.824	D
13.	Fallow Field/Diamond Cyn at Brea Canyon Cutoff Road	AM	0.533	A	0.540	A	0.007	No	--	--
		PM	0.480	A	0.499	A	0.019	No	--	--
14.	SR-57 Southbound Ramps at Brea Canyon Cutoff Road[16]	AM	**148.1 s/v**	**F**	**384.1 s/v**	**F**	**236.0 s/v**	**Yes**	0.695	B
		PM	**101.4 s/v**	**F**	**591.8 s/v**	**F**	**490.4 s/v**	**Yes**	0.656	B
15.	SR-57 Northbound Ramps at Brea Canyon Cutoff Road	AM	0.543	A	0.560	A	0.017	No	--	--
		PM	0.686	B	0.759	C	0.073	No	--	--
16.	Brea Canyon Road at Diamond Bar Boulevard	AM	0.814	D	0.845	D	0.031	No	--	--
		PM	0.805	D	0.882	D	0.077	No	--	--
17.	Cherrydale Drive at Diamond Bar Boulevard[16]	AM	19.7 s/v	C	**39.7 s/v**	**F**	**20.0 s/v**	**Yes**	0.525	A
		PM	14.5 s/v	B	**2952.8 s/v**	**F**	**2938.3 s/v**	**Yes**	0.692	B
18.	Brea Canyon Road at Silver Bullet Drive	AM	**1.052**	**F**	**1.057**	**F**	0.005	No	--	--
		PM	**1.021**	**F**	**1.032**	**F**	0.011	No	--	--
19.	Diamond Bar Boulevard at Grand Avenue	AM	0.748	C	0.759	C	0.011	No	--	--
		PM	0.862	D	0.882	D	0.020	No	--	--
20.	Colima Road at Brea Canyon Cutoff Road	AM	0.843	D	0.849	D	0.006	No	--	--
		PM	0.854	D	0.868	D	0.014	No	--	--

14 **Bold ICU/LOS values** indicate adverse service levels based on City LOS standards.

15 Significant project impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection where the final LOS is E or F.

16 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. LOS is based upon average delay, in seconds per vehicle (s/v).

9.2 Year 2010 Traffic Conditions

Table 9-2 summarizes the peak hour LOS results at the 20 key study intersections for Year 2010 cumulative traffic conditions. As shown, column one (1) presents existing traffic operating conditions (as detailed previously). Column two (2) presents future Year 2010 cumulative traffic conditions. Column three (3) reports the forecast Year 2010 traffic conditions with the addition Project traffic. The fourth column (4) shows the increase in ICU or delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant traffic impact based on the significance impact criteria defined in this report. The fifth column (5) indicates the anticipated level of service with implementation of recommended improvements to mitigate adverse cumulative traffic conditions and achieve an acceptable LOS.

9.2.1 *Year 2010 Cumulative Traffic Conditions*

An analysis of future (Year 2010) cumulative traffic conditions indicates that seven of the 20 key study intersections are projected to operate at an unacceptable operating condition during the AM and/or PM peak hour based on the City's LOS standards with the addition of ambient traffic growth and related projects traffic. These intersections, reported below, are forecast to operate at a poor LOS during the peak hour indicated.

Key Intersection		AM Peak Hour	PM Peak Hour
5.	Diamond Bar Boulevard at Pathfinder Rd	--	LOS F
12.	Pathfinder Road at Brea Canyon Cutoff Road	--	LOS F
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
16.	Brea Canyon Road at Diamond Bar Boulevard	--	LOS F
18.	Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F
19.	Diamond Bar Boulevard at Grand Avenue	--	LOS F
20.	Colima Road at Brea Canyon Cutoff Road	LOS E	LOS E

The remaining 13 key study intersections are expected to operate at LOS D or better during the weekday AM and PM peak commute hours.

TABLE 9-2

YEAR 2010 PEAK HOUR INTERSECTION CAPACITY ANALYSIS[17]

Key Intersections	Time Period	(1) 2007 Existing Traffic Conditions		(2) Year 2010 Cumulative Traffic		(3) Year 2010 Cumulative Plus Project Traffic		(4) Significant Impact[18]		(5) Year 2010 With Cumulative Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
1. Brea Canyon Road (West) at Pathfinder Road	AM	0.751	C	0.795	C	0.797	C	0.002	No	0.727	C
	PM	0.774	C	0.899	D	**0.909**	**E**	0.010	No	0.716	C
2. SR-57 Southbound Ramps at Pathfinder Road	AM	0.689	B	0.737	C	0.740	C	0.003	No	--	--
	PM	0.568	A	0.676	B	0.681	B	0.005	No	--	--
3. SR-57 Northbound Ramps at Pathfinder Road	AM	0.719	C	0.760	C	0.760	C	0.000	No	--	--
	PM	0.664	B	0.791	C	0.796	C	0.005	No	--	--
4. Fern Hollow Dr/Brea Cyn Rd (East) at Pathfinder Road	AM	0.760	C	0.801	D	0.804	D	0.003	No	--	--
	PM	0.648	B	0.746	C	0.751	C	0.005	No	--	--
5. Diamond Bar Boulevard at Pathfinder Road	AM	0.786	C	0.849	D	0.858	D	0.009	No	0.702	C
	PM	0.792	C	**1.080**	**F**	**1.104**	**F**	**0.024**	**Yes**	0.900	D
6. Diamond Bar Boulevard at Shadow Canyon Drive	AM	0.565	A	0.626	B	0.636	B	0.010	No	--	--
	PM	0.603	B	0.775	C	0.802	D	0.027	No	--	--
7. Brea Canyon Road at Fountain Springs Road[19]	AM	16.0 s/v	C	18.2 s/v	C	18.9 s/v	C	0.7 s/v	No	--	--
	PM	13.6 s/v	B	17.6 s/v	C	19.0 s/v	D	1.4 s/v	No	--	--
8. Diamond Bar Boulevard at Fountain Springs Road	AM	0.579	A	0.639	B	0.650	B	0.011	No	--	--
	PM	0.584	A	0.754	C	0.779	C	0.025	No	--	--
9. Diamond Bar Boulevard at Sugar Pine Place	AM	0.496	A	0.546	A	0.557	A	0.011	No	--	--
	PM	0.590	A	0.779	C	0.807	D	0.028	No	--	--
10. Brea Canyon Road at Cold Spring Lane[18]	AM	15.7 s/v	C	18.1 s/v	C	19.1 s/v	C	1.0 s/v	No	--	--
	PM	12.3 s/v	B	17.1 s/v	C	17.1 s/v	C	0.0 s/v	No	--	--

17 **Bold ICU/LOS values** indicate adverse service levels based on City LOS standards.
18 Significant project impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection where the final LOS is E or F.
19 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. LOS is based upon average delay, in seconds per vehicle (s/v).

TABLE 9-2 (CONTINUED)

YEAR 2010 PEAK HOUR INTERSECTION CAPACITY ANALYSIS[20]

Key Intersections		Time Period	(1) 2007 Existing Traffic Conditions		(2) Year 2010 Cumulative Traffic		(3) Year 2010 Cumulative Plus Project Traffic		(4) Significant Impact[21]		(5) Year 2010 With Cumulative Improvements	
			ICU	LOS	ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
11.	Diamond Bar Boulevard at	AM	0.567	A	0.619	B	0.631	C	0.012	No	--	--
	Cold Spring Lane	PM	0.674	B	0.835	D	0.867	D	0.032	No	--	--
12.	Pathfinder Road at	AM	0.789	C	0.847	D	0.862	D	0.015	No	0.609	B
	Brea Canyon Cutoff Road	PM	**0.904**	**E**	**1.100**	**F**	**1.140**	**F**	**0.040**	**Yes**	0.812	D
13.	Fallow Field/Diamond Cyn at	AM	0.533	A	0.566	A	0.573	A	0.007	No	--	--
	Brea Canyon Cutoff Road	PM	0.480	A	0.550	A	0.569	A	0.019	No	--	--
14.	SR-57 Southbound Ramps at	AM	**148.1 s/v**	**F**	**293.2 s/v**	**F**	**678.0 s/v**	**F**	**384.8 s/v**	**Yes**	0.741	C
	Brea Canyon Cutoff Road[22]	PM	**101.4 s/v**	**F**	**536.8 s/v**	**F**	**1904.8 s/v**	**F**	**1368 s/v**	**Yes**	0.721	C
15.	SR-57 Northbound Ramps at	AM	0.543	A	0.578	A	0.596	A	0.018	No	--	--
	Brea Canyon Cutoff Road	PM	0.686	B	0.811	D	0.883	D	0.072	No	--	--
16.	Brea Canyon Road at	AM	0.814	D	0.894	D	**0.925**	**E**	**0.031**	**Yes**	0.641	B
	Diamond Bar Boulevard	PM	0.805	D	**1.084**	**F**	**1.162**	**F**	**0.078**	**Yes**	0.827	D
17.	Cherrydale Drive at	AM	19.7 s/v	C	21.7 s/v	C	**20865.5 s/v**	**F**	**20843.8 s/v**	**Yes**	0.560	A
	Diamond Bar Boulevard[21]	PM	14.5 s/v	B	30.7 s/v	D	**57.6 s/v**	**F**	**26.9 s/v**	**Yes**	0.832	D
18.	Brea Canyon Road at	AM	**1.052**	**F**	**1.113**	**F**	**1.118**	**F**	0.005	No	0.640	B
	Silver Bullet Drive	PM	**1.021**	**F**	**1.328**	**F**	**1.339**	**F**	0.011	No	0.727	C
19.	Diamond Bar Boulevard at	AM	0.748	C	0.873	D	0.884	D	0.011	No	0.692	B
	Grand Avenue	PM	0.862	D	**1.236**	**F**	**1.255**	**F**	0.019	No	0.972	E
20.	Colima Road at	AM	0.843	D	0.839	D	0.895	D	0.006	No	0.824	D
	Brea Canyon Cutoff Road	PM	0.854	D	**0.962**	**E**	**0.976**	**E**	0.014	No	0.897	D

20 **Bold ICU/LOS values** indicate adverse service levels based on City LOS standards.

21 Significant project impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection where the final LOS is E or F.

22 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. LOS is based upon average delay, in seconds per vehicle (s/v).

9.2.2 *Year 2010 Cumulative plus WVUSD Site D Mixed-Use Development Project Traffic Conditions*

Review of Columns 3 and 4 of *Table 9-2* indicates that traffic associated with the proposed Project will significantly impact five of the 20 key study intersections in the Year 2010, when compared to the LOS standards and significant traffic impact criteria defined in this report. On a cumulative basis, the proposed Project will contribute to the adverse service level at the four other intersections forecast to operate at an unsatisfactory LOS in the Year 2010. The remaining 11 key study intersections are forecast to continue to operate at an acceptable LOS with the addition of Project generated traffic in the Year 2010.

The locations projected to operate at an adverse LOS in the Year 2010, prior to implementation of recommended cumulative intersection improvements, are as follows:

Key Intersection		AM Peak Hour	PM Peak Hour
1.	Brea Canyon Road (W) at Pathfinder Rd	--	LOS E
5.	Diamond Bar Boulevard at Pathfinder Rd	--	LOS F
12.	Pathfinder Road at Brea Canyon Cutoff Road	--	LOS F
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
16.	Brea Canyon Road at Diamond Bar Boulevard	LOS E	LOS F
17.	Cherrydale Drive at Diamond Bar Boulevard	LOS F	LOS F
18.	Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F
19.	Diamond Bar Boulevard at Grand Avenue	--	LOS F
20.	Colima Road at Brea Canyon Cutoff Road	--	LOS E

However, as shown in Column 5 of *Table 9-2*, the implementation of recommended cumulative improvements at the nine intersections forecast to operate at a poor LOS completely offsets the impact of the proposed Project, as well as future background traffic (See Column 5 of *Table 9-2*). Per the City of Diamond requirements[23], the WVUSD Site D Mixed-Use Development project can be expected to pay a fair-share of the construction costs to implement recommended cumulative improvements.

[23] Source: City of Diamond *Guidelines for the Preparation of Traffic Impact Analysis Report (dated July 2005).*

9.3 Year 2030 Traffic Conditions

Table 9-3 summarizes the peak hour Level of Service results at the 20 key study intersections for Year 2030 cumulative traffic conditions. The structure of this table is similar to that of *Table 9-2*. As shown, column one (1) presents existing traffic operating conditions (as detailed previously). Column two (2) presents future Year 2030 cumulative traffic conditions. Column three (3) reports the forecast Year 2030 traffic conditions with the addition Project traffic. The fourth column (4) shows the increase in ICU or delay value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant traffic impact based on the significance impact criteria defined in this report. The fifth column (5) indicates the anticipated level of service with implementation of recommended improvements to mitigate adverse cumulative traffic conditions and/or achieve an acceptable LOS.

9.3.1 *Year 2030 Cumulative Traffic Conditions*

Review of Column 2 of *Table 9-3* indicates that ten of the 20 study intersections are projected to operate poorly under Year 2030 cumulative traffic conditions. These intersections, reported below, are forecast to operate at a poor LOS during the peak hour indicated.

	Key Intersection	AM Peak Hour	PM Peak Hour
1.	Brea Canyon Road (W) at Pathfinder Road	LOS E	LOS E
5.	Diamond Bar Boulevard at Pathfinder Road	LOS E	LOS F
11.	Diamond Bar Boulevard at Cold Spring Lane	--	LOS E
12.	Pathfinder Road at Brea Canyon Cutoff Road	LOS F	LOS F
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
16.	Brea Canyon Road at Diamond Bar Boulevard	LOS F	LOS F
17.	Cherrydale Drive at Diamond Bar Boulevard	--	LOS E
18.	Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F
19.	Diamond Bar Boulevard at Grand Avenue	LOS F	LOS F
20.	Colima Road at Brea Canyon Cutoff Road	LOS F	LOS F

The remaining ten key study intersections are forecast to operate at LOS D or better during the commuter peak hours.

TABLE 9-3

YEAR 2030 PEAK HOUR INTERSECTION CAPACITY ANALYSIS[24]

Key Intersections	Time Period	(1) 2007 Existing Traffic Conditions		(2) Year 2030 Cumulative Traffic		(3) Year 2030 Cumulative Plus Project Traffic		(4) Significant Impact[25]		(5) Year 2030 With Cumulative Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
1. Brea Canyon Road (West) at Pathfinder Road	AM	0.751	C	**0.981**	**E**	**0.983**	**E**	0.002	No	0.877	D
	PM	0.774	C	**0.999**	**E**	**1.009**	**F**	0.010	No	0.781	C
2. SR-57 Southbound Ramps at Pathfinder Road	AM	0.689	B	0.877	D	0.879	D	0.002	No	--	--
	PM	0.568	A	0.746	C	0.751	C	0.005	No	--	--
3. SR-57 Northbound Ramps at Pathfinder Road	AM	0.719	C	0.701	C	0.701	C	0.000	No	--	--
	PM	0.664	B	0.875	D	0.880	D	0.005	No	--	--
4. Fern Hollow Dr/Brea Cyn Rd (East) at Pathfinder Road	AM	0.760	C	0.750	C	0.754	C	0.004	No	--	--
	PM	0.648	B	0.827	D	0.833	D	0.006	No	--	--
5. Diamond Bar Boulevard at Pathfinder Road	AM	0.786	C	**0.940**	**E**	**0.949**	**E**	0.009	No	0.677	B
	PM	0.792	C	**1.193**	**F**	**1.217**	**F**	**0.024**	**Yes**	0.884	D
6. Diamond Bar Boulevard at Shadow Canyon Drive	AM	0.565	A	0.747	C	0.758	C	0.011	No	--	--
	PM	0.603	B	0.860	D	0.887	D	0.027	No	--	--
7. Brea Canyon Road at Fountain Springs Road[26]	AM	16.0 s/v	C	32.6 s/v	D	34.6 s/v	D	2.0 s/v	No	--	--
	PM	13.6 s/v	B	25.1 s/v	D	28.1 s/v	D	3.0 s/v	No	--	--
8. Diamond Bar Boulevard at Fountain Springs Road	AM	0.579	A	0.738	C	0.748	C	0.010	No	--	--
	PM	0.584	A	0.835	D	0.860	D	0.025	No	--	--
9. Diamond Bar Boulevard at Sugar Pine Place	AM	0.496	A	0.647	B	0.659	B	0.012	No	--	--
	PM	0.590	A	0.860	D	0.888	D	0.028	No	--	--
10. Brea Canyon Road at Cold Spring Lane[26]	AM	15.7 s/v	C	34.2 s/v	D	**36.9 s/v**	**E**	**2.7 s/v**	**Yes**	30.2 s/v	D
	PM	12.3 s/v	B	20.9 s/v	C	24.3 s/v	C	3.4 s/v	No	24.0 s/v	C

24 **Bold ICU/LOS values** indicate adverse service levels based on City LOS standards.

25 Significant project impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection where the final LOS is E or F.

26 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. LOS is based upon average delay, in seconds per vehicle (s/v).

TABLE 9-3 (CONTINUED)

YEAR 2030 PEAK HOUR INTERSECTION CAPACITY ANALYSIS[27]

Key Intersections	Time Period	(1) 2007 Existing Traffic Conditions		(2) Year 2030 Cumulative Traffic		(3) Year 2030 Cumulative Plus Project Traffic		(4) Significant Impact[28]		(5) Year 2030 With Cumulative Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
11. Diamond Bar Boulevard at	AM	0.567	A	0.727	C	0.739	C	0.012	No	0.554	A
Cold Spring Lane	PM	0.674	B	**0.931**	**E**	**0.961**	**E**	0.030	**Yes**	0.711	C
12. Pathfinder Road at	AM	0.789	C	**1.033**	**F**	**1.049**	**F**	0.016	No	0.703	C
Brea Canyon Cutoff Road	PM	**0.904**	**E**	**1.217**	**F**	**1.259**	**F**	**0.042**	**Yes**	0.891	D
13. Fallow Field/Diamond Cyn at	AM	0.533	A	0.633	B	0.640	B	0.007	No	--	--
Brea Canyon Cutoff Road	PM	0.480	A	0.608	B	0.627	B	0.019	No	--	--
14. SR-57 Southbound Ramps at	AM	**148.1 s/v**	**F**	**1025.0 s/v**	**F**	**2121.1 s/v**	**F**	**384.8 s/v**	**Yes**	0.824	D
Brea Canyon Cutoff Road[29]	PM	**101.4 s/v**	**F**	**1080.2 s/v**	**F**	**3270.4 s/v**	**F**	**1368 s/v**	**Yes**	0.794	C
15. SR-57 Northbound Ramps at	AM	0.543	A	0.674	A	0.691	B	0.017	No	0.575	A
Brea Canyon Cutoff Road	PM	0.686	B	0.898	D	**0.971**	**E**	**0.073**	**Yes**	0.757	C
16. Brea Canyon Road at	AM	0.814	D	**1.067**	**F**	**1.097**	**F**	**0.030**	**Yes**	0.741	C
Diamond Bar Boulevard	PM	0.805	D	**1.199**	**F**	**1.277**	**F**	**0.078**	**Yes**	0.900	D
17. Cherrydale Drive at	AM	19.7 s/v	C	34.3 s/v	D	**446.6 s/v**	**F**	**412.3 s/v**	**Yes**	0.666	B
Diamond Bar Boulevard[29]	PM	14.5 s/v	B	**36.1 s/v**	**E**	**--**	**F**	**--**	**Yes**	0.677	B
18. Brea Canyon Road at	AM	**1.052**	**F**	**1.373**	**F**	**1.378**	**F**	0.005	No	0.774	C
Silver Bullet Drive	PM	**1.021**	**F**	**1.463**	**F**	**1.474**	**F**	0.011	No	0.795	C
19. Diamond Bar Boulevard at	AM	0.748	C	**1.082**	**F**	**1.090**	**F**	0.008	No	0.793	C
Grand Avenue	PM	0.862	D	**1.359**	**F**	**1.379**	**F**	**0.020**	**Yes**	0.969	E
20. Colima Road at	AM	0.843	D	**1.035**	**F**	**1.041**	**F**	0.006	No	0.730	C
Brea Canyon Cutoff Road	PM	0.854	D	**1.074**	**F**	**1.088**	**F**	0.014	No	0.808	D

27 **Bold ICU/LOS values** indicate adverse service levels based on City LOS standards.

28 Significant project impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection where the final LOS is E or F.

29 This key intersection was analyzed using the *Highway Capacity Manual* (HCM) Unsignalized Methodology. LOS is based upon average delay, in seconds per vehicle (s/v).

9.3.2 *Year 2030 Cumulative plus WVUSD Site D Mixed-Use Development Project Traffic Conditions*

Review of Columns 3 and 4 of *Table 9-3* indicates that traffic associated with the proposed Project will significantly impact nine of the 20 key study intersections in the Year 2030, when compared to the LOS standards and significant traffic impact criteria defined in this report. On a cumulative basis, the proposed Project will contribute to the adverse service level at the three other intersections forecast to operate at an unsatisfactory LOS in the Year 2030. The remaining eight key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic in the Year 2030.

The locations projected to operate at an adverse LOS in the Year 2030, prior to implementation of recommended cumulative intersection improvements, are as follows:

Key Intersection		AM Peak Hour	PM Peak Hour
1.	Brea Canyon Road (W) at Pathfinder Rd	--	LOS E
5.	Diamond Bar Boulevard at Pathfinder Rd	--	LOS F
10.	Brea Canyon Road at Cold Springs Lane	LOS E	--
11.	Cold Springs Lane at Diamond Bar Boulevard	--	LOS E
12.	Pathfinder Road at Brea Canyon Cutoff Road	LOS F	LOS F
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
15.	SR-57 NB Ramps at Brea Canyon Cutoff Road	--	LOS E
16.	Brea Canyon Road at Diamond Bar Boulevard	LOS F	LOS F
17.	Cherrydale Drive at Diamond Bar Boulevard	LOS F	LOS F
18.	Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F
19.	Diamond Bar Boulevard at Grand Avenue	LOS F	LOS F
20.	Colima Road at Brea Canyon Cutoff Road	LOS F	LOS F

However, as shown in Column 5 of *Table 9-3*, the implementation of recommended cumulative improvements at the 12 intersections forecast to operate at a poor LOS completely offsets the impact of the proposed Project, as well as future background traffic (See Column 5 of *Table 9-3*). Per the City of Diamond requirements[30], the WVUSD Site D Mixed-Use Development project can be expected to pay a fair-share of the construction costs to implement recommended cumulative improvements.

[30] Source: City of Diamond *Guidelines for the Preparation of Traffic Impact Analysis Report (dated July 2005).*

10.0 TRAFFIC SIGNAL WARRANT ANALYSES

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant, Warrant #3 described in the *California Manual on Uniform Traffic Control Devices (MUTCD).* Warrant #3 has two parts: 1) Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay and 2) Part B evaluates peak-hour traffic volumes on the major and minor streets. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available, however, they cannot be checked under future conditions (cumulative without and with project) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants is met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

The results of the peak hour traffic signal warrant analysis for 2007, 2010 and 2030 Cumulative Plus Project conditions, is summarized in ***Table 10-1***. The results indicate that the four key unsignalized study intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B.

7. Brea Canyon Road at Fountain Springs Road
10. Brea Canyon Road at Cold Springs Lane
14. SR-57 SB Ramps at Brea Canyon Cutoff Road
17. Cherrydale Avenue at Diamond Bar Boulevard

As shown in *Tables 9-1, 9-2 and 9-3*, SR-57 SB Ramps at Brea Canyon Cutoff Road and Cherrydale Avenue at Diamond Bar Boulevard are forecast to operate at an unsatisfactory service level (LOS E or F). With the installation of traffic signals at these two locations, the intersections are forecast to operate at LOS D or better in the future.

With regards to Brea Canyon Road at Fountain Springs Road, the results of the intersection analysis indicates that this all-way stop controlled unsignalized study intersections is forecast to continue to operate at an acceptable LOS during the weekday AM peak hour and PM peak hour, respectively (See *Tables 9-1, 9-2 and 9-3).* Further, with implementation of recommended re-striping improvements, Brea Canyon Road at Cold Springs Lane is also forecast to operate at an acceptable LOS under all-way stop control. Given the above, the installation of traffic signals at Brea Canyon Road at Fountain Springs Road and Brea Canyon Road at Cold Springs Lane are not recommended. The peak-hour signal warrant sheets are contained in ***Appendix D***.

TABLE 10-1

TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[31]

Key Intersections		Peak Hour	(1) Year 2007 Existing Plus Project Traffic Conditions		(2) Year 2010 Cumulative Plus Project Traffic Conditions		(3) Year 2030 Cumulative Plus Project Traffic Conditions	
			Part A of Warrant 3 Satisfied?	**Part B of Warrant 3 Satisfied?**	**Part A of Warrant 3 Satisfied?**	**Part B of Warrant 3 Satisfied?**	**Part A of Warrant 3 Satisfied?**	**Part B of Warrant 3 Satisfied?**
7.	Brea Canyon Road at Fountain Springs Road	AM	N/A	**Yes**	N/A	**Yes**	N/A	**Yes**
		PM	N/A	No	N/A	No	N/A	No
10.	Brea Canyon Road at Cold Spring Lane	AM	N/A	**Yes**	N/A	**Yes**	N/A	**Yes**
		PM	N/A	No	N/A	No	N/A	**Yes**
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	AM	No	**Yes**	No	**Yes**	**Yes**	**Yes**
		PM	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
17.	Cherrydale Drive at Diamond Bar Boulevard	AM	No	**Yes**	No	**Yes**	No	**Yes**
		PM	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

Notes:

- Signal warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the California MUTCD. Appendix C contains the signal warrant worksheets for the key unsignalized study intersections.

[31] *Appendix D* includes the signal warrant worksheets.

11.0 AREA-WIDE TRAFFIC IMPROVEMENTS

For those intersections where future traffic volumes are expected to result in poor operating conditions, this report identifies planned/recommended roadway improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway re-striping to reconfigure (add lanes) to specific approaches of a key intersection. The identified improvements are expected to: mitigate the impact of area-wide deficiencies, and/or improve Levels of Service to an acceptable range.

11.1 Planned Improvements

- Diamond Bar Boulevard at Sugar Pine Place: Re-stripe the eastbound and westbound approaches on Sugar Pine Place to provide a shared left-through lane and a right-turn lane. This improvement, which has been completed, is included in Year 2010 and Year 2030 conditions.

11.2 Year 2007 Existing Plus Project Recommended Improvements

Table 11-1 summarizes the improvements necessary to mitigate the "Existing plus Project" traffic conditions at the three intersections significantly (directly) impacted by the project. Review of *Table 11-1* shows that the recommended improvements at the intersections of Pathfinder Road/Brea Canyon Cutoff Road, SR-57 SB Ramps/Brea Canyon Cutoff and Cherrydale Drive/Diamond Bar Boulevard will cost approximately **$894,188.00** to construct/implement. The proposed Project can be expected to construct the improvement at Cherrydale Drive and Diamond Bar Boulevard, and construct (subject to a reimbursement agreement) or pay a fair-share of the construction costs to implement the mitigation measures at the other two intersections. These improvements are illustrated schematically in ***Figure 11-1***.

11.3 Year 2010 Recommended Improvements

The improvements summarized in ***Table 11-2*** are recommended to mitigate the cumulative traffic impact of existing traffic, future non-project (ambient growth and cumulative projects) traffic and project traffic (discussed in detail in *Section 9.2*) for the Year 2010. Review of *Table 11-2* shows that the improvements necessary for the near-term (Year 2010) at the following nine (9) intersections will cost approximately **$4,850,638.00** to construct/implement:

1. Brea Canyon Road (W) at Pathfinder Rd
5. Diamond Bar Boulevard at Pathfinder Rd
12. Pathfinder Road at Brea Canyon Cutoff Road
14. SR-57 SB Ramps at Brea Canyon Cutoff Road
16. Brea Canyon Road at Diamond Bar Boulevard
17. Cherrydale Drive at Diamond Bar Boulevard
18. Brea Canyon Road at Silver Bullet Drive
19. Diamond Bar Boulevard at Grand Avenue
20. Colima Road at Brea Canyon Cutoff Road

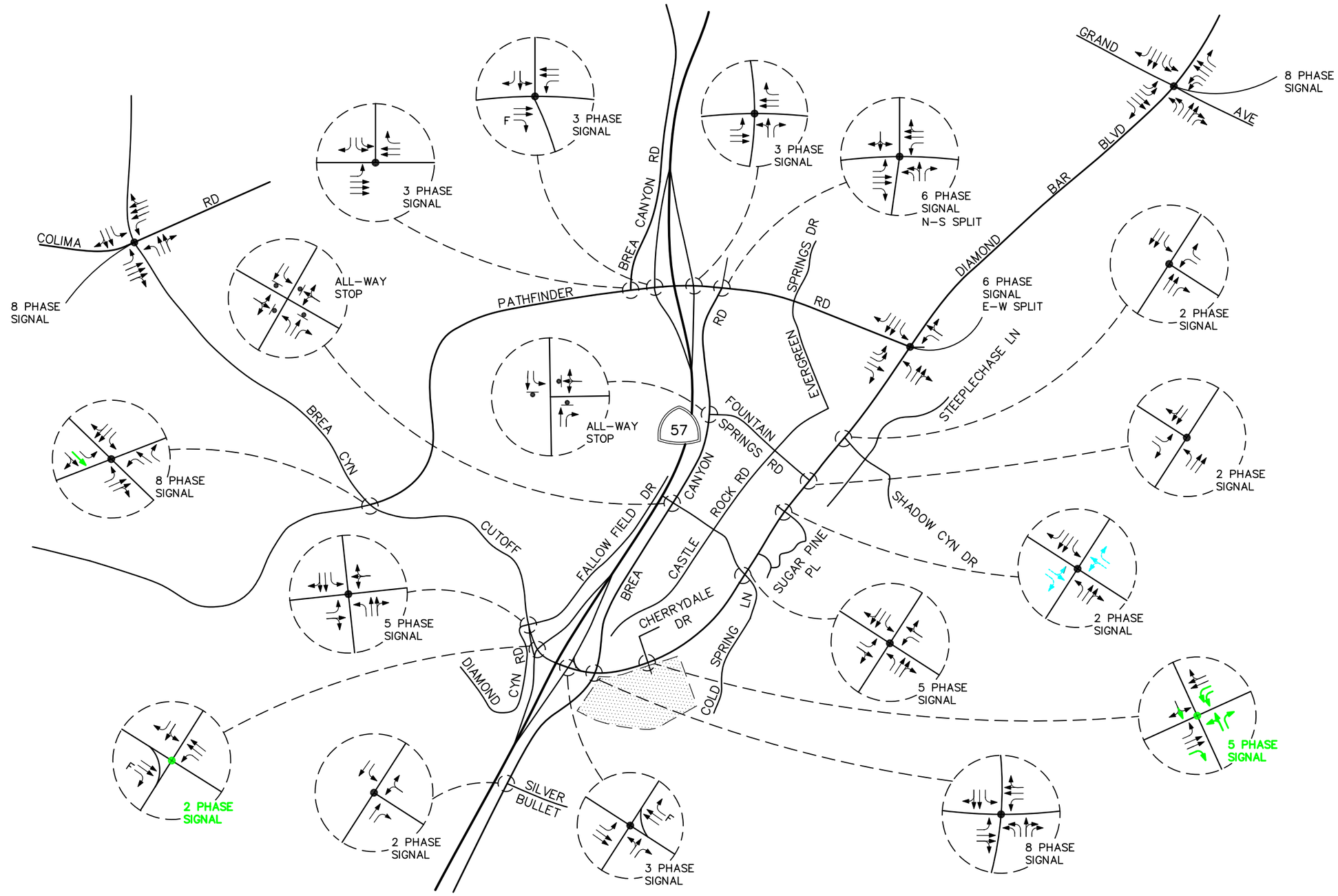
The proposed Project can be expected to pay a fair-share of the construction costs to implement these mitigation measures. These improvements are illustrated schematically in ***Figure 11-2***.

TABLE 11-1

YEAR 2007 SUMMARY OF RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

Key Intersection	Improvement Description	Preliminary Cost Estimate
12. Pathfinder Road at Brea Canyon Cutoff Road	Widen and/or re-stripe eastbound Brea Canyon Cutoff Road to provide one left-turn lane, two through lanes and a separate right-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$357,813.00
14. SR-57 SB Ramps at Brea Canyon Cutoff Road/Diamond Bar Boulevard	Install traffic signal. The implementation of this improvement may require some modification to existing signing and striping on Brea Canyon Cut-off or SR-57 SB ramps[32].	$228,125.00
17. Cherrydale Drive at Diamond Bar Boulevard	Provide an option left/through lane and a separate right-turn lane on the northbound approach; re-stripe southbound approach to provide an option left/through/right-turn lane on Cherrydale. Widen eastbound approach to provide a separate right-turn lane. Modify median and restripe Diamond Bar Boulevard to provided dual westbound left-turn lanes. Install traffic signal. The implementation of this improvement may require some modification to existing signing and striping on Cherrydale Drive or Diamond Bar Boulevard[31].	$308,250.00
	Total Costs of Year 2007 Improvements	**$894,188.00**

[32] *Appendix D* contains traffic signal warrant worksheets for this intersection.



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KEY

- = APPROACH LANE ASSIGNMENT
- = RECOMMENDED MITIGATIONS
- = PLANNED IMPROVEMENTS
- = EXISTING TRAFFIC SIGNAL
- = RECOMMENDED TRAFFIC SIGNAL
- F = FREE-RIGHT, = STOP SIGN
- = PROJECT SITE

FIGURE 11-1

YEAR 2007 PLANNED AND RECOMMENDED IMPROVEMENTS

WVUSD SITE D MIXED-USE, DIAMOND BAR

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TABLE 11-2

YEAR 2010 SUMMARY OF RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

Key Intersection	Improvement Description	Preliminary Cost Estimate
1. Brea Canyon Road (West) at Pathfinder Road	Widen and/or re-stripe Pathfinder to provide a second eastbound left-turn lane and a second westbound right-turn lane. The implementation of this improvement may require some modification to the existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller.	$280,750.00
5. Diamond Bar Boulevard at Pathfinder Road	Re-stripe northbound approach and departure on Diamond Bar Boulevard to provide a third through lane, and re-stripe existing bike lane as necessary. Widen and re-stripe southbound approach and departure on Diamond Bar Boulevard to provide a second right-turn lane and a third through lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller), as well as the termination of the existing bike lane.	$572,575.00
12. Pathfinder Road at Brea Canyon Cutoff Road	Widen and/or re-stripe Pathfinder Road to provide separate northbound and southbound right-turn lanes. Widen and/or re-stripe Brea Canyon Cutoff Road to provide two eastbound and westbound through lanes and a separate eastbound right-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$729,688.00
14. SR-57 SB Ramps at Brea Canyon Cutoff Road/Diamond Bar Boulevard	Same at Year 2007 improvements. Install traffic signal. The implementation of this improvement may require some modification to existing signing and striping on Brea Canyon Cut-off or SR-57 SB ramps[33].	$228,125.00
16. Brea Canyon Road at Diamond Bar Boulevard	Widen and/or re-stripe northbound approach on Brea Canyon Road to provide a second right-turn lane. Widen and/or re-stripe eastbound approach and departure on Diamond Bar Boulevard to a third through lane. Re-stripe westbound approach on Diamond Bar Boulevard to provide a second left-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller), as well as the termination of the existing bike lane.	$684,125.00
	Subtotal	**$2,495,263.00**

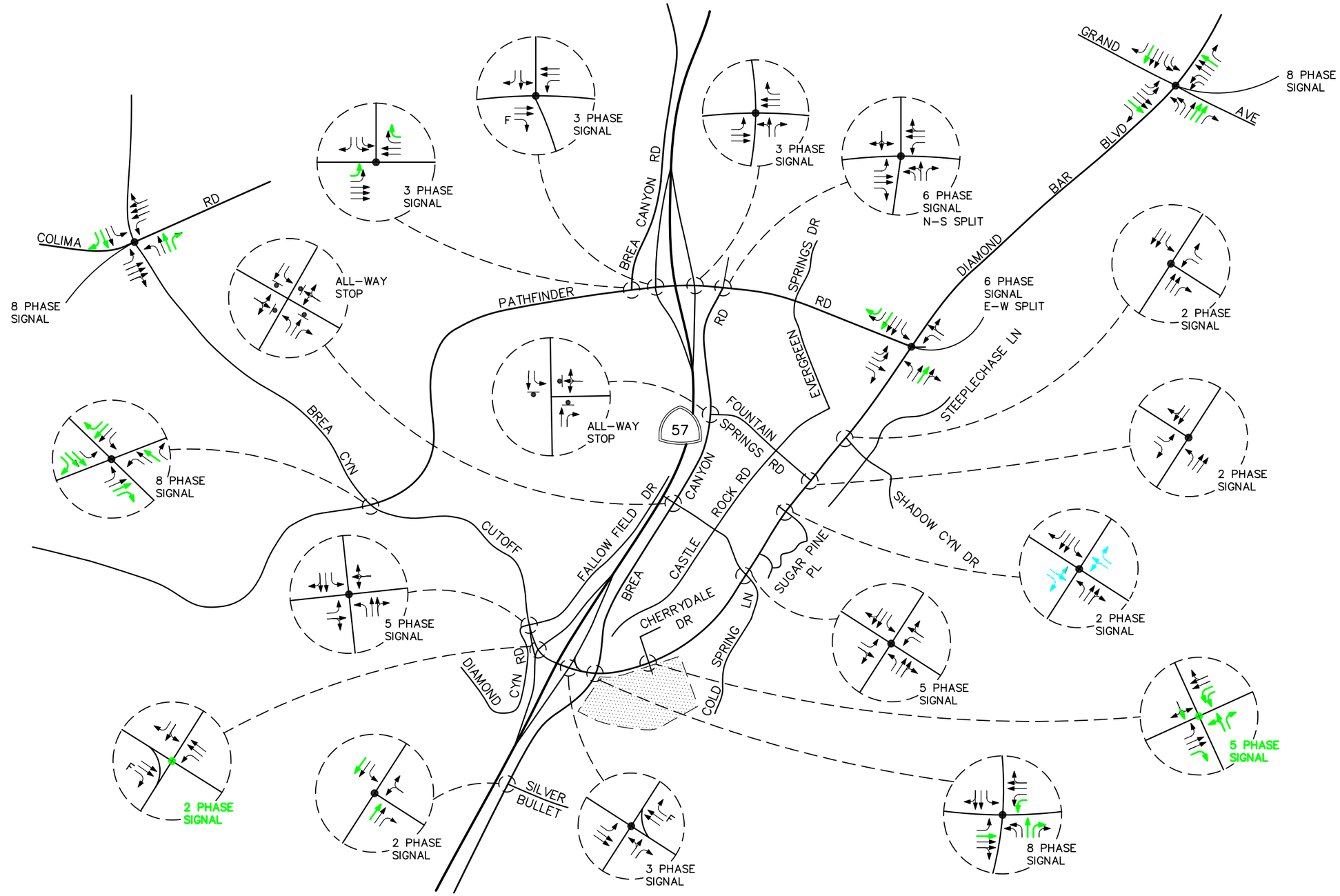
[33] *Appendix D* contains traffic signal warrant worksheets for this intersection.

TABLE 11-2 (CONTINUED)

YEAR 2010 SUMMARY OF RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

Key Intersection	Improvement Description	Preliminary Cost Estimate
17. Cherrydale Drive at Diamond Bar Boulevard	Same at Year 2007 improvements. Provide an option left/through lane and a separate right-turn lane on the northbound approach; re-stripe southbound approach to provide an option left/through/right-turn lane on Cherrydale. Widen eastbound approach to provide a separate right-turn lane. Modify median and restripe Diamond Bar Boulevard to provided dual westbound left-turn lanes. Install traffic signal. The implementation of this improvement may require some modification to existing signing and striping on Cherrydale Drive or Diamond Bar Boulevard[34].	$308,250.00
18. Brea Canyon Road at Silver Bullet Drive	Re-stripe northbound approach/departure and southbound approach/departure on Brea Canyon Road to provide a second through lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$37,500.00
19. Diamond Bar Boulevard at Grand Avenue	Widen and re-stripe northbound, southbound, eastbound and westbound approaches to provide 2 left-turn lanes, 3 through lanes, and 1 right-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$1,509,625.00
20. Colima Road at Brea Canyon Cutoff Road	Widen and/or re-stripe Brea Canyon Cutoff Road to provide a separate right-turn lanes. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$500,000.00
	Subtotal	**$2,355,375.00**
	Total Costs of Year 2010 Improvements	**$4,850,638.00**

[34] *Appendix D* contains traffic signal warrant worksheets for this intersection.



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KEY

- = APPROACH LANE ASSIGNMENT
- = RECOMMENDED MITIGATIONS
- = PLANNED IMPROVEMENTS
- = EXISTING TRAFFIC SIGNAL
- = RECOMMENDED TRAFFIC SIGNAL
- F = FREE-RIGHT, = STOP SIGN
- = PROJECT SITE

FIGURE 11-2

YEAR 2010 PLANNED AND RECOMMENDED IMPROVEMENTS

WVUSD SITE D MIXED-USE, DIAMOND BAR

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11.4 Year 2030 Recommended Improvements

The improvements summarized in ***Table 11-3*** are recommended to mitigate the cumulative traffic impact of existing traffic, future non-project (ambient growth and cumulative projects) traffic and project traffic (discussed in detail in *Section 9.3*) for the Year 2030. Review of *Table 11-3* shows that the improvements necessary for the long-term (Year 2030) at the following 12 intersections will cost approximately **$6,905,388** to construct/implement:

1. Brea Canyon Road (W) at Pathfinder Road
5. Diamond Bar Boulevard at Pathfinder Road
10. Brea Canyon Road at Cold Spring Lane
11. Diamond Bar Boulevard at Cold Spring Lane
12. Pathfinder Road at Brea Canyon Cutoff Road
14. SR-57 SB Ramps at Brea Canyon Cutoff Road
15. SR-57 NB Ramps at Brea Canyon Cut-off/Diamond Bar Boulevard
16. Brea Canyon Road at Diamond Bar Boulevard
17. Cherrydale Drive at Diamond Bar Boulevard
18. Brea Canyon Road at Silver Bullet Drive
19. Diamond Bar Boulevard at Grand Avenue
20. Colima Road at Brea Canyon Cutoff Road

The proposed Project can be expected to pay a fair-share of the construction costs to implement these mitigation measures. These improvements are illustrated schematically in ***Figure 11-3***.

Appendix E includes the cost estimate calculation worksheets prepared for each of the recommended cumulative improvements.

TABLE 11-3

YEAR 2030 SUMMARY OF RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

Key Intersection	Improvement Description	Preliminary Cost Estimate
1. Brea Canyon Road (West) at Pathfinder Road	Similar to Year 2010 Improvements, widen and/or re-stripe Pathfinder to provide a second eastbound left-turn lane and a second westbound right-turn lane. The implementation of this improvement may require some modification to the existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller.	$280,750.00
5. Diamond Bar Boulevard at Pathfinder Road	Re-stripe eastbound through lane on Pathfinder Road to provide an option left/through lane. Similar to Year 2010 Improvements, re-stripe northbound approach and departure on Diamond Bar Boulevard to provide a third through lane, and re-stripe existing bike lane as necessary. Widen and re-stripe southbound approach and departure on Diamond Bar Boulevard to provide a second right-turn lane and a third through lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller), as well as the termination of the existing bike lane.	$591,325.00
10. Brea Canyon Road at Cold Spring Lane	Re-stripe southbound approach to provide one left-turn lane, one through lane and one right-turn lane.	$9,375.00
11. Diamond Bar Boulevard at Cold Spring Lane	Re-stripe northbound approach and departure and southbound approach and departure on Diamond Bar Boulevard to provide a third through lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$18,750.00
12. Pathfinder Road at Brea Canyon Cutoff Road	Similar to Year 2010 Improvements, widen and/or re-stripe Pathfinder Road to provide separate northbound and southbound right-turn lanes. Widen and/or re-stripe Brea Canyon Cutoff Road to provide two eastbound and westbound through lanes and a separate eastbound right-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$729,688.00
14. SR-57 SB Ramps at Brea Canyon Cutoff Road/Diamond Bar Boulevard	Same at Year 2007 improvements. Install traffic signal. The implementation of this improvement may require some modification to existing signing and striping on Brea Canyon Cut-off or SR-57 SB ramps[35].	$228,125.00
	Subtotal	**$1,858,013.00**

[35] *Appendix D* contains traffic signal warrant worksheets for this intersection.

TABLE 11-3 (CONTINUED)

YEAR 2030 SUMMARY OF RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

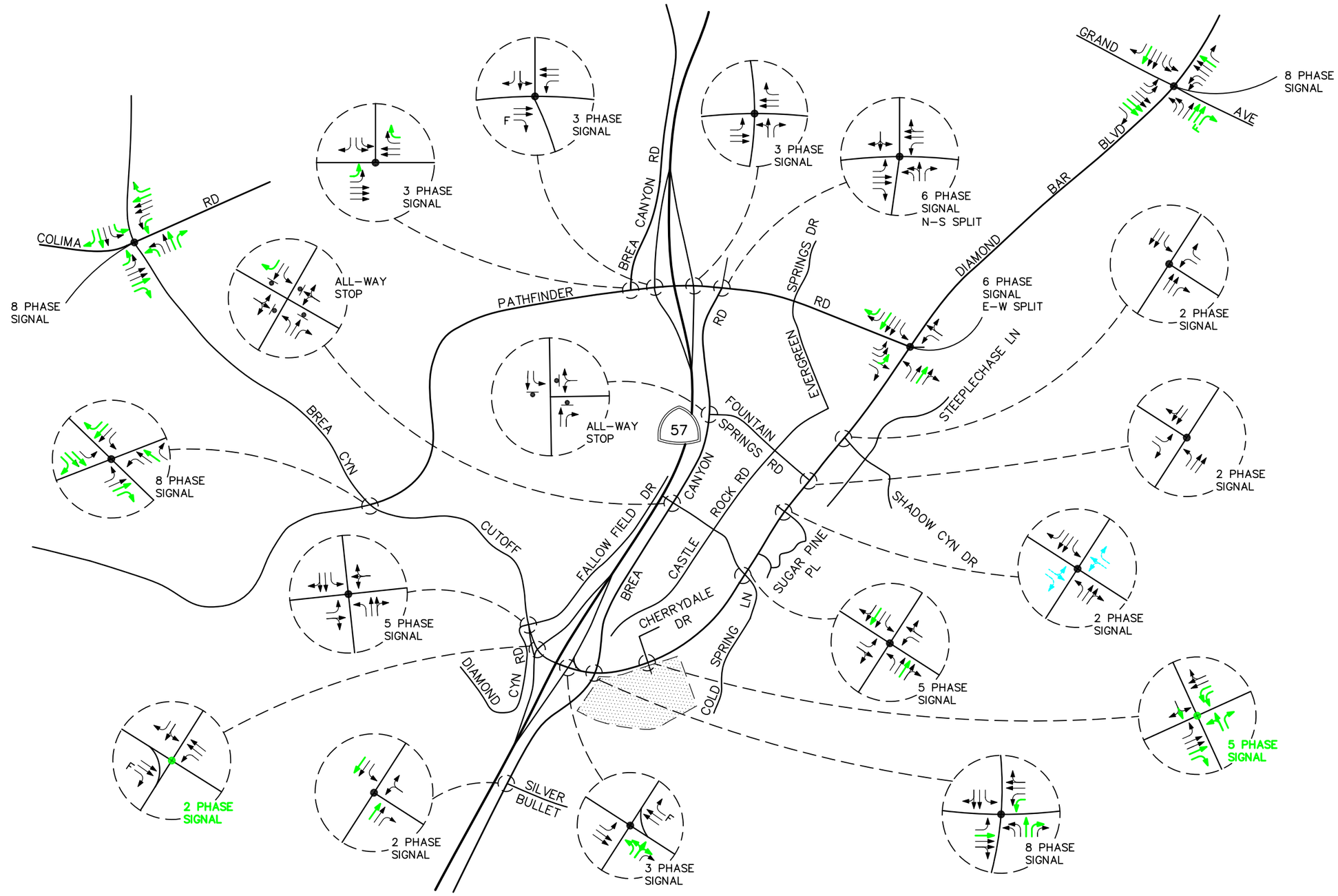
Key Intersection	Improvement Description	Preliminary Cost Estimate
15. SR-57 NB Ramps at Brea Canyon Cut-off/Diamond Bar Boulevard	Widen NB off-ramp to provide a third approach lane and stripe off-ramp to provide a northbound left-turn lane, and option left-through-right lane, and a right-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$355,000.00
16. Brea Canyon Road at Diamond Bar Boulevard	Similar to Year 2010 Improvements, widen and/or re-stripe northbound approach on Brea Canyon Road to provide a second right-turn lane. Widen and/or re-stripe eastbound approach and departure on Diamond Bar Boulevard to a third through lane. Re-stripe westbound approach on Diamond Bar Boulevard to provide a second left-turn lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller), as well as the termination of the existing bike lane.	$684,125.00
17. Cherrydale Drive at Diamond Bar Boulevard	Same at Year 2007 improvements. Provide an option left/through lane and a separate right-turn lane on the northbound approach; re-stripe southbound approach to provide an option left/through/right-turn lane on Cherrydale.. Widen and/or re-stripe eastbound approach and departure on Diamond Bar Boulevard to a third through lane and provide a separate right-turn lane. Modify median and restripe Diamond Bar Boulevard to provided dual westbound left-turn lanes. Install traffic signal. The implementation of this improvement may require some modification to existing signing and striping on Cherrydale Drive or Diamond Bar Boulevard[36].	$454,875.00
18. Brea Canyon Road at Silver Bullet Drive	Similar to Year 2010 Improvements, re-stripe northbound approach/departure and southbound approach/departure on Brea Canyon Road to provide a second through lane. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$37,500.00
	Subtotal	**$1,531,500.00**

[36] *Appendix D* contains traffic signal warrant worksheets for this intersection.

TABLE 11-3 (CONTINUED)

YEAR 2030 SUMMARY OF RECOMMENDED IMPROVEMENTS AND COST ESTIMATES

Key Intersection	Improvement Description	Preliminary Cost Estimate
19. Diamond Bar Boulevard at Grand Avenue	Widen and/or re-stripe southbound and eastbound approaches to provide 2 left-turn lanes, 3 through lanes and 1 right-turn lane. Widen and re-stripe eastbound to provide 2 left-turn lanes, 4 through lanes and 1 right-turn lane. Re-stripe northbound approach to provide 2 left-turn lanes, 3 through lanes, and 1 free-flow right-turn lane. Widen the eastbound departure to accommodate the northbound free-flow right-turn lane; additional ROW (11 feet) is required from the existing parking lot on the south side of Grand. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$2,216,500.00
20. Colima Road at Brea Canyon Cutoff Road	Widen and/or re-stripe Colima Road to provide a second left-turn lane and separate right-turn lanes. Widen and /or re-stripe Brea Canyon Cutoff Road to provide a second left-turn lane and separate right-turn lanes. The implementation of this improvement may require some modification to existing traffic signal equipment (i.e. re-cut/install new vehicle loop detectors, modification to traffic signal controller).	$1,299,375.00
	Subtotal	**$3,515,875.00**
	Total Costs of Year 2030 Improvements	**$6,905,388.00**



n:\2900\2072918\dwg\2918f11-3.dwg LDP 15:49:13 04-23-2009 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- = APPROACH LANE ASSIGNMENT
- = RECOMMENDED MITIGATIONS
- = PLANNED IMPROVEMENTS
- = EXISTING TRAFFIC SIGNAL
- = RECOMMENDED TRAFFIC SIGNAL
- F = FREE-RIGHT, = STOP SIGN
- = PROJECT SITE

FIGURE 11-3

YEAR 2030 PLANNED AND RECOMMENDED IMPROVEMENTS

WVUSD SITE D MIXED-USE, DIAMOND BAR

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12.0 PROJECT FAIR-SHARE CONTRIBUTION

The transportation impacts associated with the WVUSD Site D Mixed-Use Development project were determined based on an evaluation of "existing plus project" traffic conditions and both a near-term (Year 2010) and long-term (Year 2030) traffic analysis. As summarized in *Tables 9-1*, 9-*2* and *9-3*, the proposed Project will significantly impact three, five and nine of the 20 study intersections under Existing Plus Project and the Year 2010 and Year 2030 horizon years, respectively. In addition, the proposed Project will contribute, on a cumulative basis, to the forecast poor service levels at four and three additional intersections in Year 2010 and Year 2030, respectively. As such, the proposed WVUSD Site D Mixed-Use Development project can be expected to pay a proportional "fair-share" of the improvement costs at intersections where improvements are recommended to mitigate area-wide deficiencies.

Table 12-1 presents the project's fair-share contribution of the cost to construct the recommended improvements at the study intersections projected to operate at LOS E or F in the Year 2030. These fair share calculations are based on the recommended methodology contained in the City of Diamond *Guidelines for the Preparation of Traffic Impact Analysis Report*.

As presented in this table, the first column (1) presents the project (ICU) impact, except for Brea Canyon Road at Cold Spring Land and SR-57 SB Ramps at Brea Canyon Cutoff Road, which are currently unsignalized. The second column (2) presents total (ICU) benefit of the improvement. The third column (3) represents what percentage of ICU benefit is the project-related impact. Columns (4) and (5) present the cost of the planned and/or recommended improvements, and the project's fair-share contribution. For the unsignalized study intersections, the Project's fair-share is based on peak hour traffic volumes. With regards to Cherrydale Drive at Diamond Bar Boulevard, the proposed Project will be 100% responsible for the improvements associated with the installation of a traffic signal at this location to provide access to the Project site from Diamond Bar Boulevard.

Review of *Table 12-1* shows that the WVUSD Site D Mixed-Use Development project's fair share contribution towards the recommended intersections improvements totals **$973,970.37,** which equates to roughly 14.1% of the total estimated construction cost of **$6,905,388.00.** Please note that the Project's fair share contribution for the Year 2030 includes both the Year 2007 and 2010 improvements.

TABLE 12-1

YEAR 2030 PROJECT FAIR SHARE CONTRIBUTION

	Key Intersections	Time Period	(1) Project Impact	(2) Benefit of Improvements	(3) Project Fair-Share Percentage [37]	(4) Cost of Improvement	(5) Project Fair-Share Contribution
1.	Diamond Bar Boulevard at Pathfinder Road	AM PM	0.002 0.010	0.104 0.218	3.60%	$280,750.00	$10,107.00
5.	Diamond Bar Boulevard at Pathfinder Road	AM PM	0.009 0.024	0.263 0.309	5.50%	$591,325.00	$32,522.88
10.	Brea Canyon Road at Cold Springs Lane[38]	AM PM	23 60	83 156	25.80%	$9,375.00	$2,418.75
11.	Diamond Bar Boulevard at Cold Spring Lane	AM PM	0.012 0.030	0.173 0.220	9.70%	$18,750.00	$1,818.75
12.	Pathfinder Road at Brea Canyon Cutoff Road	AM PM	0.016 0.042	0.330 0.326	8.10%	$729,688.00	$59,104.73
14.	SR-57 SB Ramps at Brea Canyon Cut-off[38]	AM PM	100 233	213 377	36.10%	$228,125.00	$82,353.13
15.	SR-57 NB Ramps at Brea Canyon Cut-off	AM PM	0.017 0.073	0.099 0.141	27.30%	$355,000.00	$96,915.00
16.	Brea Canyon Road at Diamond Bar Boulevard	AM PM	0.030 0.078	0.326 0.299	14.70%	$684,125.00	$100,566.38
17.	Cherrydale Drive at Diamond Bar Boulevard	AM PM	-- --	-- --	100%	$454,875.00	$454,875.00
18.	Brea Canyon Road at Silver Bullet Drive	AM PM	0.005 0.011	0.599 0.668	1.20%	$37,500.00	$450.00
19.	Diamond Bar Boulevard at Grand Avenue	AM PM	0.008 0.020	0.289 0.390	4.00%	$2,216,500.00	$88,660.00
20.	Colima Road at Brea Canyon Cutoff Road	AM PM	0.006 0.014	0.305 0.266	3.40%	$1,299,375.00	$44,178.75
					Totals	**$6,905,388.00**	**$973,970.37**

[37] Project Fair-Share% (3) = Project ICU Impact (1) ÷ ICU Benefit of Improvement (2)
Source: City of Diamond *Guidelines for the Preparation of Traffic Impact Analysis Report (dated July 2005).*

[38] For this intersection, Project fair-share percentage calculated based on the following equation:
Project Fair-Share% (3) = Project Traffic (1) ÷ (Project Traffic (1) + Related Projects Traffic (2))

13.0 CONGESTION MANAGEMENT PROGRAM COMPLIANCE ASSESSMENT

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system.

13.1 Traffic Impact Review

As required by the *2004 Congestion Management Program for Los Angeles County*, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. Per CMP TIA criteria, the geographic area examined in the TIA must include the following, at a minimum, all CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the project will add 50 or more trips during either the AM or PM weekday peak hours and mainline freeway-monitoring stations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.

13.1.1 *Freeways*

The CMP freeway mainline monitoring stations in the vicinity of the study area are as follows:

SR-57 south of Pathfinder Road
SR-60 east of Nogales Street
SR-60 at Brea Canyon Road
SR-60 east of SR-57

The proposed project will not add 150 or more trips (in either direction) during the weekday AM and PM peak hours at CMP mainline freeway monitoring locations as stated in the CMP manual as the threshold for a traffic impact assessment. Therefore a CMP freeway traffic impact analysis is not required.

13.1.2 *Intersections*

The CMP arterial intersection in the vicinity of the study area includes the intersection of Diamond Bar Boulevard at Grand Avenue. As stated earlier, the CMP guidelines require that arterial monitoring intersection locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections. Based on the proposed project's trip generation potential, trip distribution and trip assignment, the added AM and PM peak hour project generated trips to the adjacent street system require arterial intersection analysis.

A review of the intersection capacity analyses provided in *Tables 9-1*, *9-2* and *9-3* indicate that the WVUSD Site D Mixed-Use Development project will impact the intersection of Diamond Bar Boulevard at Grand Avenue in the Year 2030. However, as detailed above, with implementation of recommended improvements and payment of fair-share fees, the impact of the proposed Project is offset.

14.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The Walnut Valley Unified School District (WVUSD) Mixed-Use Development project site is a vacant parcel of land located south of Diamond Bar Boulevard and east of Brea Canyon Road in the City of Diamond, California. The proposed Project consists of 153,985 square-feet (SF) of retail/commercial space and 202 residential condominiums.

- ***Study Scope*** – The following intersections were selected for detailed peak hour level of service analyses under Existing (Year 2007) Traffic Conditions without and with Project Traffic, Year 2010 Cumulative Traffic Conditions without and with Project Traffic, and Year 2030 Cumulative Traffic Conditions without and with Project Traffic:

  1. Brea Canyon Road (West) at Pathfinder Road
  2. SR-57 SB Ramps at Pathfinder Road
  3. SR-57 NB Ramps at Pathfinder Road
  4. Fern Hollow Drive//Brea Canyon Road (East) at Pathfinder Road
  5. Diamond Bar Boulevard at Pathfinder Road
  6. Diamond Bar Boulevard at Shadow Canyon Drive
  7. Brea Canyon Road at Fountain Springs Road
  8. Diamond Bar Boulevard at Fountain Springs Road
  9. Diamond Bar Boulevard at Sugar Pine Place
  10. Brea Canyon Road at Cold Spring Lane
  11. Diamond Bar Boulevard at Cold Spring Lane
  12. Pathfinder Road at Brea Canyon Cutoff Road
  13. Fallow Field Drive/Diamond Canyon Road at Brea Canyon Cutoff Road
  14. SR-57 Southbound Ramps at Brea Canyon Cutoff Road
  15. SR-57 Northbound Ramps at Brea Canyon Cutoff Road
  16. Brea Canyon Road at Diamond Bar Boulevard
  17. Cherrydale Drive at Diamond Bar Boulevard
  18. Brea Canyon Road at Silver Bullet Drive
  19. Diamond Bar Boulevard at Grand Avenue (CMP Intersection)
  20. Colima Road at Fairway Drive/Brea Canyon Cutoff Road

  The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

- ***Level of Service (LOS) Standards and Significant Impact Criteria*** - Impacts to local and regional transportation systems are considered significant if:

  - An undesirable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Diamond Bar considers LOS D (ICU = 0.81 - 0.90) to be the minimum desirable LOS for all intersections; and

  - The project increases traffic demand at the key signalized study intersection by 2% of capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.91).

- Per the City of Diamond *Guidelines for the Preparation of Traffic Impact Analysis Report (dated July 2005)*, "fair share" contributions can be required, even if Project impacts are less than significant (0.02) at intersections operating at LOS E or F within the City to mitigate its cumulative traffic impact.

- ***Existing Traffic Conditions*** – Three of the 20 key study intersections currently operate at an adverse service level during the AM and/or PM peak hour based on the City's LOS standards. These intersections are reported below:

Key Intersection	AM Peak Hour	PM Peak Hour
12. Pathfinder Road at Brea Canyon Cutoff Road	--	LOS E
14. SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
18. Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F

The remaining 17 key study intersections currently operate at LOS D or better during the AM and PM commuter peak hours.

- ***Project Trip Generation*** – On a "typical" weekday, the WVUSD Site D Mixed-Use Development project is forecast to generate a net 9,276 daily trips, with 272 trips produced during the AM peak hour and 650 trips produced during the PM peak hour.

- ***Cumulative Projects Trip Generation*** - Six (6) cumulative projects were considered in the cumulative traffic setting. The four related projects included in the Year 2010 Cumulative Base would generate a total of approximately 4,596 daily trips, 168 AM peak hour trips, and 388 PM peak hour trips. The five other related projects included in the Year 2030 Cumulative Base would generate an additional 112,252 daily trips, 8,274 AM peak hour trips, and 11,481 PM peak hour trips. Please note that although the proposed mix of uses for the Industry Business Center (related project no. 5) has been revised to include a 75,000-seat stadium (for NFL games primarily), with retail and commercial uses, the prior approved 2004 IBC plan of development is forecast to generate significantly more weekday daily and AM peak hour trips and PM peak hour trips. Hence to provide a conservative analysis, the prior 2004 IBC plan was included in the cumulative traffic analysis.

- ***Year 2007 Existing Traffic Conditions Plus Project*** – The results of the traffic analysis indicates that the project traffic will significantly impact three of the 20 study intersections. None of the remaining study intersections are directly impacted by the proposed Project.

Key Intersection	AM Peak Hour	PM Peak Hour
12. Pathfinder Road at Brea Canyon Cutoff Road	--	LOS E
14. SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
17. Cherrydale Drive at Diamond Bar Boulevard	LOS F	LOS F

- ***Year 2010 Cumulative Traffic Conditions Plus Project*** – The results of the traffic analysis indicates that the project traffic will significantly impact five of the 20 study intersections and contribute to the adverse service level at the four other intersections forecast to operate at an unsatisfactory LOS in the Year 2010. The locations projected to operate at an adverse LOS in the Year 2010, prior to implementation of recommended cumulative intersection improvements, are as follows:

Key Intersection		AM Peak Hour	PM Peak Hour
1.	Brea Canyon Road (W) at Pathfinder Rd	--	LOS E
5.	Diamond Bar Boulevard at Pathfinder Rd	--	LOS F
12.	Pathfinder Road at Brea Canyon Cutoff Road	--	LOS F
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
16.	Brea Canyon Road at Diamond Bar Boulevard	LOS E	LOS F
17.	Cherrydale Drive at Diamond Bar Boulevard	LOS F	LOS F
18.	Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F
19.	Diamond Bar Boulevard at Grand Avenue	--	LOS F
20.	Colima Road at Brea Canyon Cutoff Road	--	LOS E

The remaining 11 key study intersections are expected to continue to operate at adequate service levels (LOS D or better) during the weekday AM and PM peak commute hours.

- ***Year 2030 Cumulative Traffic Conditions Plus Project*** – The results of the traffic analysis indicates that the project traffic will significantly impact nine of the 20 study intersections and contribute to the adverse service level at the three other intersections forecast to operate at an unsatisfactory LOS in the Year 2030. The locations projected to operate at an adverse LOS in the Year 2030, prior to implementation of recommended cumulative intersection improvements, are as follows:

Key Intersection		AM Peak Hour	PM Peak Hour
1.	Brea Canyon Road (W) at Pathfinder Rd	--	LOS E
5.	Diamond Bar Boulevard at Pathfinder Rd	--	LOS F
10.	Brea Canyon Road at Cold Springs Lane	LOS E	--
11.	Cold Springs Lane at Diamond Bar Boulevard	--	LOS E
12.	Pathfinder Road at Brea Canyon Cutoff Road	LOS F	LOS F
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	LOS F	LOS F
15.	SR-57 NB Ramps at Brea Canyon Cutoff Road	--	LOS E
16.	Brea Canyon Road at Diamond Bar Boulevard	LOS F	LOS F
17.	Cherrydale Drive at Diamond Bar Boulevard	LOS F	LOS F
18.	Brea Canyon Road at Silver Bullet Drive	LOS F	LOS F
19.	Diamond Bar Boulevard at Grand Avenue	LOS F	LOS F
20.	Colima Road at Brea Canyon Cutoff Road	LOS F	LOS F

The remaining eight key study intersections are forecast to operate at LOS D or better during the commuter peak hours.

- ***Project Impact After Mitigation:*** The implementation of planned and/or recommended improvements at the intersections impacted by the proposed Project will result in acceptable service levels at all impacted locations.

- ***Project Fair-Share Contribution:*** The implementation of recommended cumulative improvements at the 12 intersections forecast to operate a poor service level ensures acceptable operating conditions are achieved/maintained. Per the City of Diamond Bar requirements, the WVUSD Site D Mixed-Use Development project can be expected to pay a proportional "fair-share" of the improvement costs of these intersections to offset its near-term and long-term cumulative traffic impacts. The project's "fair-share" contribution towards the costs to construction of improvements recommended at the 12 study intersections listed below totals $973,970.37.

Key Intersection		City/ Jurisdiction	Cost of Improvement	Project Fair-Share Contribution
1.	Brea Canyon Road (W) at Pathfinder Rd	City of Diamond Bar	$280,750.00	$10,107.00
5.	Diamond Bar Boulevard at Pathfinder Rd	City of Diamond Bar	$591,325.00	$32,522.88
10.	Brea Canyon Road at Cold Springs Lane	City of Diamond Bar	$9,375.00	$2,418.75
11.	Cold Springs Lane at Diamond Bar Boulevard	City of Diamond Bar	$18,750.00	$1,818.75
12.	Pathfinder Road at Brea Canyon Cutoff Road	Los Angeles County	$729,688.00	$59,104.73
14.	SR-57 SB Ramps at Brea Canyon Cutoff Road	Caltrans/ City of Diamond Bar	$228,125.00	$82,353.13
15.	SR-57 NB Ramps at Brea Canyon Cutoff Road	Caltrans/ City of Diamond Bar	$355,000.00	$96,915.00
16.	Brea Canyon Road at Diamond Bar Boulevard	City of Diamond Bar	$684,125.00	$100,566.38
17.	Cherrydale Drive at Diamond Bar Boulevard	City of Diamond Bar	$454,875.00	$454,875.00
18.	Brea Canyon Road at Silver Bullet Drive	City of Diamond Bar	$37,500.00	$450.00
19.	Diamond Bar Boulevard at Grand Avenue	City of Diamond Bar	$2,216,500.00	$88,660.00
20.	Colima Road at Brea Canyon Cutoff Road	Los Angeles County	$1,299,375.00	$44,178.75
	Totals		**$6,905,388.00**	**$973,970.37**

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APPENDIX A
EXISTING TRAFFIC COUNT DATA

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Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: BREA CANYON ROAD
E-W Direction: PATHFINDER ROAD

File Name : H0710186
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

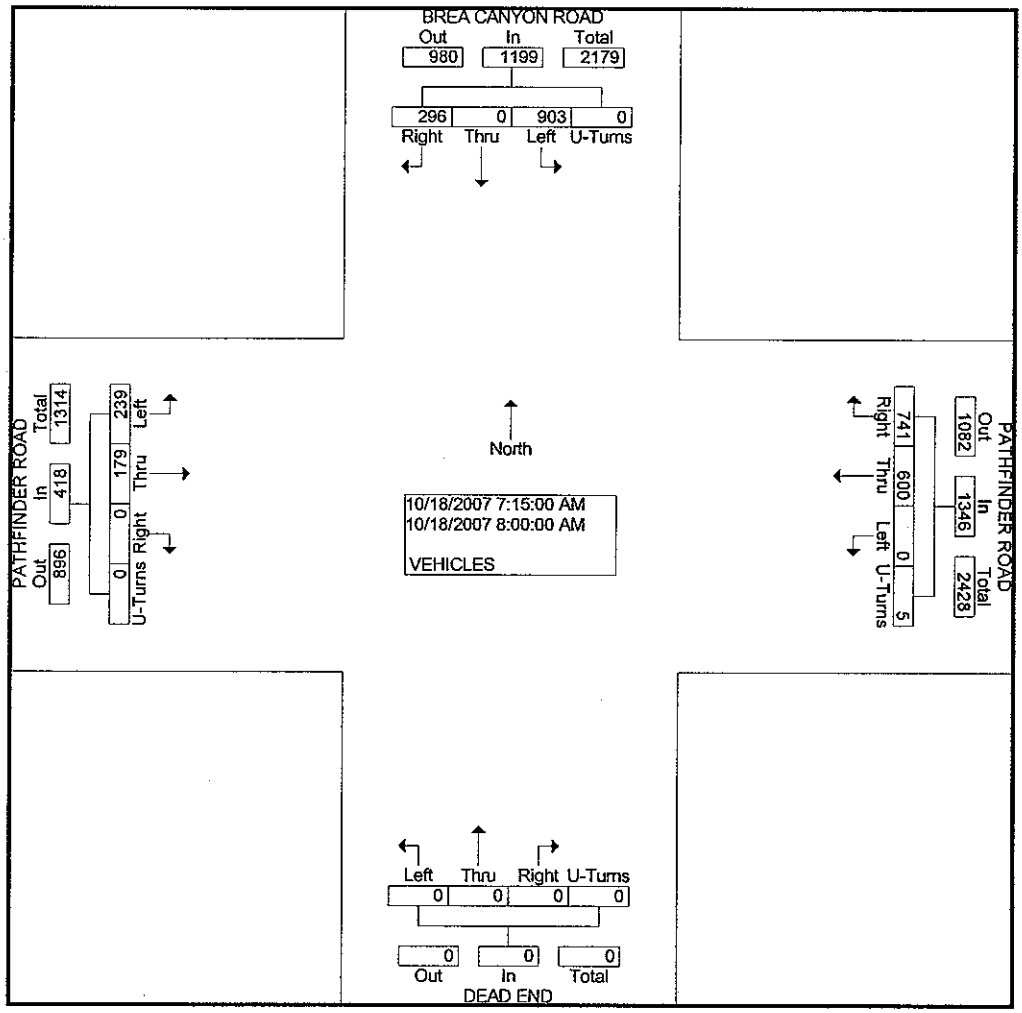
Groups Printed- VEHICLES

	BREA CANYON ROAD Southbound				PATHFINDER ROAD Westbound				DEAD END Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	32	0	130	0	127	137	0	0	0	0	0	0	0	43	32	0	501
07:15 AM	44	0	162	0	115	118	0	0	0	0	0	0	0	48	59	0	546
07:30 AM	63	0	219	0	142	146	0	1	0	0	0	0	0	48	40	0	659
07:45 AM	97	0	286	0	270	186	0	1	0	0	0	0	0	41	97	0	978
Total	236	0	797	0	654	587	0	2	0	0	0	0	0	180	228	0	2684
08:00 AM	92	0	236	0	214	150	0	3	0	0	0	0	0	42	43	0	780
08:15 AM	35	0	88	1	129	118	0	1	0	0	0	0	0	44	28	0	444
08:30 AM	32	0	85	1	104	109	0	0	0	0	0	0	0	43	23	0	397
08:45 AM	17	0	71	0	81	97	0	0	0	0	0	0	0	43	34	0	343
Total	176	0	480	2	528	474	0	4	0	0	0	0	0	172	128	0	1964
*** BREAK ***																	
04:00 PM	33	0	90	0	120	86	0	0	0	0	0	0	0	71	61	0	461
04:15 PM	18	0	105	0	142	98	0	0	0	0	0	0	0	78	43	0	484
04:30 PM	26	0	99	0	169	75	0	0	0	0	0	0	0	115	54	0	538
04:45 PM	22	0	133	0	161	113	0	0	0	0	0	0	0	106	68	0	603
Total	99	0	427	0	592	372	0	0	0	0	0	0	0	370	226	0	2086
05:00 PM	31	0	178	0	189	60	0	0	0	0	0	0	0	100	81	0	639
05:15 PM	22	0	185	0	171	50	0	1	0	0	0	0	0	81	74	0	584
05:30 PM	33	0	193	0	209	54	0	0	0	0	0	0	0	103	89	0	681
05:45 PM	52	0	215	0	191	53	0	4	0	0	0	0	0	115	75	0	705
Total	138	0	771	0	760	217	0	5	0	0	0	0	0	399	319	0	2609
Grand Total	649	0	2475	2	2534	1650	0	11	0	0	0	0	0	1121	901	0	9343
Apprch %	20.8	0.0	79.2	0.1	60.4	39.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	55.4	44.6	0.0	
Total %	6.9	0.0	26.5	0.0	27.1	17.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	12.0	9.6	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710186
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

	BREA CANYON ROAD Southbound					PATHFINDER ROAD Westbound					DEAD END Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	296	0	903	0	1199	741	600	0	5	1346	0	0	0	0	0	0	179	239	0	418	2963
Percent	24.7	0.0	75.3	0.0		55.1	44.6	0.0	0.4		0.0	0.0	0.0	0.0		0.0	42.8	57.2	0.0		
07:45 Volume	97	0	286	0	383	270	186	0	1	457	0	0	0	0	0	0	41	97	0	138	978
Peak Factor																					0.757
High Int.	07:45 AM					07:45 AM					6:45:00 AM					07:45 AM					
Volume	97	0	286	0	383	270	186	0	1	457	0	0	0	0	0	0	41	97	0	138	
Peak Factor					0.783					0.736										0.757	



Transportation Studies, Inc.
1350 Reynolds Avenue
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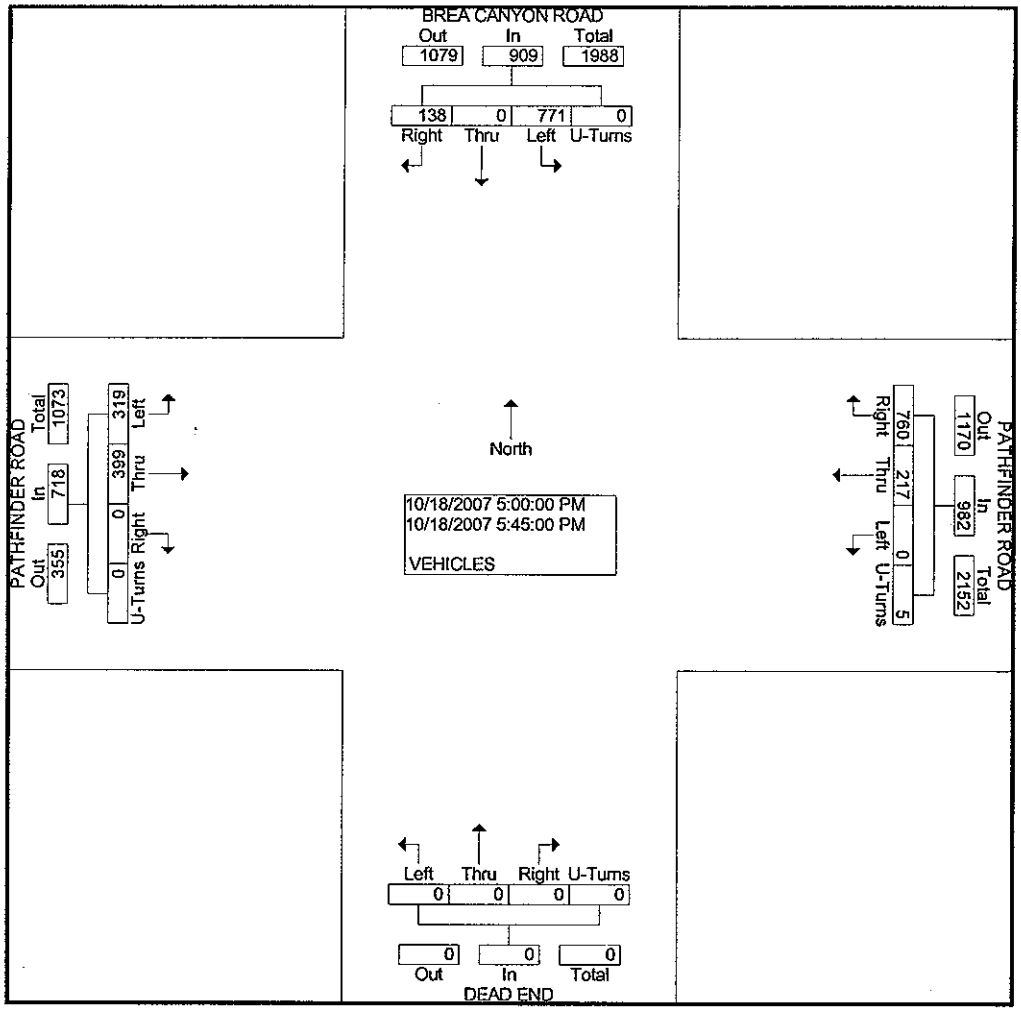
Irvine, CA. 92614

File Name : H0710186
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	BREA CANYON ROAD Southbound					PATHFINDER ROAD Westbound					DEAD END Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	138	0	771	0	909	760	217	0	5	982	0	0	0	0	0	0	399	319	0	718	2609
Percent	15.2	0.0	84.8	0.0		77.4	22.1	0.0	0.5		0.0	0.0	0.0	0.0		0.0	55.6	44.4	0.0		
05:45 Volume	52	0	215	0	267	191	53	0	4	248	0	0	0	0	0	0	115	75	0	190	705
Peak Factor																					0.925
High Int.	05:45 PM					05:30 PM										05:30 PM					
Volume	52	0	215	0	267	209	54	0	0	263	0	0	0	0	0	0	103	89	0	192	
Peak Factor					0.851					0.933										0.935	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: SR-57 SB RAMPS
E-W Direction: PATHFINDER ROAD

File Name : H0710187
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

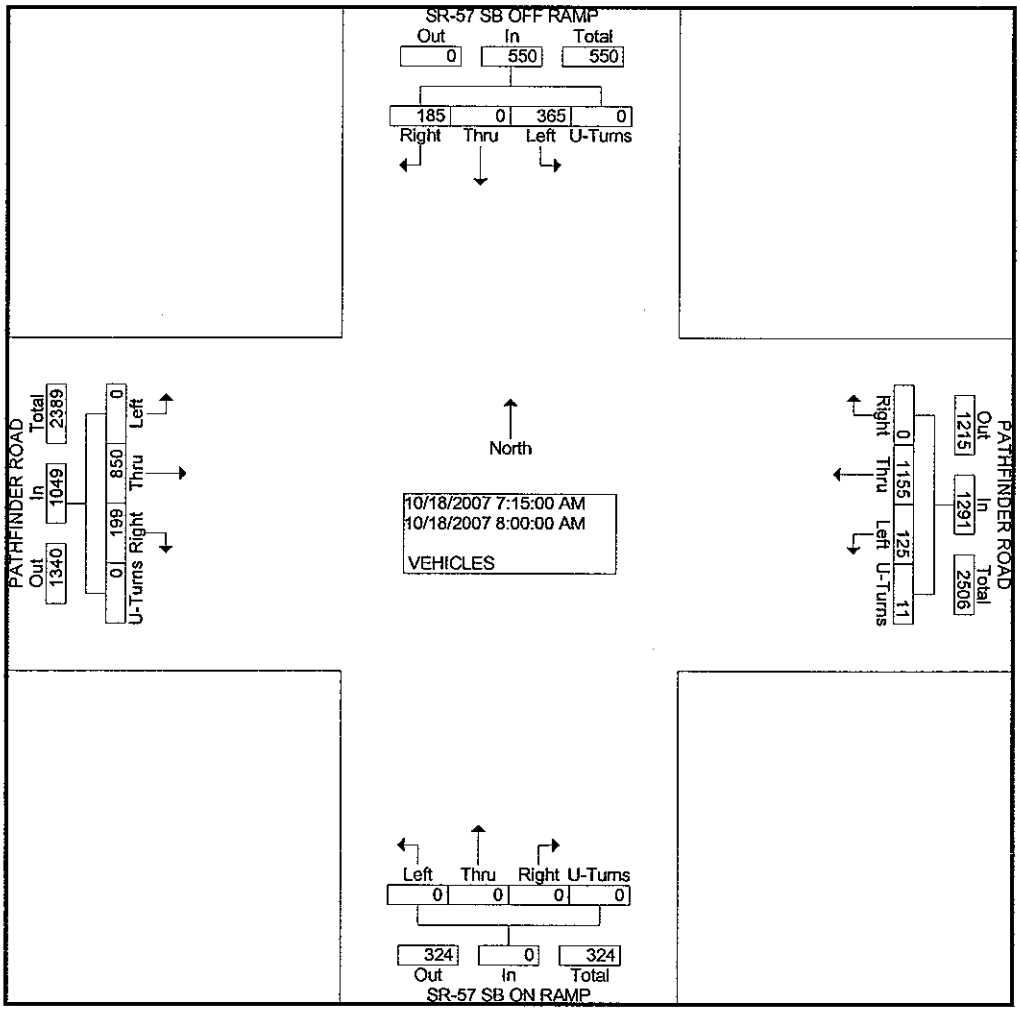
Groups Printed- VEHICLES

	SR-57 SB OFF RAMP Southbound				PATHFINDER ROAD Westbound				SR-57 SB ON RAMP Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	29	0	73	0	0	234	35	0	0	0	0	0	54	121	0	0	546
07:15 AM	43	0	87	0	0	234	31	5	0	0	0	0	50	189	0	0	639
07:30 AM	40	0	86	0	0	269	35	1	0	0	0	0	46	228	0	0	705
07:45 AM	59	0	99	0	0	341	28	3	0	0	0	0	51	240	0	0	821
Total	171	0	345	0	0	1078	129	9	0	0	0	0	201	778	0	0	2711
08:00 AM	43	0	93	0	0	311	31	2	0	0	0	0	52	193	0	0	725
08:15 AM	41	0	98	0	0	215	46	1	0	0	0	0	28	87	0	0	516
08:30 AM	52	0	107	0	0	207	27	0	0	0	0	0	36	91	0	0	520
08:45 AM	48	0	101	0	0	183	23	2	0	0	0	0	40	101	0	0	498
Total	184	0	399	0	0	916	127	5	0	0	0	0	156	472	0	0	2259
*** BREAK ***																	
04:00 PM	27	0	40	0	0	162	16	2	0	0	0	0	36	112	0	0	395
04:15 PM	30	0	30	0	0	201	20	2	0	0	0	0	38	153	0	0	474
04:30 PM	30	0	30	0	0	196	12	2	0	0	0	0	49	167	0	0	486
04:45 PM	35	0	53	0	0	220	21	8	0	0	0	0	55	175	0	0	567
Total	122	0	153	0	0	779	69	14	0	0	0	0	178	607	0	0	1922
05:00 PM	23	0	61	0	0	214	13	1	0	0	0	0	87	212	0	0	611
05:15 PM	37	0	68	0	0	221	28	4	0	0	0	0	59	190	0	0	607
05:30 PM	44	0	44	0	0	198	26	3	0	0	0	0	86	213	0	0	614
05:45 PM	37	0	48	0	0	231	25	10	0	0	0	0	64	221	0	0	636
Total	141	0	221	0	0	864	92	18	0	0	0	0	296	836	0	0	2468
Grand Total	618	0	1118	0	0	3637	417	46	0	0	0	0	831	2693	0	0	9360
Apprch %	35.6	0.0	64.4	0.0	0.0	88.7	10.2	1.1	0.0	0.0	0.0	0.0	23.6	76.4	0.0	0.0	
Total %	6.6	0.0	11.9	0.0	0.0	38.9	4.5	0.5	0.0	0.0	0.0	0.0	8.9	28.8	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710187
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

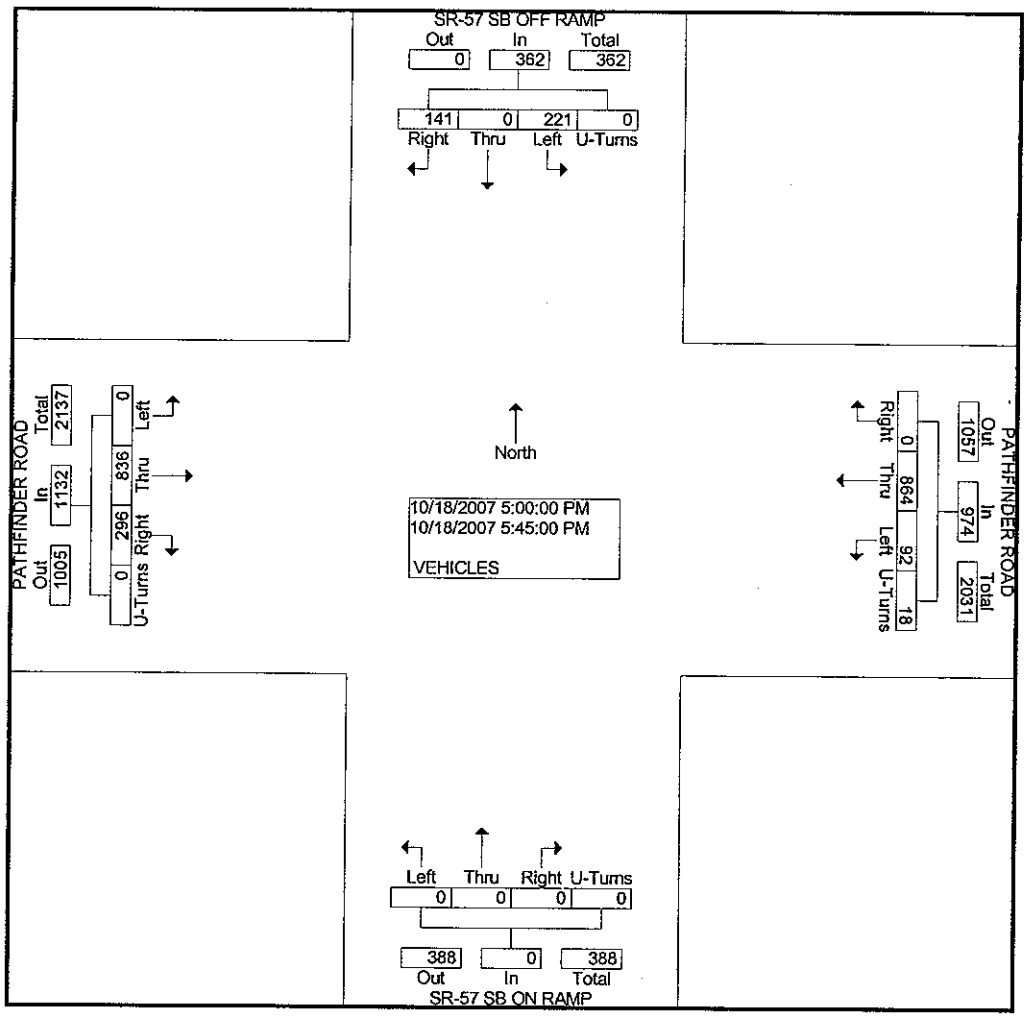
	SR-57 SB OFF RAMP Southbound					PATHFINDER ROAD Westbound					SR-57 SB ON RAMP Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	185	0	365	0	550	0	1155	125	11	1291	0	0	0	0	0	199	850	0	0	1049	2890
Percent	33.6	0.0	66.4	0.0		0.0	89.5	9.7	0.9		0.0	0.0	0.0	0.0		19.0	81.0	0.0	0.0		
07:45 Volume	59	0	99	0	158	0	341	28	3	372	0	0	0	0	0	51	240	0	0	291	821
Peak Factor																					0.880
High Int.	07:45 AM					07:45 AM					6:45:00 AM					07:45 AM					
Volume	59	0	99	0	158	0	341	28	3	372	0	0	0	0	0	51	240	0	0	291	
Peak Factor					0.870					0.868										0.901	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710187
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	SR-57 SB OFF RAMP Southbound					PATHFINDER ROAD Westbound					SR-57 SB ON RAMP Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	141	0	221	0	362	0	864	92	18	974	0	0	0	0	0	296	836	0	0	1132	2468
Percent	39.0	0.0	61.0	0.0		0.0	88.7	9.4	1.8		0.0	0.0	0.0	0.0		26.1	73.9	0.0	0.0		
05:45 Volume	37	0	48	0	85	0	231	25	10	266	0	0	0	0	0	64	221	0	0	285	636
Peak Factor																					0.970
High Int.	05:15 PM					05:45 PM										05:00 PM					
Volume	37	0	68	0	105	0	231	25	10	266	0	0	0	0	0	87	212	0	0	299	
Peak Factor					0.862					0.915										0.946	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: SR-57 NB RAMPS
E-W Direction: PATHFINDER ROAD

File Name : H0710188
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

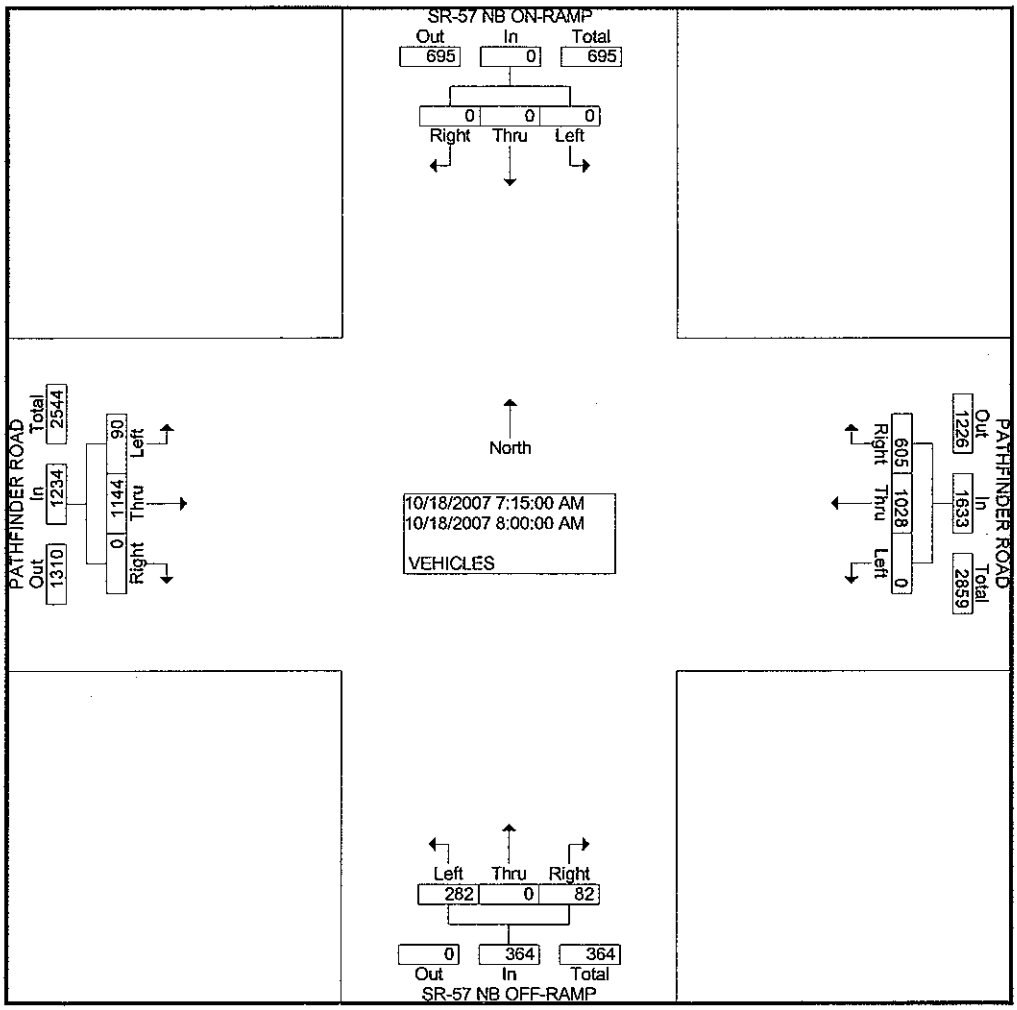
Groups Printed- VEHICLES

	SR-57 NB ON-RAMP Southbound				PATHFINDER ROAD Westbound				SR-57 NB OFF-RAMP Northbound				PATHFINDER ROAD Eastbound						
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	0	0	0	0	119	207	0	0	16	0	62	0	0	187	16	3	3	607	610
07:15 AM	0	0	0	0	129	192	0	0	18	0	54	0	0	256	23	6	6	672	678
07:30 AM	0	0	0	0	156	207	0	0	13	0	64	0	0	268	26	5	5	734	739
07:45 AM	0	0	0	0	154	322	0	0	17	0	92	0	0	306	23	2	2	914	916
Total	0	0	0	0	558	928	0	0	64	0	272	0	0	1017	88	16	16	2927	2943
08:00 AM	0	0	0	0	166	307	0	0	34	0	72	0	0	314	18	1	1	911	912
08:15 AM	0	0	0	0	150	212	0	0	8	0	57	0	0	160	25	1	1	612	613
08:30 AM	0	0	0	0	91	149	0	0	14	0	63	0	0	163	32	0	0	512	512
08:45 AM	0	0	0	0	101	126	0	0	11	0	41	0	0	127	34	0	0	440	440
Total	0	0	0	0	508	794	0	0	67	0	233	0	0	764	109	2	2	2475	2477
*** BREAK ***																			
04:00 PM	0	0	0	0	87	115	0	1	56	0	74	0	0	150	16	1	2	498	500
04:15 PM	0	0	0	0	105	132	0	0	52	0	94	0	0	169	26	3	3	578	581
04:30 PM	0	0	0	0	82	152	0	0	55	0	88	0	0	196	33	3	3	606	609
04:45 PM	0	0	0	0	79	137	0	0	43	0	95	0	0	228	15	4	4	597	601
Total	0	0	0	0	353	536	0	1	206	0	351	0	0	743	90	11	12	2279	2291
05:00 PM	0	0	0	0	92	136	0	0	52	0	102	0	0	260	27	1	1	669	670
05:15 PM	0	0	0	0	106	137	0	0	55	0	84	0	0	262	17	1	1	661	662
05:30 PM	0	0	0	0	90	148	0	0	55	0	97	0	0	232	33	2	2	655	657
05:45 PM	0	0	0	0	73	151	0	0	52	0	94	0	0	296	27	6	6	693	699
Total	0	0	0	0	361	572	0	0	214	0	377	0	0	1050	104	10	10	2678	2688
Grand Total	0	0	0	0	1780	2830	0	1	551	0	1233	0	0	3574	391	39	40	10359	10399
Apprch %	0.0	0.0	0.0		38.6	61.4	0.0		30.9	0.0	69.1		0.0	90.1	9.9				
Total %	0.0	0.0	0.0		17.2	27.3	0.0		5.3	0.0	11.9		0.0	34.5	3.8		0.4	99.6	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710188
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

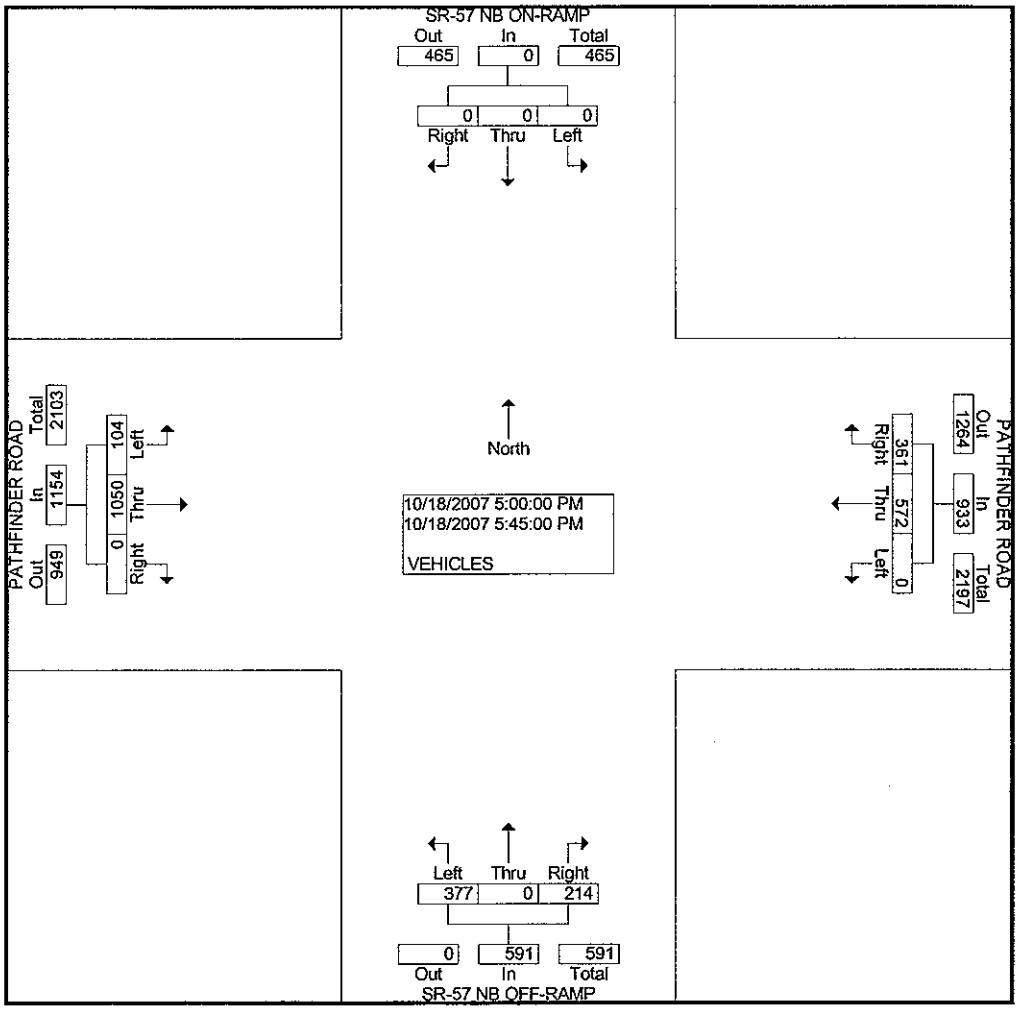
	SR-57 NB ON-RAMP Southbound				PATHFINDER ROAD Westbound				SR-57 NB OFF-RAMP Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	0	0	0	605	1028	0	1633	82	0	282	364	0	1144	90	1234	3231
Percent	0.0	0.0	0.0		37.0	63.0	0.0		22.5	0.0	77.5		0.0	92.7	7.3		
07:45 Volume	0	0	0	0	154	322	0	476	17	0	92	109	0	306	23	329	914
Peak Factor																	0.884
High Int.	6:45:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	0	0	0	0	154	322	0	476	17	0	92	109	0	314	18	332	
Peak Factor								0.858				0.835				0.929	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710188
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	SR-57 NB ON-RAMP Southbound				PATHFINDER ROAD Westbound				SR-57 NB OFF-RAMP Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	361	572	0	933	214	0	377	591	0	1050	104	1154	2678
Percent	0.0	0.0	0.0		38.7	61.3	0.0		36.2	0.0	63.8		0.0	91.0	9.0		
05:45 Volume	0	0	0	0	73	151	0	224	52	0	94	146	0	296	27	323	693
Peak Factor																	0.966
High Int.					05:15 PM				05:00 PM				05:45 PM				
Volume	0	0	0	0	106	137	0	243	52	0	102	154	0	296	27	323	
Peak Factor								0.960				0.959				0.893	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: SR-57 NB RAMPS
E-W Direction: PATHFINDER ROAD

File Name : H0710188
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

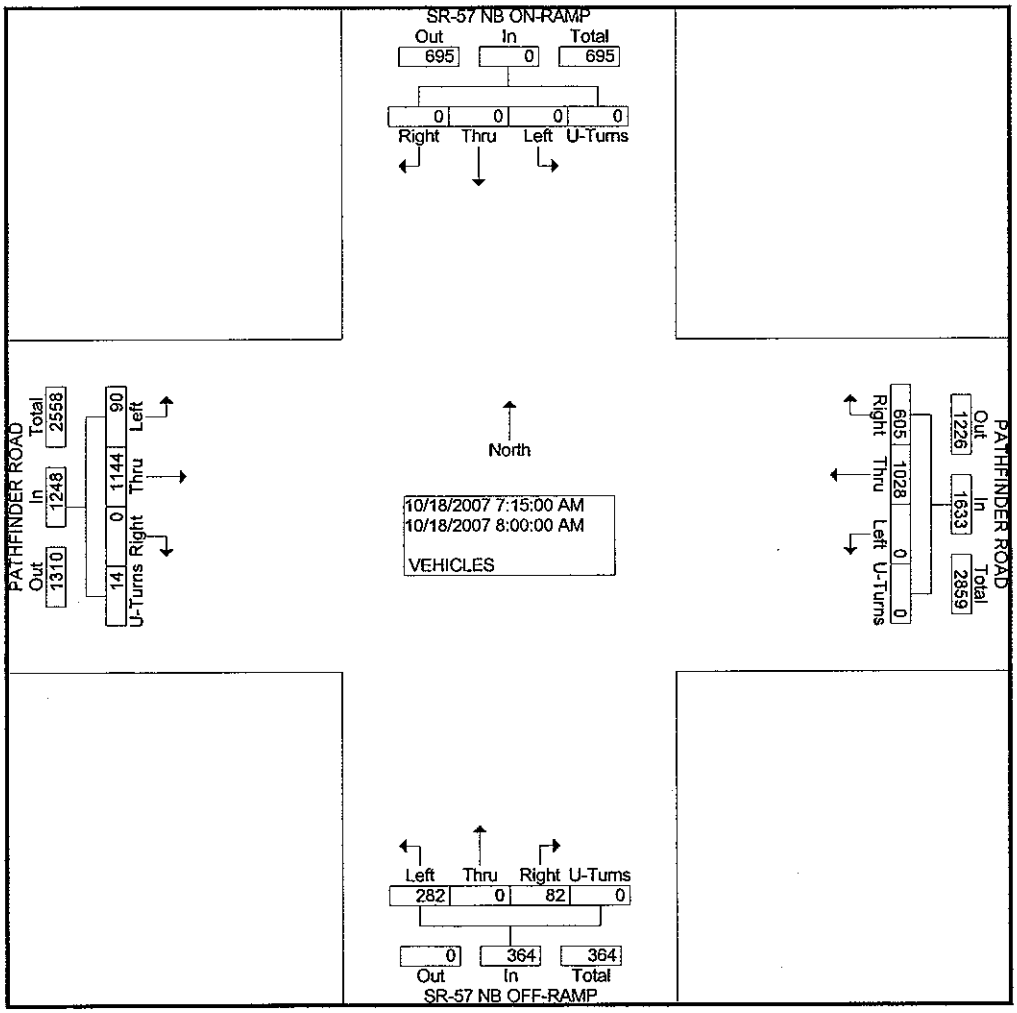
Groups Printed- VEHICLES

	SR-57 NB ON-RAMP Southbound				PATHFINDER ROAD Westbound				SR-57 NB OFF-RAMP Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	119	207	0	0	16	0	62	0	0	187	16	3	610
07:15 AM	0	0	0	0	129	192	0	0	18	0	54	0	0	256	23	6	678
07:30 AM	0	0	0	0	156	207	0	0	13	0	64	0	0	268	26	5	739
07:45 AM	0	0	0	0	154	322	0	0	17	0	92	0	0	306	23	2	916
Total	0	0	0	0	558	928	0	0	64	0	272	0	0	1017	88	16	2943
08:00 AM	0	0	0	0	166	307	0	0	34	0	72	0	0	314	18	1	912
08:15 AM	0	0	0	0	150	212	0	0	8	0	57	0	0	160	25	1	613
08:30 AM	0	0	0	0	91	149	0	0	14	0	63	0	0	163	32	0	512
08:45 AM	0	0	0	0	101	126	0	0	11	0	41	0	0	127	34	0	440
Total	0	0	0	0	508	794	0	0	67	0	233	0	0	764	109	2	2477
*** BREAK ***																	
04:00 PM	0	0	0	0	87	115	0	1	56	0	74	0	0	150	16	1	500
04:15 PM	0	0	0	0	105	132	0	0	52	0	94	0	0	169	26	3	581
04:30 PM	0	0	0	0	82	152	0	0	55	0	88	0	0	196	33	3	609
04:45 PM	0	0	0	0	79	137	0	0	43	0	95	0	0	228	15	4	601
Total	0	0	0	0	353	536	0	1	206	0	351	0	0	743	90	11	2291
05:00 PM	0	0	0	0	92	136	0	0	52	0	102	0	0	260	27	1	670
05:15 PM	0	0	0	0	106	137	0	0	55	0	84	0	0	262	17	1	662
05:30 PM	0	0	0	0	90	148	0	0	55	0	97	0	0	232	33	2	657
05:45 PM	0	0	0	0	73	151	0	0	52	0	94	0	0	296	27	6	699
Total	0	0	0	0	361	572	0	0	214	0	377	0	0	1050	104	10	2688
Grand Total	0	0	0	0	1780	2830	0	1	551	0	1233	0	0	3574	391	39	10399
Apprch %	0.0	0.0	0.0	0.0	38.6	61.4	0.0	0.0	30.9	0.0	69.1	0.0	0.0	89.3	9.8	1.0	
Total %	0.0	0.0	0.0	0.0	17.1	27.2	0.0	0.0	5.3	0.0	11.9	0.0	0.0	34.4	3.8	0.4	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710188
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

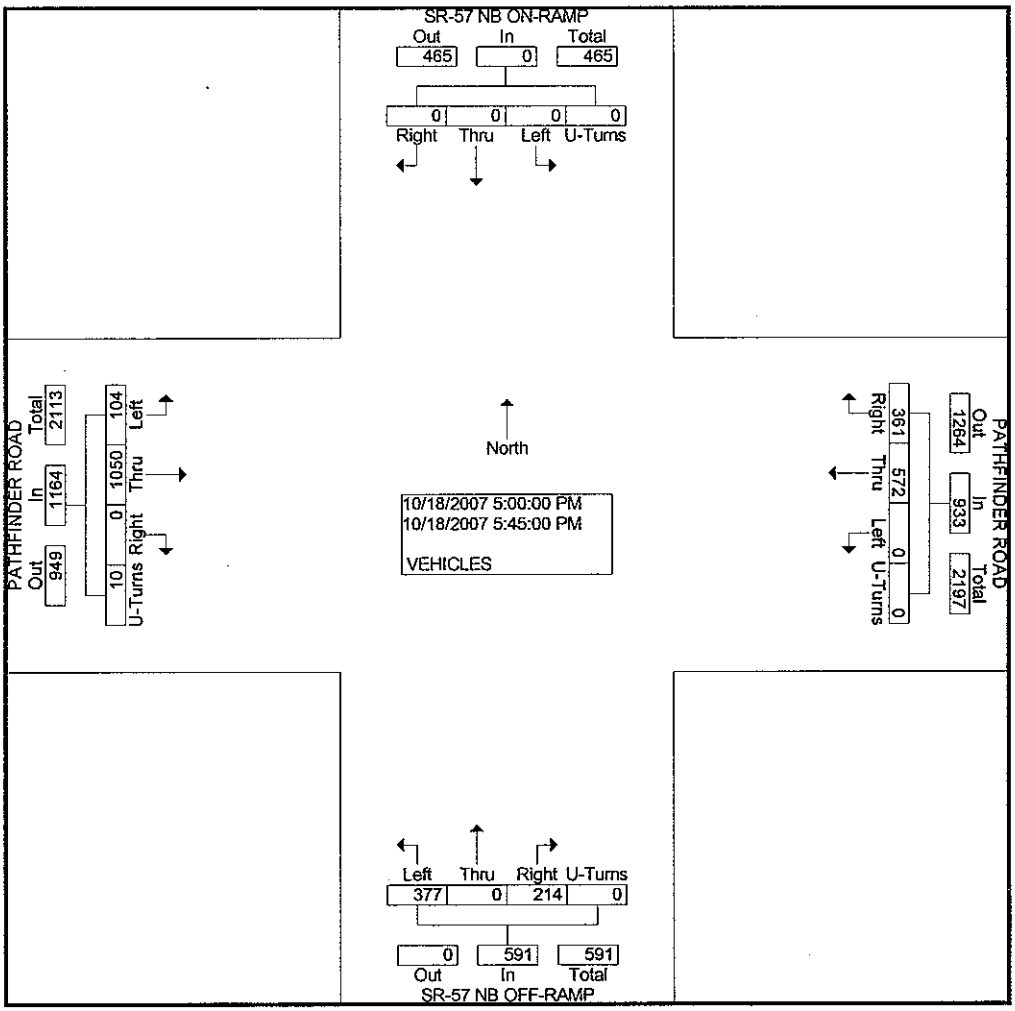
	SR-57 NB ON-RAMP Southbound					PATHFINDER ROAD Westbound					SR-57 NB OFF-RAMP Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	605	1028	0	0	1633	82	0	282	0	364	0	1144	90	14	1248	3245
Percent	0.0	0.0	0.0	0.0		37.0	63.0	0.0	0.0		22.5	0.0	77.5	0.0		0.0	91.7	7.2	1.1		
07:45 Volume	0	0	0	0	0	154	322	0	0	476	17	0	92	0	109	0	306	23	2	331	916
Peak Factor																					0.886
High Int.	6:45:00 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	0	0	0	0	0	154	322	0	0	476	17	0	92	0	109	0	314	18	1	333	
Peak Factor										0.858					0.835					0.937	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710188
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	SR-57 NB ON-RAMP Southbound					PATHFINDER ROAD Westbound					SR-57 NB OFF-RAMP Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	361	572	0	0	933	214	0	377	0	591	0	1050	104	10	1164	2688
Percent	0.0	0.0	0.0	0.0		38.7	61.3	0.0	0.0		36.2	0.0	63.8	0.0		0.0	90.2	8.9	0.9		
05:45 Volume	0	0	0	0	0	73	151	0	0	224	52	0	94	0	146	0	296	27	6	329	699
Peak Factor																					0.961
High Int.						05:15 PM					05:00 PM					05:45 PM					
Volume	0	0	0	0	0	106	137	0	0	243	52	0	102	0	154	0	296	27	6	329	
Peak Factor										0.960					0.959					0.884	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: FERN HOLLOW/BREA CANYON
E-W Direction: PATHFINDER ROAD

File Name : H0710189
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

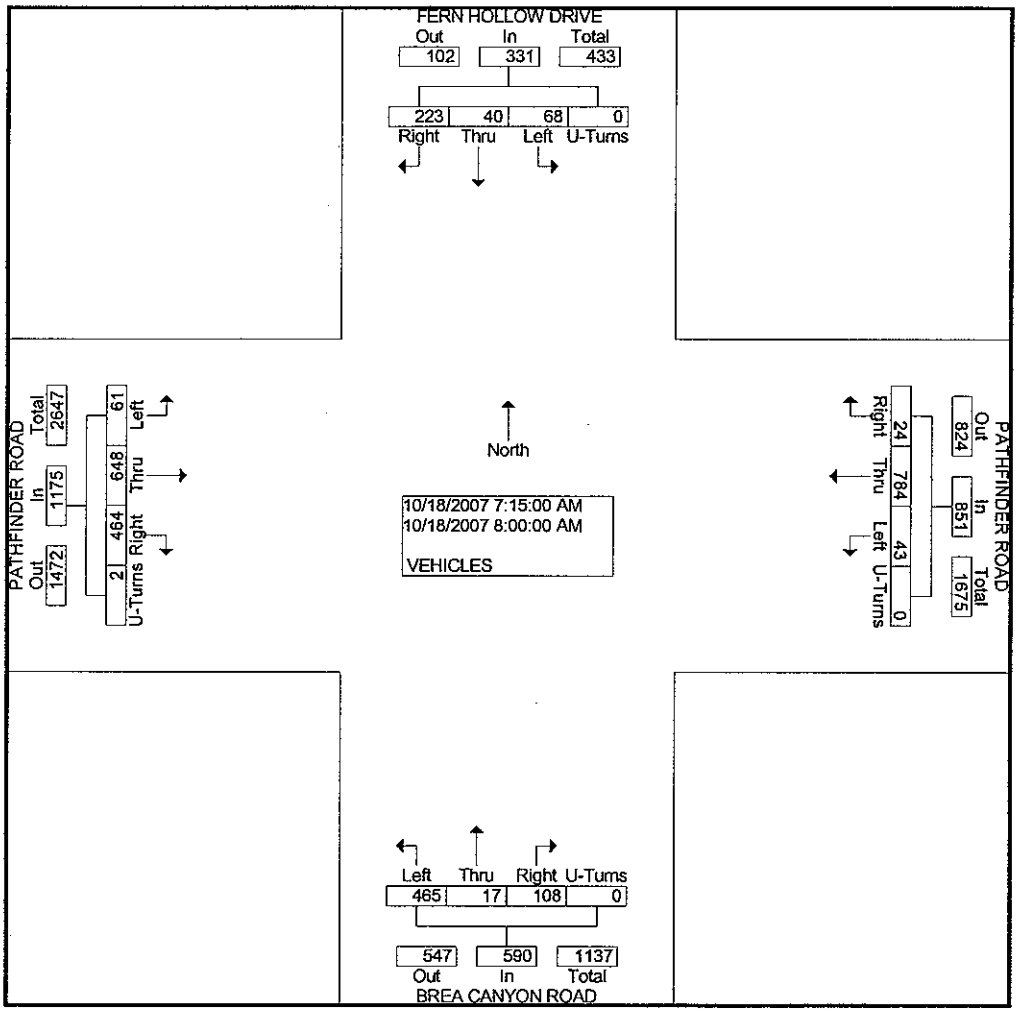
Groups Printed- VEHICLES

	FERN HOLLOW DRIVE Southbound				PATHFINDER ROAD Westbound				BREA CANYON ROAD Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	32	12	9	0	3	184	7	0	18	4	88	0	71	139	10	0	577
07:15 AM	42	6	13	0	4	161	13	0	10	4	86	0	115	120	15	2	591
07:30 AM	49	6	15	0	8	178	6	0	32	5	93	0	91	164	13	0	660
07:45 AM	80	8	28	0	8	219	11	0	27	2	107	0	88	182	21	0	781
Total	203	32	65	0	23	742	37	0	87	15	374	0	365	605	59	2	2609
08:00 AM	52	20	12	0	4	226	13	0	39	6	179	0	170	182	12	0	915
08:15 AM	30	6	2	0	4	223	8	0	10	3	87	0	96	68	16	0	553
08:30 AM	30	7	0	0	1	172	7	0	6	2	37	0	104	59	6	0	431
08:45 AM	32	4	0	0	1	145	10	1	6	1	33	0	67	60	8	1	369
Total	144	37	14	0	10	766	38	1	61	12	336	0	437	369	42	1	2268
*** BREAK ***																	
04:00 PM	13	5	4	0	3	109	7	0	14	8	86	0	26	166	18	0	459
04:15 PM	13	1	4	0	3	127	5	0	15	5	85	0	28	152	19	0	457
04:30 PM	14	2	4	0	2	113	8	0	16	6	117	0	28	200	18	0	528
04:45 PM	13	3	9	0	4	118	12	0	20	7	81	0	27	203	22	0	519
Total	53	11	21	0	12	467	32	0	65	26	369	0	109	721	77	0	1963
05:00 PM	11	4	6	0	3	101	8	0	17	10	109	0	42	256	27	0	594
05:15 PM	14	3	3	0	5	124	6	0	21	6	110	0	34	256	29	0	611
05:30 PM	21	4	2	0	0	106	4	0	14	4	107	1	37	251	28	0	579
05:45 PM	16	5	2	0	3	100	9	0	20	4	114	0	34	265	28	0	600
Total	62	16	13	0	11	431	27	0	72	24	440	1	147	1028	112	0	2384
Grand Total	462	96	113	0	56	2406	134	1	285	77	1519	1	1058	2723	290	3	9224
Apprch %	68.9	14.3	16.8	0.0	2.2	92.6	5.2	0.0	15.1	4.1	80.7	0.1	26.0	66.8	7.1	0.1	
Total %	5.0	1.0	1.2	0.0	0.6	26.1	1.5	0.0	3.1	0.8	16.5	0.0	11.5	29.5	3.1	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710189
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

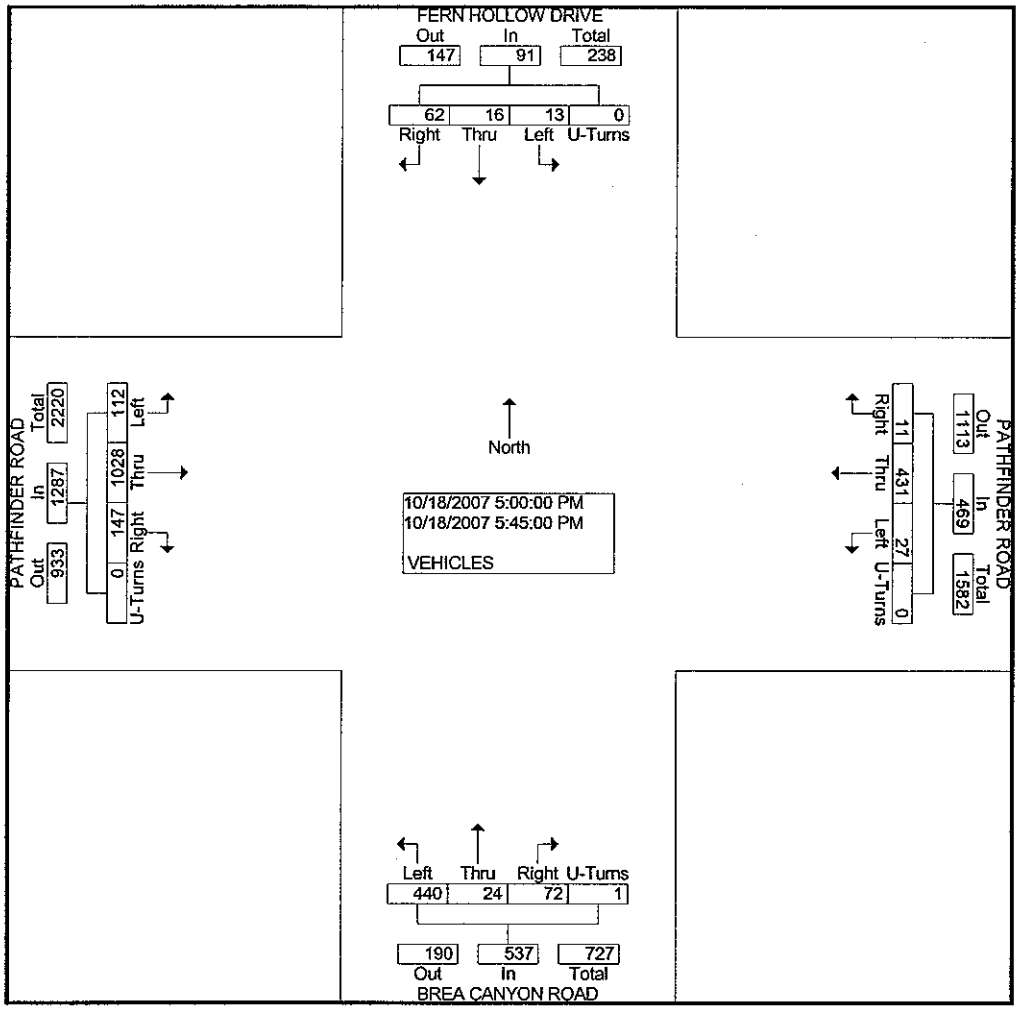
	FERN HOLLOW DRIVE Southbound					PATHFINDER ROAD Westbound					BREA CANYON ROAD Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	223	40	68	0	331	24	784	43	0	851	108	17	465	0	590	464	648	61	2	1175	2947
Percent	67.4	12.1	20.5	0.0		2.8	92.1	5.1	0.0		18.3	2.9	78.8	0.0		39.5	55.1	5.2	0.2		
08:00 Volume	52	20	12	0	84	4	226	13	0	243	39	6	179	0	224	170	182	12	0	364	915
Peak Factor																					0.805
High Int.	07:45 AM					08:00 AM					08:00 AM					08:00 AM					
Volume	80	8	28	0	116	4	226	13	0	243	39	6	179	0	224	170	182	12	0	364	
Peak Factor					0.713					0.876					0.658					0.807	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710189
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	FERN HOLLOW DRIVE Southbound					PATHFINDER ROAD Westbound					BREA CANYON ROAD Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	62	16	13	0	91	11	431	27	0	469	72	24	440	1	537	147	1028	112	0	1287	2384
Percent	68.1	17.6	14.3	0.0		2.3	91.9	5.8	0.0		13.4	4.5	81.9	0.2		11.4	79.9	8.7	0.0		
05:15 Volume	14	3	3	0	20	5	124	6	0	135	21	6	110	0	137	34	256	29	0	319	611
Peak Factor																					0.975
High Int.	05:30 PM					05:15 PM					05:45 PM					05:45 PM					
Volume	21	4	2	0	27	5	124	6	0	135	20	4	114	0	138	34	265	28	0	327	
Peak Factor					0.843					0.869					0.973					0.984	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: DIAMOND BAR BOULEVARD
E-W Direction: PATHFINDER ROAD

File Name : H0710190
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

Groups Printed- VEHICLES

	DIAMOND BAR BOULEVARD Southbound				PATHFINDER ROAD Westbound				DIAMOND BAR BOULEVARD Northbound				PATHFINDER ROAD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	122	299	4	1	2	8	2	0	1	69	39	0	48	2	125	0	722
07:15 AM	146	329	2	0	2	8	4	0	2	93	36	0	18	3	90	0	733
07:30 AM	162	293	0	0	1	10	1	0	1	72	36	0	35	2	154	0	767
07:45 AM	220	320	0	0	0	5	4	0	0	83	52	0	53	3	167	0	907
Total	650	1241	6	1	5	31	11	0	4	317	163	0	154	10	536	0	3129
08:00 AM	205	411	1	0	0	6	4	0	4	101	33	1	69	6	204	0	1045
08:15 AM	167	304	0	0	0	9	1	0	2	107	20	0	33	2	85	0	730
08:30 AM	153	253	0	0	0	8	1	0	0	77	14	0	20	2	40	0	568
08:45 AM	151	189	0	0	1	3	1	0	1	62	18	0	29	0	43	0	498
Total	676	1157	1	0	1	26	7	0	7	347	85	1	151	10	372	0	2841
*** BREAK ***																	
04:00 PM	116	95	0	1	1	2	0	0	2	287	15	0	34	2	160	0	715
04:15 PM	110	111	4	0	1	2	1	0	1	327	24	0	19	2	100	0	702
04:30 PM	113	115	0	1	5	2	0	0	5	344	21	0	33	6	187	0	832
04:45 PM	111	103	1	0	4	2	1	0	0	309	23	0	27	1	166	0	748
Total	450	424	5	2	11	8	2	0	8	1267	83	0	113	11	613	0	2997
05:00 PM	104	118	0	1	1	2	0	0	0	328	27	0	39	1	216	0	837
05:15 PM	104	102	2	1	1	0	2	0	4	364	20	1	38	5	227	0	871
05:30 PM	103	112	1	0	2	2	0	0	2	400	19	0	27	2	220	0	890
05:45 PM	85	97	1	0	0	3	1	0	1	336	22	0	34	8	209	0	797
Total	396	429	4	2	4	7	3	0	7	1428	88	1	138	16	872	0	3395
Grand Total	2172	3251	16	5	21	72	23	0	26	3359	419	2	556	47	2393	0	12362
Apprch %	39.9	59.7	0.3	0.1	18.1	62.1	19.8	0.0	0.7	88.3	11.0	0.1	18.6	1.6	79.9	0.0	
Total %	17.6	26.3	0.1	0.0	0.2	0.6	0.2	0.0	0.2	27.2	3.4	0.0	4.5	0.4	19.4	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
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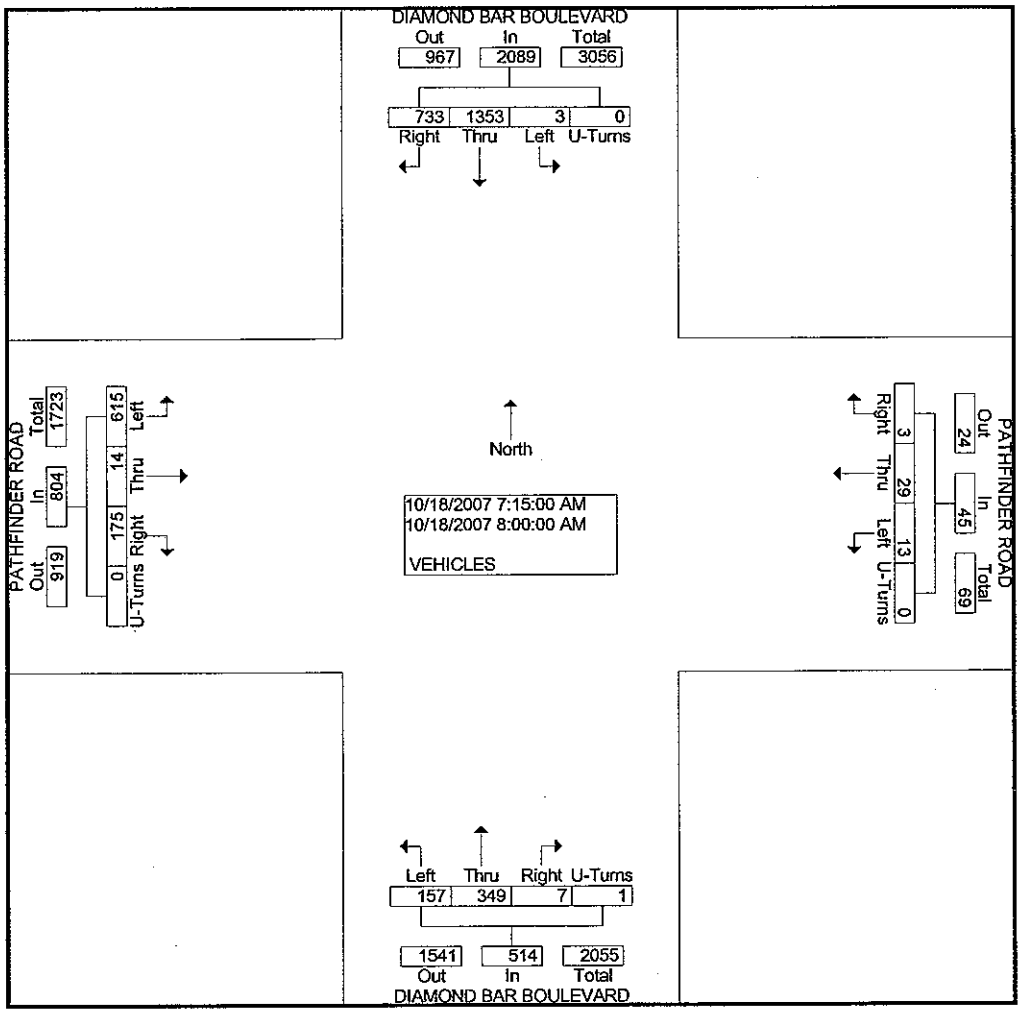
Irvine, CA. 92614

File Name : H0710190
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

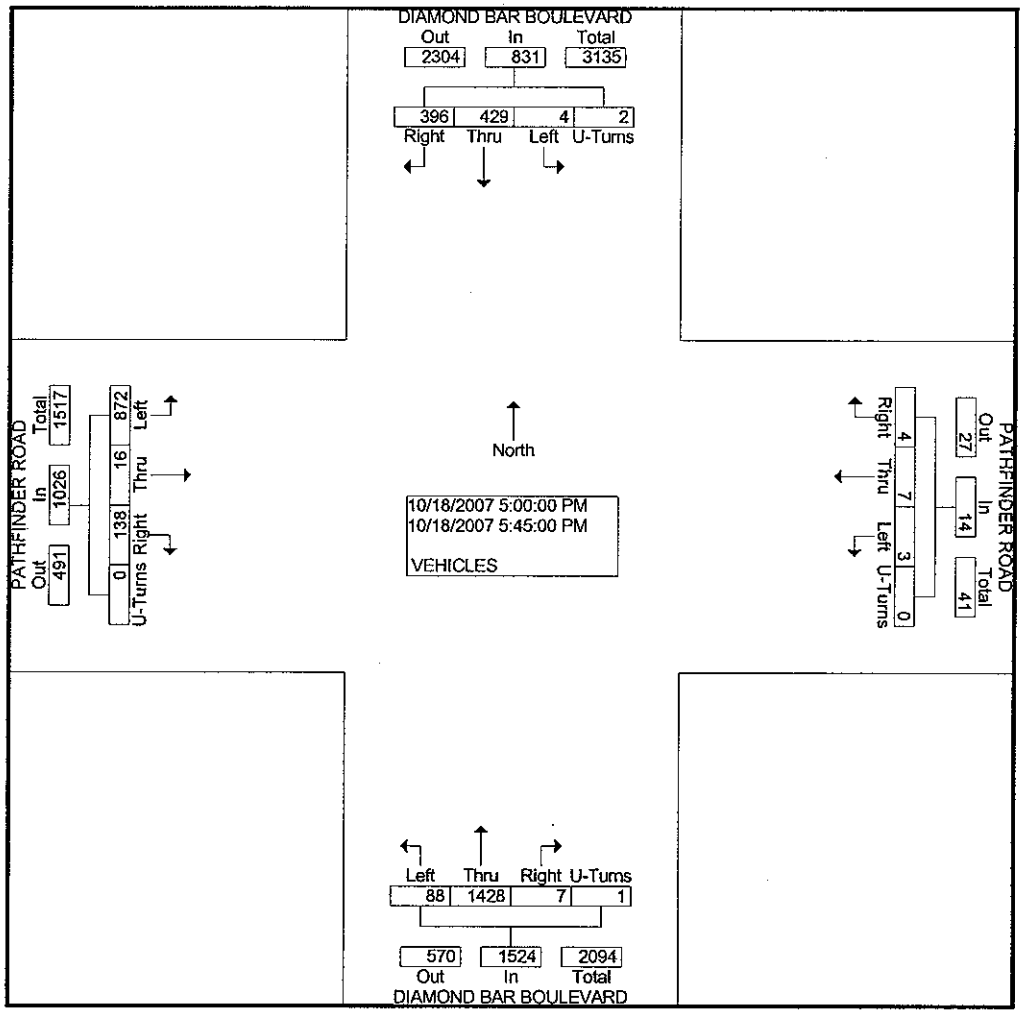
	DIAMOND BAR BOULEVARD Southbound					PATHFINDER ROAD Westbound					DIAMOND BAR BOULEVARD Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	733	1353	3	0	2089	3	29	13	0	45	7	349	157	1	514	175	14	615	0	804	3452
Percent	35.1	64.8	0.1	0.0		6.7	64.4	28.9	0.0		1.4	67.9	30.5	0.2		21.8	1.7	76.5	0.0		
08:00 Volume	205	411	1	0	617	0	6	4	0	10	4	101	33	1	139	69	6	204	0	279	1045
Peak Factor																					0.826
High Int.	08:00 AM					07:15 AM					08:00 AM					08:00 AM					
Volume	205	411	1	0	617	2	8	4	0	14	4	101	33	1	139	69	6	204	0	279	
Peak Factor					0.846					0.804					0.924					0.720	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710190
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	DIAMOND BAR BOULEVARD Southbound					PATHFINDER ROAD Westbound					DIAMOND BAR BOULEVARD Northbound					PATHFINDER ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	396	429	4	2	831	4	7	3	0	14	7	1428	88	1	1524	138	16	872	0	1026	3395
Percent	47.7	51.6	0.5	0.2		28.6	50.0	21.4	0.0		0.5	93.7	5.8	0.1		13.5	1.6	85.0	0.0		
05:30 Volume	103	112	1	0	216	2	2	0	0	4	2	400	19	0	421	27	2	220	0	249	890
Peak Factor																					0.954
High Int.	05:00 PM					05:30 PM					05:30 PM					05:15 PM					
Volume	104	118	0	1	223	2	2	0	0	4	2	400	19	0	421	38	5	227	0	270	
Peak Factor					0.932					0.875					0.905					0.950	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: DIAMOND BAR BOULEVARD
E-W Direction: SHADOW CANYON DRIVE

File Name : H0710191
Site Code : 00000000
Start Date : 10/16/2007
Page No : 1

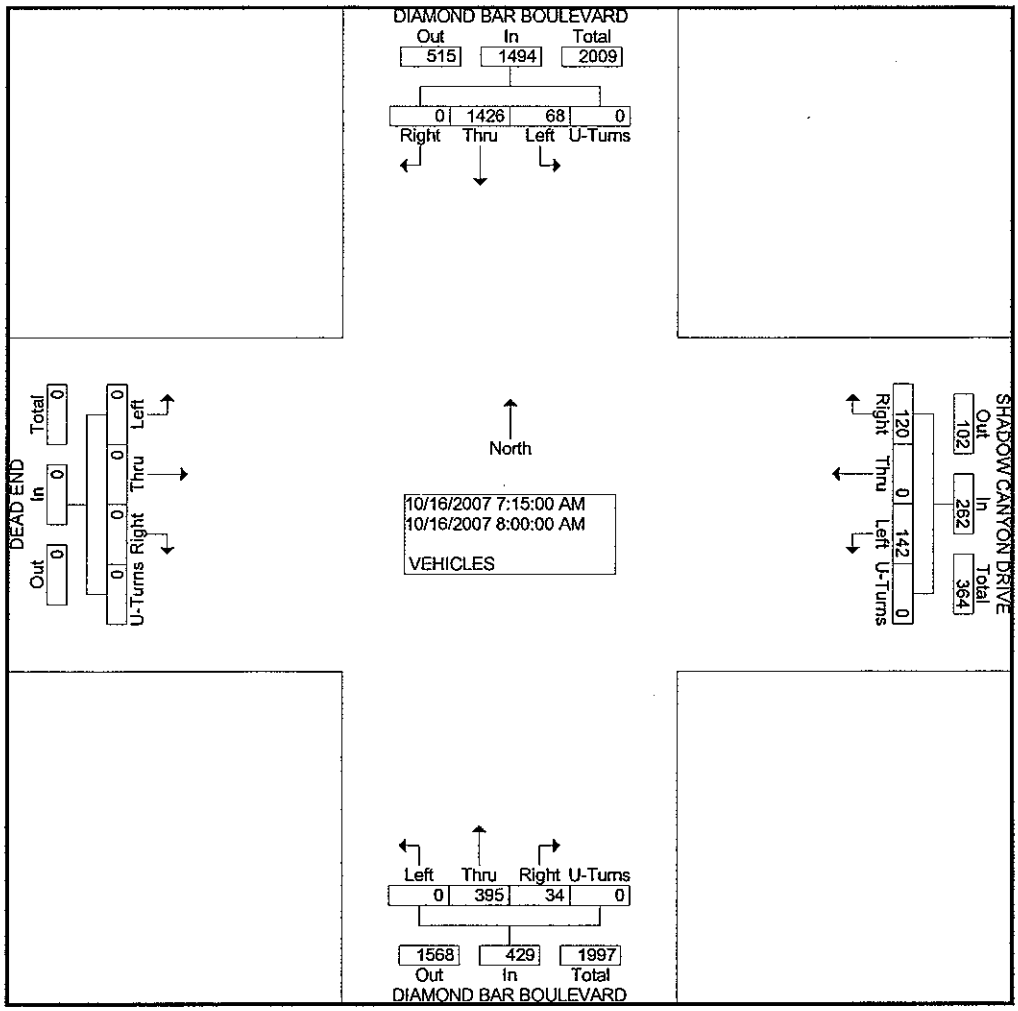
Groups Printed- VEHICLES

	DIAMOND BAR BOULEVARD Southbound				SHADOW CANYON DRIVE Westbound				DIAMOND BAR BOULEVARD Northbound				DEAD END Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	285	8	0	18	0	15	0	15	75	0	1	0	0	0	0	417
07:15 AM	0	372	19	0	37	0	25	0	11	92	0	0	0	0	0	0	556
07:30 AM	0	329	19	0	27	0	31	0	7	109	0	0	0	0	0	0	522
07:45 AM	0	374	13	0	34	0	25	0	9	92	0	0	0	0	0	0	547
Total	0	1360	59	0	116	0	96	0	42	368	0	1	0	0	0	0	2042
08:00 AM	0	351	17	0	22	0	61	0	7	102	0	0	0	0	0	0	560
08:15 AM	0	290	27	0	24	0	49	0	17	119	0	0	0	0	0	0	526
08:30 AM	0	271	26	0	37	0	23	0	15	94	0	0	0	0	0	0	466
08:45 AM	0	279	17	1	28	0	32	0	11	70	0	0	0	0	0	0	438
Total	0	1191	87	1	111	0	165	0	50	385	0	0	0	0	0	0	1990
*** BREAK ***																	
04:00 PM	0	114	23	0	25	0	20	0	21	291	0	0	0	0	0	0	494
04:15 PM	0	106	17	1	34	0	9	0	17	328	0	0	0	0	0	0	512
04:30 PM	0	116	15	1	18	0	15	0	14	346	0	0	0	0	0	0	525
04:45 PM	0	101	22	2	17	0	11	1	22	384	0	0	0	0	0	0	560
Total	0	437	77	4	94	0	55	1	74	1349	0	0	0	0	0	0	2091
05:00 PM	0	132	30	0	26	0	10	0	22	379	0	0	0	0	0	0	599
05:15 PM	0	155	21	0	18	0	13	0	19	400	0	0	0	0	0	0	626
05:30 PM	0	125	25	0	20	0	17	0	27	388	0	0	0	0	0	0	602
05:45 PM	0	140	25	0	17	0	7	0	24	371	0	0	0	0	0	0	584
Total	0	552	101	0	81	0	47	0	92	1538	0	0	0	0	0	0	2411
Grand Total	0	3540	324	5	402	0	363	1	258	3640	0	1	0	0	0	0	8534
Apprch %	0.0	91.5	8.4	0.1	52.5	0.0	47.4	0.1	6.6	93.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	41.5	3.8	0.1	4.7	0.0	4.3	0.0	3.0	42.7	0.0	0.0	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710191
Site Code : 00000000
Start Date : 10/16/2007
Page No : 2

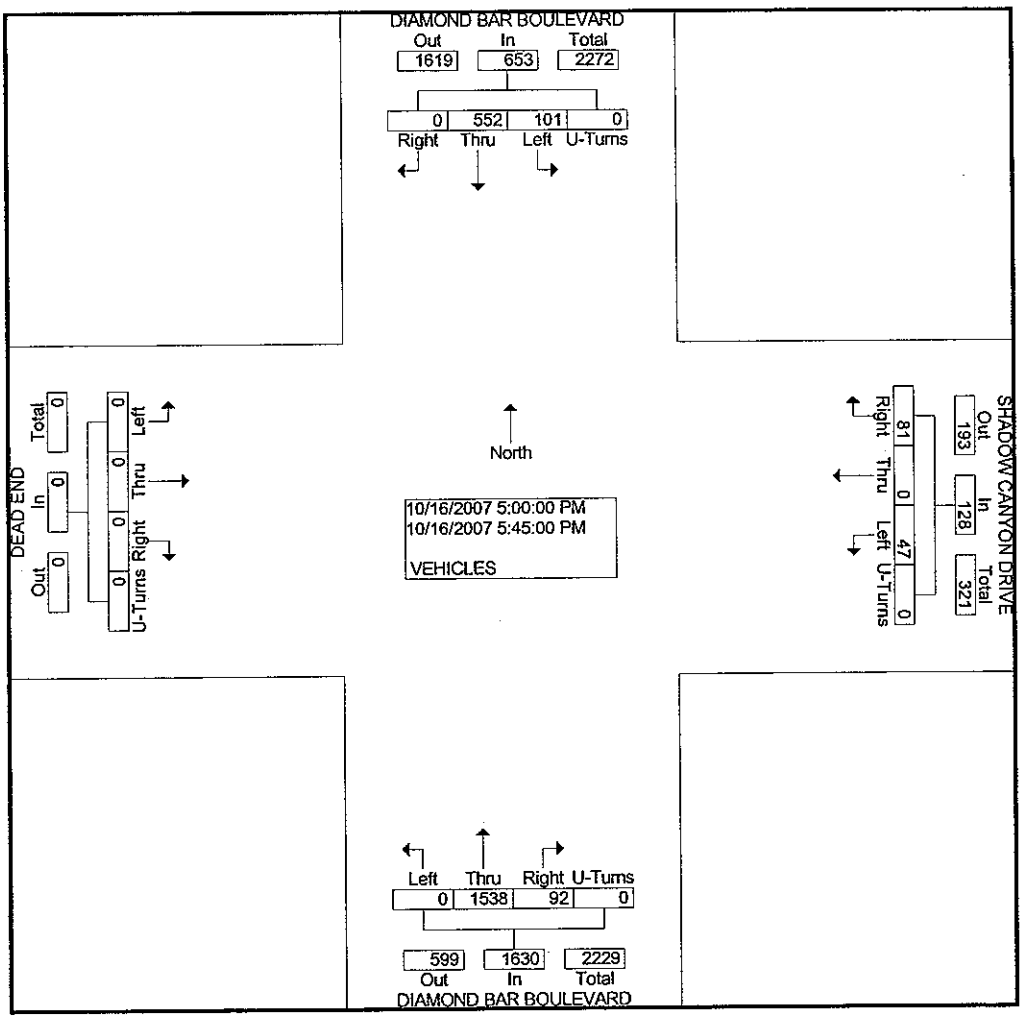
	DIAMOND BAR BOULEVARD Southbound					SHADOW CANYON DRIVE Westbound					DIAMOND BAR BOULEVARD Northbound					DEAD END Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	1426	68	0	1494	120	0	142	0	262	34	395	0	0	429	0	0	0	0	0	2185
Percent	0.0	95.4	4.6	0.0		45.8	0.0	54.2	0.0		7.9	92.1	0.0	0.0		0.0	0.0	0.0	0.0		
08:00 Volume	0	351	17	0	368	22	0	61	0	83	7	102	0	0	109	0	0	0	0	0	560
Peak Factor																					0.975
High Int.	07:15 AM					08:00 AM					07:30 AM					6:45:00 AM					
Volume	0	372	19	0	391	22	0	61	0	83	7	109	0	0	116						
Peak Factor					0.955					0.789					0.925						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710191
Site Code : 00000000
Start Date : 10/16/2007
Page No : 3

	DIAMOND BAR BOULEVARD Southbound					SHADOW CANYON DRIVE Westbound					DIAMOND BAR BOULEVARD Northbound					DEAD END Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	552	101	0	653	81	0	47	0	128	92	1538	0	0	1630	0	0	0	0	0	2411
Percent	0.0	84.5	15.5	0.0		63.3	0.0	36.7	0.0		5.6	94.4	0.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	0	155	21	0	176	18	0	13	0	31	19	400	0	0	419	0	0	0	0	0	626
Peak Factor																					0.963
High Int.	05:15 PM					05:30 PM					05:15 PM										
Volume	0	155	21	0	176	20	0	17	0	37	19	400	0	0	419						
Peak Factor					0.928					0.865					0.973						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: BREA CANYON ROAD
E-W Direction: FOUNTAIN SPRINGS ROAD

File Name : H0710192
Site Code : 00000000
Start Date : 10/18/2007
Page No : 1

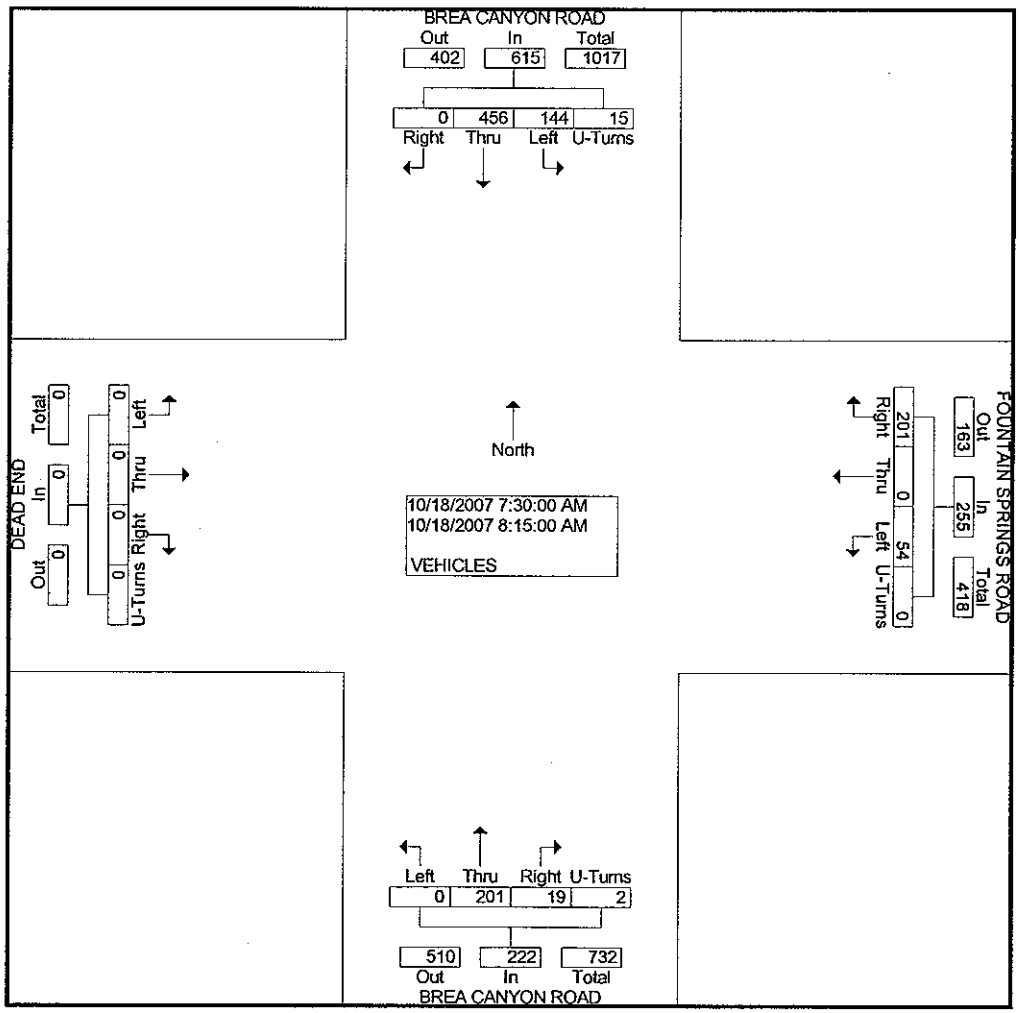
Groups Printed- VEHICLES

	BREA CANYON ROAD Southbound				FOUNTAIN SPRINGS ROAD Westbound				BREA CANYON ROAD Northbound				DEAD END Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	79	5	2	26	0	2	0	0	45	0	0	0	0	0	0	159
07:15 AM	0	103	10	0	24	0	4	0	2	43	0	0	0	0	0	0	186
07:30 AM	0	104	13	4	34	0	11	0	4	41	0	0	0	0	0	0	211
07:45 AM	0	101	36	7	65	0	8	0	4	58	0	0	0	0	0	0	279
Total	0	387	64	13	149	0	25	0	10	187	0	0	0	0	0	0	835
08:00 AM	0	145	75	4	73	0	24	0	3	45	0	1	0	0	0	0	370
08:15 AM	0	106	20	0	29	0	11	0	8	57	0	1	0	0	0	0	232
08:30 AM	0	118	7	0	6	0	2	0	3	28	0	0	0	0	0	0	164
08:45 AM	0	77	3	0	9	0	3	0	0	24	0	0	0	0	0	0	116
Total	0	446	105	4	117	0	40	0	14	154	0	2	0	0	0	0	882
*** BREAK ***																	
04:00 PM	0	28	10	0	11	0	4	0	2	94	0	0	0	0	0	0	149
04:15 PM	0	22	13	0	14	0	2	0	3	97	0	0	0	0	0	0	151
04:30 PM	0	30	17	0	13	0	0	0	4	115	0	0	0	0	0	0	179
04:45 PM	0	34	14	0	12	0	1	1	4	101	0	0	0	0	0	0	167
Total	0	114	54	0	50	0	7	1	13	407	0	0	0	0	0	0	646
05:00 PM	0	43	15	0	13	0	5	0	2	106	0	0	0	0	0	0	184
05:15 PM	0	39	18	1	17	0	2	0	2	119	0	0	0	0	0	0	198
05:30 PM	0	30	12	0	10	0	3	0	6	118	0	0	0	0	0	0	179
05:45 PM	0	34	16	0	11	0	0	0	1	123	0	0	0	0	0	0	185
Total	0	146	61	1	51	0	10	0	11	466	0	0	0	0	0	0	746
Grand Total	0	1093	284	18	367	0	82	1	48	1214	0	2	0	0	0	0	3109
Apprch %	0.0	78.4	20.4	1.3	81.6	0.0	18.2	0.2	3.8	96.0	0.0	0.2	0.0	0.0	0.0	0.0	
Total %	0.0	35.2	9.1	0.6	11.8	0.0	2.6	0.0	1.5	39.0	0.0	0.1	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710192
Site Code : 00000000
Start Date : 10/18/2007
Page No : 2

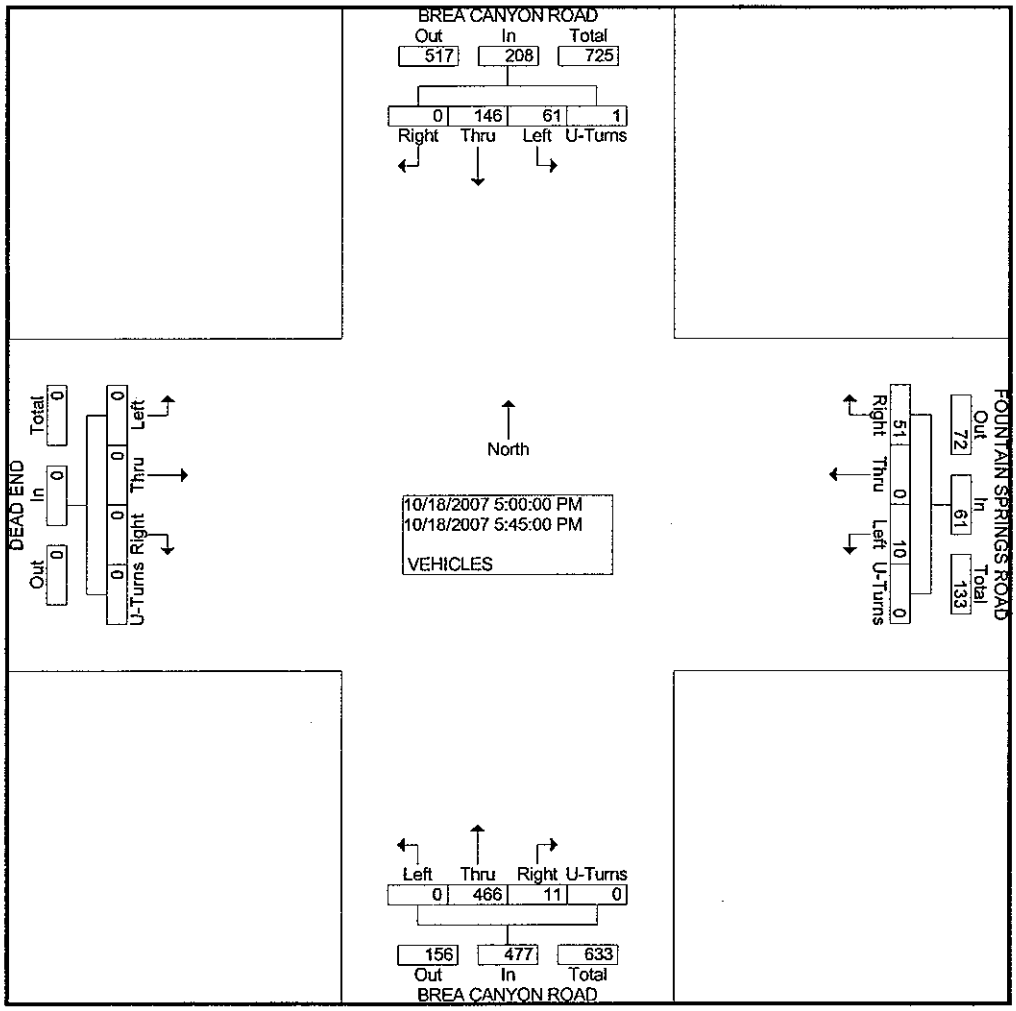
	BREA CANYON ROAD Southbound					FOUNTAIN SPRINGS ROAD Westbound					BREA CANYON ROAD Northbound					DEAD END Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	456	144	15	615	201	0	54	0	255	19	201	0	2	222	0	0	0	0	0	1092
Percent	0.0	74.1	23.4	2.4		78.8	0.0	21.2	0.0		8.6	90.5	0.0	0.9		0.0	0.0	0.0	0.0		
08:00 Volume	0	145	75	4	224	73	0	24	0	97	3	45	0	1	49	0	0	0	0	0	370
Peak Factor																					0.738
High Int.	08:00 AM					08:00 AM					08:15 AM					6:45:00 AM					
Volume	0	145	75	4	224	73	0	24	0	97	8	57	0	1	66						
Peak Factor					0.686					0.657					0.841						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710192
Site Code : 00000000
Start Date : 10/18/2007
Page No : 3

	BREA CANYON ROAD Southbound					FOUNTAIN SPRINGS ROAD Westbound					BREA CANYON ROAD Northbound					DEAD END Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	146	61	1	208	51	0	10	0	61	11	466	0	0	477	0	0	0	0	0	746
Percent	0.0	70.2	29.3	0.5		83.6	0.0	16.4	0.0		2.3	97.7	0.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	0	39	18	1	58	17	0	2	0	19	2	119	0	0	121	0	0	0	0	0	198
Peak Factor																					0.942
High Int.	05:00 PM					05:15 PM					05:30 PM										
Volume	0	43	15	0	58	17	0	2	0	19	6	118	0	0	124						
Peak Factor					0.897					0.803					0.962						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: DIAMOND BAR BOULEVARD
E-W Direction: FOUNTAIN SPRINGS ROAD

File Name : H0710193
Site Code : 00000000
Start Date : 10/16/2007
Page No : 1

Groups Printed- VEHICLES

	DIAMOND BAR BOULEVARD Southbound				DEAD END Westbound				DIAMOND BAR BOULEVARD Northbound				FOUNTAIN SPRINGS ROAD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	12	366	0	0	0	0	0	0	0	79	1	0	9	0	15	0	482
07:15 AM	13	367	0	0	0	0	0	0	0	88	6	0	7	0	18	0	499
07:30 AM	28	343	0	0	0	0	0	0	0	100	6	0	3	0	13	0	493
07:45 AM	38	351	0	0	0	0	0	0	0	85	10	0	23	0	15	0	522
Total	91	1427	0	0	0	0	0	0	0	352	23	0	42	0	61	0	1996
08:00 AM	111	250	0	0	0	0	0	0	0	72	12	0	30	0	49	0	524
08:15 AM	25	318	0	0	0	0	0	0	0	85	4	0	19	0	41	0	492
08:30 AM	21	293	0	0	0	0	0	0	0	85	3	0	11	0	9	0	422
08:45 AM	28	275	0	0	0	0	0	0	0	75	10	1	11	0	14	0	414
Total	185	1136	0	0	0	0	0	0	0	317	29	1	71	0	113	0	1852
*** BREAK ***																	
04:00 PM	20	115	0	0	0	0	0	0	0	286	12	0	7	0	28	0	468
04:15 PM	13	102	0	0	0	0	0	0	0	314	8	1	7	0	26	0	471
04:30 PM	9	115	0	0	0	0	0	0	0	333	8	1	7	0	24	0	497
04:45 PM	13	106	0	0	0	0	0	0	0	385	8	0	1	0	34	0	547
Total	55	438	0	0	0	0	0	0	0	1318	36	2	22	0	112	0	1983
05:00 PM	17	118	0	0	0	0	0	0	0	375	6	1	7	0	28	0	552
05:15 PM	16	147	0	0	0	0	0	0	0	394	7	1	7	0	34	0	606
05:30 PM	17	115	0	0	0	0	0	0	0	399	6	0	11	0	34	0	582
05:45 PM	15	134	0	0	0	0	0	0	0	356	11	2	6	0	28	0	552
Total	65	514	0	0	0	0	0	0	0	1524	30	4	31	0	124	0	2292
Grand Total	396	3515	0	0	0	0	0	0	0	3511	118	7	166	0	410	0	8123
Apprch %	10.1	89.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	3.2	0.2	28.8	0.0	71.2	0.0	
Total %	4.9	43.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.2	1.5	0.1	2.0	0.0	5.0	0.0	

Transportation Studies, Inc.
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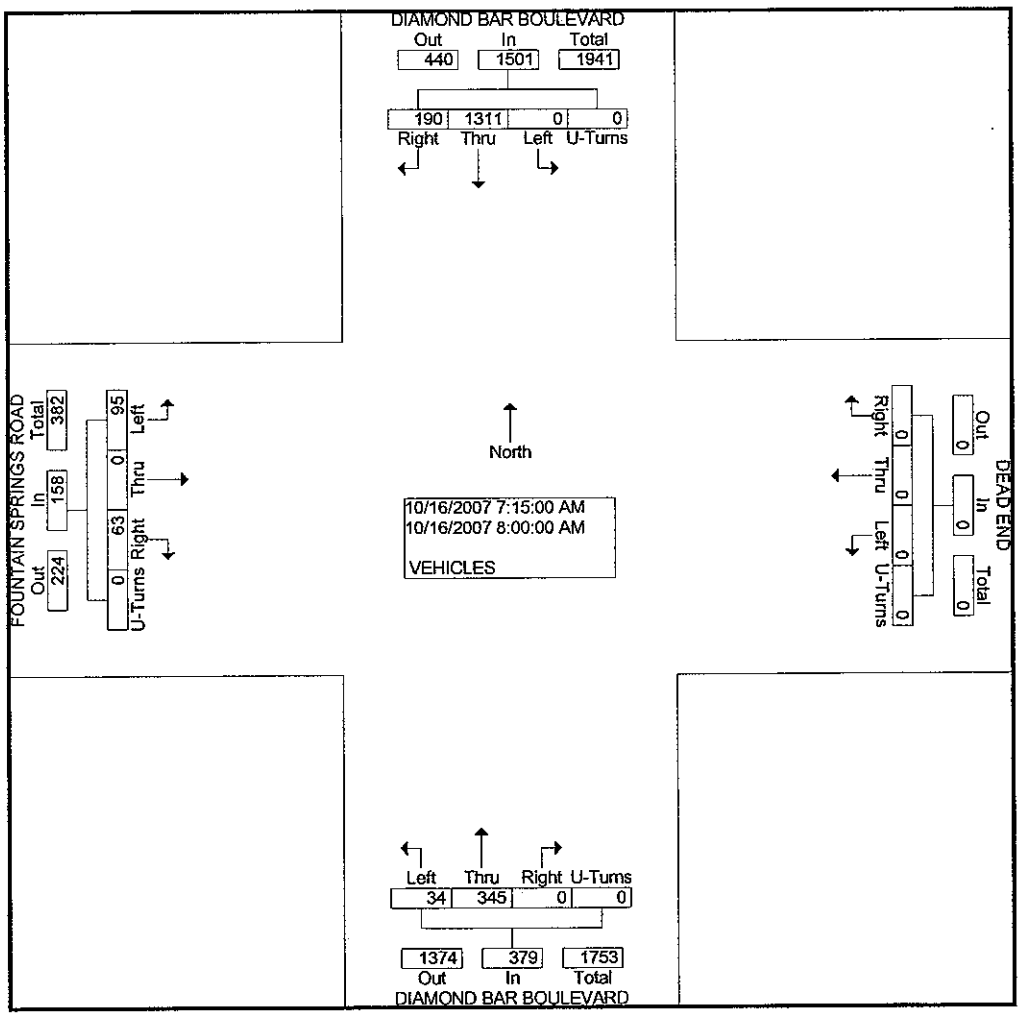
File Name : H0710193
Site Code : 00000000
Start Date : 10/16/2007
Page No : 2

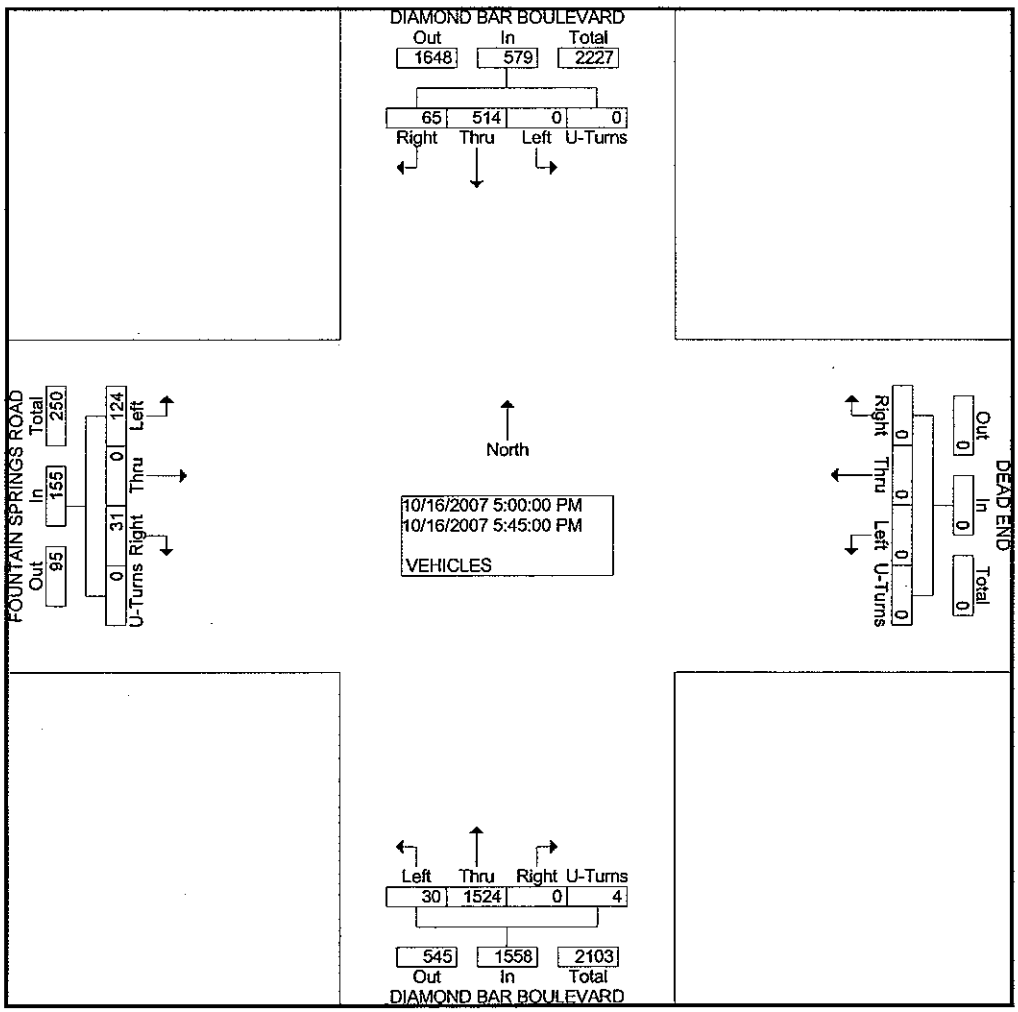
	DIAMOND BAR BOULEVARD Southbound					DEAD END Westbound					DIAMOND BAR BOULEVARD Northbound					FOUNTAIN SPRINGS ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	190	1311	0	0	1501	0	0	0	0	0	0	345	34	0	379	63	0	95	0	158	2038
Percent	12.7	87.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.0	9.0	0.0		39.9	0.0	60.1	0.0		
08:00 Volume	111	250	0	0	361	0	0	0	0	0	0	72	12	0	84	30	0	49	0	79	524
Peak Factor																					0.972
High Int.	07:45 AM					6:45:00 AM					07:30 AM					08:00 AM					
Volume	38	351	0	0	389	0	0	0	0	0	0	100	6	0	106	30	0	49	0	79	
Peak Factor					0.965										0.894					0.500	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710193
Site Code : 00000000
Start Date : 10/16/2007
Page No : 3

	DIAMOND BAR BOULEVARD Southbound					DEAD END Westbound					DIAMOND BAR BOULEVARD Northbound					FOUNTAIN SPRINGS ROAD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	65	514	0	0	579	0	0	0	0	0	0	1524	30	4	1558	31	0	124	0	155	2292
Percent	11.2	88.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.8	1.9	0.3		20.0	0.0	80.0	0.0		
05:15 Volume	16	147	0	0	163	0	0	0	0	0	0	394	7	1	402	7	0	34	0	41	606
Peak Factor																					0.946
High Int.	05:15 PM										05:30 PM					05:30 PM					
Volume	16	147	0	0	163	0	0	0	0	0	0	399	6	0	405	11	0	34	0	45	
Peak Factor					0.888										0.962					0.861	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: DIAMOND BAR BOULEVARD
E-W Direction: SUGARPINE PLACE

File Name : H0710194
Site Code : 00000000
Start Date : 10/16/2007
Page No : 1

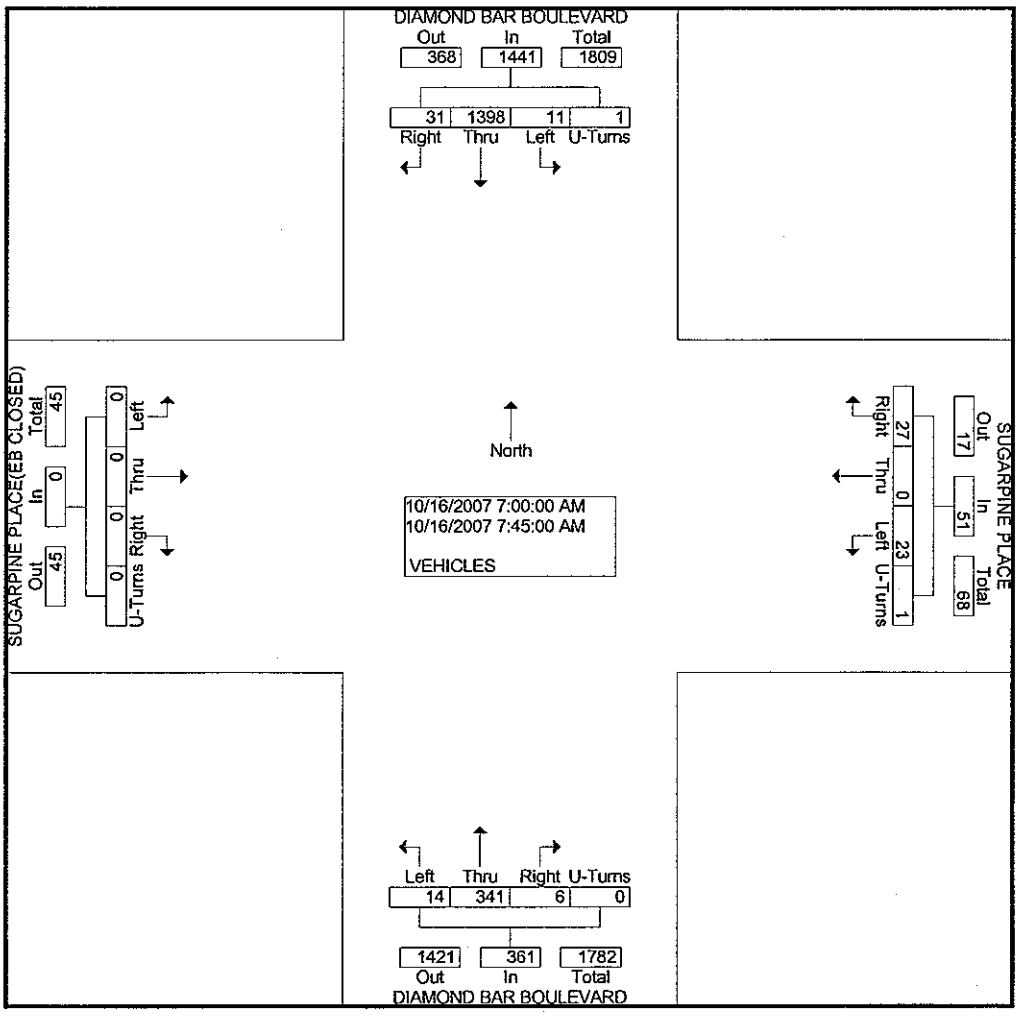
Groups Printed- VEHICLES

	DIAMOND BAR BOULEVARD Southbound				SUGARPINE PLACE Westbound				DIAMOND BAR BOULEVARD Northbound				SUGARPINE PLACE(EB CLOSED) Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	13	316	2	1	3	0	4	0	2	78	3	0	0	0	0	0	422
07:15 AM	4	388	0	0	3	0	5	0	0	86	7	0	0	0	0	0	493
07:30 AM	4	336	3	0	11	0	12	1	3	94	2	0	0	0	0	0	466
07:45 AM	10	358	6	0	10	0	2	0	1	83	2	0	0	0	0	0	472
Total	31	1398	11	1	27	0	23	1	6	341	14	0	0	0	0	0	1853
08:00 AM	5	250	9	0	9	0	14	0	1	87	2	2	0	0	0	0	379
08:15 AM	15	337	6	0	8	1	15	0	6	83	3	0	0	0	0	0	474
08:30 AM	8	285	2	0	8	0	8	0	1	85	7	1	0	0	0	0	405
08:45 AM	18	284	3	0	8	0	9	0	3	81	7	1	0	0	0	0	414
Total	46	1156	20	0	33	1	46	0	11	336	19	4	0	0	0	0	1672
*** BREAK ***																	
04:00 PM	14	109	9	2	6	0	2	0	2	293	11	1	0	0	0	0	449
04:15 PM	16	93	3	1	2	0	1	0	6	328	7	0	0	0	0	0	457
04:30 PM	15	108	5	0	3	0	2	0	3	354	10	0	0	0	0	0	500
04:45 PM	15	75	1	0	4	0	2	0	8	362	2	0	0	0	0	0	469
Total	60	385	18	3	15	0	7	0	19	1337	30	1	0	0	0	0	1875
05:00 PM	22	116	5	2	7	0	2	0	4	368	5	0	0	0	0	0	531
05:15 PM	12	124	9	1	8	0	5	0	4	391	9	0	0	0	0	0	563
05:30 PM	11	99	9	0	6	1	6	0	3	382	7	0	0	0	0	0	524
05:45 PM	14	107	11	1	5	0	6	0	6	381	11	0	0	0	0	0	542
Total	59	446	34	4	26	1	19	0	17	1522	32	0	0	0	0	0	2160
Grand Total	196	3385	83	8	101	2	95	1	53	3536	95	5	0	0	0	0	7560
Apprch %	5.3	92.2	2.3	0.2	50.8	1.0	47.7	0.5	1.4	95.9	2.6	0.1	0.0	0.0	0.0	0.0	
Total %	2.6	44.8	1.1	0.1	1.3	0.0	1.3	0.0	0.7	46.8	1.3	0.1	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710194
Site Code : 00000000
Start Date : 10/16/2007
Page No : 2

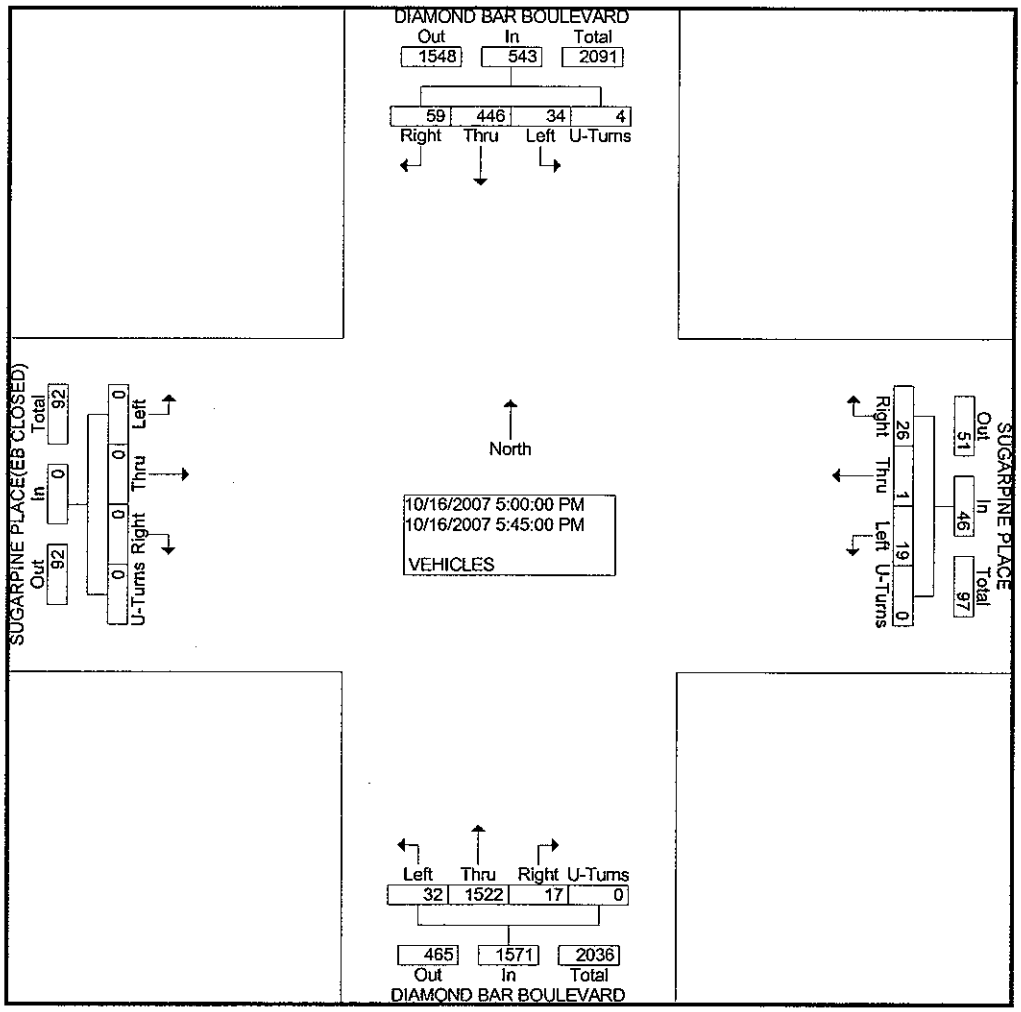
	DIAMOND BAR BOULEVARD Southbound					SUGARPINE PLACE Westbound					DIAMOND BAR BOULEVARD Northbound					SUGARPINE PLACE(EB CLOSED) Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	31	1398	11	1	1441	27	0	23	1	51	6	341	14	0	361	0	0	0	0	0	1853
Percent	2.2	97.0	0.8	0.1		52.9	0.0	45.1	2.0		1.7	94.5	3.9	0.0		0.0	0.0	0.0	0.0		
07:15 Volume	4	388	0	0	392	3	0	5	0	8	0	86	7	0	93	0	0	0	0	0	493
Peak Factor																					0.940
High Int.	07:15 AM					07:30 AM					07:30 AM					6:45:00 AM					
Volume	4	388	0	0	392	11	0	12	1	24	3	94	2	0	99						
Peak Factor					0.919					0.531					0.912						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710194
Site Code : 00000000
Start Date : 10/16/2007
Page No : 3

	DIAMOND BAR BOULEVARD Southbound					SUGARPINE PLACE Westbound					DIAMOND BAR BOULEVARD Northbound					SUGARPINE PLACE(EB CLOSED) Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	59	446	34	4	543	26	1	19	0	46	17	1522	32	0	1571	0	0	0	0	0	2160
Percent	10.9	82.1	6.3	0.7		56.5	2.2	41.3	0.0		1.1	96.9	2.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	12	124	9	1	146	8	0	5	0	13	4	391	9	0	404	0	0	0	0	0	563
Peak Factor																					0.959
High Int.	05:15 PM					05:15 PM					05:15 PM										
Volume	12	124	9	1	146	8	0	5	0	13	4	391	9	0	404						
Peak Factor					0.930					0.885					0.972						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: BREA CANYON ROAD
E-W Direction: COLD SPRING LANE

File Name : H0710195
Site Code : 00000000
Start Date : 10/16/2007
Page No : 1

Groups Printed- VEHICLES

	BREA CANYON ROAD Southbound				COLD SPRING LANE Westbound				BREA CANYON ROAD Northbound				COLD SPRING LANE Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	91	6	0	13	5	12	0	2	42	1	0	3	4	6	0	188
07:15 AM	2	92	14	0	11	3	12	0	3	47	1	0	2	5	7	0	199
07:30 AM	3	115	5	0	13	16	17	0	5	48	4	0	1	11	4	0	242
07:45 AM	8	88	13	0	23	15	24	0	10	42	2	0	5	11	9	0	250
Total	16	386	38	0	60	39	65	0	20	179	8	0	11	31	26	0	879
08:00 AM	8	90	28	1	13	8	17	0	16	42	10	0	8	24	12	0	277
08:15 AM	8	98	34	0	12	24	29	0	25	46	25	0	18	10	7	0	336
08:30 AM	3	91	7	0	23	7	8	0	12	24	4	0	2	10	9	0	200
08:45 AM	7	75	7	0	18	2	15	0	1	24	1	0	3	2	20	0	175
Total	26	354	76	1	66	41	69	0	54	136	40	0	31	46	48	0	988
*** BREAK ***																	
04:00 PM	4	16	8	0	5	6	2	0	4	99	0	0	0	4	4	0	152
04:15 PM	2	13	2	0	4	0	2	0	3	94	0	0	0	0	1	0	121
04:30 PM	12	24	8	0	13	1	5	0	4	95	0	0	2	2	7	0	173
04:45 PM	8	15	13	0	13	2	1	0	4	101	3	0	2	3	11	0	176
Total	26	68	31	0	35	9	10	0	15	389	3	0	4	9	23	0	622
05:00 PM	6	15	18	0	13	5	1	0	5	106	3	0	0	3	4	0	179
05:15 PM	10	17	9	0	9	7	5	0	9	109	1	0	0	8	9	0	193
05:30 PM	7	13	21	0	18	10	6	0	7	93	0	0	2	4	5	0	186
05:45 PM	9	22	15	0	10	5	8	0	5	95	2	0	1	1	3	0	176
Total	32	67	63	0	50	27	20	0	26	403	6	0	3	16	21	0	734
Grand Total	100	875	208	1	211	116	164	0	115	1107	57	0	49	102	118	0	3223
Apprch %	8.4	73.9	17.6	0.1	43.0	23.6	33.4	0.0	9.0	86.6	4.5	0.0	18.2	37.9	43.9	0.0	
Total %	3.1	27.1	6.5	0.0	6.5	3.6	5.1	0.0	3.6	34.3	1.8	0.0	1.5	3.2	3.7	0.0	

Transportation Studies, Inc.
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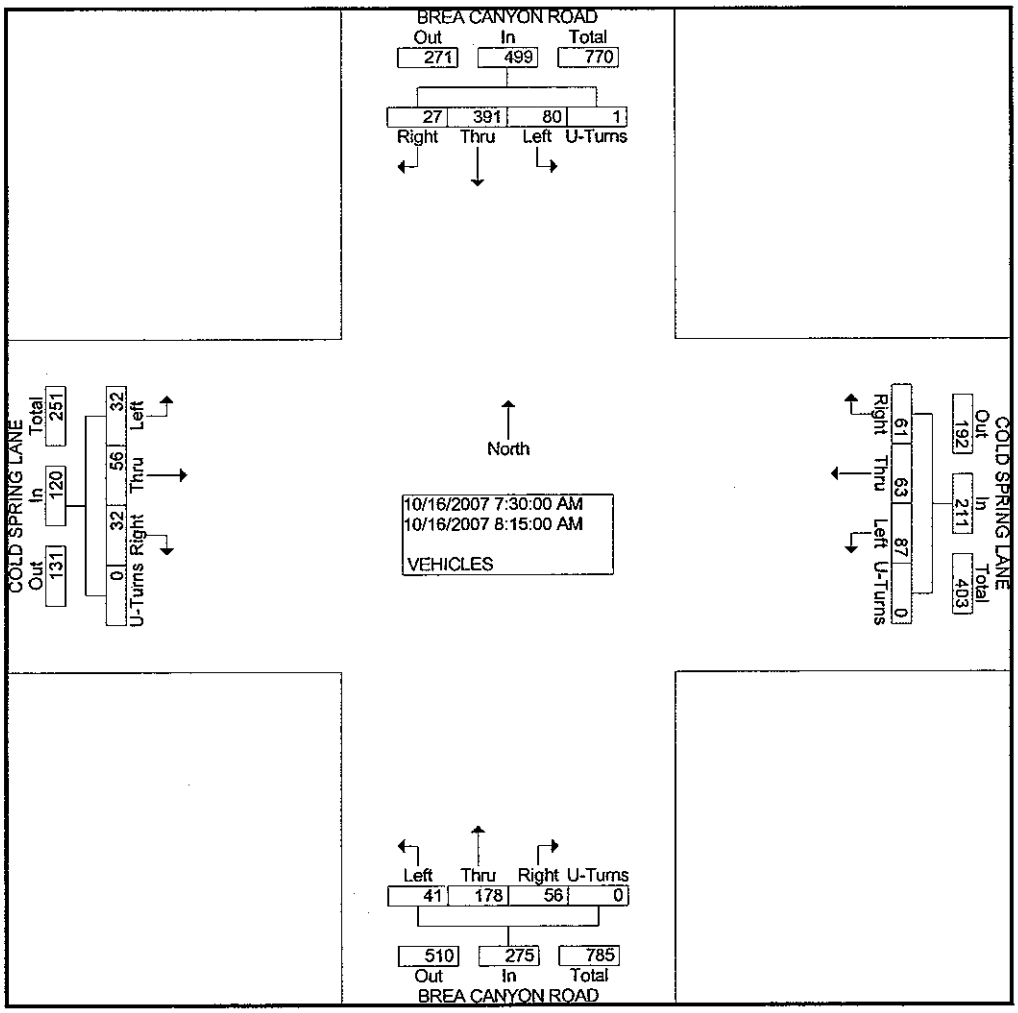
File Name : H0710195
Site Code : 00000000
Start Date : 10/16/2007
Page No : 2

	BREA CANYON ROAD Southbound					COLD SPRING LANE Westbound					BREA CANYON ROAD Northbound					COLD SPRING LANE Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	27	391	80	1	499	61	63	87	0	211	56	178	41	0	275	32	56	32	0	120	1105
Percent	5.4	78.4	16.0	0.2		28.9	29.9	41.2	0.0		20.4	64.7	14.9	0.0		26.7	46.7	26.7	0.0		
08:15 Volume	8	98	34	0	140	12	24	29	0	65	25	46	25	0	96	18	10	7	0	35	336
Peak Factor																					0.822
High Int.	08:15 AM					08:15 AM					08:15 AM					08:00 AM					
Volume	8	98	34	0	140	12	24	29	0	65	25	46	25	0	96	8	24	12	0	44	
Peak Factor					0.891					0.812					0.716					0.682	



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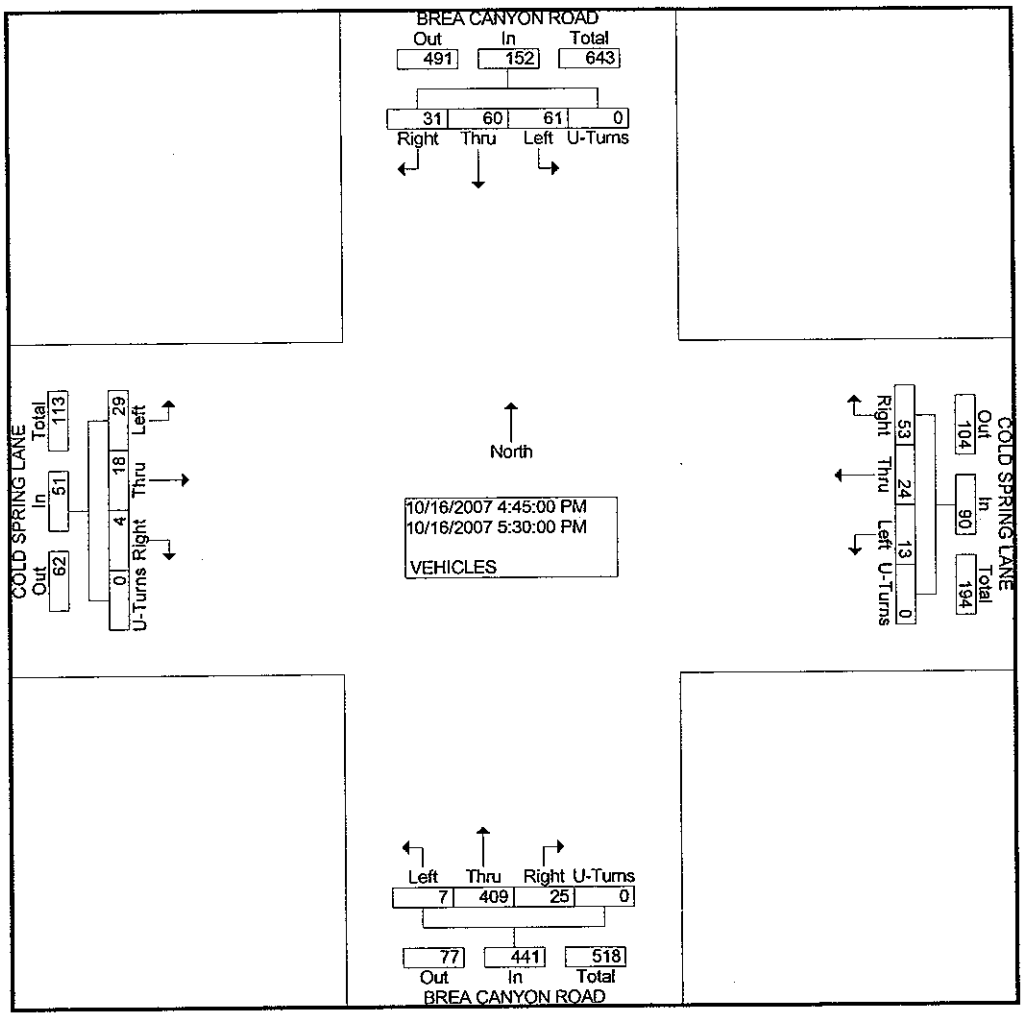
File Name : H0710195
Site Code : 00000000
Start Date : 10/16/2007
Page No : 3

	BREA CANYON ROAD Southbound					COLD SPRING LANE Westbound					BREA CANYON ROAD Northbound					COLD SPRING LANE Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	31	60	61	0	152	53	24	13	0	90	25	409	7	0	441	4	18	29	0	51	734
Percent	20.4	39.5	40.1	0.0		58.9	26.7	14.4	0.0		5.7	92.7	1.6	0.0		7.8	35.3	56.9	0.0		
05:15 Volume	10	17	9	0	36	9	7	5	0	21	9	109	1	0	119	0	8	9	0	17	193
Peak Factor																					0.951
High Int.	05:30 PM					05:30 PM					05:15 PM					05:15 PM					
Volume	7	13	21	0	41	18	10	6	0	34	9	109	1	0	119	0	8	9	0	17	
Peak Factor					0.927					0.662					0.926					0.750	



Transportation Studies, Inc.
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City: DIAMOND BAR
N-S Direction: DIAMOND BAR BOULEVARD
E-W Direction: COLD SPRING LANE

File Name : H0710196
Site Code : 00000000
Start Date : 10/17/2007
Page No : 1

Groups Printed- VEHICLES

	DIAMOND BAR BOULEVARD Southbound				COLD SPRING LANE Westbound				DIAMOND BAR BOULEVARD Northbound				COLD SPRING LANE Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	9	373	11	0	11	13	11	0	1	60	5	1	4	9	9	0	517
07:15 AM	5	339	3	0	22	12	8	0	2	53	4	0	8	9	3	0	468
07:30 AM	15	298	14	1	15	16	17	0	3	58	3	0	2	6	8	0	456
07:45 AM	13	293	11	0	26	26	16	0	4	51	7	0	8	8	5	0	468
Total	42	1303	39	1	74	67	52	0	10	222	19	1	22	32	25	0	1909
08:00 AM	28	310	18	1	5	31	14	0	6	64	5	0	5	19	15	0	521
08:15 AM	25	317	9	1	10	17	19	0	4	59	3	0	8	21	19	0	512
08:30 AM	10	271	6	0	11	4	15	0	7	55	9	0	9	8	8	0	413
08:45 AM	4	223	8	0	8	3	16	0	1	52	3	0	1	2	2	0	323
Total	67	1121	41	2	34	55	64	0	18	230	20	0	23	50	44	0	1769
*** BREAK ***																	
04:00 PM	12	75	8	2	11	2	5	0	5	297	8	1	11	10	24	0	471
04:15 PM	8	74	17	0	13	3	6	0	10	311	14	0	8	6	18	0	488
04:30 PM	11	91	16	2	17	2	3	0	13	365	11	0	10	7	12	0	560
04:45 PM	11	97	13	2	9	5	5	0	10	384	2	0	7	4	20	0	569
Total	42	337	54	6	50	12	19	0	38	1357	35	1	36	27	74	0	2088
05:00 PM	15	87	23	2	19	5	6	0	12	379	11	0	8	11	8	0	586
05:15 PM	12	86	22	3	9	5	8	0	16	383	5	0	10	9	16	0	584
05:30 PM	10	100	19	7	16	2	11	0	16	410	8	0	10	8	18	0	635
05:45 PM	12	105	18	2	8	3	8	0	7	401	8	0	4	15	13	0	604
Total	49	378	82	14	52	15	33	0	51	1573	32	0	32	43	55	0	2409
Grand Total	200	3139	216	23	210	149	168	0	117	3382	106	2	113	152	198	0	8175
Apprch %	5.6	87.7	6.0	0.6	39.8	28.3	31.9	0.0	3.2	93.8	2.9	0.1	24.4	32.8	42.8	0.0	
Total %	2.4	38.4	2.6	0.3	2.6	1.8	2.1	0.0	1.4	41.4	1.3	0.0	1.4	1.9	2.4	0.0	

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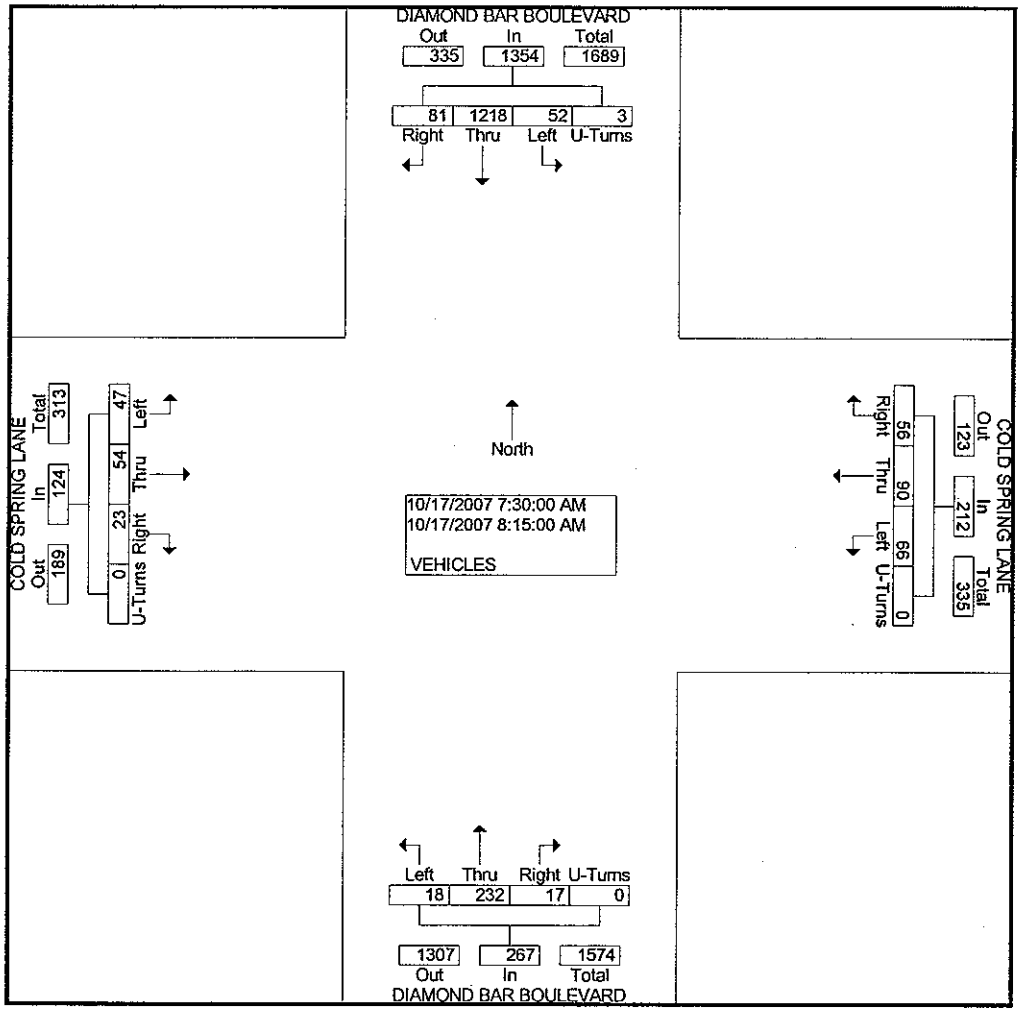
File Name : H0710196
Site Code : 00000000
Start Date : 10/17/2007
Page No : 2

	DIAMOND BAR BOULEVARD Southbound					COLD SPRING LANE Westbound					DIAMOND BAR BOULEVARD Northbound					COLD SPRING LANE Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	81	1218	52	3	1354	56	90	66	0	212	17	232	18	0	267	23	54	47	0	124	1957
Percent	6.0	90.0	3.8	0.2		26.4	42.5	31.1	0.0		6.4	86.9	6.7	0.0		18.5	43.5	37.9	0.0		
08:00 Volume	28	310	18	1	357	5	31	14	0	50	6	64	5	0	75	5	19	15	0	39	521
Peak Factor																					0.939
High Int.	08:00 AM					07:45 AM					08:00 AM					08:15 AM					
Volume	28	310	18	1	357	26	26	16	0	68	6	64	5	0	75	8	21	19	0	48	
Peak Factor					0.948					0.779					0.890					0.646	



Transportation Studies, Inc.
1350 Reynolds Avenue
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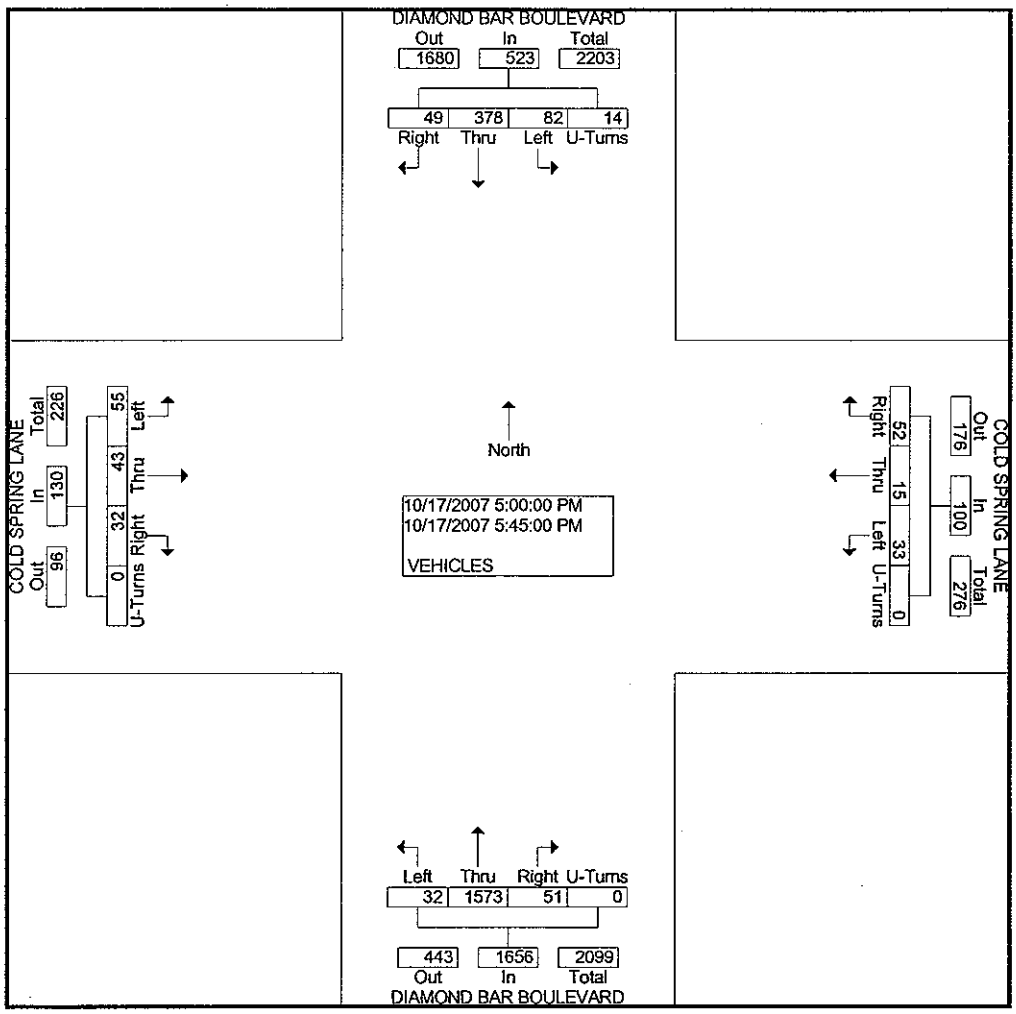
File Name : H0710196
Site Code : 00000000
Start Date : 10/17/2007
Page No : 3

	DIAMOND BAR BOULEVARD Southbound					COLD SPRING LANE Westbound					DIAMOND BAR BOULEVARD Northbound					COLD SPRING LANE Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	49	378	82	14	523	52	15	33	0	100	51	1573	32	0	1656	32	43	55	0	130	2409
Percent	9.4	72.3	15.7	2.7		52.0	15.0	33.0	0.0		3.1	95.0	1.9	0.0		24.6	33.1	42.3	0.0		
05:30 Volume	10	100	19	7	136	16	2	11	0	29	16	410	8	0	434	10	8	18	0	36	635
Peak Factor																					0.948
High Int.	05:45 PM					05:00 PM					05:30 PM					05:30 PM					
Volume	12	105	18	2	137	19	5	6	0	30	16	410	8	0	434	10	8	18	0	36	
Peak Factor					0.954					0.833					0.954					0.903	



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City: DIAMOND BAR
N-S Direction: PATHFINDER ROAD
E-W Direction: BREA CANYON CUTOFF

File Name : H0710197
Site Code : 00000000
Start Date : 10/17/2007
Page No : 1

Groups Printed- VEHICLES

	PATHFINDER ROAD Southbound				BREA CANYON CUTOFF Westbound				PATHFINDER ROAD Northbound				BREA CANYON CUTOFF Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	23	131	20	0	7	42	48	0	62	45	16	0	14	126	16	0	550
07:15 AM	25	114	12	0	6	78	31	0	77	66	15	0	15	122	15	0	576
07:30 AM	27	116	25	0	6	62	24	0	74	66	20	0	15	113	14	0	562
07:45 AM	30	62	28	0	5	36	36	0	50	47	16	0	13	134	19	0	476
Total	105	423	85	0	24	218	139	0	263	224	67	0	57	495	64	0	2164
08:00 AM	48	137	47	0	13	79	50	0	78	52	20	0	11	136	7	0	678
08:15 AM	35	128	28	0	16	109	75	0	63	46	18	0	17	110	8	0	653
08:30 AM	28	113	17	0	11	70	47	0	88	45	16	0	25	110	8	0	578
08:45 AM	36	92	17	0	5	82	40	0	115	49	14	0	7	96	9	0	562
Total	147	470	109	0	45	340	212	0	344	192	68	0	60	452	32	0	2471
*** BREAK ***																	
04:00 PM	30	51	3	0	24	117	49	0	57	89	28	0	15	87	24	0	574
04:15 PM	23	68	7	0	20	99	65	0	62	81	19	0	26	101	31	0	602
04:30 PM	23	59	4	0	21	136	60	0	87	121	39	0	14	82	32	0	678
04:45 PM	24	79	7	0	21	123	55	0	62	104	25	0	11	97	36	0	644
Total	100	257	21	0	86	475	229	0	268	395	111	0	66	367	123	0	2498
05:00 PM	22	73	3	0	22	136	71	0	65	134	35	0	26	117	28	0	732
05:15 PM	33	73	5	0	30	141	71	0	79	113	36	0	26	102	32	0	741
05:30 PM	22	101	5	0	24	134	75	0	77	107	36	0	17	126	34	0	758
05:45 PM	31	103	3	0	22	154	80	0	81	127	36	0	27	140	39	0	843
Total	108	350	16	0	98	565	297	0	302	481	143	0	96	485	133	0	3074
Grand Total	460	1500	231	0	253	1598	877	0	1177	1292	389	0	279	1799	352	0	10207
Apprch %	21.0	68.5	10.5	0.0	9.3	58.6	32.1	0.0	41.2	45.2	13.6	0.0	11.5	74.0	14.5	0.0	
Total %	4.5	14.7	2.3	0.0	2.5	15.7	8.6	0.0	11.5	12.7	3.8	0.0	2.7	17.6	3.4	0.0	

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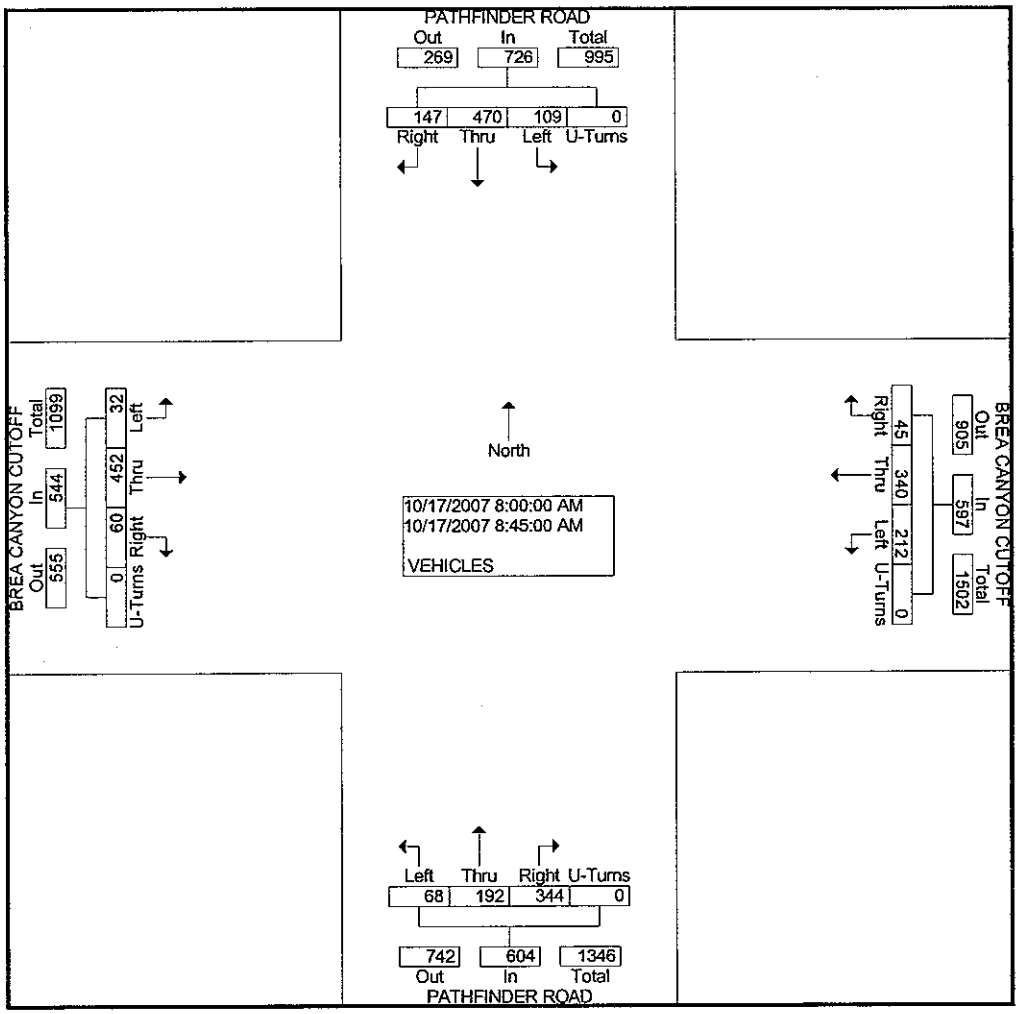
File Name : H0710197
Site Code : 00000000
Start Date : 10/17/2007
Page No : 2

	PATHFINDER ROAD Southbound					BREA CANYON CUTOFF Westbound					PATHFINDER ROAD Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	147	470	109	0	726	45	340	212	0	597	344	192	68	0	604	60	452	32	0	544	2471
Percent	20.2	64.7	15.0	0.0		7.5	57.0	35.5	0.0		57.0	31.8	11.3	0.0		11.0	83.1	5.9	0.0		
08:00 Volume	48	137	47	0	232	13	79	50	0	142	78	52	20	0	150	11	136	7	0	154	678
Peak Factor																					0.911
High Int.	08:00 AM					08:15 AM					08:45 AM					08:00 AM					
Volume	48	137	47	0	232	16	109	75	0	200	115	49	14	0	178	11	136	7	0	154	
Peak Factor					0.782					0.746					0.848					0.883	



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1350 Reynolds Avenue
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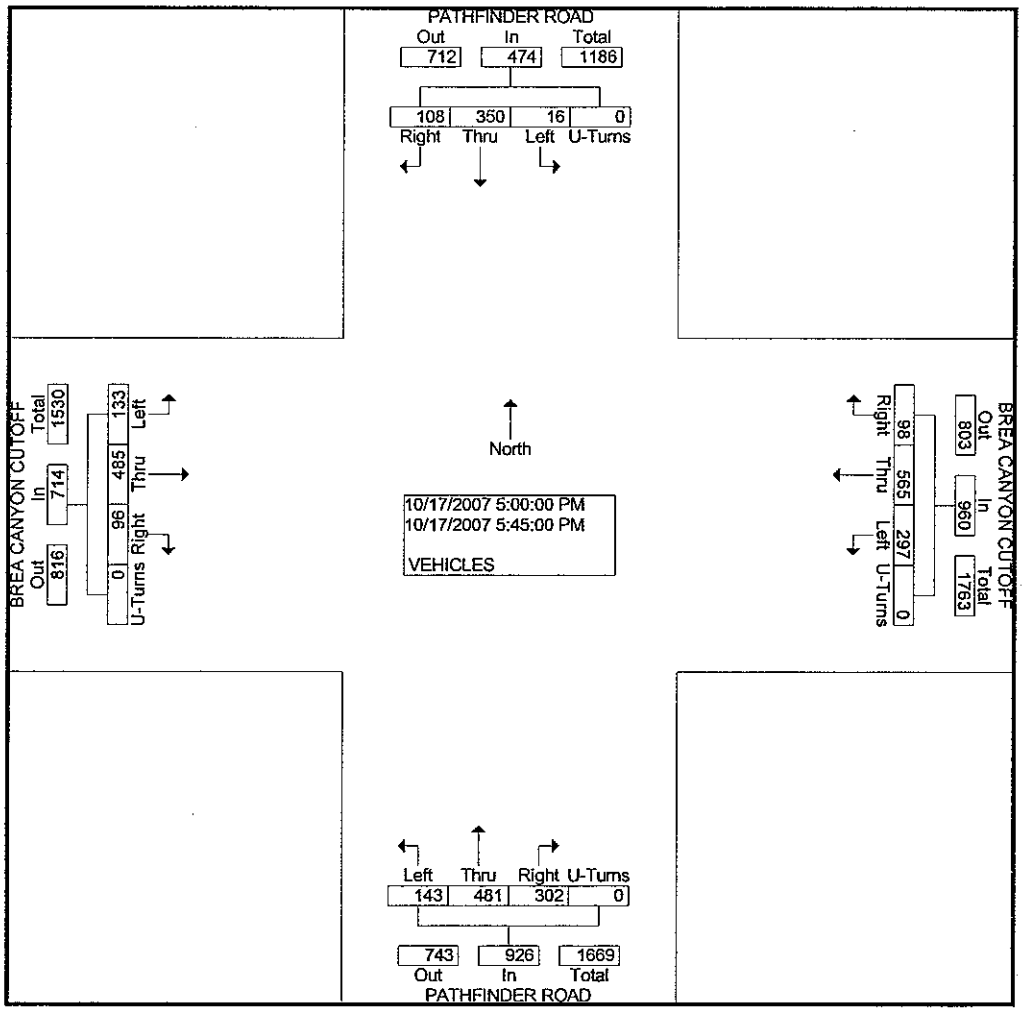
File Name : H0710197
Site Code : 00000000
Start Date : 10/17/2007
Page No : 3

	PATHFINDER ROAD Southbound					BREA CANYON CUTOFF Westbound					PATHFINDER ROAD Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	108	350	16	0	474	98	565	297	0	960	302	481	143	0	926	96	485	133	0	714	3074
Percent	22.8	73.8	3.4	0.0		10.2	58.9	30.9	0.0		32.6	51.9	15.4	0.0		13.4	67.9	18.6	0.0		
05:45 Volume	31	103	3	0	137	22	154	80	0	256	81	127	36	0	244	27	140	39	0	206	843
Peak Factor																					0.912
High Int.	05:45 PM					05:45 PM					05:45 PM					05:45 PM					
Volume	31	103	3	0	137	22	154	80	0	256	81	127	36	0	244	27	140	39	0	206	
Peak Factor					0.865					0.938					0.949					0.867	



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City: DIAMOND BAR
N-S Direction: FALLOW FIELD/DIAMOND CYN
E-W Direction: BREA CANYON CUTOFF

File Name : H0710198
Site Code : 00000000
Start Date : 10/17/2007
Page No : 1

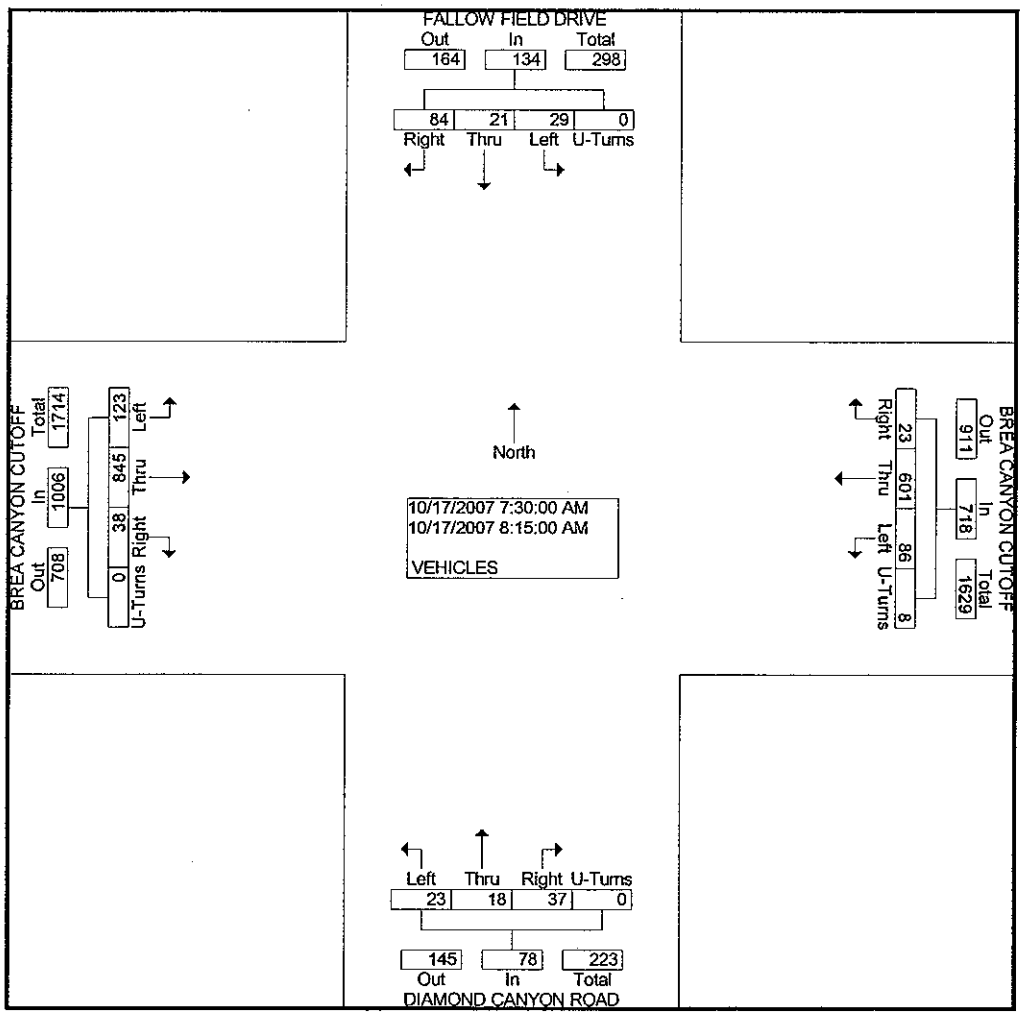
Groups Printed- VEHICLES

	FALLOW FIELD DRIVE Southbound				BREA CANYON CUTOFF Westbound				DIAMOND CANYON ROAD Northbound				BREA CANYON CUTOFF Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	5	9	0	2	151	4	4	8	0	1	0	1	176	7	0	374
07:15 AM	8	1	6	0	1	157	9	1	3	2	2	0	4	203	13	0	410
07:30 AM	15	1	7	0	2	153	10	1	5	6	4	0	4	185	32	0	425
07:45 AM	19	7	4	0	2	170	12	4	10	7	4	0	9	262	44	0	554
Total	48	14	26	0	7	631	35	10	26	15	11	0	18	826	96	0	1763
08:00 AM	26	9	12	0	5	123	24	2	11	4	6	0	10	224	38	0	494
08:15 AM	24	4	6	0	14	155	40	1	11	1	9	0	15	174	9	0	463
08:30 AM	10	0	3	0	5	114	21	1	18	1	10	0	9	207	8	0	407
08:45 AM	4	0	3	0	4	130	15	0	11	3	7	0	13	228	3	0	421
Total	64	13	24	0	28	522	100	4	51	9	32	0	47	833	58	0	1785
*** BREAK ***																	
04:00 PM	3	3	2	0	4	168	6	0	10	0	4	0	1	141	2	0	344
04:15 PM	5	0	5	0	4	194	6	0	11	5	6	0	3	155	8	0	402
04:30 PM	6	1	4	0	3	198	6	0	7	1	0	0	4	150	3	0	383
04:45 PM	4	1	7	0	6	211	17	0	7	1	11	0	6	162	11	0	444
Total	18	5	18	0	17	771	35	0	35	7	21	0	14	608	24	0	1573
05:00 PM	15	2	9	0	5	202	8	0	15	2	9	0	9	151	10	0	437
05:15 PM	6	0	7	0	4	222	10	0	17	0	12	0	6	194	4	0	482
05:30 PM	6	1	5	0	10	225	12	1	18	2	11	0	12	190	7	0	500
05:45 PM	5	1	11	0	6	263	13	1	11	3	15	0	13	195	3	0	540
Total	32	4	32	0	25	912	43	2	61	7	47	0	40	730	24	0	1959
Grand Total	162	36	100	0	77	2836	213	16	173	38	111	0	119	2997	202	0	7080
Apprch %	54.4	12.1	33.6	0.0	2.5	90.3	6.8	0.5	53.7	11.8	34.5	0.0	3.6	90.3	6.1	0.0	
Total %	2.3	0.5	1.4	0.0	1.1	40.1	3.0	0.2	2.4	0.5	1.6	0.0	1.7	42.3	2.9	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710198
Site Code : 00000000
Start Date : 10/17/2007
Page No : 2

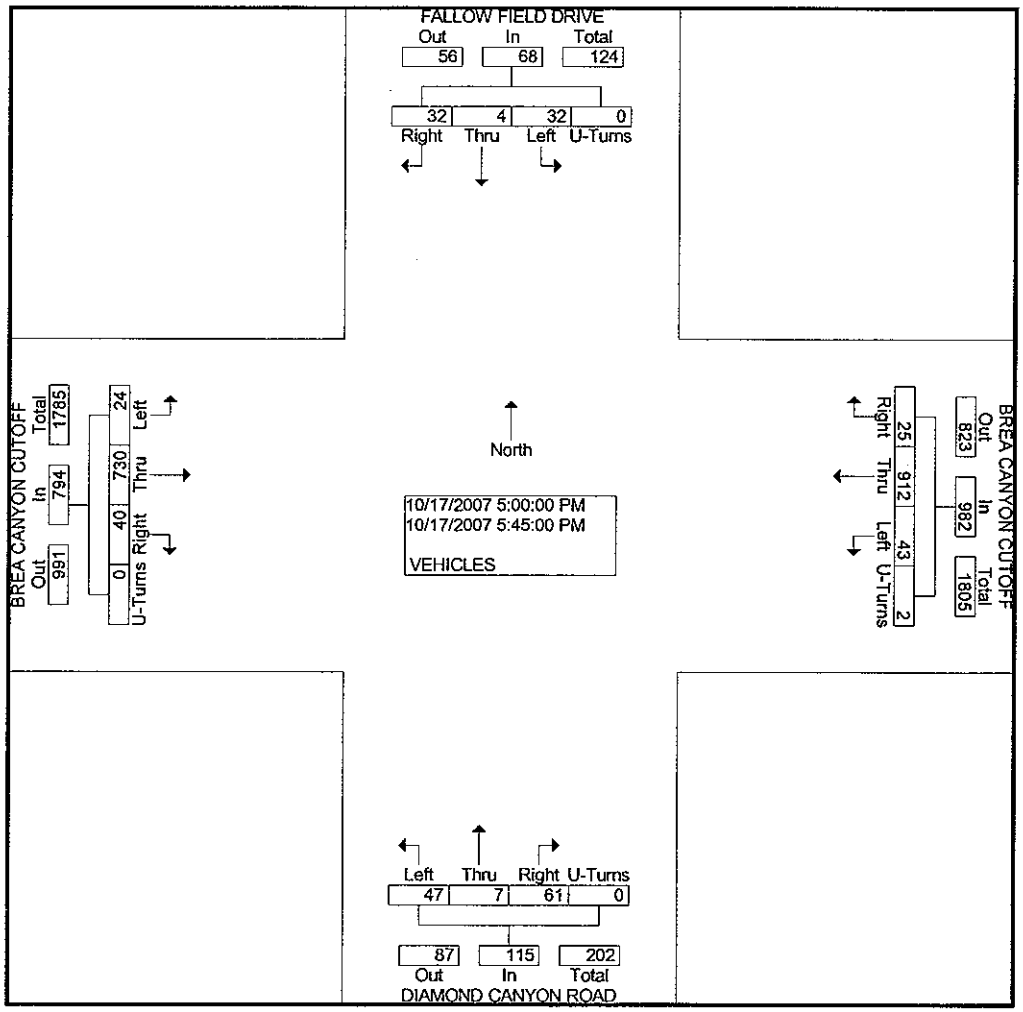
	FALLOW FIELD DRIVE Southbound					BREA CANYON CUTOFF Westbound					DIAMOND CANYON ROAD Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	84	21	29	0	134	23	601	86	8	718	37	18	23	0	78	38	845	123	0	1006	1936
Percent	62.7	15.7	21.6	0.0		3.2	83.7	12.0	1.1		47.4	23.1	29.5	0.0		3.8	84.0	12.2	0.0		
07:45 Volume	19	7	4	0	30	2	170	12	4	188	10	7	4	0	21	9	262	44	0	315	554
Peak Factor																					0.874
High Int.	08:00 AM					08:15 AM					07:45 AM					07:45 AM					
Volume	26	9	12	0	47	14	155	40	1	210	10	7	4	0	21	9	262	44	0	315	
Peak Factor					0.713					0.855					0.929					0.798	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710198
Site Code : 00000000
Start Date : 10/17/2007
Page No : 3

	FALLOW FIELD DRIVE Southbound					BREA CANYON CUTOFF Westbound					DIAMOND CANYON ROAD Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	32	4	32	0	68	25	912	43	2	982	61	7	47	0	115	40	730	24	0	794	1959
Percent	47.1	5.9	47.1	0.0		2.5	92.9	4.4	0.2		53.0	6.1	40.9	0.0		5.0	91.9	3.0	0.0		
05:45 Volume	5	1	11	0	17	6	263	13	1	283	11	3	15	0	29	13	195	3	0	211	540
Peak Factor																					0.907
High Int.	05:00 PM					05:45 PM					05:30 PM					05:45 PM					
Volume	15	2	9	0	26	6	263	13	1	283	18	2	11	0	31	13	195	3	0	211	
Peak Factor					0.654					0.867					0.927					0.941	



Transportation Studies, Inc.
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Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: SR-57 SB RAMPS
E-W Direction: BREA CANYON CUTOFF

File Name : H0710199
Site Code : 00000000
Start Date : 10/16/2007
Page No : 1

Groups Printed- VEHICLES

	SR-57 SB OFF RAMP Southbound				BREA CANYON CUTOFF Westbound				SR-57 SB ON RAMP Northbound				BREA CANYON CUTOFF Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	0	11	0	0	134	99	0	0	0	0	0	95	102	0	0	446
07:15 AM	9	0	22	0	0	177	102	0	0	0	0	0	96	121	0	0	527
07:30 AM	7	0	18	0	0	164	95	0	0	0	0	0	107	122	0	0	513
07:45 AM	12	0	15	0	0	176	97	0	0	0	0	0	121	140	0	0	561
Total	33	0	66	0	0	651	393	0	0	0	0	0	419	485	0	0	2047
08:00 AM	16	0	9	0	0	163	101	0	0	0	0	0	105	117	0	0	511
08:15 AM	12	0	12	0	0	161	98	0	0	0	0	0	118	141	0	0	542
08:30 AM	16	0	14	0	0	161	100	0	0	0	0	0	107	157	0	0	555
08:45 AM	13	0	15	0	0	155	108	1	0	0	0	0	100	116	0	0	508
Total	57	0	50	0	0	640	407	1	0	0	0	0	430	531	0	0	2116
*** BREAK ***																	
04:00 PM	1	0	24	0	0	185	51	0	0	0	0	0	97	51	0	0	409
04:15 PM	11	0	14	0	0	213	37	0	0	0	0	0	111	55	0	0	441
04:30 PM	3	0	12	0	0	205	49	0	0	0	0	0	95	52	0	0	416
04:45 PM	6	0	17	0	0	206	38	1	0	0	0	0	107	77	0	0	452
Total	21	0	67	0	0	809	175	1	0	0	0	0	410	235	0	0	1718
05:00 PM	5	0	12	0	0	232	51	0	0	0	0	0	129	60	0	0	489
05:15 PM	3	0	16	0	0	249	51	0	0	0	0	0	128	54	0	0	501
05:30 PM	9	0	20	0	0	247	49	0	0	0	0	0	142	79	0	0	546
05:45 PM	4	0	19	0	0	241	46	0	0	0	0	0	114	92	0	0	516
Total	21	0	67	0	0	969	197	0	0	0	0	0	513	285	0	0	2052
Grand Total	132	0	250	0	0	3069	1172	2	0	0	0	0	1772	1536	0	0	7933
Apprch %	34.6	0.0	65.4	0.0	0.0	72.3	27.6	0.0	0.0	0.0	0.0	0.0	53.6	46.4	0.0	0.0	
Total %	1.7	0.0	3.2	0.0	0.0	38.7	14.8	0.0	0.0	0.0	0.0	0.0	22.3	19.4	0.0	0.0	

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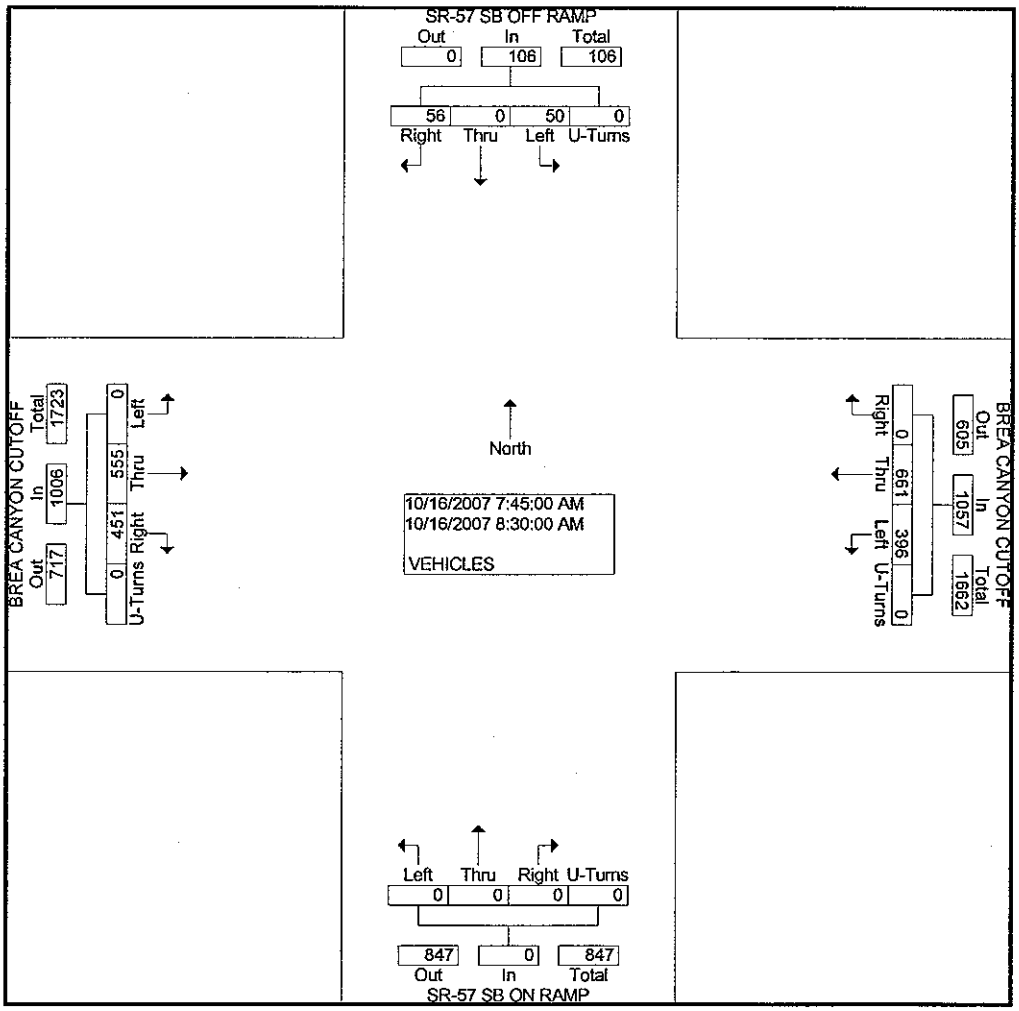
File Name : H0710199
Site Code : 00000000
Start Date : 10/16/2007
Page No : 2

	SR-57 SB OFF RAMP Southbound					BREA CANYON CUTOFF Westbound					SR-57 SB ON RAMP Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	56	0	50	0	106	0	661	396	0	1057	0	0	0	0	0	451	555	0	0	1006	2169
Percent	52.8	0.0	47.2	0.0		0.0	62.5	37.5	0.0		0.0	0.0	0.0	0.0		44.8	55.2	0.0	0.0		
07:45 Volume	12	0	15	0	27	0	176	97	0	273	0	0	0	0	0	121	140	0	0	261	561
Peak Factor																					0.967
High Int.	08:30 AM					07:45 AM					6:45:00 AM					08:30 AM					
Volume	16	0	14	0	30	0	176	97	0	273	0	0	0	0	0	107	157	0	0	264	
Peak Factor					0.883					0.968										0.953	



Transportation Studies, Inc.
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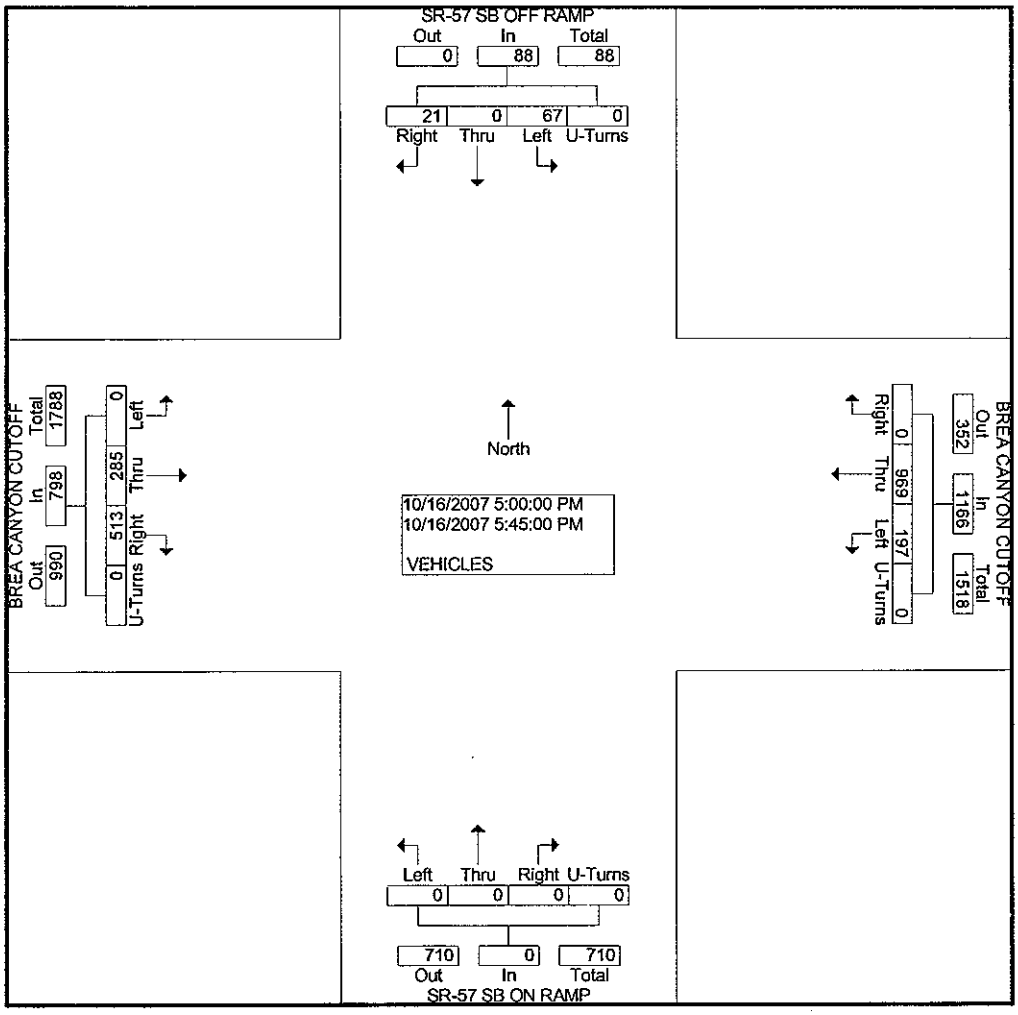
File Name : H0710199
Site Code : 00000000
Start Date : 10/16/2007
Page No : 3

	SR-57 SB OFF RAMP Southbound					BREA CANYON CUTOFF Westbound					SR-57 SB ON RAMP Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	21	0	67	0	88	0	969	197	0	1166	0	0	0	0	0	513	285	0	0	798	2052
Percent	23.9	0.0	76.1	0.0		0.0	83.1	16.9	0.0		0.0	0.0	0.0	0.0		64.3	35.7	0.0	0.0		
05:30 Volume	9	0	20	0	29	0	247	49	0	296	0	0	0	0	0	142	79	0	0	221	546
Peak Factor																					0.940
High Int.	05:30 PM					05:15 PM										05:30 PM					
Volume	9	0	20	0	29	0	249	51	0	300	0	0	0	0	0	142	79	0	0	221	
Peak Factor					0.759					0.972										0.903	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: SR-57 NB RAMPS
E-W Direction: BREA CYN/DIAMOND BAR BLVD

File Name : H0710200
Site Code : 00000000
Start Date : 10/16/2007
Page No : 1

Groups Printed- VEHICLES

	SR-57 NB ON-RAMP Southbound				DIAMOND BAR BOULEVARD Westbound				SR-57 NB OFF-RAMP Northbound				BREA CANYON CUTOFF Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	32	172	0	1	17	1	63	0	0	123	2	0	411
07:15 AM	0	0	0	0	33	203	0	0	18	0	73	0	0	158	4	2	491
07:30 AM	0	0	0	0	41	194	0	0	11	0	67	0	0	163	6	1	483
07:45 AM	0	0	0	0	30	203	0	0	17	0	56	0	0	168	13	1	488
Total	0	0	0	0	136	772	0	1	63	1	259	0	0	612	25	4	1873
08:00 AM	0	0	0	0	26	177	0	1	20	0	86	0	0	128	9	3	450
08:15 AM	0	0	0	0	20	187	0	0	19	1	63	0	0	135	4	0	429
08:30 AM	0	0	0	0	13	190	0	0	10	0	68	0	0	170	14	0	465
08:45 AM	0	0	0	0	15	184	0	0	12	1	80	0	0	129	14	2	437
Total	0	0	0	0	74	738	0	1	61	2	297	0	0	562	41	5	1781
*** BREAK ***																	
04:00 PM	0	0	0	0	10	115	0	0	136	1	120	0	0	77	3	0	462
04:15 PM	0	0	0	0	13	137	0	0	132	1	125	0	0	67	2	0	477
04:30 PM	0	0	0	0	33	140	0	0	142	0	124	0	0	61	2	0	502
04:45 PM	0	0	0	0	34	118	0	0	157	2	127	0	0	82	7	0	527
Total	0	0	0	0	90	510	0	0	567	4	496	0	0	287	14	0	1968
05:00 PM	0	0	0	0	17	139	0	0	160	0	113	0	0	72	6	0	507
05:15 PM	0	0	0	0	35	159	0	0	160	0	142	0	0	64	4	0	564
05:30 PM	0	0	0	0	30	143	0	0	149	1	144	0	0	89	5	1	562
05:45 PM	0	0	0	0	20	154	0	0	149	1	157	0	0	109	6	0	596
Total	0	0	0	0	102	595	0	0	618	2	556	0	0	334	21	1	2229
Grand Total	0	0	0	0	402	2615	0	2	1309	9	1608	0	0	1795	101	10	7851
Apprch %	0.0	0.0	0.0	0.0	13.3	86.6	0.0	0.1	44.7	0.3	55.0	0.0	0.0	94.2	5.3	0.5	
Total %	0.0	0.0	0.0	0.0	5.1	33.3	0.0	0.0	16.7	0.1	20.5	0.0	0.0	22.9	1.3	0.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
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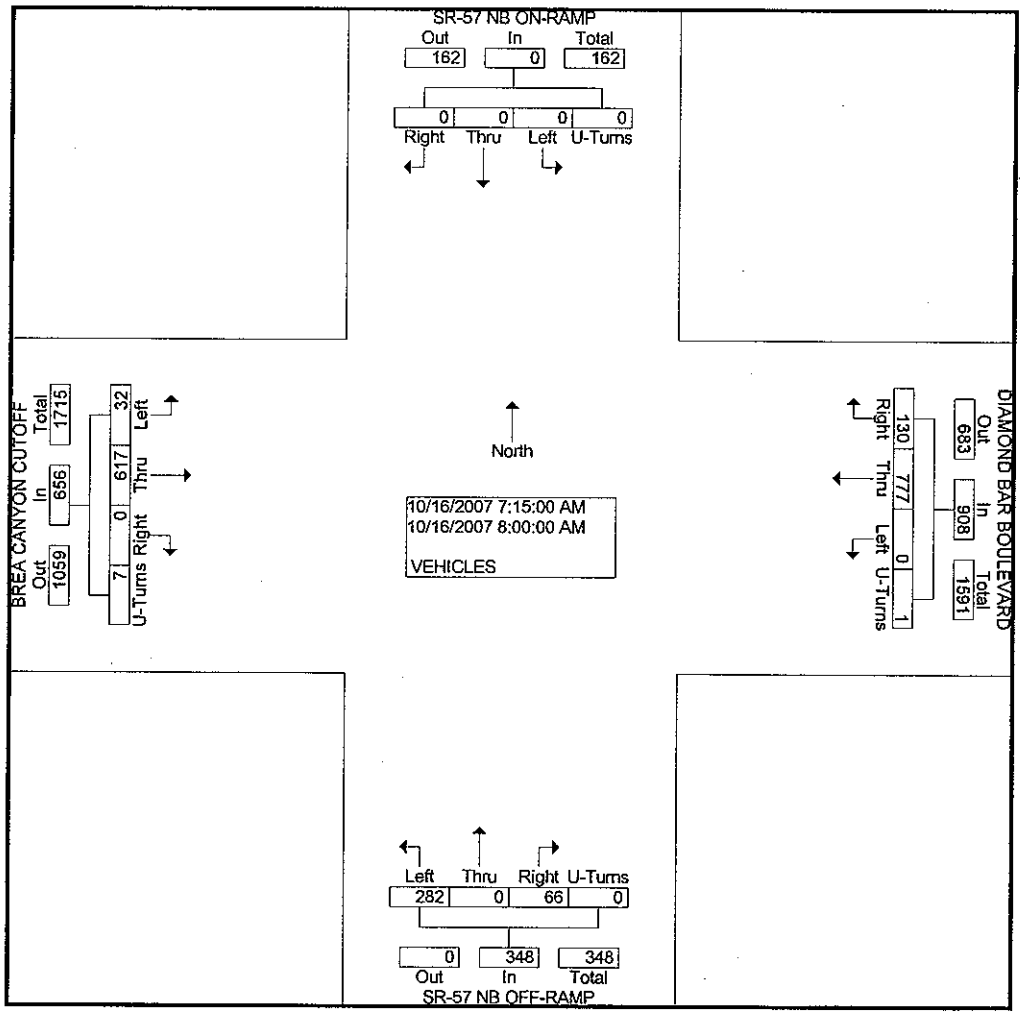
File Name : H0710200
Site Code : 00000000
Start Date : 10/16/2007
Page No : 2

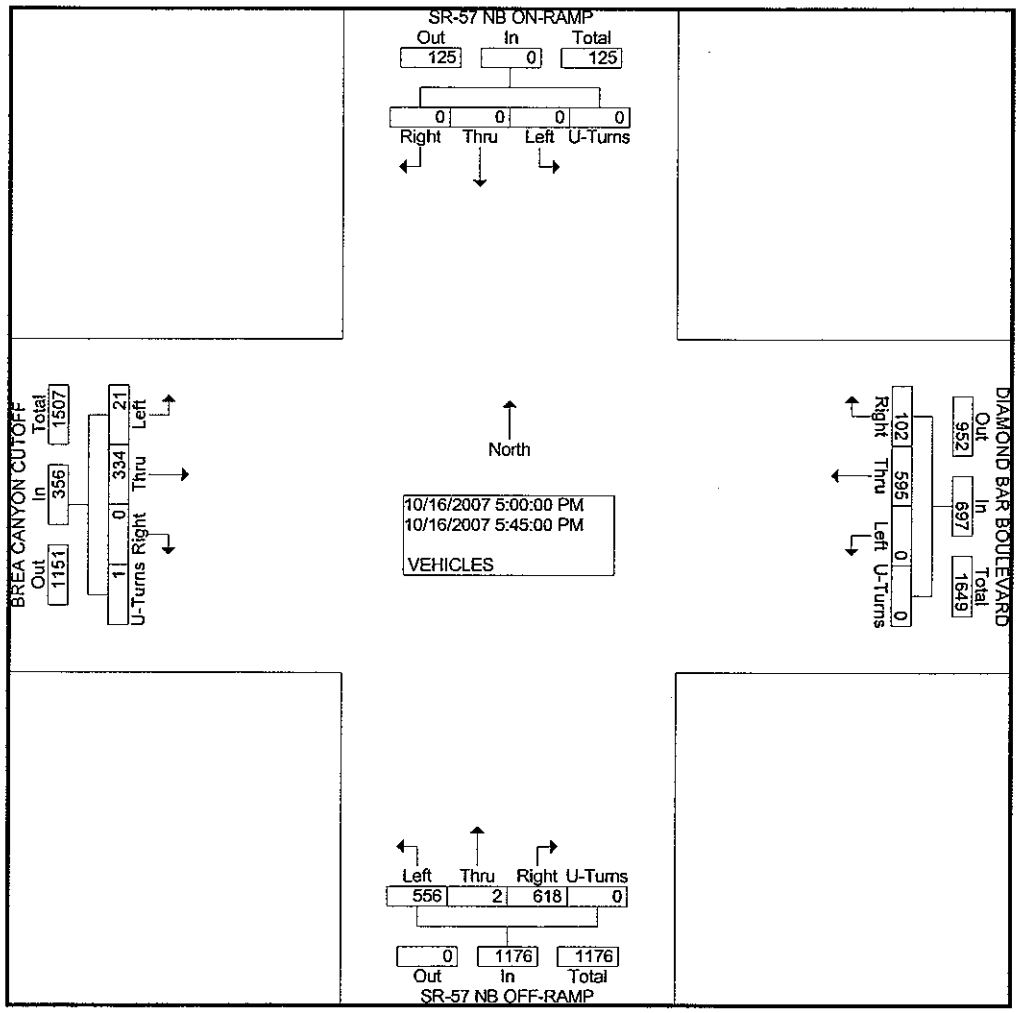
	SR-57 NB ON-RAMP Southbound					DIAMOND BAR BOULEVARD Westbound					SR-57 NB OFF-RAMP Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	130	777	0	1	908	66	0	282	0	348	0	617	32	7	656	1912
Percent	0.0	0.0	0.0	0.0		14.3	85.6	0.0	0.1		19.0	0.0	81.0	0.0		0.0	94.1	4.9	1.1		
07:15 Volume	0	0	0	0	0	33	203	0	0	236	18	0	73	0	91	0	158	4	2	164	491
Peak Factor																					0.974
High Int.	6:45:00 AM					07:15 AM					08:00 AM					07:45 AM					
Volume	0	0	0	0	0	33	203	0	0	236	20	0	86	0	106	0	168	13	1	182	
Peak Factor										0.962					0.821					0.901	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710200
Site Code : 00000000
Start Date : 10/16/2007
Page No : 3

	SR-57 NB ON-RAMP Southbound					DIAMOND BAR BOULEVARD Westbound					SR-57 NB OFF-RAMP Northbound					BREA CANYON CUTOFF Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	102	595	0	0	697	618	2	556	0	1176	0	334	21	1	356	2229
Percent	0.0	0.0	0.0	0.0		14.6	85.4	0.0	0.0		52.6	0.2	47.3	0.0		0.0	93.8	5.9	0.3		
05:45 Volume	0	0	0	0	0	20	154	0	0	174	149	1	157	0	307	0	109	6	0	115	596
Peak Factor																					0.935
High Int.						05:15 PM					05:45 PM					05:45 PM					
Volume	0	0	0	0	0	35	159	0	0	194	149	1	157	0	307	0	109	6	0	115	
Peak Factor										0.898					0.958					0.774	



Transportation Studies, Inc.
1350 Reynolds Avenue
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City: DIAMOND BAR
N-S Direction: BREA CANYON ROAD
E-W Direction: DIAMOND BAR BOULEVARD

File Name : H0710201
Site Code : 00000000
Start Date : 10/17/2007
Page No : 1

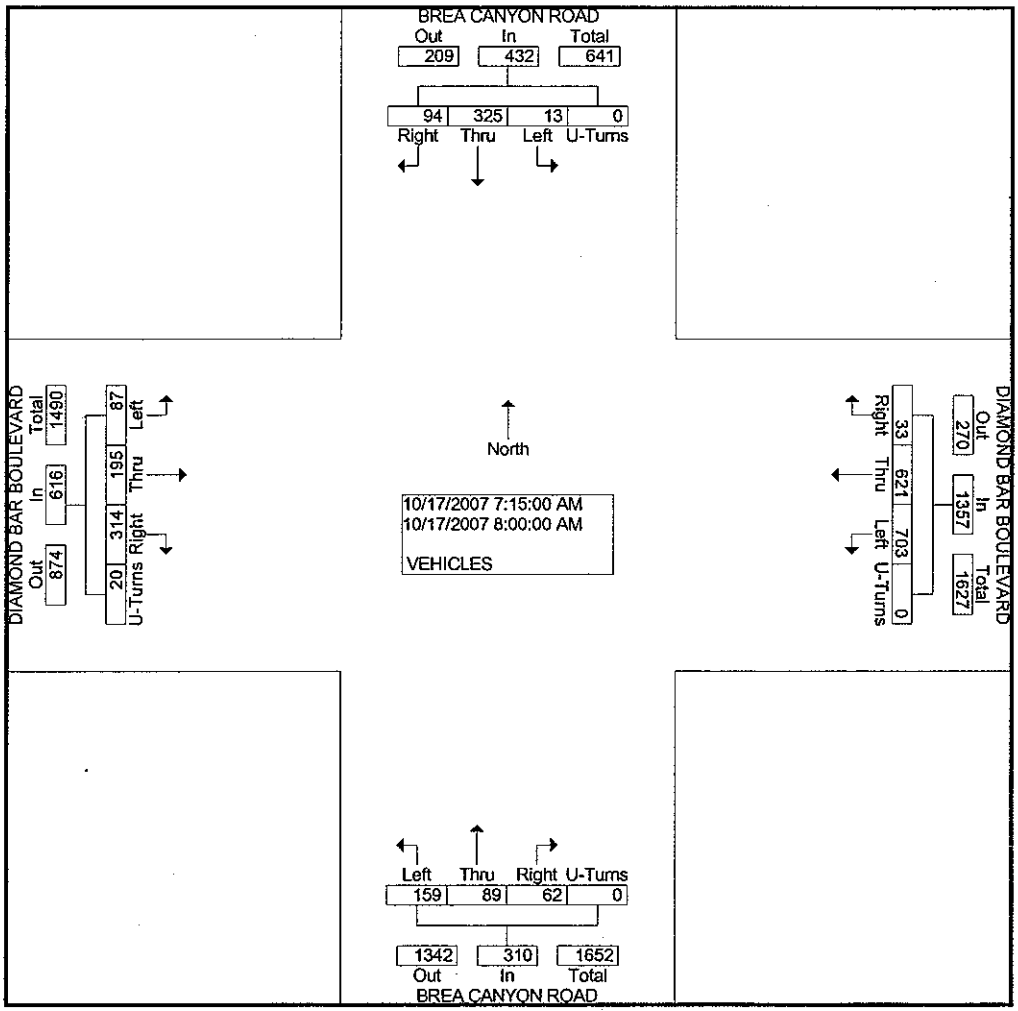
Groups Printed- VEHICLES

	BREA CANYON ROAD Southbound				DIAMOND BAR BOULEVARD Westbound				BREA CANYON ROAD Northbound				DIAMOND BAR BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	8	96	1	0	13	143	243	1	10	11	25	0	84	49	6	6	696
07:15 AM	20	105	5	0	8	145	190	0	15	15	39	0	81	49	4	9	685
07:30 AM	19	102	0	0	4	172	152	0	14	23	54	0	71	37	12	4	664
07:45 AM	22	54	3	0	2	172	160	0	20	30	37	0	78	48	26	6	658
Total	69	357	9	0	27	632	745	1	59	79	155	0	314	183	48	25	2703
08:00 AM	33	64	5	0	19	132	201	0	13	21	29	0	84	61	45	1	708
08:15 AM	41	90	8	0	12	168	147	0	7	15	40	0	68	48	13	11	668
08:30 AM	24	89	6	0	9	134	115	0	20	8	31	0	61	58	8	11	574
08:45 AM	21	63	5	0	9	122	108	0	12	6	27	0	74	39	9	8	503
Total	119	306	24	0	49	556	571	0	52	50	127	0	287	206	75	31	2453
*** BREAK ***																	
04:00 PM	17	3	8	0	5	55	22	1	149	80	83	0	19	132	34	5	613
04:15 PM	18	0	4	0	12	72	23	1	196	87	83	0	12	177	20	7	712
04:30 PM	16	1	12	0	11	51	26	0	189	101	101	1	20	175	29	4	737
04:45 PM	7	0	7	0	7	71	26	0	184	97	83	0	18	171	18	7	696
Total	58	4	31	0	35	249	97	2	718	365	350	1	69	655	101	23	2758
05:00 PM	15	0	11	0	9	57	32	1	215	101	99	0	12	181	31	5	769
05:15 PM	12	1	14	0	10	83	33	0	206	86	93	0	17	183	20	7	765
05:30 PM	9	0	17	0	11	68	30	4	181	100	108	0	16	222	23	16	805
05:45 PM	15	0	9	0	2	92	29	0	156	77	83	0	14	216	17	10	720
Total	51	1	51	0	32	300	124	5	758	364	383	0	59	802	91	38	3059
Grand Total	297	668	115	0	143	1737	1537	8	1587	858	1015	1	729	1846	315	117	10973
Apprch %	27.5	61.9	10.6	0.0	4.2	50.7	44.9	0.2	45.9	24.8	29.3	0.0	24.2	61.4	10.5	3.9	
Total %	2.7	6.1	1.0	0.0	1.3	15.8	14.0	0.1	14.5	7.8	9.2	0.0	6.6	16.8	2.9	1.1	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710201
Site Code : 00000000
Start Date : 10/17/2007
Page No : 2

	BREA CANYON ROAD Southbound					DIAMOND BAR BOULEVARD Westbound					BREA CANYON ROAD Northbound					DIAMOND BAR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	94	325	13	0	432	33	621	703	0	1357	62	89	159	0	310	314	195	87	20	616	2715
Percent	21.8	75.2	3.0	0.0		2.4	45.8	51.8	0.0		20.0	28.7	51.3	0.0		51.0	31.7	14.1	3.2		
08:00 Volume	33	64	5	0	102	19	132	201	0	352	13	21	29	0	63	84	61	45	1	191	708
Peak Factor																					0.959
High Int.	07:15 AM					08:00 AM					07:30 AM					08:00 AM					
Volume	20	105	5	0	130	19	132	201	0	352	14	23	54	0	91	84	61	45	1	191	
Peak Factor					0.831					0.964					0.852					0.806	



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1350 Reynolds Avenue
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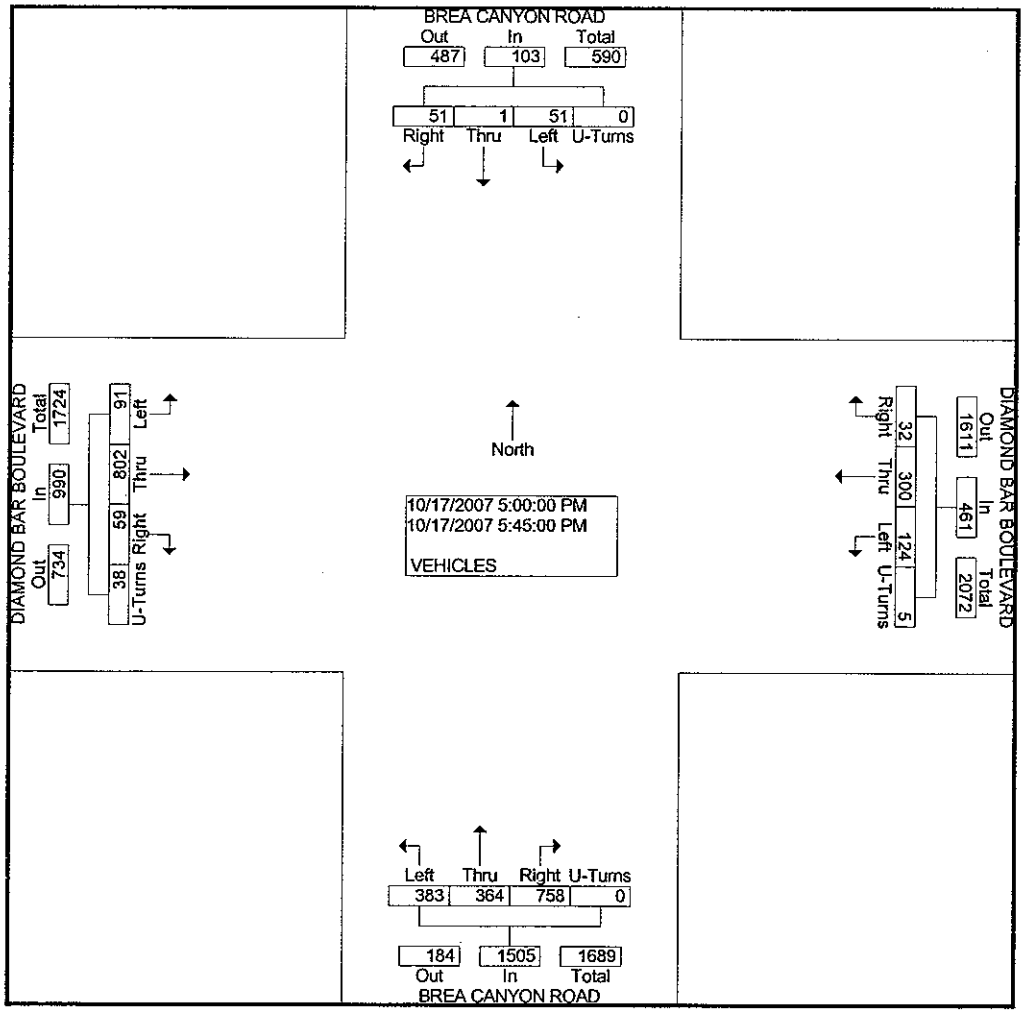
File Name : H0710201
Site Code : 00000000
Start Date : 10/17/2007
Page No : 3

	BREA CANYON ROAD Southbound					DIAMOND BAR BOULEVARD Westbound					BREA CANYON ROAD Northbound					DIAMOND BAR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	51	1	51	0	103	32	300	124	5	461	758	364	383	0	1505	59	802	91	38	990	3059
Percent	49.5	1.0	49.5	0.0		6.9	65.1	26.9	1.1		50.4	24.2	25.4	0.0		6.0	81.0	9.2	3.8		
05:30 Volume	9	0	17	0	26	11	68	30	4	113	181	100	108	0	389	16	222	23	16	277	805
Peak Factor																					0.950
High Int.	05:15 PM					05:15 PM					05:00 PM					05:30 PM					
Volume	12	1	14	0	27	10	83	33	0	126	215	101	99	0	415	16	222	23	16	277	
Peak Factor					0.954					0.915					0.907					0.894	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: CHERRYDALE/PROJECT DRWY
E-W Direction: DIAMOND BAR BOULEVARD

File Name : H0710202
Site Code : 00000000
Start Date : 10/17/2007
Page No : 1

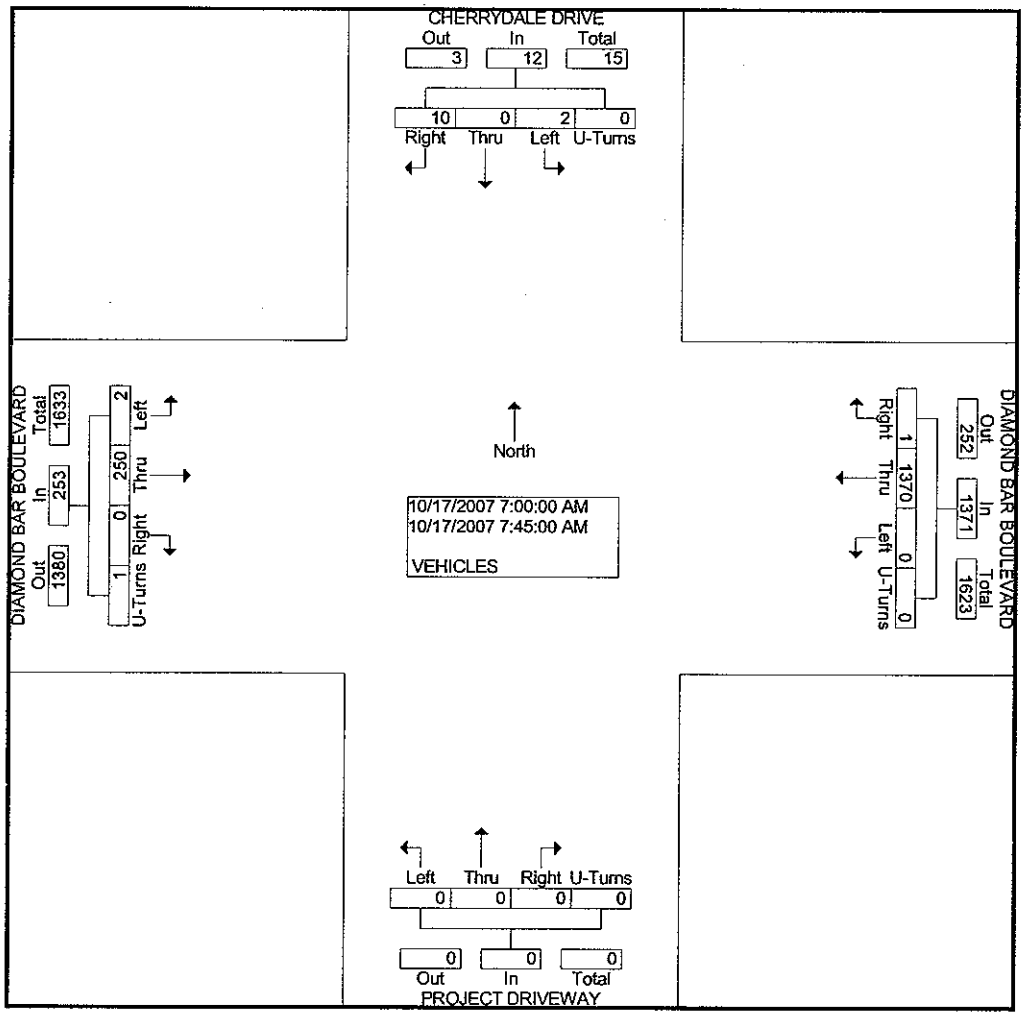
Groups Printed- VEHICLES

	CHERRYDALE DRIVE Southbound				DIAMOND BAR BOULEVARD Westbound				PROJECT DRIVEWAY Northbound				DIAMOND BAR BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	1	394	0	0	0	0	0	0	0	65	0	0	460
07:15 AM	3	0	1	0	0	342	0	0	0	0	0	0	0	54	2	1	403
07:30 AM	4	0	1	0	0	294	0	0	0	0	0	0	0	63	0	0	362
07:45 AM	3	0	0	0	0	340	0	0	0	0	0	0	0	68	0	0	411
Total	10	0	2	0	1	1370	0	0	0	0	0	0	0	250	2	1	1636
08:00 AM	3	0	1	0	1	349	0	0	0	0	0	0	0	78	0	2	434
08:15 AM	2	0	0	0	0	348	0	0	0	0	0	0	0	65	1	2	418
08:30 AM	0	0	0	0	1	279	0	0	0	0	0	0	0	69	1	6	356
08:45 AM	3	0	1	0	1	235	0	0	0	0	0	0	0	52	1	5	298
Total	8	0	2	0	3	1211	0	0	0	0	0	0	0	264	3	15	1506
*** BREAK ***																	
04:00 PM	1	0	1	0	1	94	0	0	0	0	0	0	0	301	0	1	399
04:15 PM	1	0	0	0	0	85	0	0	0	0	0	0	0	365	0	1	452
04:30 PM	3	0	0	0	1	105	0	0	0	0	0	0	0	385	4	0	498
04:45 PM	4	0	1	0	7	93	0	0	0	0	0	0	0	374	2	1	482
Total	9	0	2	0	9	377	0	0	0	0	0	0	0	1425	6	3	1831
05:00 PM	4	0	3	0	2	99	0	0	0	0	0	0	0	392	0	1	501
05:15 PM	0	0	0	0	0	99	0	0	0	0	0	0	0	406	0	2	507
05:30 PM	3	0	0	0	2	125	0	0	0	0	0	0	0	435	3	1	569
05:45 PM	3	0	0	0	1	101	0	0	0	0	0	0	0	385	4	2	496
Total	10	0	3	0	5	424	0	0	0	0	0	0	0	1618	7	6	2073
Grand Total	37	0	9	0	18	3382	0	0	0	0	0	0	0	3557	18	25	7046
Apprch %	80.4	0.0	19.6	0.0	0.5	99.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	0.5	0.7	
Total %	0.5	0.0	0.1	0.0	0.3	48.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.5	0.3	0.4	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710202
Site Code : 00000000
Start Date : 10/17/2007
Page No : 2

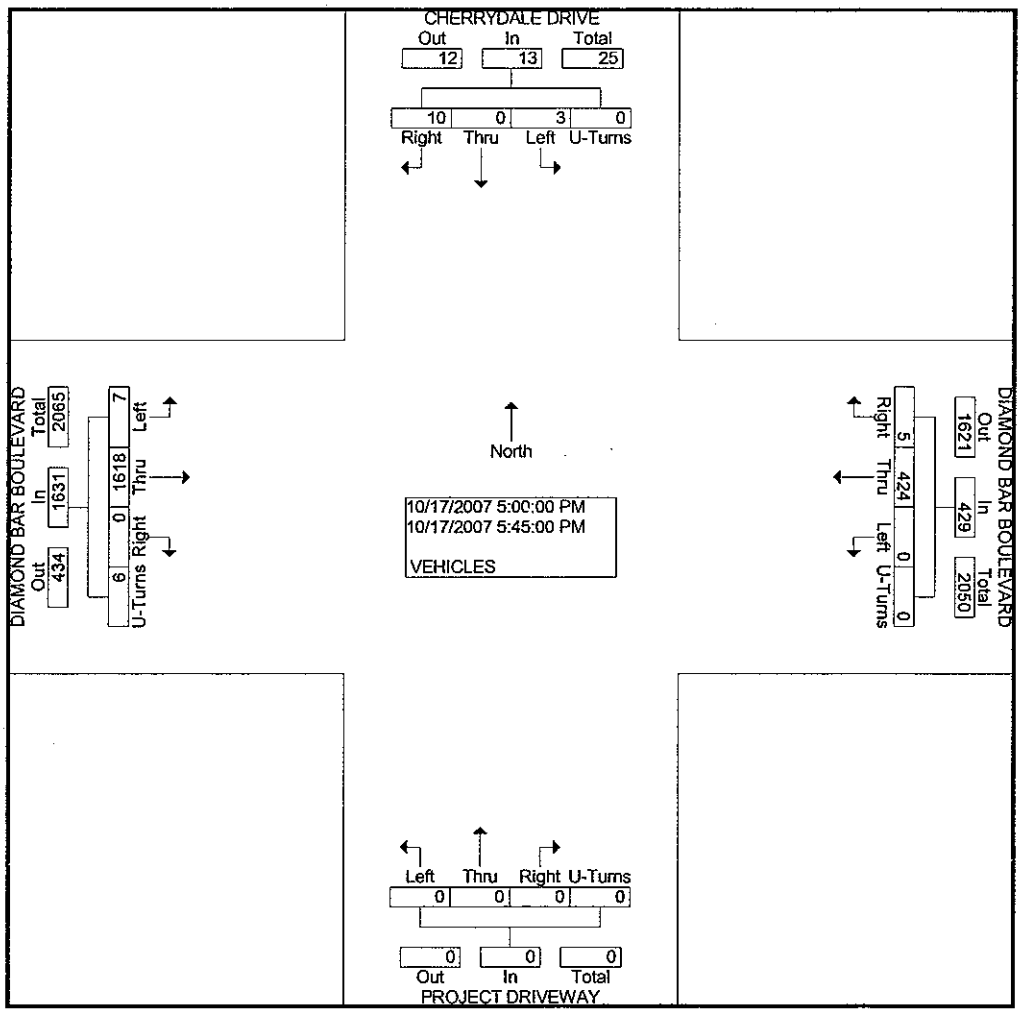
	CHERRYDALE DRIVE Southbound					DIAMOND BAR BOULEVARD Westbound					PROJECT DRIVEWAY Northbound					DIAMOND BAR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	10	0	2	0	12	1	1370	0	0	1371	0	0	0	0	0	0	250	2	1	253	1636
Percent	83.3	0.0	16.7	0.0		0.1	99.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.8	0.8	0.4		
07:00 Volume	0	0	0	0	0	1	394	0	0	395	0	0	0	0	0	0	65	0	0	65	460
Peak Factor																					0.889
High Int.	07:30 AM					07:00 AM					6:45:00 AM					07:45 AM					
Volume	4	0	1	0	5	1	394	0	0	395	0	0	0	0	0	0	68	0	0	68	
Peak Factor					0.600					0.868										0.930	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710202
Site Code : 00000000
Start Date : 10/17/2007
Page No : 3

	CHERRYDALE DRIVE Southbound					DIAMOND BAR BOULEVARD Westbound					PROJECT DRIVEWAY Northbound					DIAMOND BAR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	10	0	3	0	13	5	424	0	0	429	0	0	0	0	0	0	1618	7	6	1631	2073
Percent	76.9	0.0	23.1	0.0		1.2	98.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	99.2	0.4	0.4		
05:30 Volume	3	0	0	0	3	2	125	0	0	127	0	0	0	0	0	0	435	3	1	439	569
Peak Factor																					0.911
High Int.	05:00 PM					05:30 PM										05:30 PM					
Volume	4	0	3	0	7	2	125	0	0	127	0	0	0	0	0	0	435	3	1	439	
Peak Factor					0.464					0.844										0.929	



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

City: DIAMOND BAR
N-S Direction: BREA CANYON ROAD
E-W Direction: SILVER BULLET DRIVE

File Name : H0710203
Site Code : 00000000
Start Date : 10/17/2007
Page No : 1

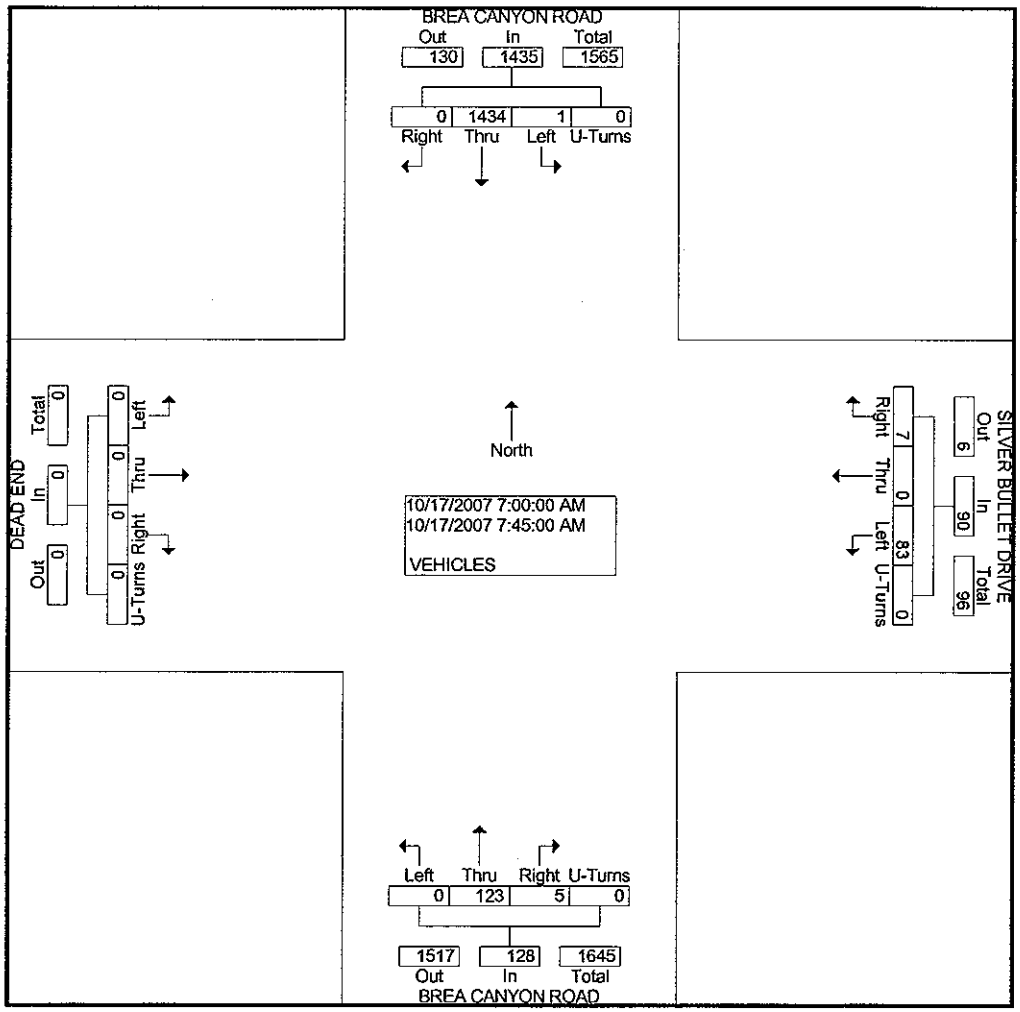
Groups Printed- VEHICLES

	BREA CANYON ROAD Southbound				SILVER BULLET DRIVE Westbound				BREA CANYON ROAD Northbound				DEAD END Eastbound				
Start Time	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Right	Thru	Left	U-Turns	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	381	0	0	1	0	24	0	1	17	0	0	0	0	0	0	424
07:15 AM	0	424	0	0	2	0	16	0	1	34	0	0	0	0	0	0	477
07:30 AM	0	336	1	0	2	0	29	0	2	35	0	0	0	0	0	0	405
07:45 AM	0	293	0	0	2	0	14	0	1	37	0	0	0	0	0	0	347
Total	0	1434	1	0	7	0	83	0	5	123	0	0	0	0	0	0	1653
08:00 AM	0	319	0	0	0	0	17	0	2	19	0	0	0	0	0	0	357
08:15 AM	0	295	1	1	3	0	17	0	0	23	0	0	0	0	0	0	340
08:30 AM	0	261	1	0	3	0	9	0	2	28	0	0	0	0	0	0	304
08:45 AM	2	207	0	0	3	0	11	0	0	23	0	0	0	0	0	0	246
Total	2	1082	2	1	9	0	54	0	4	93	0	0	0	0	0	0	1247
*** BREAK ***																	
04:00 PM	0	28	0	0	0	0	5	0	6	275	0	0	0	0	0	0	314
04:15 PM	0	18	1	0	1	0	3	0	7	409	0	0	0	0	0	0	439
04:30 PM	0	34	3	0	0	0	7	0	7	372	0	0	0	0	0	0	423
04:45 PM	0	38	0	0	1	0	1	0	10	312	0	0	0	0	0	0	362
Total	0	118	4	0	2	0	16	0	30	1368	0	0	0	0	0	0	1538
05:00 PM	0	36	0	0	0	0	4	0	9	358	0	0	0	0	0	0	407
05:15 PM	0	26	1	0	1	0	4	0	14	367	0	0	0	0	0	0	413
05:30 PM	0	37	2	0	0	0	0	0	21	358	0	0	0	0	0	0	418
05:45 PM	0	39	1	0	0	0	6	0	20	302	0	0	0	0	0	0	368
Total	0	138	4	0	1	0	14	0	64	1385	0	0	0	0	0	0	1606
Grand Total	2	2772	11	1	19	0	167	0	103	2969	0	0	0	0	0	0	6044
Apprch %	0.1	99.5	0.4	0.0	10.2	0.0	89.8	0.0	3.4	96.6	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	45.9	0.2	0.0	0.3	0.0	2.8	0.0	1.7	49.1	0.0	0.0	0.0	0.0	0.0	0.0	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0710203
Site Code : 00000000
Start Date : 10/17/2007
Page No : 2

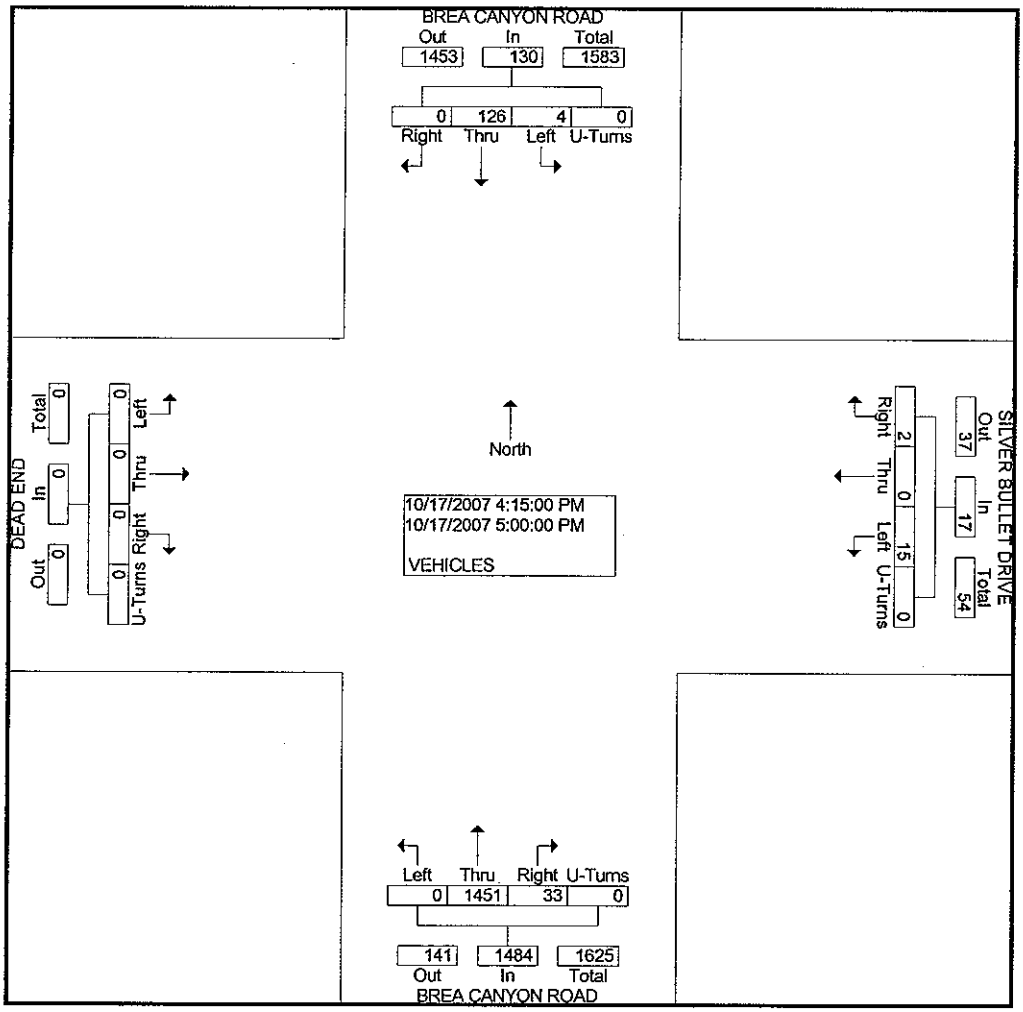
	BREA CANYON ROAD Southbound					SILVER BULLET DRIVE Westbound					BREA CANYON ROAD Northbound					DEAD END Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	1434	1	0	1435	7	0	83	0	90	5	123	0	0	128	0	0	0	0	0	1653
Percent	0.0	99.9	0.1	0.0		7.8	0.0	92.2	0.0		3.9	96.1	0.0	0.0		0.0	0.0	0.0	0.0		
07:15 Volume	0	424	0	0	424	2	0	16	0	18	1	34	0	0	35	0	0	0	0	0	477
Peak Factor																					0.866
High Int.	07:15 AM					07:30 AM					07:45 AM					6:45:00 AM					
Volume	0	424	0	0	424	2	0	29	0	31	1	37	0	0	38						
Peak Factor					0.846					0.726					0.842						



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

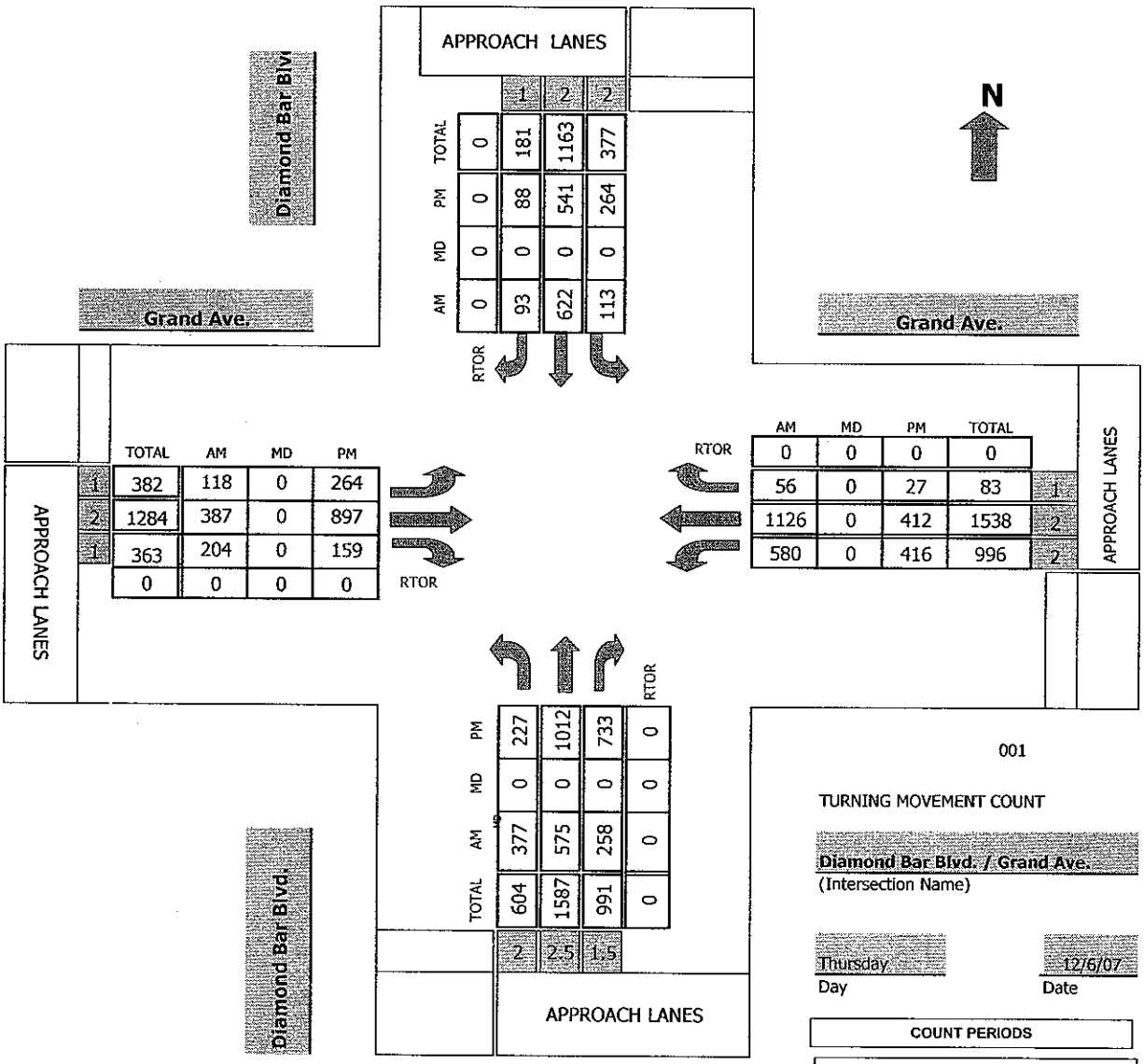
File Name : H0710203
Site Code : 00000000
Start Date : 10/17/2007
Page No : 3

	BREA CANYON ROAD Southbound					SILVER BULLET DRIVE Westbound					BREA CANYON ROAD Northbound					DEAD END Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	0	126	4	0	130	2	0	15	0	17	33	1451	0	0	1484	0	0	0	0	0	1631
Percent	0.0	96.9	3.1	0.0		11.8	0.0	88.2	0.0		2.2	97.8	0.0	0.0		0.0	0.0	0.0	0.0		
04:15 Volume	0	18	1	0	19	1	0	3	0	4	7	409	0	0	416	0	0	0	0	0	439
Peak Factor																					0.929
High Int.	04:45 PM					04:30 PM					04:15 PM										
Volume	0	38	0	0	38	0	0	7	0	7	7	409	0	0	416						
Peak Factor					0.855					0.607					0.892						



TMC Summary of Diamond Bar Blvd./Grand Ave.

Project #: 07-2578-002



001

TURNING MOVEMENT COUNT

Diamond Bar Blvd. / Grand Ave.
(Intersection Name)

Thursday
Day

12/6/07
Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	345 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Diamond Bar Blvd. xxDATE: 12/6/2007 LOCATION: City of Diamond Bar

E-W STREET: Grand Ave. DAY: THURSDAY PROJECT# 07-2578-002

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR		TOTAL
LANES:	2	2.5	1.5	U-TURN	2	2	1	U-TURN	1	2	1	U-TURN	2	2	1	U-TURN	
6:00 AM																	
6:15 AM																	
6:30 AM																	
6:45 AM																	
7:00 AM	84	107	33	2	14	94	12	0	11	58	37	4	74	242	7	1	779
7:15 AM	107	137	49	1	16	117	18	0	16	71	53	7	84	230	11	0	917
7:30 AM	107	153	63	3	14	136	26	0	21	87	59	4	131	304	18	0	1126
7:45 AM	79	156	71	1	20	167	18	0	27	102	48	10	163	349	20	0	1231
8:00 AM	103	144	71	0	52	186	28	0	35	108	58	6	163	233	8	1	1195
8:15 AM	88	122	53	1	27	133	21	1	35	90	39	4	123	240	10	0	987
8:30 AM	81	109	48	2	33	103	16	0	45	73	40	4	132	228	16	1	930
8:45 AM	53	91	43	2	22	102	16	0	27	83	37	11	118	234	12	0	851
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
TOTAL VOLUMES =	NL 702	NT 1019	NR 431	U-TURN 12	SL 198	ST 1038	SR 155	U-TURN 1	EL 217	ET 672	ER 371	U-TURN 50	WL 988	WT 2060	WR 102	U-TURN 3	TOTAL 7953

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	377	575	258		113	622	93		118	387	204		580	1126	56		4509
PEAK HR. FACTOR:		0.932				0.779				0.885				0.828			0.922

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Diamond Bar Blvd. DATE: 12/6/2007 LOCATION: City of Diamond Bar

E-W STREET: Grand Ave. DAY: THURSDAY PROJECT# 07-2578-002

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR		TOTAL
LANES:	2	2.5	1.5	U-TURN	2	2	1	U-TURN	1	2	1	U-TURN	2	2	1	U-TURN	
2:00 PM																	
2:15 PM																	
2:30 PM																	
2:45 PM																	
3:00 PM																	
3:15 PM																	
3:30 PM																	
3:45 PM																	
4:00 PM	14	106	81	0	22	62	7	0	48	164	13	2	74	54	3	9	650
4:15 PM	11	153	104	0	36	84	11	1	56	188	18	4	93	68	7	14	834
4:30 PM	29	187	128	1	49	103	14	2	72	201	23	0	107	99	9	16	1024
4:45 PM	72	249	164	1	64	132	19	2	68	218	44	8	102	133	10	12	1286
5:00 PM	60	260	198	1	69	135	24	1	64	225	38	5	92	99	8	11	1279
5:15 PM	53	241	202	0	67	128	25	5	62	234	36	5	112	96	7	6	1273
5:30 PM	42	262	169	0	64	146	20	1	70	220	41	5	110	84	2	7	1236
5:45 PM	55	263	149	0	58	123	24	2	53	245	49	8	60	113	4	14	1206
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	
7:00 PM																	
7:15 PM																	
7:30 PM																	
7:45 PM																	
TOTAL VOLUMES =	NL 336	NT 1721	NR 1195	U-TURN 3	SL 429	ST 913	SR 144	U-TURN 14	EL 493	ET 1695	ER 262	U-TURN 37	WL 750	WT 746	WR 50	U-TURN 89	TOTAL 8734

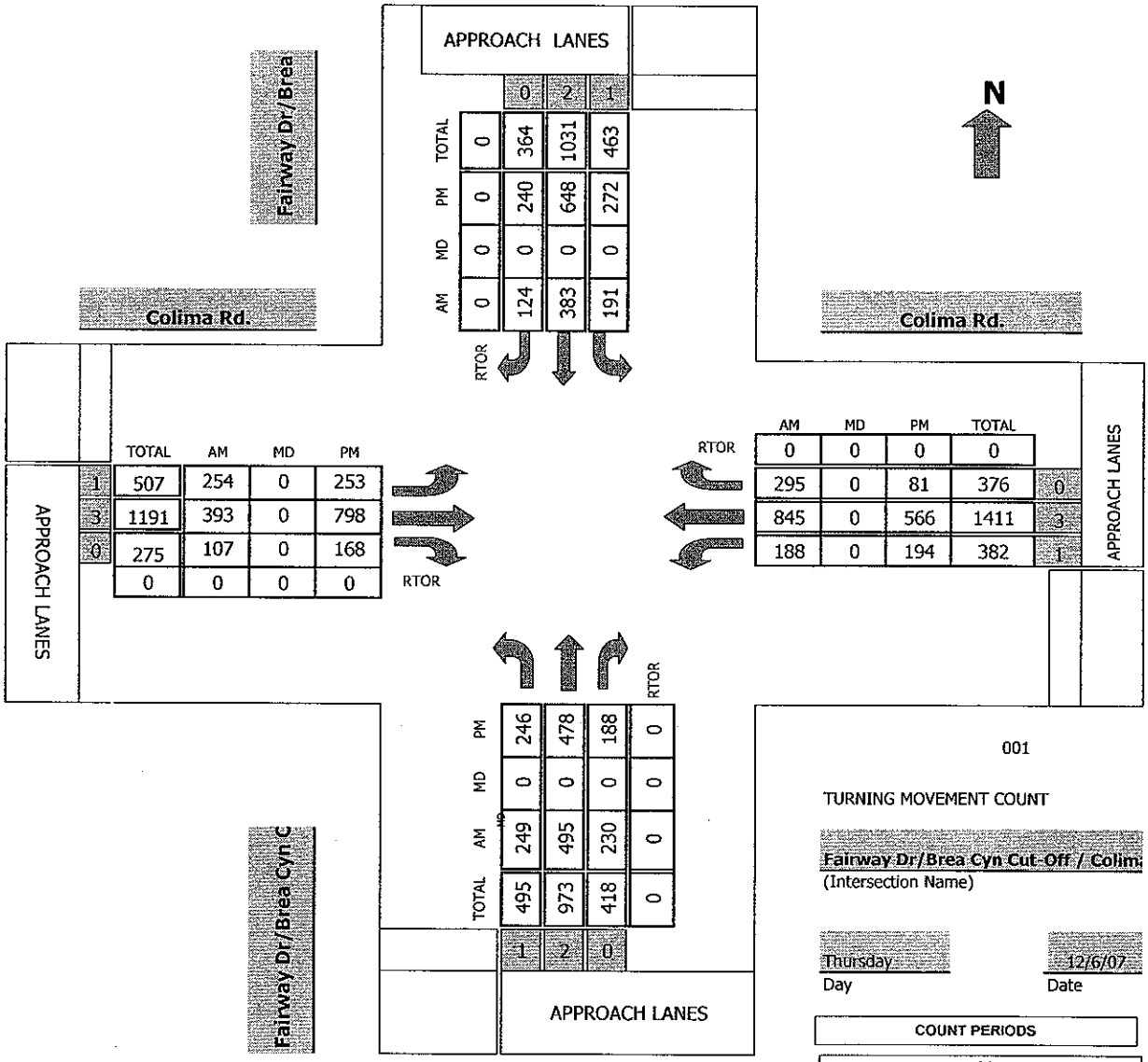
PM Peak Hr Begins at: 345 PM

PEAK VOLUMES =	227	1012	733		264	541	88		264	897	159		416	412	27		5040
PEAK HR. FACTOR:		0.951				0.976				0.993				0.867			0.986

CONTROL: Signalized

TMC Summary of Fairway Dr/Brea Cyn Cut-Off/Colima Rd.

Project #: 07-2578-001



	TOTAL	AM	MD	PM
0	0	124	0	0
2	364	240	0	0
1	1031	648	0	0
	463	272	0	0

	TOTAL	AM	MD	PM
1	507	254	0	253
3	1191	393	0	798
0	275	107	0	168
	0	0	0	0

	AM	MD	PM	TOTAL
	0	0	0	0
0	295	0	81	376
3	845	0	566	1411
1	188	0	194	382

	TOTAL	AM	MD	PM
	495	249	0	246
1	973	495	0	478
2	418	230	0	188
0	0	0	0	0

001

TURNING MOVEMENT COUNT

Fairway Dr/Brea Cyn Cut-Off / Colim

(Intersection Name)

Thursday — Day

12/6/07 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	730 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	345 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Fairway Dr/Brea Cyn Cut-Off xx DATE: 12/6/2007 LOCATION: City of Diamond Bar

E-W STREET: Colima Rd. DAY: THURSDAY PROJECT# 07-2578-001

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR		TOTAL
LANES:	1	2	0	U-TURN	1	2	0	U-TURN	1	3	0	U-TURN	1	3	0	U-TURN	
6:00 AM																	
6:15 AM																	
6:30 AM																	
6:45 AM																	
7:00 AM	28	71	27	1	18	61	27	0	38	71	11	0	18	127	37	0	535
7:15 AM	32	91	35	0	21	91	33	1	42	102	25	1	23	151	55	1	703
7:30 AM	73	104	52	2	43	93	28	2	64	108	35	2	43	194	81	2	924
7:45 AM	53	126	62	3	53	107	35	0	70	93	21	3	51	207	75	0	959
8:00 AM	61	142	71	4	52	97	32	0	65	113	28	4	52	221	64	0	1006
8:15 AM	62	123	45	0	43	86	29	1	55	79	23	0	42	223	75	1	886
8:30 AM	52	100	35	1	27	95	27	2	51	80	21	1	39	175	43	2	749
8:45 AM	55	111	23	4	33	79	30	2	50	89	32	2	33	173	56	1	772
9:00 AM																	
9:15 AM																	
9:30 AM																	
9:45 AM																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
TOTAL VOLUMES =	NL 416	NT 868	NR 350	U-TURN 15	SL 290	ST 709	SR 241	U-TURN 8	EL 435	ET 735	ER 196	U-TURN 13	WL 301	WT 1471	WR 486	U-TURN 7	TOTAL 6498

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	249	495	230		191	383	124		254	393	107		188	845	295		3754
PEAK HR. FACTOR:		0.884				0.899				0.908				0.976			0.938

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Fairway Dr/Brea Cyn Cut-Off DATE: 12/6/2007 LOCATION: City of Diamond Bar

E-W STREET: Colima Rd. DAY: THURSDAY PROJECT# 07-2578-001

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR		TOTAL
LANES:	1	2	0	U-TURN	1	2	0	U-TURN	1	3	0	U-TURN	1	3	0	U-TURN	
2:00 PM																	
2:15 PM																	
2:30 PM																	
2:45 PM																	
3:00 PM																	
3:15 PM																	
3:30 PM																	
3:45 PM																	
4:00 PM	37	56	28	0	24	81	33	1	27	163	32	0	21	74	11	0	588
4:15 PM	48	73	34	0	33	118	42	0	36	174	38	2	24	92	14	0	728
4:30 PM	51	71	38	0	39	141	54	3	34	190	45	0	39	106	11	0	822
4:45 PM	68	113	45	0	42	165	46	7	52	196	44	3	42	127	11	3	961
5:00 PM	54	97	40	2	70	135	57	2	61	196	36	3	55	144	31	3	983
5:15 PM	66	144	52	3	98	193	61	1	80	221	44	2	48	149	19	0	1181
5:30 PM	58	124	51	3	62	155	76	1	60	185	44	1	49	146	20	3	1035
5:45 PM	69	133	45	2	55	144	35	0	43	165	55	3	45	96	24	0	914
6:00 PM																	
6:15 PM																	
6:30 PM																	
6:45 PM																	
7:00 PM																	
7:15 PM																	
7:30 PM																	
7:45 PM																	
TOTAL VOLUMES =	NL 451	NT 811	NR 333	U-TURN 10	SL 423	ST 1132	SR 404	U-TURN 15	EL 393	ET 1490	ER 338	U-TURN 14	WL 323	WT 934	WR 141	U-TURN 9	TOTAL 7173

PM Peak Hr Begins at: 345 PM

PEAK VOLUMES =	246	478	188		272	648	240		253	798	168		194	566	81		4132
PEAK HR. FACTOR:		0.868				0.829				0.885				0.912			0.881

CONTROL: Signalized

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APPENDIX B
INTERSECTION CAPACITY UTILIZATION (ICU) / LEVEL OF SERVICE (LOS) CALCULATION WORKSHEETS

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YEAR 2007 HORIZON

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LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 3Ø Traffic Signal Split: No

Brea Canyon Road at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	903	2	2880	0.314	0	903	2	2880	0.314	0	903	2	2880	0.314	7	910	2	2880	0.316	0	910	2	2880	0.316
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	296	1	1600	0.185	0	296	1	1600	0.185	0	296	1	1600	0.185	0	296	1	1600	0.185	0	296	1	1600	0.185
Eb Left	239	1	1600	0.149 *	0	239	1	1600	0.149 *	0	239	1	1600	0.149 *	0	239	1	1600	0.149 *	0	239	1	1600	0.149 *
Eb Thru	179	3	4800	0.037	0	179	3	4800	0.037	0	179	3	4800	0.037	0	179	3	4800	0.037	0	179	3	4800	0.037
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	600	2	3200	0.188 *	0	600	2	3200	0.188 *	0	600	2	3200	0.188 *	0	600	2	3200	0.188 *	0	600	2	3200	0.188 *
Wb Right	741	1	1600	0.463	0	741	1	1600	0.463	0	741	1	1600	0.463	8	749	1	1600	0.468	0	749	1	1600	0.468
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.751**					**0.751**					**0.751**					**0.753**					**0.753**
LOS				**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2958*	*0 2958*	*0 2958*	*15 2973*	*0 2973*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 3Ø Traffic Signal

Brea Canyon Road at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	771	2	2880	0.268	0	771	2	2880	0.268	0	771	2	2880	0.268	17	788	2	2880	0.274	0	788	2	2880	0.274
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	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086
Eb Left	319	1	1600	0.199 *	0	319	1	1600	0.199 *	0	319	1	1600	0.199 *	0	319	1	1600	0.199 *	0	319	1	1600	0.199 *
Eb Thru	399	3	4800	0.083	0	399	3	4800	0.083	0	399	3	4800	0.083	0	399	3	4800	0.083	0	399	3	4800	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	217	2	3200	0.068	0	217	2	3200	0.068	0	217	2	3200	0.068	0	217	2	3200	0.068	0	217	2	3200	0.068
Wb Right	760	1	1600	0.475 *	0	760	1	1600	0.475 *	0	760	1	1600	0.475 *	16	776	1	1600	0.485 *	0	776	1	1600	0.485 *
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.774**					**0.774**					**0.774**					**0.784**					**0.784**
LOS				**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2604***				***0***	***2604***				***0***	***2604***				***33***	***2637***				***0***	***2637***			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: SR-57 Southbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 3Ø Traffic Signal Split: No

SR-57 Southbound Ramps at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	365	1	1600	0.228	0	365	1	1600	0.228	0	365	1	1600	0.228	0	365	1	1600	0.228	0	365	1	1600	0.228
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	185	1	1600	0.116	0	185	1	1600	0.116	0	185	1	1600	0.116	0	185	1	1600	0.116	0	185	1	1600	0.116
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	850	2	3200	0.266	0	850	2	3200	0.266	0	850	2	3200	0.266	7	857	2	3200	0.268	0	857	2	3200	0.268
Eb Right	199	1	Free Flow	-	0	199	1	Free Flow	-	0	199	1	Free Flow	-	0	199	1	Free Flow	-	0	199	1	Free Flow	-
Wb Left	136	1	1600	0.085	0	136	1	1600	0.085	0	136	1	1600	0.085	0	136	1	1600	0.085	0	136	1	1600	0.085
Wb Thru	1155	2	3200	0.361 *	0	1155	2	3200	0.361 *	0	1155	2	3200	0.361 *	8	1163	2	3200	0.363 *	0	1163	2	3200	0.363 *
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				**0.689**					**0.689**					**0.689**					**0.691**					**0.691**
LOS				**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2890***	***0 2890***	***0 2890***	***15 2905***	***0 2905***

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Intersection: 2.
N-S St: SR-57 Southbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

SR-57 Southbound Ramps at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	221	1	1600	0.138	0	221	1	1600	0.138	0	221	1	1600	0.138	0	221	1	1600	0.138	0	221	1	1600	0.138
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	141	1	1600	0.088	0	141	1	1600	0.088	0	141	1	1600	0.088	0	141	1	1600	0.088	0	141	1	1600	0.088
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	836	2	3200	0.261 *	0	836	2	3200	0.261 *	0	836	2	3200	0.261 *	17	853	2	3200	0.267 *	0	853	2	3200	0.267 *
Eb Right	296	1	Free Flow	-	0	296	1	Free Flow	-	0	296	1	Free Flow	-	0	296	1	Free Flow	-	0	296	1	Free Flow	-
Wb Left	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Wb Thru	864	2	3200	0.270	0	864	2	3200	0.270	0	864	2	3200	0.270	16	880	2	3200	0.275	0	880	2	3200	0.275
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				**0.568**					**0.568**					**0.568**					**0.574**					**0.574**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2468***				***0***	***2468***				***0***	***2468***				***33***	***2501***				***0***	***2501***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: SR-57 Northbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 3Ø Traffic Signal Split: No

SR-57 Northbound Ramps at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176
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	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051
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	104	1	1600	0.065 *	0	104	1	1600	0.065 *	0	104	1	1600	0.065 *	0	104	1	1600	0.065 *	0	104	1	1600	0.065 *
Eb Thru	1144	2	3200	0.358	0	1144	2	3200	0.358	0	1144	2	3200	0.358	7	1151	2	3200	0.360	0	1151	2	3200	0.360
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	1028	2	3200	0.321	0	1028	2	3200	0.321	0	1028	2	3200	0.321	8	1036	2	3200	0.324	0	1036	2	3200	0.324
Wb Right	605	1	1600	0.378 *	0	605	1	1600	0.378 *	0	605	1	1600	0.378 *	0	605	1	1600	0.378 *	0	605	1	1600	0.378 *
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.719**					**0.719**					**0.719**					**0.719**					**0.719**
LOS				**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3245*	*0 3245*	*0 3245*	*15 3260*	*0 3260*

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Intersection: 3.
N-S St: SR-57 Northbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

SR-57 Northbound Ramps at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	377	1	1600	0.236	0	377	1	1600	0.236	0	377	1	1600	0.236	0	377	1	1600	0.236	0	377	1	1600	0.236
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	214	1	1600	0.134	0	214	1	1600	0.134	0	214	1	1600	0.134	0	214	1	1600	0.134	0	214	1	1600	0.134
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	114	1	1600	0.071	0	114	1	1600	0.071	0	114	1	1600	0.071	0	114	1	1600	0.071	0	114	1	1600	0.071
Eb Thru	1050	2	3200	0.328 *	0	1050	2	3200	0.328 *	0	1050	2	3200	0.328 *	17	1067	2	3200	0.333 *	0	1067	2	3200	0.333 *
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	572	2	3200	0.179	0	572	2	3200	0.179	0	572	2	3200	0.179	16	588	2	3200	0.184	0	588	2	3200	0.184
Wb Right	361	1	1600	0.226	0	361	1	1600	0.226	0	361	1	1600	0.226	0	361	1	1600	0.226	0	361	1	1600	0.226
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.664**					**0.664**					**0.664**					**0.669**					**0.669**
LOS				**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2688*	*0 2688*	*0 2688*	*33 2721*	*0 2721*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Fern Hollow Drive/Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal Split: Yes

Fern Hollow Drive/Brea Canyon Road at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	465	2	2880	0.161 *	0	465	2	2880	0.161 *	0	465	2	2880	0.161 *	8	473	2	2880	0.164 *	0	473	2	2880	0.164 *
Nb Thru	17	0	0	0.000	0	17	0	0	0.000	0	17	0	0	0.000	0	17	0	0	0.000	0	17	0	0	0.000
Nb Right	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068
Sb Left	68	0	0	0.000	0	68	0	0	0.000	0	68	0	0	0.000	0	68	0	0	0.000	0	68	0	0	0.000
Sb Thru	40	1	1600	0.207 *	0	40	1	1600	0.207 *	0	40	1	1600	0.207 *	0	40	1	1600	0.207 *	0	40	1	1600	0.207 *
Sb Right	223	0	0	-	0	223	0	0	-	0	223	0	0	-	0	223	0	0	-	0	223	0	0	-
Eb Left	63	1	1600	0.039 *	0	63	1	1600	0.039 *	0	63	1	1600	0.039 *	0	63	1	1600	0.039 *	0	63	1	1600	0.039 *
Eb Thru	648	2	3200	0.203	0	648	2	3200	0.203	0	648	2	3200	0.203	0	648	2	3200	0.203	0	648	2	3200	0.203
Eb Right	464	1	1600	0.290	0	464	1	1600	0.290	0	464	1	1600	0.290	7	471	1	1600	0.294	0	471	1	1600	0.294
Wb Left	43	1	1600	0.027	0	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	784	2	3200	0.253 *	0	784	2	3200	0.253 *	0	784	2	3200	0.253 *	0	784	2	3200	0.253 *	0	784	2	3200	0.253 *
Wb Right	24	0	0	-	0	24	0	0	-	0	24	0	0	-	0	24	0	0	-	0	24	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.760**					**0.760**					**0.760**					**0.763**					**0.763**
LOS				**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2947***				***0***	***2947***				***0***	***2947***				***15***	***2962***				***0***	***2962***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Fern Hollow Drive/Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal

Fern Hollow Drive/Brea Canyon Road at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	440	2	2880	0.153 *	0	440	2	2880	0.153 *	0	440	2	2880	0.153 *	16	456	2	2880	0.158 *	0	456	2	2880	0.158 *
Nb Thru	24	0	0	0.000	0	24	0	0	0.000	0	24	0	0	0.000	0	24	0	0	0.000	0	24	0	0	0.000
Nb Right	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045
Sb Left	13	0	0	0.000	0	13	0	0	0.000	0	13	0	0	0.000	0	13	0	0	0.000	0	13	0	0	0.000
Sb Thru	16	1	1600	0.057 *	0	16	1	1600	0.057 *	0	16	1	1600	0.057 *	0	16	1	1600	0.057 *	0	16	1	1600	0.057 *
Sb Right	62	0	0	-	0	62	0	0	-	0	62	0	0	-	0	62	0	0	-	0	62	0	0	-
Eb Left	112	1	1600	0.070	0	112	1	1600	0.070	0	112	1	1600	0.070	0	112	1	1600	0.070	0	112	1	1600	0.070
Eb Thru	1028	2	3200	0.321 *	0	1028	2	3200	0.321 *	0	1028	2	3200	0.321 *	0	1028	2	3200	0.321 *	0	1028	2	3200	0.321 *
Eb Right	147	1	1600	0.092	0	147	1	1600	0.092	0	147	1	1600	0.092	17	164	1	1600	0.103	0	164	1	1600	0.103
Wb Left	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *
Wb Thru	431	2	3200	0.138	0	431	2	3200	0.138	0	431	2	3200	0.138	0	431	2	3200	0.138	0	431	2	3200	0.138
Wb Right	11	0	0	-	0	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 ***
ICU				**0.648**					**0.648**					**0.648**					**0.653**					**0.653**
LOS				**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2383*				*0*	*2383*				*0*	*2383*				*33*	*2416*				*0*	*2416*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Diamond Bar Boulevard
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 6Ø Traffic Signal Split: Yes

Diamond Bar Boulevard at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	158	1	1600	0.099 *	0	158	1	1600	0.099 *	0	158	1	1600	0.099 *	0	158	1	1600	0.099 *	0	158	1	1600	0.099 *
Nb Thru	349	2	3200	0.111	0	349	2	3200	0.111	0	349	2	3200	0.111	33	382	2	3200	0.122	0	382	3	4800	0.081
Nb Right	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-
Sb Left	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	1	1600	0.002
Sb Thru	1353	2	3200	0.423 *	0	1353	2	3200	0.423 *	0	1353	2	3200	0.423 *	31	1384	2	3200	0.433 *	0	1384	3	4800	0.288 *
Sb Right	733	1	1600	0.458	0	733	1	1600	0.458	0	733	1	1600	0.458	0	733	1	1600	0.458	0	733	2	2880	0.255
Eb Left	615	2	2880	0.214 *	0	615	2	2880	0.214 *	0	615	2	2880	0.214 *	0	615	2	2880	0.214 *	0	615	2	2880	0.214 *
Eb Thru	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Eb Right	175	1	1600	0.109	0	175	1	1600	0.109	0	175	1	1600	0.109	0	175	1	1600	0.109	0	175	1	1600	0.109
Wb Left	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008
Wb Thru	29	1	1600	0.020 *	0	29	1	1600	0.020 *	0	29	1	1600	0.020 *	0	29	1	1600	0.020 *	0	29	1	1600	0.020 *
Wb Right	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.786**					**0.786**					**0.786**					**0.796**					**0.651**
LOS				**C**					**C**					**C**					**C**					**B**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***3452***					***0***	***3452***					***0***	***3452***					***64***	***3516***					***0***	***3516***				

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Diamond Bar Boulevard
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 6Ø Traffic Signal

Diamond Bar Boulevard at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	89	1	1600	0.056	0	89	1	1600	0.056	0	89	1	1600	0.056	0	89	1	1600	0.056	0	89	1	1600	0.056
Nb Thru	1428	2	3200	0.448 *	0	1428	2	3200	0.448 *	0	1428	2	3200	0.448 *	78	1506	2	3200	0.473 *	0	1506	3	4800	0.315 *
Nb Right	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-
Sb Left	6	1	1600	0.004 *	0	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	429	2	3200	0.134	0	429	2	3200	0.134	0	429	2	3200	0.134	80	509	2	3200	0.159	0	509	3	4800	0.106
Sb Right	396	1	1600	0.248	0	396	1	1600	0.248	0	396	1	1600	0.248	0	396	1	1600	0.248	0	396	2	2880	0.138
Eb Left	872	2	2880	0.303 *	0	872	2	2880	0.303 *	0	872	2	2880	0.303 *	0	872	2	2880	0.303 *	0	872	2	2880	0.303 *
Eb Thru	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010
Eb Right	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086
Wb Left	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	1	1600	0.002
Wb Thru	7	1	1600	0.007 *	0	7	1	1600	0.007 *	0	7	1	1600	0.007 *	0	7	1	1600	0.007 *	0	7	1	1600	0.007 *
Wb Right	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
				-0.070					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.792**					**0.792**					**0.792**					**0.817**					**0.659**
LOS				**C**					**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.025
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3395*				*0*	*3395*				*0*	*3395*				*158*	*3553*				*0*	*3553*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Diamond Bar Boulevard
E-W St: Shadow Canyon Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Shadow Canyon Drive
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	395	2	3200	0.123	0	395	2	3200	0.123	0	395	2	3200	0.123	33	428	2	3200	0.134	0	428	2	3200	0.134
Nb Right	34	1	1600	0.021	0	34	1	1600	0.021	0	34	1	1600	0.021	1	35	1	1600	0.022	0	35	1	1600	0.022
Sb Left	68	1	1600	0.043	0	68	1	1600	0.043	0	68	1	1600	0.043	0	68	1	1600	0.043	0	68	1	1600	0.043
Sb Thru	1426	2	3200	0.446 *	0	1426	2	3200	0.446 *	0	1426	2	3200	0.446 *	31	1457	2	3200	0.455 *	0	1457	2	3200	0.455 *
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	142	1	1600	0.089	0	142	1	1600	0.089	0	142	1	1600	0.089	1	143	1	1600	0.089	0	143	1	1600	0.089
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	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.565**					**0.565**					**0.565**					**0.574**					**0.574**
LOS				**A**					**A**					**A**					**A**					**A**
Total Vol.	***2185***				***0***	***2185***				***0***	***2185***				***66***	***2251***				***0***	***2251***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.009
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Diamond Bar Boulevard
E-W St: Shadow Canyon Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Shadow Canyon Drive
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	1538	2	3200	0.481 *	0	1538	2	3200	0.481 *	0	1538	2	3200	0.481 *	78	1616	2	3200	0.505 *	0	1616	2	3200	0.505 *
Nb Right	92	1	1600	0.058	0	92	1	1600	0.058	0	92	1	1600	0.058	3	95	1	1600	0.059	0	95	1	1600	0.059
Sb Left	101	1	1600	0.063 *	0	101	1	1600	0.063 *	0	101	1	1600	0.063 *	0	101	1	1600	0.063 *	0	101	1	1600	0.063 *
Sb Thru	552	2	3200	0.173	0	552	2	3200	0.173	0	552	2	3200	0.173	80	632	2	3200	0.198	0	632	2	3200	0.198
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	47	1	1600	0.029	0	47	1	1600	0.029	0	47	1	1600	0.029	3	50	1	1600	0.031	0	50	1	1600	0.031
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	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.603**					**0.603**					**0.603**					**0.629**					**0.629**
LOS				**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.026
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2411***				***0***	***2411***				***0***	***2411***				***164***	***2575***				***0***	***2575***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Brea Canyon Road
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: All-Way Stop Split: No

Brea Canyon Road at Fountain Springs Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	201	1	1600	0.126	0	201	1	1600	0.126	0	201	1	1600	0.126	8	209	1	1600	0.131	0	209	1	1600	0.131
Nb Right	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	1	20	1	1600	0.013	0	20	1	1600	0.013
Sb Left	159	1	1600	0.099	0	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	456	1	1600	0.285 *	0	456	1	1600	0.285 *	0	456	1	1600	0.285 *	7	463	1	1600	0.289 *	0	463	1	1600	0.289 *
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	54	0	0	0.000	0	54	0	0	0.000	0	54	0	0	0.000	2	56	0	0	0.000	0	56	0	0	0.000
Wb Thru	0	1	1600	0.159 *	0	0	1	1600	0.159 *	0	0	1	1600	0.159 *	0	0	1	1600	0.161 *	0	0	1	1600	0.161 *
Wb Right	201	0	0	-	0	201	0	0	-	0	201	0	0	-	0	201	0	0	-	0	201	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.544**					**0.544**					**0.544**					**0.550**					**0.550**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1090*	*0 1090*	*0 1090*	*18 1108*	*0 1108*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Brea Canyon Road
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: All-Way Stop

Brea Canyon Road at Fountain Springs Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	466	1	1600	0.291 *	0	466	1	1600	0.291 *	0	466	1	1600	0.291 *	16	482	1	1600	0.301 *	0	482	1	1600	0.301 *
Nb Right	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007	6	17	1	1600	0.011	0	17	1	1600	0.011
Sb Left	62	1	1600	0.039 *	0	62	1	1600	0.039 *	0	62	1	1600	0.039 *	0	62	1	1600	0.039 *	0	62	1	1600	0.039 *
Sb Thru	146	1	1600	0.091	0	146	1	1600	0.091	0	146	1	1600	0.091	17	163	1	1600	0.102	0	163	1	1600	0.102
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	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000	5	15	0	0	0.000	0	15	0	0	0.000
Wb Thru	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.041 *	0	0	1	1600	0.041 *
Wb Right	51	0	0	-	0	51	0	0	-	0	51	0	0	-	0	51	0	0	-	0	51	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.468**					**0.468**					**0.468**					**0.481**					**0.481**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*746*				*0*	*746*				*0*	*746*				*44*	*790*				*0*	*790*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Diamond Bar Boulevard
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Fountain Springs Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	34	1	1600	0.021 *	0	34	1	1600	0.021 *	0	34	1	1600	0.021 *	1	35	1	1600	0.022 *	0	35	1	1600	0.022 *
Nb Thru	345	2	3200	0.108	0	345	2	3200	0.108	0	345	2	3200	0.108	33	378	2	3200	0.118	0	378	2	3200	0.118
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	1311	2	3200	0.469 *	0	1311	2	3200	0.469 *	0	1311	2	3200	0.469 *	32	1343	2	3200	0.479 *	0	1343	2	3200	0.479 *
Sb Right	190	0	0	-	0	190	0	0	-	0	190	0	0	-	0	190	0	0	-	0	190	0	0	-
Eb Left	95	1	1600	0.059	0	95	1	1600	0.059	0	95	1	1600	0.059	0	95	1	1600	0.059	0	95	1	1600	0.059
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	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039	2	65	1	1600	0.041	0	65	1	1600	0.041
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				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.579**					**0.579**					**0.579**					**0.590**					**0.590**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2038*				*0*	*2038*				*0*	*2038*				*68*	*2106*				*0*	*2106*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Diamond Bar Boulevard
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Fountain Springs Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	34	1	1600	0.021	0	34	1	1600	0.021	0	34	1	1600	0.021	6	40	1	1600	0.025	0	40	1	1600	0.025
Nb Thru	1524	2	3200	0.476 *	0	1524	2	3200	0.476 *	0	1524	2	3200	0.476 *	81	1605	2	3200	0.502 *	0	1605	2	3200	0.502 *
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	514	2	3200	0.181	0	514	2	3200	0.181	0	514	2	3200	0.181	82	596	2	3200	0.207	0	596	2	3200	0.207
Sb Right	65	0	0	-	0	65	0	0	-	0	65	0	0	-	0	65	0	0	-	0	65	0	0	-
Eb Left	124	1	1600	0.078	0	124	1	1600	0.078	0	124	1	1600	0.078	0	124	1	1600	0.078	0	124	1	1600	0.078
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	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019	5	36	1	1600	0.023	0	36	1	1600	0.023
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				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.584**					**0.584**					**0.584**					**0.610**					**0.610**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.026
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2292*				*0*	*2292*				*0*	*2292*				*174*	*2466*				*0*	*2466*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 9.
N-S St: Diamond Bar Boulevard
E-W St: Sugar Pine Place
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Sugar Pine Place
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	14	1	1600	0.009	0	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	341	2	3200	0.108	0	341	2	3200	0.108	0	341	2	3200	0.108	35	376	2	3200	0.120	0	376	2	3200	0.120
Nb Right	6	0	0	-	0	6	0	0	-	0	6	0	0	-	1	7	0	0	-	0	7	0	0	-
Sb Left	12	1	1600	0.008	0	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	1398	2	3200	0.437 *	0	1398	2	3200	0.437 *	0	1398	2	3200	0.437 *	34	1432	2	3200	0.448 *	0	1432	2	3200	0.448 *
Sb Right	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019	0	31	1	1600	0.019
Eb Left	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Thru	2	1	1600	0.001	0	2	1	1600	0.001	0	2	1	1600	0.001	0	2	1	1600	0.001	0	2	1	1600	0.001
Eb Right	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *
Wb Left	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *	1	24	1	1600	0.015 *	0	24	1	1600	0.015 *
Wb Thru	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
Wb Right	27	1	1600	0.017	0	27	1	1600	0.017	0	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 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.496**					**0.496**					**0.496**					**0.508**					**0.508**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.012
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1888*	*0 1888*	*0 1888*	*71 1959*	*0 1959*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 9.
N-S St: Diamond Bar Boulevard
E-W St: Sugar Pine Place
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Sugar Pine Place
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	0	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020
Nb Thru	1522	2	3200	0.481 *	0	1522	2	3200	0.481 *	0	1522	2	3200	0.481 *	86	1608	2	3200	0.509 *	0	1608	2	3200	0.509 *
Nb Right	17	0	0	-	0	17	0	0	-	0	17	0	0	-	3	20	0	0	-	0	20	0	0	-
Sb Left	34	1	1600	0.021 *	0	34	1	1600	0.021 *	0	34	1	1600	0.021 *	0	34	1	1600	0.021 *	0	34	1	1600	0.021 *
Sb Thru	446	2	3200	0.139	0	446	2	3200	0.139	0	446	2	3200	0.139	87	533	2	3200	0.167	0	533	2	3200	0.167
Sb Right	59	1	1600	0.037	0	59	1	1600	0.037	0	59	1	1600	0.037	0	59	1	1600	0.037	0	59	1	1600	0.037
Eb Left	91	1	1600	0.057 *	0	91	1	1600	0.057 *	0	91	1	1600	0.057 *	0	91	1	1600	0.057 *	0	91	1	1600	0.057 *
Eb Thru	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	1	1600	0.002
Eb Right	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026	0	41	1	1600	0.026
Wb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	3	22	1	1600	0.014	0	22	1	1600	0.014
Wb Thru	1	1	1600	0.001 *	0	1	1	1600	0.001 *	0	1	1	1600	0.001 *	0	1	1	1600	0.001 *	0	1	1	1600	0.001 *
Wb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.590**					**0.590**					**0.590**					**0.618**					**0.618**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.028
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2291***				***0***	***2291***				***0***	***2291***				***179***	***2470***				***0***	***2470***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Brea Canyon Road
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: All-Way Stop Split: No

Brea Canyon Road at Cold Spring Lane
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	41	1	1600	0.026 *	0	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	178	1	1600	0.111	0	178	1	1600	0.111	0	178	1	1600	0.111	9	187	1	1600	0.117	0	187	1	1600	0.117
Nb Right	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035	2	58	1	1600	0.036	0	58	1	1600	0.036
Sb Left	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051	0	81	1	1600	0.051
Sb Thru	391	1	1600	0.261 *	0	391	1	1600	0.261 *	0	391	1	1600	0.261 *	9	400	1	1600	0.267 *	0	400	1	1600	0.267 *
Sb Right	27	0	0	-	0	27	0	0	-	0	27	0	0	-	0	27	0	0	-	0	27	0	0	-
Eb Left	32	0	0	0.000 *	0	32	0	0	0.000 *	0	32	0	0	0.000 *	0	32	0	0	0.000 *	0	32	0	0	0.000 *
Eb Thru	56	1	1600	0.075	0	56	1	1600	0.075	0	56	1	1600	0.075	0	56	1	1600	0.075	0	56	1	1600	0.075
Eb Right	32	0	0	-	0	32	0	0	-	0	32	0	0	-	0	32	0	0	-	0	32	0	0	-
Wb Left	87	0	0	0.000	0	87	0	0	0.000	0	87	0	0	0.000	3	90	0	0	0.000	0	90	0	0	0.000
Wb Thru	63	1	1600	0.132 *	0	63	1	1600	0.132 *	0	63	1	1600	0.132 *	0	63	1	1600	0.134 *	0	63	1	1600	0.134 *
Wb Right	61	0	0	-	0	61	0	0	-	0	61	0	0	-	0	61	0	0	-	0	61	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.519**					**0.519**					**0.519**					**0.527**					**0.527**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.008
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***1105***	***0 1105***	***0 1105***	***23 1128***	***0 1128***

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Brea Canyon Road
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: All-Way Stop

Brea Canyon Road at Cold Spring Lane
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	7	1	1600	0.004	0	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	409	1	1600	0.256 *	0	409	1	1600	0.256 *	0	409	1	1600	0.256 *	22	431	1	1600	0.269 *	0	431	1	1600	0.269 *
Nb Right	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016	8	33	1	1600	0.021	0	33	1	1600	0.021
Sb Left	61	1	1600	0.038 *	0	61	1	1600	0.038 *	0	61	1	1600	0.038 *	0	61	1	1600	0.038 *	0	61	1	1600	0.038 *
Sb Thru	60	1	1600	0.057	0	60	1	1600	0.057	0	60	1	1600	0.057	22	82	1	1600	0.071	0	82	1	1600	0.071
Sb Right	31	0	0	-	0	31	0	0	-	0	31	0	0	-	0	31	0	0	-	0	31	0	0	-
Eb Left	29	0	0	0.000 *	0	29	0	0	0.000 *	0	29	0	0	0.000 *	0	29	0	0	0.000 *	0	29	0	0	0.000 *
Eb Thru	18	1	1600	0.032	0	18	1	1600	0.032	0	18	1	1600	0.032	0	18	1	1600	0.032	0	18	1	1600	0.032
Eb Right	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Wb Left	13	0	0	0.000	0	13	0	0	0.000	0	13	0	0	0.000	8	21	0	0	0.000	0	21	0	0	0.000
Wb Thru	24	1	1600	0.056 *	0	24	1	1600	0.056 *	0	24	1	1600	0.056 *	0	24	1	1600	0.061 *	0	24	1	1600	0.061 *
Wb Right	53	0	0	-	0	53	0	0	-	0	53	0	0	-	0	53	0	0	-	0	53	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.450**					**0.450**					**0.450**					**0.468**					**0.468**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.018
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*734*				*0*	*734*				*0*	*734*				*60*	*794*				*0*	*794*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Diamond Bar Boulevard
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 5Ø Traffic Signal Split: No

Diamond Bar Boulevard at Cold Spring Lane
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	18	1	1600	0.011 *	0	18	1	1600	0.011 *	0	18	1	1600	0.011 *	2	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Nb Thru	232	2	3200	0.078	0	232	2	3200	0.078	0	232	2	3200	0.078	36	268	2	3200	0.090	0	268	2	3200	0.084
Nb Right	17	0	0	-	0	17	0	0	-	0	17	0	0	-	2	19	0	0	-	0	19	1	1600	0.012
Sb Left	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034
Sb Thru	1218	2	3200	0.406 *	0	1218	2	3200	0.406 *	0	1218	2	3200	0.406 *	35	1253	2	3200	0.417 *	0	1253	2	3200	0.392 *
Sb Right	81	0	0	-	0	81	0	0	-	0	81	0	0	-	0	81	0	0	-	0	81	1	1600	0.051
Eb Left	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *
Eb Thru	54	1	1600	0.048	0	54	1	1600	0.048	0	54	1	1600	0.048	0	54	1	1600	0.050	0	54	1	1600	0.050
Eb Right	23	0	0	-	0	23	0	0	-	0	23	0	0	-	3	26	0	0	-	0	26	0	0	-
Wb Left	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	3	69	1	1600	0.043	0	69	1	1600	0.043
Wb Thru	90	1	1600	0.091 *	0	90	1	1600	0.091 *	0	90	1	1600	0.091 *	0	90	1	1600	0.091 *	0	90	1	1600	0.091 *
Wb Right	56	0	0	-	0	56	0	0	-	0	56	0	0	-	0	56	0	0	-	0	56	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.567**					**0.567**					**0.567**					**0.580**					**0.555**
LOS				**A**					**A**					**A**					**A**					**A**
Total Vol.	*1957*				*0*	*1957*				*0*	*1957*				*81*	*2038*				*0*	*2038*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Diamond Bar Boulevard
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 5Ø Traffic Signal

Diamond Bar Boulevard at Cold Spring Lane
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	0	32	1	1600	0.020	0	32	1	1600	0.020	8	40	1	1600	0.025	0	40	1	1600	0.025
Nb Thru	1573	2	3200	0.508 *	0	1573	2	3200	0.508 *	0	1573	2	3200	0.508 *	89	1662	2	3200	0.538 *	0	1662	2	3200	0.519 *
Nb Right	51	0	0	-	0	51	0	0	-	0	51	0	0	-	8	59	0	0	-	0	59	1	1600	0.037
Sb Left	96	1	1600	0.060 *	0	96	1	1600	0.060 *	0	96	1	1600	0.060 *	0	96	1	1600	0.060 *	0	96	1	1600	0.060 *
Sb Thru	378	2	3200	0.133	0	378	2	3200	0.133	0	378	2	3200	0.133	90	468	2	3200	0.162	0	468	2	3200	0.146
Sb Right	49	0	0	-	0	49	0	0	-	0	49	0	0	-	0	49	0	0	-	0	49	1	1600	0.031
Eb Left	55	1	1600	0.034 *	0	55	1	1600	0.034 *	0	55	1	1600	0.034 *	0	55	1	1600	0.034	0	55	1	1600	0.034
Eb Thru	43	1	1600	0.047	0	43	1	1600	0.047	0	43	1	1600	0.047	0	43	1	1600	0.052 *	0	43	1	1600	0.052 *
Eb Right	32	0	0	-	0	32	0	0	-	0	32	0	0	-	8	40	0	0	-	0	40	0	0	-
Wb Left	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021	8	41	1	1600	0.026 *	0	41	1	1600	0.026 *
Wb Thru	15	1	1600	0.042 *	0	15	1	1600	0.042 *	0	15	1	1600	0.042 *	0	15	1	1600	0.042	0	15	1	1600	0.042
Wb Right	52	0	0	-	0	52	0	0	-	0	52	0	0	-	0	52	0	0	-	0	52	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.674**					**0.674**					**0.674**					**0.706**					**0.687**
LOS				**B**					**B**					**B**					**C**					**B**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.032
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2409*				*0*	*2409*				*0*	*2409*				*211*	*2620*				*0*	*2620*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 12.
N-S St: Pathfinder Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Pathfinder Road at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	68	1	1600	0.043	0	68	1	1600	0.043	0	68	1	1600	0.043	0	68	1	1600	0.043	0	68	1	1600	0.043
Nb Thru	192	2	3200	0.168	0	192	2	3200	0.168	0	192	2	3200	0.168	0	192	2	3200	0.169 *	0	192	2	3200	0.169 *
Nb Right	344	0	0	-	0	344	0	0	-	0	344	0	0	-	6	350	0	0	-	0	350	0	0	-
Sb Left	109	1	1600	0.068	0	109	1	1600	0.068	0	109	1	1600	0.068	0	109	1	1600	0.068 *	0	109	1	1600	0.068 *
Sb Thru	470	2	3200	0.193	0	470	2	3200	0.193	0	470	2	3200	0.193	0	470	2	3200	0.193	0	470	2	3200	0.193
Sb Right	147	0	0	-	0	147	0	0	-	0	147	0	0	-	0	147	0	0	-	0	147	0	0	-
Eb Left	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020
Eb Thru	452	1	1600	0.320 *	0	452	1	1600	0.320 *	0	452	1	1600	0.320 *	18	470	1	1600	0.331 *	0	470	2	3200	0.166 *
Eb Right	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Wb Left	212	1	1600	0.133 *	0	212	1	1600	0.133 *	0	212	1	1600	0.133 *	4	216	1	1600	0.135 *	0	216	1	1600	0.135 *
Wb Thru	340	1	1600	0.213	0	340	1	1600	0.213	0	340	1	1600	0.213	19	359	1	1600	0.224	0	359	1	1600	0.224
Wb Right	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.789**					**0.789**					**0.789**					**0.803**					**0.638**
LOS				**C**					**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.014
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2471***				***0***	***2471***				***0***	***2471***				***47***	***2518***				***0***	***2518***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 12.
N-S St: Pathfinder Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal

Pathfinder Road at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	143	1	1600	0.089	0	143	1	1600	0.089	0	143	1	1600	0.089	0	143	1	1600	0.089	0	143	1	1600	0.089
Nb Thru	481	2	3200	0.245 *	0	481	2	3200	0.245 *	0	481	2	3200	0.245 *	0	481	2	3200	0.249 *	0	481	2	3200	0.249 *
Nb Right	302	0	0	-	0	302	0	0	-	0	302	0	0	-	13	315	0	0	-	0	315	0	0	-
Sb Left	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	16	1	1600	0.010 *
Sb Thru	350	2	3200	0.143	0	350	2	3200	0.143	0	350	2	3200	0.143	0	350	2	3200	0.143	0	350	2	3200	0.143
Sb Right	108	0	0	-	0	108	0	0	-	0	108	0	0	-	0	108	0	0	-	0	108	0	0	-
Eb Left	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083 *
Eb Thru	485	1	1600	0.363 *	0	485	1	1600	0.363 *	0	485	1	1600	0.363 *	46	531	1	1600	0.392 *	0	531	2	3200	0.196
Eb Right	96	0	0	-	0	96	0	0	-	0	96	0	0	-	0	96	0	0	-	0	96	0	0	-
Wb Left	297	1	1600	0.186 *	0	297	1	1600	0.186 *	0	297	1	1600	0.186 *	14	311	1	1600	0.194 *	0	311	1	1600	0.194
Wb Thru	565	1	1600	0.353	0	565	1	1600	0.353	0	565	1	1600	0.353	46	611	1	1600	0.382	0	611	1	1600	0.382 *
Wb Right	98	1	1600	0.061	0	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 ***
ICU				**0.904**					**0.904**					**0.904**					**0.945**					**0.824**
LOS				**E**					**E**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.041
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	*3074*	*0 3074*	*0 3074*	*119 3193*	*0 3193*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Fallow Field/Diamond Canyon Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 5Ø Traffic Signal Split: No

Fallow Field/Diamond Canyon Road at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *
Nb Thru	18	1	1600	0.034	0	18	1	1600	0.034	0	18	1	1600	0.034	0	18	1	1600	0.034	0	18	1	1600	0.034
Nb Right	37	0	0	-	0	37	0	0	-	0	37	0	0	-	0	37	0	0	-	0	37	0	0	-
Sb Left	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000
Sb Thru	21	1	1600	0.084 *	0	21	1	1600	0.084 *	0	21	1	1600	0.084 *	0	21	1	1600	0.084 *	0	21	1	1600	0.084 *
Sb Right	84	0	0	-	0	84	0	0	-	0	84	0	0	-	0	84	0	0	-	0	84	0	0	-
Eb Left	123	1	1600	0.077	0	123	1	1600	0.077	0	123	1	1600	0.077	0	123	1	1600	0.077	0	123	1	1600	0.077
Eb Thru	845	2	3200	0.276 *	0	845	2	3200	0.276 *	0	845	2	3200	0.276 *	23	868	2	3200	0.283 *	0	868	2	3200	0.283 *
Eb Right	38	0	0	-	0	38	0	0	-	0	38	0	0	-	0	38	0	0	-	0	38	0	0	-
Wb Left	94	1	1600	0.059 *	0	94	1	1600	0.059 *	0	94	1	1600	0.059 *	0	94	1	1600	0.059 *	0	94	1	1600	0.059 *
Wb Thru	601	2	3200	0.195	0	601	2	3200	0.195	0	601	2	3200	0.195	22	623	2	3200	0.202	0	623	2	3200	0.202
Wb Right	23	0	0	-	0	23	0	0	-	0	23	0	0	-	0	23	0	0	-	0	23	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.533**					**0.533**					**0.533**					**0.540**					**0.540**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1936*				*0*	*1936*				*0*	*1936*				*45*	*1981*				*0*	*1981*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Fallow Field/Diamond Canyon Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 5Ø Traffic Signal

Fallow Field/Diamond Canyon Road at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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 *	0	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	7	1	1600	0.043	0	7	1	1600	0.043	0	7	1	1600	0.043	0	7	1	1600	0.043	0	7	1	1600	0.043
Nb Right	61	0	0	-	0	61	0	0	-	0	61	0	0	-	0	61	0	0	-	0	61	0	0	-
Sb Left	32	0	0	0.000	0	32	0	0	0.000	0	32	0	0	0.000	0	32	0	0	0.000	0	32	0	0	0.000
Sb Thru	4	1	1600	0.043 *	0	4	1	1600	0.043 *	0	4	1	1600	0.043 *	0	4	1	1600	0.043 *	0	4	1	1600	0.043 *
Sb Right	32	0	0	-	0	32	0	0	-	0	32	0	0	-	0	32	0	0	-	0	32	0	0	-
Eb Left	24	1	1600	0.015 *	0	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	730	2	3200	0.241	0	730	2	3200	0.241	0	730	2	3200	0.241	59	789	2	3200	0.259	0	789	2	3200	0.259
Eb Right	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Wb Left	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028
Wb Thru	912	2	3200	0.293 *	0	912	2	3200	0.293 *	0	912	2	3200	0.293 *	61	973	2	3200	0.312 *	0	973	2	3200	0.312 *
Wb Right	25	0	0	-	0	25	0	0	-	0	25	0	0	-	0	25	0	0	-	0	25	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.480**					**0.480**					**0.480**					**0.499**					**0.499**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1959*				*0*	*1959*				*0*	*1959*				*120*	*2079*				*0*	*2079*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: SR-57 Southbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: One-Way Stop Split: No

SR-57 Southbound Ramps at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	21	71	1	1600	0.044	0	71	1	1600	0.044
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	56	1	1600	0.035 *	0	56	1	1600	0.035 *	0	56	1	1600	0.035 *	0	56	1	1600	0.035	0	56	1	1600	0.035
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	555	2	3200	0.173	0	555	2	3200	0.173	0	555	2	3200	0.173	23	578	2	3200	0.181	0	578	2	3200	0.181
Eb Right	451	1	1600	0.282 *	0	451	1	1600	0.282 *	0	451	1	1600	0.282 *	0	451	1	1600	0.282 *	0	451	1	1600	0.282 *
Wb Left	396	1	1600	0.248 *	0	396	1	1600	0.248 *	0	396	1	1600	0.248 *	34	430	1	1600	0.269 *	0	430	1	1600	0.269 *
Wb Thru	661	2	3200	0.207	0	661	2	3200	0.207	0	661	2	3200	0.207	22	683	2	3200	0.213	0	683	2	3200	0.213
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				**0.665**					**0.665**					**0.665**					**0.695**					**0.695**
LOS				**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.030
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2169*				*0*	*2169*				*0*	*2169*				*100*	*2269*				*0*	*2269*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: SR-57 Southbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: One-Way Stop

SR-57 Southbound Ramps at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	67	1	1600	0.042	0	67	1	1600	0.042	0	67	1	1600	0.042	60	127	1	1600	0.079	0	127	1	1600	0.079
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	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
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	285	2	3200	0.089	0	285	2	3200	0.089	0	285	2	3200	0.089	59	344	2	3200	0.108	0	344	2	3200	0.108
Eb Right	513	1	1600	0.321 *	0	513	1	1600	0.321 *	0	513	1	1600	0.321 *	0	513	1	1600	0.321 *	0	513	1	1600	0.321 *
Wb Left	197	1	1600	0.123 *	0	197	1	1600	0.123 *	0	197	1	1600	0.123 *	53	250	1	1600	0.156 *	0	250	1	1600	0.156 *
Wb Thru	969	2	3200	0.303	0	969	2	3200	0.303	0	969	2	3200	0.303	61	1030	2	3200	0.322	0	1030	2	3200	0.322
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				**0.586**					**0.586**					**0.586**					**0.656**					**0.656**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.070
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2052*				*0*	*2052*				*0*	*2052*				*233*	*2285*				*0*	*2285*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: SR-57 Northbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal Split: No

SR-57 Northbound Ramps at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176	0	282	1	1600	0.176
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	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	21	87	1	1600	0.054	0	87	1	1600	0.054
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	39	1	1600	0.024 *	0	39	1	1600	0.024 *	0	39	1	1600	0.024 *	0	39	1	1600	0.024 *	0	39	1	1600	0.024 *
Eb Thru	617	2	3200	0.193	0	617	2	3200	0.193	0	617	2	3200	0.193	45	662	2	3200	0.207	0	662	2	3200	0.207
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	777	2	3200	0.243 *	0	777	2	3200	0.243 *	0	777	2	3200	0.243 *	55	832	2	3200	0.260 *	0	832	2	3200	0.260 *
Wb Right	130	1	Free Flow	-	0	130	1	Free Flow	-	0	130	1	Free Flow	-	34	164	1	Free Flow	-	0	164	1	Free Flow	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.543**					**0.543**					**0.543**					**0.560**					**0.560**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.017
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***1911***				***0***	***1911***				***0***	***1911***				***155***	***2066***				***0***	***2066***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: SR-57 Northbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal

SR-57 Northbound Ramps at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	556	1	1600	0.348	0	556	1	1600	0.348	0	556	1	1600	0.348	0	556	1	1600	0.348	0	556	1	1600	0.348
Nb Thru	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
Nb Right	618	1	1600	0.386 *	0	618	1	1600	0.386 *	0	618	1	1600	0.386 *	60	678	1	1600	0.424 *	0	678	1	1600	0.424 *
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	22	1	1600	0.014 *	0	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	334	2	3200	0.104	0	334	2	3200	0.104	0	334	2	3200	0.104	120	454	2	3200	0.142	0	454	2	3200	0.142
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	595	2	3200	0.186 *	0	595	2	3200	0.186 *	0	595	2	3200	0.186 *	113	708	2	3200	0.221 *	0	708	2	3200	0.221 *
Wb Right	102	1	Free Flow	-	0	102	1	Free Flow	-	0	102	1	Free Flow	-	53	155	1	Free Flow	-	0	155	1	Free Flow	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.686**					**0.686**					**0.686**					**0.759**					**0.759**
LOS				**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.073
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2229*				*0*	*2229*				*0*	*2229*				*346*	*2575*				*0*	*2575*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Brea Canyon Road
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Brea Canyon Road at Diamond Bar Boulevard
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	159	2	2880	0.055 *	0	159	2	2880	0.055 *	0	159	2	2880	0.055 *	14	173	2	2880	0.060 *	0	173	2	2880	0.060 *
Nb Thru	89	1	1600	0.056	0	89	1	1600	0.056	0	89	1	1600	0.056	4	93	1	1600	0.058	0	93	1	1600	0.058
Nb Right	62	1	1600	0.039	0	62	1	1600	0.039	0	62	1	1600	0.039	1	63	1	1600	0.039	0	63	2	2880	0.022
Sb Left	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	12	25	1	1600	0.016	0	25	1	1600	0.016
Sb Thru	325	2	3200	0.131 *	0	325	2	3200	0.131 *	0	325	2	3200	0.131 *	0	325	2	3200	0.131 *	0	325	2	3200	0.131 *
Sb Right	94	0	0	-	0	94	0	0	-	0	94	0	0	-	0	94	0	0	-	0	94	0	0	-
Eb Left	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067	0	107	1	1600	0.067
Eb Thru	195	2	3200	0.159 *	0	195	2	3200	0.159 *	0	195	2	3200	0.159 *	66	261	2	3200	0.180 *	0	261	3	4800	0.120 *
Eb Right	314	0	0	-	0	314	0	0	-	0	314	0	0	-	0	314	0	0	-	0	314	0	0	-
Wb Left	703	1	1600	0.439 *	0	703	1	1600	0.439 *	0	703	1	1600	0.439 *	8	711	1	1600	0.444 *	0	711	2	2880	0.247 *
Wb Thru	621	2	3200	0.204	0	621	2	3200	0.204	0	621	2	3200	0.204	74	695	2	3200	0.230	0	695	2	3200	0.230
Wb Right	33	0	0	-	0	33	0	0	-	0	33	0	0	-	8	41	0	0	-	0	41	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.814**					**0.814**					**0.814**					**0.845**					**0.588**
LOS				**D**					**D**					**D**					**D**					**A**
Total Vol.	*2715*				*0*	*2715*				*0*	*2715*				*187*	*2902*				*0*	*2902*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.031
Significant Impact: No

Area Traffic Mitigation:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Brea Canyon Road
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal

Brea Canyon Road at Diamond Bar Boulevard
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	383	2	2880	0.133	0	383	2	2880	0.133	0	383	2	2880	0.133	57	440	2	2880	0.153	0	440	2	2880	0.153
Nb Thru	364	1	1600	0.228	0	364	1	1600	0.228	0	364	1	1600	0.228	14	378	1	1600	0.236	0	378	1	1600	0.236 *
Nb Right	758	1	1600	0.474 *	0	758	1	1600	0.474 *	0	758	1	1600	0.474 *	4	762	1	1600	0.476 *	0	762	2	2880	0.265
Sb Left	51	1	1600	0.032 *	0	51	1	1600	0.032 *	0	51	1	1600	0.032 *	30	81	1	1600	0.051 *	0	81	1	1600	0.051 *
Sb Thru	1	2	3200	0.016	0	1	2	3200	0.016	0	1	2	3200	0.016	0	1	2	3200	0.016	0	1	2	3200	0.016
Sb Right	51	0	0	-	0	51	0	0	-	0	51	0	0	-	0	51	0	0	-	0	51	0	0	-
Eb Left	129	1	1600	0.081	0	129	1	1600	0.081	0	129	1	1600	0.081	0	129	1	1600	0.081	0	129	1	1600	0.081
Eb Thru	802	2	3200	0.269 *	0	802	2	3200	0.269 *	0	802	2	3200	0.269 *	180	982	2	3200	0.325 *	0	982	3	4800	0.217 *
Eb Right	59	0	0	-	0	59	0	0	-	0	59	0	0	-	0	59	0	0	-	0	59	0	0	-
Wb Left	129	1	1600	0.081	0	129	1	1600	0.081	0	129	1	1600	0.081	16	145	1	1600	0.091	0	145	2	2880	0.050 *
Wb Thru	300	2	3200	0.104	0	300	2	3200	0.104	0	300	2	3200	0.104	110	410	2	3200	0.143	0	410	2	3200	0.143
Wb Right	32	0	0	-	0	32	0	0	-	0	32	0	0	-	16	48	0	0	-	0	48	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.805**					**0.805**					**0.805**					**0.882**					**0.584**
LOS				**D**					**D**					**D**					**D**					**A**
Total Vol.	*3059*				*0*	*3059*				*0*	*3059*				*427*	*3486*				*0*	*3486*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.077
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Cherrydale Drive
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: One-Way Stop Split: No

Cherrydale Drive at Diamond Bar Boulevard
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/23/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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 *	92	92	0	0	0.000 *	0	92	1	1600	0.058 *
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	-	43	43	0	0	-	0	43	1	1600	0.027
Sb 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
Sb Thru	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *
Sb Right	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Eb Left	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	1	1600	0.002 *
Eb Thru	250	2	3200	0.078	0	250	2	3200	0.078	0	250	2	3200	0.078	-7	243	2	3200	0.103	0	243	2	3200	0.076
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	85	85	0	0	-	0	85	1	1600	0.053
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	46	46	0	0	0.000	0	46	2	2880	0.016
Wb Thru	1370	2	3200	0.428 *	0	1370	2	3200	0.428 *	0	1370	2	3200	0.428 *	-4	1366	2	3200	0.442 *	0	1366	2	3200	0.427 *
Wb Right	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.468**					**0.468**					**0.468**					**0.482**					**0.525**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.014
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1636*				*0*	*1636*				*0*	*1636*				*255*	*1891*				*0*	*1891*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Cherrydale Drive
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: One-Way Stop

Cherrydale Drive at Diamond Bar Boulevard
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/23/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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 *	193	193	0	0	0.000 *	0	193	1	1600	0.121 *
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	-	195	195	0	0	-	0	195	1	1600	0.122
Sb Left	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000
Sb Thru	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *
Sb Right	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Eb Left	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008	0	13	1	1600	0.008
Eb Thru	1618	2	3200	0.506 *	0	1618	2	3200	0.506 *	0	1618	2	3200	0.506 *	-82	1536	2	3200	0.572 *	0	1536	2	3200	0.480 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	295	295	0	0	-	0	295	1	1600	0.184
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	154	154	0	0	0.000 *	0	154	2	2880	0.053 *
Wb Thru	424	2	3200	0.134	0	424	2	3200	0.134	0	424	2	3200	0.134	-48	376	2	3200	0.167	0	376	2	3200	0.119
Wb Right	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.544**					**0.544**					**0.544**					**0.610**					**0.692**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.066
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2073*				*0*	*2073*				*0*	*2073*				*707*	*2780*				*0*	*2780*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Brea Canyon Road
E-W St: Silver Bullet Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Brea Canyon Road at Silver Bullet Drive
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	123	1	1600	0.077	0	123	1	1600	0.077	0	123	1	1600	0.077	7	130	1	1600	0.081	0	130	2	3200	0.041
Nb Right	5	1	1600	0.003	0	5	1	1600	0.003	0	5	1	1600	0.003	0	5	1	1600	0.003	0	5	1	1600	0.003
Sb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Sb Thru	1434	1	1600	0.896 *	0	1434	1	1600	0.896 *	0	1434	1	1600	0.896 *	8	1442	1	1600	0.901 *	0	1442	2	3200	0.451 *
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	83	0	0	0.000	0	83	0	0	0.000	0	83	0	0	0.000	0	83	0	0	0.000	0	83	0	0	0.000
Wb Thru	0	1	1600	0.056 *	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *
Wb Right	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**1.052**					**1.052**					**1.052**					**1.057**					**0.607**
LOS				**F**					**F**					**F**					**F**					**B**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1653*				*0*	*1653*				*0*	*1653*				*15*	*1668*				*0*	*1668*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Brea Canyon Road
E-W St: Silver Bullet Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 2Ø Traffic Signal

Brea Canyon Road at Silver Bullet Drive
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	1451	1	1600	0.907 *	0	1451	1	1600	0.907 *	0	1451	1	1600	0.907 *	17	1468	1	1600	0.918 *	0	1468	2	3200	0.459 *
Nb Right	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021	0	33	1	1600	0.021
Sb Left	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *
Sb Thru	126	1	1600	0.079	0	126	1	1600	0.079	0	126	1	1600	0.079	16	142	1	1600	0.089	0	142	2	3200	0.044
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	15	0	0	0.000	0	15	0	0	0.000	0	15	0	0	0.000	0	15	0	0	0.000	0	15	0	0	0.000
Wb Thru	0	1	1600	0.011 *	0	0	1	1600	0.011 *	0	0	1	1600	0.011 *	0	0	1	1600	0.011 *	0	0	1	1600	0.011 *
Wb Right	2	0	0	-	0	2	0	0	-	0	2	0	0	-	0	2	0	0	-	0	2	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**1.021**					**1.021**					**1.021**					**1.032**					**0.573**
LOS				**F**					**F**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1631*				*0*	*1631*				*0*	*1631*				*33*	*1664*				*0*	*1664*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Diamond Bar Boulevard
E-W St: Grand Avenue
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Diamond Bar Boulevard at Grand Avenue
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	377	2	2880	0.131 *	0	377	2	2880	0.131 *	0	377	2	2880	0.131 *	8	385	2	2880	0.134 *	0	385	2	2880	0.134 *
Nb Thru	575	2	3200	0.180	0	575	2	3200	0.180	0	575	2	3200	0.180	25	600	2	3200	0.188	0	600	2	3200	0.188
Nb Right	258	1	1600	0.161	0	258	1	1600	0.161	0	258	1	1600	0.161	0	258	1	1600	0.161	0	258	1	1600	0.161
Sb Left	113	2	2880	0.039	0	113	2	2880	0.039	0	113	2	2880	0.039	0	113	2	2880	0.039	0	113	2	2880	0.039
Sb Thru	622	2	3200	0.194 *	0	622	2	3200	0.194 *	0	622	2	3200	0.194 *	24	646	2	3200	0.202 *	0	646	2	3200	0.202 *
Sb Right	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058
Eb Left	118	2	2880	0.041 *	0	118	2	2880	0.041 *	0	118	2	2880	0.041 *	0	118	2	2880	0.041 *	0	118	2	2880	0.041 *
Eb Thru	387	2	3200	0.121	0	387	2	3200	0.121	0	387	2	3200	0.121	0	387	2	3200	0.121	0	387	2	3200	0.121
Eb Right	204	1	1600	0.128	0	204	1	1600	0.128	0	204	1	1600	0.128	7	211	1	1600	0.132	0	211	1	1600	0.132
Wb Left	580	2	2880	0.201	0	580	2	2880	0.201	0	580	2	2880	0.201	0	580	2	2880	0.201	0	580	2	2880	0.201
Wb Thru	1126	2	3200	0.352 *	0	1126	2	3200	0.352 *	0	1126	2	3200	0.352 *	0	1126	2	3200	0.352 *	0	1126	2	3200	0.352 *
Wb Right	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035	0	56	1	1600	0.035
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.748**					**0.748**					**0.748**					**0.759**					**0.759**
LOS				**C**					**C**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***4509***				***0***	***4509***				***0***	***4509***				***64***	***4573***				***0***	***4573***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Diamond Bar Boulevard
E-W St: Grand Avenue
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal

Diamond Bar Boulevard at Grand Avenue
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	2	2880	0.079	0	227	2	2880	0.079	0	227	2	2880	0.079	16	243	2	2880	0.084	0	243	2	2880	0.084
Nb Thru	1012	2	3200	0.316 *	0	1012	2	3200	0.316 *	0	1012	2	3200	0.316 *	62	1074	2	3200	0.336 *	0	1074	2	3200	0.336 *
Nb Right	733	1	1600	0.458	0	733	1	1600	0.458	0	733	1	1600	0.458	0	733	1	1600	0.458	0	733	1	1600	0.458
Sb Left	264	2	2880	0.092 *	0	264	2	2880	0.092 *	0	264	2	2880	0.092 *	0	264	2	2880	0.092 *	0	264	2	2880	0.092 *
Sb Thru	541	2	3200	0.169	0	541	2	3200	0.169	0	541	2	3200	0.169	63	604	2	3200	0.189	0	604	2	3200	0.189
Sb Right	88	1	1600	0.055	0	88	1	1600	0.055	0	88	1	1600	0.055	0	88	1	1600	0.055	0	88	1	1600	0.055
Eb Left	264	2	2880	0.092	0	264	2	2880	0.092	0	264	2	2880	0.092	0	264	2	2880	0.092	0	264	2	2880	0.092
Eb Thru	897	2	3200	0.280 *	0	897	2	3200	0.280 *	0	897	2	3200	0.280 *	0	897	2	3200	0.280 *	0	897	2	3200	0.280 *
Eb Right	159	1	1600	0.099	0	159	1	1600	0.099	0	159	1	1600	0.099	17	176	1	1600	0.110	0	176	1	1600	0.110
Wb Left	416	2	2880	0.144 *	0	416	2	2880	0.144 *	0	416	2	2880	0.144 *	0	416	2	2880	0.144 *	0	416	2	2880	0.144 *
Wb Thru	412	2	3200	0.129	0	412	2	3200	0.129	0	412	2	3200	0.129	0	412	2	3200	0.129	0	412	2	3200	0.129
Wb Right	27	1	1600	0.017	0	27	1	1600	0.017	0	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 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.862**					**0.862**					**0.862**					**0.882**					**0.882**
LOS				**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.020
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***5040***				***0***	***5040***				***0***	***5040***				***158***	***5198***				***0***	***5198***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Colima Road
E-W St: Fairway Drive/Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Colima Road at Fairway Drive/Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	254	1	1600	0.159 *	0	254	1	1600	0.159 *	0	254	1	1600	0.159 *	0	254	1	1600	0.159 *	0	254	1	1600	0.159 *
Nb Thru	393	3	4800	0.104	0	393	3	4800	0.104	0	393	3	4800	0.104	0	393	3	4800	0.104	0	393	3	4800	0.104
Nb Right	107	0	0	-	0	107	0	0	-	0	107	0	0	-	0	107	0	0	-	0	107	0	0	-
Sb Left	188	1	1600	0.118	0	188	1	1600	0.118	0	188	1	1600	0.118	0	188	1	1600	0.118	0	188	1	1600	0.118
Sb Thru	845	3	4800	0.238 *	0	845	3	4800	0.238 *	0	845	3	4800	0.238 *	0	845	3	4800	0.238 *	0	845	3	4800	0.238 *
Sb Right	295	0	0	-	0	295	0	0	-	0	295	0	0	-	0	295	0	0	-	0	295	0	0	-
Eb Left	191	1	1600	0.119 *	0	191	1	1600	0.119 *	0	191	1	1600	0.119 *	0	191	1	1600	0.119 *	0	191	1	1600	0.119 *
Eb Thru	383	2	3200	0.158	0	383	2	3200	0.158	0	383	2	3200	0.158	18	401	2	3200	0.164	0	401	2	3200	0.164
Eb Right	124	0	0	-	0	124	0	0	-	0	124	0	0	-	0	124	0	0	-	0	124	0	0	-
Wb Left	249	1	1600	0.156	0	249	1	1600	0.156	0	249	1	1600	0.156	0	249	1	1600	0.156	0	249	1	1600	0.156
Wb Thru	495	2	3200	0.227 *	0	495	2	3200	0.227 *	0	495	2	3200	0.227 *	19	514	2	3200	0.233 *	0	514	2	3200	0.233 *
Wb Right	230	0	0	-	0	230	0	0	-	0	230	0	0	-	0	230	0	0	-	0	230	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.843**					**0.843**					**0.843**					**0.849**					**0.849**
LOS				**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3754*				*0*	*3754*				*0*	*3754*				*37*	*3791*				*0*	*3791*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Colima Road
E-W St: Fairway Drive/Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Existing ICU.xls
Control Type: 8Ø Traffic Signal

Colima Road at Fairway Drive/Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2007

	2007 EXISTING TRAFFIC				2007 WITH AMBIENT GROWTH					2007 WITH CUMULATIVE PROJECTS					2007 WITH PROJECT TRAFFIC					2007 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	253	1	1600	0.158	0	253	1	1600	0.158	0	253	1	1600	0.158	0	253	1	1600	0.158	0	253	1	1600	0.158
Nb Thru	798	3	4800	0.201 *	0	798	3	4800	0.201 *	0	798	3	4800	0.201 *	0	798	3	4800	0.201 *	0	798	3	4800	0.201 *
Nb Right	168	0	0	-	0	168	0	0	-	0	168	0	0	-	0	168	0	0	-	0	168	0	0	-
Sb Left	194	1	1600	0.121 *	0	194	1	1600	0.121 *	0	194	1	1600	0.121 *	0	194	1	1600	0.121 *	0	194	1	1600	0.121 *
Sb Thru	566	3	4800	0.135	0	566	3	4800	0.135	0	566	3	4800	0.135	0	566	3	4800	0.135	0	566	3	4800	0.135
Sb Right	81	0	0	-	0	81	0	0	-	0	81	0	0	-	0	81	0	0	-	0	81	0	0	-
Eb Left	272	1	1600	0.170	0	272	1	1600	0.170	0	272	1	1600	0.170	0	272	1	1600	0.170	0	272	1	1600	0.170
Eb Thru	648	2	3200	0.278 *	0	648	2	3200	0.278 *	0	648	2	3200	0.278 *	46	694	2	3200	0.292 *	0	694	2	3200	0.292 *
Eb Right	240	0	0	-	0	240	0	0	-	0	240	0	0	-	0	240	0	0	-	0	240	0	0	-
Wb Left	246	1	1600	0.154 *	0	246	1	1600	0.154 *	0	246	1	1600	0.154 *	0	246	1	1600	0.154 *	0	246	1	1600	0.154 *
Wb Thru	478	2	3200	0.208	0	478	2	3200	0.208	0	478	2	3200	0.208	46	524	2	3200	0.223	0	524	2	3200	0.223
Wb Right	188	0	0	-	0	188	0	0	-	0	188	0	0	-	0	188	0	0	-	0	188	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.854**					**0.854**					**0.854**					**0.868**					**0.868**
LOS				**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.014
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4132*				*0*	*4132*				*0*	*4132*				*92*	*4224*				*0*	*4224*			

YEAR 2010 HORIZON

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INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 3Ø Traffic Signal Split: No

Brea Canyon Road at Pathfinder Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	903	2	2880	0.314	54	957	2	2880	0.332	16	973	2	2880	0.338	7	980	2	2880	0.340	0	980	2	2880	0.340
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	296	1	1600	0.185	18	314	1	1600	0.196	0	314	1	1600	0.196	0	314	1	1600	0.196	0	314	1	1600	0.196
Eb Left	239	1	1600	0.149 *	14	253	1	1600	0.158 *	0	253	1	1600	0.158 *	0	253	1	1600	0.158 *	0	253	2	2880	0.088 *
Eb Thru	179	3	4800	0.037	11	190	3	4800	0.040	5	195	3	4800	0.041	0	195	3	4800	0.041	0	195	3	4800	0.041
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	600	2	3200	0.188 *	36	636	2	3200	0.199 *	1	637	2	3200	0.199 *	0	637	2	3200	0.199 *	0	637	2	3200	0.199 *
Wb Right	741	1	1600	0.463	44	785	1	1600	0.491	2	787	1	1600	0.492	8	795	1	1600	0.497	0	795	2	2880	0.276
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.751**					**0.789**					**0.795**					**0.797**					**0.727**
LOS				**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2958*				*177*	*3135*				*24*	*3159*				*15*	*3174*				*0*	*3174*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 3Ø Traffic Signal

Brea Canyon Road at Pathfinder Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	771	2	2880	0.268	46	817	2	2880	0.284	153	970	2	2880	0.337	17	987	2	2880	0.343	0	987	2	2880	0.343
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	138	1	1600	0.086	8	146	1	1600	0.091	107	253	1	1600	0.158	0	253	1	1600	0.158	0	253	1	1600	0.158
Eb Left	319	1	1600	0.199 *	19	338	1	1600	0.211 *	57	395	1	1600	0.247 *	0	395	1	1600	0.247 *	0	395	2	2880	0.137 *
Eb Thru	399	3	4800	0.083	24	423	3	4800	0.088	129	552	3	4800	0.115	0	552	3	4800	0.115	0	552	3	4800	0.115
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	217	2	3200	0.068	13	230	2	3200	0.072	205	435	2	3200	0.136	0	435	2	3200	0.136	0	435	2	3200	0.136 *
Wb Right	760	1	1600	0.475 *	46	806	1	1600	0.504 *	77	883	1	1600	0.552 *	16	899	1	1600	0.562 *	0	899	2	2880	0.312
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.774**					**0.815**					**0.899**					**0.909**					**0.716**
LOS				**C**					**D**					**D**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2604***				***156***	***2760***				***728***	***3488***				***33***	***3521***				***0***	***3521***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: SR-57 Southbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 3Ø Traffic Signal Split: No

SR-57 Southbound Ramps at Pathfinder Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	365	1	1600	0.228	22	387	1	1600	0.242	19	406	1	1600	0.254	0	406	1	1600	0.254	0	406	1	1600	0.254
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	185	1	1600	0.116	11	196	1	1600	0.123	0	196	1	1600	0.123	0	196	1	1600	0.123	0	196	1	1600	0.123
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	850	2	3200	0.266	51	901	2	3200	0.282	6	907	2	3200	0.283	7	914	2	3200	0.286	0	914	2	3200	0.286
Eb Right	199	1	Free Flow	-	12	211	1	Free Flow	-	17	228	1	Free Flow	-	0	228	1	Free Flow	-	0	228	1	Free Flow	-
Wb Left	136	1	1600	0.085	8	144	1	1600	0.090	0	144	1	1600	0.090	0	144	1	1600	0.090	0	144	1	1600	0.090
Wb Thru	1155	2	3200	0.361 *	69	1224	2	3200	0.383 *	3	1227	2	3200	0.383 *	8	1235	2	3200	0.386 *	0	1235	2	3200	0.386 *
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				**0.689**					**0.725**					**0.737**					**0.740**					**0.740**
LOS				**B**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2890*				*173*	*3063*				*45*	*3108*				*15*	*3123*				*0*	*3123*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: SR-57 Southbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 3Ø Traffic Signal

SR-57 Southbound Ramps at Pathfinder Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	221	1	1600	0.138	13	234	1	1600	0.146	32	266	1	1600	0.166	0	266	1	1600	0.166	0	266	1	1600	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	141	1	1600	0.088	8	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093	0	149	1	1600	0.093
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	836	2	3200	0.261 *	50	886	2	3200	0.277 *	192	1078	2	3200	0.337 *	17	1095	2	3200	0.342 *	0	1095	2	3200	0.342 *
Eb Right	296	1	Free Flow	-	18	314	1	Free Flow	-	71	385	1	Free Flow	-	0	385	1	Free Flow	-	0	385	1	Free Flow	-
Wb Left	110	1	1600	0.069 *	7	117	1	1600	0.073 *	0	117	1	1600	0.073 *	0	117	1	1600	0.073 *	0	117	1	1600	0.073 *
Wb Thru	864	2	3200	0.270	52	916	2	3200	0.286	282	1198	2	3200	0.374	16	1214	2	3200	0.379	0	1214	2	3200	0.379
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				**0.568**					**0.596**					**0.676**					**0.681**					**0.681**
LOS				**A**					**A**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2468*				*148*	*2616*				*577*	*3193*				*33*	*3226*				*0*	*3226*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: SR-57 Northbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 3Ø Traffic Signal Split: No

SR-57 Northbound Ramps at Pathfinder Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	282	1	1600	0.176	17	299	1	1600	0.187	0	299	1	1600	0.187	0	299	1	1600	0.187	0	299	1	1600	0.187
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	82	1	1600	0.051	5	87	1	1600	0.054	0	87	1	1600	0.054	0	87	1	1600	0.054	0	87	1	1600	0.054
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	104	1	1600	0.065 *	6	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Eb Thru	1144	2	3200	0.358	69	1213	2	3200	0.379	27	1240	2	3200	0.388	7	1247	2	3200	0.390	0	1247	2	3200	0.390
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	1028	2	3200	0.321	62	1090	2	3200	0.341	3	1093	2	3200	0.342	8	1101	2	3200	0.344	0	1101	2	3200	0.344
Wb Right	605	1	1600	0.378 *	36	641	1	1600	0.401 *	6	647	1	1600	0.404 *	0	647	1	1600	0.404 *	0	647	1	1600	0.404 *
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.719**					**0.757**					**0.760**					**0.760**					**0.760**
LOS				**C**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3245*				*195*	*3440*				*36*	*3476*				*15*	*3491*				*0*	*3491*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: SR-57 Northbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 3Ø Traffic Signal

SR-57 Northbound Ramps at Pathfinder Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	377	1	1600	0.236	23	400	1	1600	0.250	36	436	1	1600	0.273	0	436	1	1600	0.273	0	436	1	1600	0.273
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	214	1	1600	0.134	13	227	1	1600	0.142	0	227	1	1600	0.142	0	227	1	1600	0.142	0	227	1	1600	0.142
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	114	1	1600	0.071	7	121	1	1600	0.076	0	121	1	1600	0.076	0	121	1	1600	0.076	0	121	1	1600	0.076
Eb Thru	1050	2	3200	0.328 *	63	1113	2	3200	0.348 *	224	1337	2	3200	0.418 *	17	1354	2	3200	0.423 *	0	1354	2	3200	0.423 *
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	572	2	3200	0.179	34	606	2	3200	0.189	246	852	2	3200	0.266	16	868	2	3200	0.271	0	868	2	3200	0.271
Wb Right	361	1	1600	0.226	22	383	1	1600	0.239	43	426	1	1600	0.266	0	426	1	1600	0.266	0	426	1	1600	0.266
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.664**					**0.698**					**0.791**					**0.796**					**0.796**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2688***				***162***	***2850***				***549***	***3399***				***33***	***3432***				***0***	***3432***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Fern Hollow Drive/Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072916\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal Split: Yes

Fern Hollow Drive/Brea Canyon Road at Pathfinder Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	465	2	2880	0.161 *	28	493	2	2880	0.171 *	3	496	2	2880	0.172 *	8	504	2	2880	0.175 *	0	504	2	2880	0.175 *
Nb Thru	17	0	0	0.000	1	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000	0	18	0	0	0.000
Nb Right	108	1	1600	0.068	6	114	1	1600	0.071	0	114	1	1600	0.071	0	114	1	1600	0.071	0	114	1	1600	0.071
Sb Left	68	0	0	0.000	4	72	0	0	0.000	0	72	0	0	0.000	0	72	0	0	0.000	0	72	0	0	0.000
Sb Thru	40	1	1600	0.207 *	2	42	1	1600	0.219 *	0	42	1	1600	0.219 *	0	42	1	1600	0.219 *	0	42	1	1600	0.219 *
Sb Right	223	0	0	-	13	236	0	0	-	0	236	0	0	-	0	236	0	0	-	0	236	0	0	-
Eb Left	63	1	1600	0.039 *	4	67	1	1600	0.042 *	0	67	1	1600	0.042 *	0	67	1	1600	0.042 *	0	67	1	1600	0.042 *
Eb Thru	648	2	3200	0.203	39	687	2	3200	0.215	13	700	2	3200	0.219	0	700	2	3200	0.219	0	700	2	3200	0.219
Eb Right	464	1	1600	0.290	28	492	1	1600	0.308	27	519	1	1600	0.324	7	526	1	1600	0.329	0	526	1	1600	0.329
Wb Left	43	1	1600	0.027	3	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	784	2	3200	0.253 *	47	831	2	3200	0.268 *	3	834	2	3200	0.268 *	0	834	2	3200	0.268 *	0	834	2	3200	0.268 *
Wb Right	24	0	0	-	1	25	0	0	-	0	25	0	0	-	0	25	0	0	-	0	25	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.760**					**0.800**					**0.801**					**0.804**					**0.804**
LOS				**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2947***	***176 3123***	***46 3169***	***15 3184***	***0 3184***

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Fern Hollow Drive/Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal

Fern Hollow Drive/Brea Canyon Road at Pathfinder Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	440	2	2880	0.153 *	26	466	2	2880	0.162 *	57	523	2	2880	0.182 *	16	539	2	2880	0.187 *	0	539	2	2880	0.187 *
Nb Thru	24	0	0	0.000	1	25	0	0	0.000	0	25	0	0	0.000	0	25	0	0	0.000	0	25	0	0	0.000
Nb Right	72	1	1600	0.045	4	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048
Sb Left	13	0	0	0.000	1	14	0	0	0.000	0	14	0	0	0.000	0	14	0	0	0.000	0	14	0	0	0.000
Sb Thru	16	1	1600	0.057 *	1	17	1	1600	0.061 *	0	17	1	1600	0.061 *	0	17	1	1600	0.061 *	0	17	1	1600	0.061 *
Sb Right	62	0	0	-	4	66	0	0	-	0	66	0	0	-	0	66	0	0	-	0	66	0	0	-
Eb Left	112	1	1600	0.070	7	119	1	1600	0.074	0	119	1	1600	0.074	0	119	1	1600	0.074	0	119	1	1600	0.074
Eb Thru	1028	2	3200	0.321 *	62	1090	2	3200	0.341 *	143	1233	2	3200	0.385 *	0	1233	2	3200	0.385 *	0	1233	2	3200	0.385 *
Eb Right	147	1	1600	0.092	9	156	1	1600	0.098	72	228	1	1600	0.143	17	245	1	1600	0.153	0	245	1	1600	0.153
Wb Left	27	1	1600	0.017 *	2	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *
Wb Thru	431	2	3200	0.138	26	457	2	3200	0.147	223	680	2	3200	0.216	0	680	2	3200	0.216	0	680	2	3200	0.216
Wb Right	11	0	0	-	1	12	0	0	-	0	12	0	0	-	0	12	0	0	-	0	12	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.648**					**0.682**					**0.746**					**0.751**					**0.751**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2383*				*144*	*2527*				*495*	*3022*				*33*	*3055*				*0*	*3055*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Diamond Bar Boulevard
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 6Ø Traffic Signal Split: Yes

Diamond Bar Boulevard at Pathfinder Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	158	1	1600	0.099 *	9	167	1	1600	0.104 *	11	178	1	1600	0.111 *	0	178	1	1600	0.111 *	0	178	1	1600	0.111 *
Nb Thru	349	2	3200	0.111	21	370	2	3200	0.118	14	384	2	3200	0.122	33	417	2	3200	0.133	0	417	3	4800	0.088
Nb Right	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-
Sb Left	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	1	1600	0.002
Sb Thru	1353	2	3200	0.423 *	81	1434	2	3200	0.448 *	40	1474	2	3200	0.461 *	31	1505	2	3200	0.470 *	0	1505	3	4800	0.314 *
Sb Right	733	1	1600	0.458	44	777	1	1600	0.486	0	777	1	1600	0.486	0	777	1	1600	0.486	0	777	2	2880	0.270
Eb Left	615	2	2880	0.214 *	37	652	2	2880	0.226 *	0	652	2	2880	0.226 *	0	652	2	2880	0.226 *	0	652	2	2880	0.226 *
Eb Thru	14	1	1600	0.009	1	15	1	1600	0.009	0	15	1	1600	0.009	0	15	1	1600	0.009	0	15	1	1600	0.009
Eb Right	175	1	1600	0.109	11	186	1	1600	0.116	15	201	1	1600	0.126	0	201	1	1600	0.126	0	201	1	1600	0.126
Wb Left	13	1	1600	0.008	1	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Wb Thru	29	1	1600	0.020 *	2	31	1	1600	0.021 *	0	31	1	1600	0.021 *	0	31	1	1600	0.021 *	0	31	1	1600	0.021 *
Wb Right	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.786**					**0.829**					**0.849**					**0.858**					**0.702**
LOS				**C**					**D**					**D**					**D**					**C**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.009
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***3452***				***207***	***3659***				***80***	***3739***				***64***	***3803***				***0***	***3803***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Diamond Bar Boulevard
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 6Ø Traffic Signal

Diamond Bar Boulevard at Pathfinder Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	89	1	1600	0.056	5	94	1	1600	0.059	33	127	1	1600	0.079	0	127	1	1600	0.079	0	127	1	1600	0.079
Nb Thru	1428	2	3200	0.448 *	86	1514	2	3200	0.475 *	367	1881	2	3200	0.590 *	78	1959	2	3200	0.614 *	0	1959	3	4800	0.410 *
Nb Right	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-
Sb Left	6	1	1600	0.004 *	0	6	1	1600	0.004 *	137	143	1	1600	0.089 *	0	143	1	1600	0.089 *	0	143	1	1600	0.089 *
Sb Thru	429	2	3200	0.134	26	455	2	3200	0.142	432	887	2	3200	0.277	80	967	2	3200	0.302	0	967	3	4800	0.201
Sb Right	396	1	1600	0.248	24	420	1	1600	0.263	122	542	1	1600	0.339	0	542	1	1600	0.339	0	542	2	2880	0.188
Eb Left	872	2	2880	0.303 *	52	924	2	2880	0.321 *	123	1047	2	2880	0.364 *	0	1047	2	2880	0.364 *	0	1047	2	2880	0.364 *
Eb Thru	16	1	1600	0.010	1	17	1	1600	0.011	0	17	1	1600	0.011	0	17	1	1600	0.011	0	17	1	1600	0.011
Eb Right	138	1	1600	0.086	8	146	1	1600	0.091	29	175	1	1600	0.109	0	175	1	1600	0.109	0	175	1	1600	0.109
Wb Left	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	1	1600	0.002
Wb Thru	7	1	1600	0.007 *	0	7	1	1600	0.007 *	0	7	1	1600	0.007 *	0	7	1	1600	0.007 *	0	7	1	1600	0.007 *
Wb Right	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.792**					**0.837**					**1.080**					**1.104**					**0.900**
LOS				**C**					**D**					**F**					**F**					**D**
Total Vol.	***3395***				***202***	***3597***				***1243***	***4840***				***158***	***4998***				***0***	***4998***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.024
Significant Impact: Yes

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Diamond Bar Boulevard
E-W St: Shadow Canyon Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Shadow Canyon Drive
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	395	2	3200	0.123	24	419	2	3200	0.131	15	434	2	3200	0.136	33	467	2	3200	0.146	0	467	2	3200	0.146
Nb Right	34	1	1600	0.021	2	36	1	1600	0.023	7	43	1	1600	0.027	1	44	1	1600	0.028	0	44	1	1600	0.028
Sb Left	68	1	1600	0.043	4	72	1	1600	0.045	3	75	1	1600	0.047	0	75	1	1600	0.047	0	75	1	1600	0.047
Sb Thru	1426	2	3200	0.446 *	86	1512	2	3200	0.473 *	52	1564	2	3200	0.489 *	31	1595	2	3200	0.498 *	0	1595	2	3200	0.498 *
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	142	1	1600	0.089	9	151	1	1600	0.094	20	171	1	1600	0.107	1	172	1	1600	0.108	0	172	1	1600	0.108
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	120	1	1600	0.075	7	127	1	1600	0.079	10	137	1	1600	0.086	0	137	1	1600	0.086	0	137	1	1600	0.086
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.565**					**0.597**					**0.626**					**0.636**					**0.636**
LOS				**A**					**A**					**B**					**B**					**B**
Total Vol.	***2185***				***132***	***2317***				***107***	***2424***				***66***	***2490***				***0***	***2490***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Diamond Bar Boulevard
E-W St: Shadow Canyon Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Shadow Canyon Drive
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	1538	2	3200	0.481 *	92	1630	2	3200	0.509 *	393	2023	2	3200	0.632 *	78	2101	2	3200	0.657 *	0	2101	2	3200	0.657 *
Nb Right	92	1	1600	0.058	6	98	1	1600	0.061	22	120	1	1600	0.075	3	123	1	1600	0.077	0	123	1	1600	0.077
Sb Left	101	1	1600	0.063 *	6	107	1	1600	0.067 *	12	119	1	1600	0.074 *	0	119	1	1600	0.074 *	0	119	1	1600	0.074 *
Sb Thru	552	2	3200	0.173	33	585	2	3200	0.183	514	1099	2	3200	0.343	80	1179	2	3200	0.368	0	1179	2	3200	0.368
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	47	1	1600	0.029	3	50	1	1600	0.031	12	62	1	1600	0.039	3	65	1	1600	0.041	0	65	1	1600	0.041
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	81	1	1600	0.051	5	86	1	1600	0.054	7	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.603**					**0.637**					**0.775**					**0.802**					**0.802**
LOS				**B**					**B**					**C**					**D**					**D**
Total Vol.	***2411***				***145***	***2556***				***960***	***3516***				***164***	***3680***				***0***	***3680***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.027
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Brea Canyon Road
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: All-Way Stop Split: No

Brea Canyon Road at Fountain Springs Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	201	1	1600	0.126	12	213	1	1600	0.133	2	215	1	1600	0.134	8	223	1	1600	0.139	0	223	1	1600	0.139
Nb Right	19	1	1600	0.012	1	20	1	1600	0.013	0	20	1	1600	0.013	1	21	1	1600	0.013	0	21	1	1600	0.013
Sb Left	159	1	1600	0.099	10	169	1	1600	0.106	10	179	1	1600	0.112	0	179	1	1600	0.112	0	179	1	1600	0.112
Sb Thru	456	1	1600	0.285 *	27	483	1	1600	0.302 *	1	484	1	1600	0.303 *	7	491	1	1600	0.307 *	0	491	1	1600	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	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	54	0	0	0.000	3	57	0	0	0.000	0	57	0	0	0.000	2	59	0	0	0.000	0	59	0	0	0.000
Wb Thru	0	1	1600	0.159 *	0	0	1	1600	0.169 *	0	0	1	1600	0.169 *	0	0	1	1600	0.171 *	0	0	1	1600	0.171 *
Wb Right	201	0	0	-	12	213	0	0	-	1	214	0	0	-	0	214	0	0	-	0	214	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.544**					**0.571**					**0.572**					**0.578**					**0.578**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1090*				*65*	*1155*				*14*	*1169*				*18*	*1187*				*0*	*1187*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Brea Canyon Road
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: All-Way Stop

Brea Canyon Road at Fountain Springs Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	466	1	1600	0.291 *	28	494	1	1600	0.309 *	38	532	1	1600	0.333 *	16	548	1	1600	0.343 *	0	548	1	1600	0.343 *
Nb Right	11	1	1600	0.007	1	12	1	1600	0.008	0	12	1	1600	0.008	6	18	1	1600	0.011	0	18	1	1600	0.011
Sb Left	62	1	1600	0.039 *	4	66	1	1600	0.041 *	12	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *
Sb Thru	146	1	1600	0.091	9	155	1	1600	0.097	60	215	1	1600	0.134	17	232	1	1600	0.145	0	232	1	1600	0.145
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	10	0	0	0.000	1	11	0	0	0.000	0	11	0	0	0.000	5	16	0	0	0.000	0	16	0	0	0.000
Wb Thru	0	1	1600	0.038 *	0	0	1	1600	0.041 *	0	0	1	1600	0.053 *	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *
Wb Right	51	0	0	-	3	54	0	0	-	19	73	0	0	-	0	73	0	0	-	0	73	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.468**					**0.491**					**0.535**					**0.548**					**0.548**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*746*				*46*	*792*				*129*	*921*				*44*	*965*				*0*	*965*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Diamond Bar Boulevard
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Fountain Springs Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	34	1	1600	0.021 *	2	36	1	1600	0.023 *	4	40	1	1600	0.025 *	1	41	1	1600	0.026 *	0	41	1	1600	0.026 *
Nb Thru	345	2	3200	0.108	21	366	2	3200	0.114	18	384	2	3200	0.120	33	417	2	3200	0.130	0	417	2	3200	0.130
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	1311	2	3200	0.469 *	79	1390	2	3200	0.497 *	62	1452	2	3200	0.520 *	32	1484	2	3200	0.530 *	0	1484	2	3200	0.530 *
Sb Right	190	0	0	-	11	201	0	0	-	10	211	0	0	-	0	211	0	0	-	0	211	0	0	-
Eb Left	95	1	1600	0.059	6	101	1	1600	0.063	2	103	1	1600	0.064	0	103	1	1600	0.064	0	103	1	1600	0.064
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	63	1	1600	0.039	4	67	1	1600	0.042	1	68	1	1600	0.043	2	70	1	1600	0.044	0	70	1	1600	0.044
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				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.579**					**0.613**					**0.639**					**0.650**					**0.650**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2038*				*123*	*2161*				*97*	*2258*				*68*	*2326*				*0*	*2326*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Diamond Bar Boulevard
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Fountain Springs Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	34	1	1600	0.021	2	36	1	1600	0.023	6	42	1	1600	0.026	6	48	1	1600	0.030	0	48	1	1600	0.030
Nb Thru	1524	2	3200	0.476 *	91	1615	2	3200	0.505 *	393	2008	2	3200	0.628 *	81	2089	2	3200	0.653 *	0	2089	2	3200	0.653 *
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	514	2	3200	0.181	31	545	2	3200	0.192	510	1055	2	3200	0.356	82	1137	2	3200	0.382	0	1137	2	3200	0.382
Sb Right	65	0	0	-	4	69	0	0	-	16	85	0	0	-	0	85	0	0	-	0	85	0	0	-
Eb Left	124	1	1600	0.078	7	131	1	1600	0.082	22	153	1	1600	0.096	0	153	1	1600	0.096	0	153	1	1600	0.096
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	31	1	1600	0.019	2	33	1	1600	0.021	9	42	1	1600	0.026	5	47	1	1600	0.029	0	47	1	1600	0.029
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				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.584**					**0.617**					**0.754**					**0.779**					**0.779**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.025
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2292*				*137*	*2429*				*956*	*3385*				*174*	*3559*				*0*	*3559*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 9.
N-S St: Diamond Bar Boulevard
E-W St: Sugar Pine Place
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Sugar Pine Place
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	14	1	1600	0.009	1	15	1	1600	0.009	18	33	1	1600	0.021 *	0	33	1	1600	0.021 *	0	33	1	1600	0.021 *
Nb Thru	341	2	3200	0.108	20	361	2	3200	0.115	17	378	2	3200	0.120	35	413	2	3200	0.131	0	413	2	3200	0.131
Nb Right	6	0	0	-	0	6	0	0	-	0	6	0	0	-	1	7	0	0	-	0	7	0	0	-
Sb 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
Sb Thru	1398	2	3200	0.437 *	84	1482	2	3200	0.463 *	29	1511	2	3200	0.472 *	34	1545	2	3200	0.483 *	0	1545	2	3200	0.483 *
Sb Right	31	1	1600	0.019	2	33	1	1600	0.021	38	71	1	1600	0.044	0	71	1	1600	0.044	0	71	1	1600	0.044
Eb Left	10	1	1600	0.006	1	11	1	1600	0.007	9	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Eb Thru	2	1	1600	0.001	0	2	0	1600	0.001	0	2	0	1600	0.001	0	2	0	1600	0.001	0	2	0	1600	0.001
Eb Right	24	1	1600	0.015 *	1	25	1	1600	0.016 *	4	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018
Wb Left	23	1	1600	0.014 *	1	24	1	1600	0.015 *	0	24	1	1600	0.015	1	25	1	1600	0.016	0	25	1	1600	0.016
Wb Thru	0	1	1600	0.000	0	0	0	1600	0.000	1	1	0	1600	0.001	0	1	0	1600	0.001	0	1	0	1600	0.001
Wb Right	27	1	1600	0.017	2	29	1	1600	0.018	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.496**					**0.524**					**0.546**					**0.557**					**0.557**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1888*				*113*	*2001*				*116*	*2117*				*71*	*2188*				*0*	*2188*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 9.
N-S St: Diamond Bar Boulevard
E-W St: Sugar Pine Place
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Sugar Pine Place
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	2	34	1	1600	0.021	28	62	1	1600	0.039	0	62	1	1600	0.039	0	62	1	1600	0.039
Nb Thru	1522	2	3200	0.481 *	91	1613	2	3200	0.510 *	328	1941	2	3200	0.612 *	86	2027	2	3200	0.640 *	0	2027	2	3200	0.640 *
Nb Right	17	0	0	-	1	18	0	0	-	0	18	0	0	-	3	21	0	0	-	0	21	0	0	-
Sb Left	34	1	1600	0.021 *	2	36	1	1600	0.023 *	0	36	1	1600	0.023 *	0	36	1	1600	0.023 *	0	36	1	1600	0.023 *
Sb Thru	446	2	3200	0.139	27	473	2	3200	0.148	468	941	2	3200	0.294	87	1028	2	3200	0.321	0	1028	2	3200	0.321
Sb Right	59	1	1600	0.037	4	63	1	1600	0.039	61	124	1	1600	0.078	0	124	1	1600	0.078	0	124	1	1600	0.078
Eb Left	91	1	1600	0.057 *	5	96	1	1600	0.060 *	83	179	1	1600	0.112 *	0	179	1	1600	0.112 *	0	179	1	1600	0.112 *
Eb Thru	3	1	1600	0.002	0	3	1	1600	0.002	3	6	1	1600	0.004	0	6	1	1600	0.004	0	6	0	1600	0.004
Eb Right	41	1	1600	0.026	2	43	1	1600	0.027	39	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051
Wb Left	19	1	1600	0.012	1	20	1	1600	0.013	0	20	1	1600	0.013	3	23	1	1600	0.014	0	23	1	1600	0.014
Wb Thru	1	1	1600	0.001 *	0	1	1	1600	0.001 *	2	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	0	1600	0.002 *
Wb Right	26	1	1600	0.016	2	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.590**					**0.624**					**0.779**					**0.807**					**0.807**
LOS				**A**					**B**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.028
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2291***				***137***	***2428***				***1012***	***3440***				***179***	***3619***				***0***	***3619***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Brea Canyon Road
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: All-Way Stop Split: No

Brea Canyon Road at Cold Spring Lane
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	41	1	1600	0.026 *	2	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *	0	43	1	1600	0.027 *
Nb Thru	178	1	1600	0.111	11	189	1	1600	0.118	2	191	1	1600	0.119	9	200	1	1600	0.125	0	200	1	1600	0.125
Nb Right	56	1	1600	0.035	3	59	1	1600	0.037	15	74	1	1600	0.046	2	76	1	1600	0.048	0	76	1	1600	0.048
Sb Left	81	1	1600	0.051	5	86	1	1600	0.054	0	86	1	1600	0.054	0	86	1	1600	0.054	0	86	1	1600	0.054
Sb Thru	391	1	1600	0.261 *	23	414	1	1600	0.277 *	1	415	1	1600	0.278 *	9	424	1	1600	0.283 *	0	424	1	1600	0.283 *
Sb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Eb Left	32	0	0	0.000 *	2	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	56	1	1600	0.075	3	59	1	1600	0.079	0	59	1	1600	0.079	0	59	1	1600	0.079	0	59	1	1600	0.079
Eb Right	32	0	0	-	2	34	0	0	-	0	34	0	0	-	0	34	0	0	-	0	34	0	0	-
Wb Left	87	0	0	0.000	5	92	0	0	0.000	4	96	0	0	0.000	3	99	0	0	0.000	0	99	0	0	0.000
Wb Thru	63	1	1600	0.132 *	4	67	1	1600	0.140 *	0	67	1	1600	0.143 *	0	67	1	1600	0.144 *	0	67	1	1600	0.144 *
Wb Right	61	0	0	-	4	65	0	0	-	0	65	0	0	-	0	65	0	0	-	0	65	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.519**					**0.544**					**0.548**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1105*	*66 1171*	*22 1193*	*23 1216*	*0 1216*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Brea Canyon Road
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: All-Way Stop

Brea Canyon Road at Cold Spring Lane
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	7	1	1600	0.004	0	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	409	1	1600	0.256 *	25	434	1	1600	0.271 *	38	472	1	1600	0.295 *	22	494	1	1600	0.309 *	0	494	1	1600	0.309 *
Nb Right	25	1	1600	0.016	2	27	1	1600	0.017	25	52	1	1600	0.033	8	60	1	1600	0.038	0	60	1	1600	0.038
Sb Left	61	1	1600	0.038 *	4	65	1	1600	0.041 *	0	65	1	1600	0.041 *	0	65	1	1600	0.041 *	0	65	1	1600	0.041 *
Sb Thru	60	1	1600	0.057	4	64	1	1600	0.061	60	124	1	1600	0.098	22	146	1	1600	0.112	0	146	1	1600	0.112
Sb Right	31	0	0	-	2	33	0	0	-	0	33	0	0	-	0	33	0	0	-	0	33	0	0	-
Eb Left	29	0	0	0.000 *	2	31	0	0	0.000 *	0	31	0	0	0.000 *	0	31	0	0	0.000 *	0	31	0	0	0.000 *
Eb Thru	18	1	1600	0.032	1	19	1	1600	0.034	0	19	1	1600	0.034	0	19	1	1600	0.034	0	19	1	1600	0.034
Eb Right	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-	0	4	0	0	-
Wb Left	13	0	0	0.000	1	14	0	0	0.000	33	47	0	0	0.000	8	55	0	0	0.000	0	55	0	0	0.000
Wb Thru	24	1	1600	0.056 *	1	25	1	1600	0.059 *	0	25	1	1600	0.080 *	0	25	1	1600	0.085 *	0	25	1	1600	0.085 *
Wb Right	53	0	0	-	3	56	0	0	-	0	56	0	0	-	0	56	0	0	-	0	56	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.450**					**0.471**					**0.516**					**0.535**					**0.535**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*734*				*45*	*779*				*156*	*935*				*60*	*995*				*0*	*995*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Diamond Bar Boulevard
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 5Ø Traffic Signal Split: No

Diamond Bar Boulevard at Cold Spring Lane
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	18	1	1600	0.011 *	1	19	1	1600	0.012 *	5	24	1	1600	0.015 *	2	26	1	1600	0.016 *	0	26	1	1600	0.016 *
Nb Thru	232	2	3200	0.078	14	246	2	3200	0.083	32	278	2	3200	0.093	36	314	2	3200	0.104	0	314	2	3200	0.098
Nb Right	17	0	0	-	1	18	0	0	-	0	18	0	0	-	2	20	0	0	-	0	20	1	1600	0.013
Sb Left	55	1	1600	0.034	3	58	1	1600	0.036	0	58	1	1600	0.036	0	58	1	1600	0.036	0	58	1	1600	0.036
Sb Thru	1218	2	3200	0.406 *	73	1291	2	3200	0.430 *	27	1318	2	3200	0.441 *	35	1353	2	3200	0.452 *	0	1353	2	3200	0.423 *
Sb Right	81	0	0	-	5	86	0	0	-	8	94	0	0	-	0	94	0	0	-	0	94	1	1600	0.059
Eb Left	47	1	1600	0.029 *	3	50	1	1600	0.031 *	2	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	52	1	1600	0.033 *
Eb Thru	54	1	1600	0.048	3	57	1	1600	0.051	2	59	1	1600	0.053	0	59	1	1600	0.055	0	59	1	1600	0.055
Eb Right	23	0	0	-	1	24	0	0	-	2	26	0	0	-	3	29	0	0	-	0	29	0	0	-
Wb Left	66	1	1600	0.041	4	70	1	1600	0.044	0	70	1	1600	0.044	3	73	1	1600	0.046	0	73	1	1600	0.046
Wb Thru	90	1	1600	0.091 *	5	95	1	1600	0.096 *	6	101	1	1600	0.100 *	0	101	1	1600	0.100 *	0	101	1	1600	0.100 *
Wb Right	56	0	0	-	3	59	0	0	-	0	59	0	0	-	0	59	0	0	-	0	59	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.567**					**0.599**					**0.619**					**0.631**					**0.602**
LOS				**A**					**A**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.012
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1957*				*116*	*2073*				*84*	*2157*				*81*	*2238*				*0*	*2238*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Diamond Bar Boulevard
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 5Ø Traffic Signal

Diamond Bar Boulevard at Cold Spring Lane
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	2	34	1	1600	0.021	8	42	1	1600	0.026	8	50	1	1600	0.031	0	50	1	1600	0.031
Nb Thru	1573	2	3200	0.508 *	94	1667	2	3200	0.538 *	341	2008	2	3200	0.644 *	89	2097	2	3200	0.675 *	0	2097	2	3200	0.655 *
Nb Right	51	0	0	-	3	54	0	0	-	0	54	0	0	-	8	62	0	0	-	0	62	1	1600	0.039
Sb Left	96	1	1600	0.060 *	6	102	1	1600	0.064 *	0	102	1	1600	0.064 *	0	102	1	1600	0.064 *	0	102	1	1600	0.064 *
Sb Thru	378	2	3200	0.133	23	401	2	3200	0.142	494	895	2	3200	0.300	90	985	2	3200	0.328	0	985	2	3200	0.308
Sb Right	49	0	0	-	3	52	0	0	-	12	64	0	0	-	0	64	0	0	-	0	64	1	1600	0.040
Eb Left	55	1	1600	0.034 *	3	58	1	1600	0.036 *	16	74	1	1600	0.046 *	0	74	1	1600	0.046	0	74	1	1600	0.046
Eb Thru	43	1	1600	0.047	3	46	1	1600	0.050	14	60	1	1600	0.066	0	60	1	1600	0.071 *	0	60	1	1600	0.071 *
Eb Right	32	0	0	-	2	34	0	0	-	11	45	0	0	-	8	53	0	0	-	0	53	0	0	-
Wb Left	33	1	1600	0.021	2	35	1	1600	0.022	0	35	1	1600	0.022	8	43	1	1600	0.027 *	0	43	1	1600	0.027 *
Wb Thru	15	1	1600	0.042 *	1	16	1	1600	0.044 *	10	26	1	1600	0.051 *	0	26	1	1600	0.051	0	26	1	1600	0.051
Wb Right	52	0	0	-	3	55	0	0	-	0	55	0	0	-	0	55	0	0	-	0	55	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.674**					**0.712**					**0.835**					**0.867**					**0.847**
LOS				**B**					**C**					**D**					**D**					**D**
Total Vol.	***2409***				***145***	***2554***				***906***	***3460***				***211***	***3671***				***0***	***3671***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.032
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 12.
N-S St: Pathfinder Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Pathfinder Road at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	68	1	1600	0.043	4	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045	0	72	1	1600	0.045 *
Nb Thru	192	2	3200	0.168	12	204	2	3200	0.178 *	0	204	2	3200	0.178 *	0	204	2	3200	0.180 *	0	204	2	3200	0.064
Nb Right	344	0	0	-	21	365	0	0	-	0	365	0	0	-	6	371	0	0	-	0	371	1	1600	0.232
Sb Left	109	1	1600	0.068	7	116	1	1600	0.073 *	0	116	1	1600	0.073 *	0	116	1	1600	0.073 *	0	116	1	1600	0.073
Sb Thru	470	2	3200	0.193	28	498	2	3200	0.204	0	498	2	3200	0.204	0	498	2	3200	0.204	0	498	2	3200	0.156 *
Sb Right	147	0	0	-	9	156	0	0	-	0	156	0	0	-	0	156	0	0	-	0	156	1	1600	0.098
Eb Left	32	1	1600	0.020	2	34	1	1600	0.021	0	34	1	1600	0.021	0	34	1	1600	0.021	0	34	1	1600	0.021
Eb Thru	452	1	1600	0.320 *	27	479	1	1600	0.339 *	20	499	1	1600	0.352 *	18	517	1	1600	0.363 *	0	517	2	3200	0.162 *
Eb Right	60	0	0	-	4	64	0	0	-	0	64	0	0	-	0	64	0	0	-	0	64	1	1600	0.040
Wb Left	212	1	1600	0.133 *	13	225	1	1600	0.141 *	5	230	1	1600	0.144 *	4	234	1	1600	0.146 *	0	234	1	1600	0.146 *
Wb Thru	340	1	1600	0.213	20	360	1	1600	0.225	9	369	1	1600	0.231	19	388	1	1600	0.243	0	388	2	3200	0.121
Wb Right	45	1	1600	0.028	3	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.789**					**0.831**					**0.847**					**0.862**					**0.609**
LOS				**C**					**D**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.015
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2471***				***150***	***2621***				***34***	***2655***				***47***	***2702***				***0***	***2702***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 12.
N-S St: Pathfinder Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal

Pathfinder Road at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	143	1	1600	0.089	9	152	1	1600	0.095	0	152	1	1600	0.095	0	152	1	1600	0.095	0	152	1	1600	0.095 *
Nb Thru	481	2	3200	0.245 *	29	510	2	3200	0.259 *	95	605	2	3200	0.293 *	0	605	2	3200	0.297 *	0	605	2	3200	0.189
Nb Right	302	0	0	-	18	320	0	0	-	12	332	0	0	-	13	345	0	0	-	0	345	1	1600	0.216
Sb Left	16	1	1600	0.010 *	1	17	1	1600	0.011 *	0	17	1	1600	0.011 *	0	17	1	1600	0.011 *	0	17	1	1600	0.011
Sb Thru	350	2	3200	0.143	21	371	2	3200	0.152	180	551	2	3200	0.208	0	551	2	3200	0.208	0	551	2	3200	0.172 *
Sb Right	108	0	0	-	6	114	0	0	-	0	114	0	0	-	0	114	0	0	-	0	114	1	1600	0.071
Eb Left	133	1	1600	0.083	8	141	1	1600	0.088	0	141	1	1600	0.088	0	141	1	1600	0.088	0	141	1	1600	0.088
Eb Thru	485	1	1600	0.363 *	29	514	1	1600	0.385 *	156	670	1	1600	0.483 *	46	716	1	1600	0.511 *	0	716	2	3200	0.224 *
Eb Right	96	0	0	-	6	102	0	0	-	0	102	0	0	-	0	102	0	0	-	0	102	1	1600	0.064
Wb Left	297	1	1600	0.186 *	18	315	1	1600	0.197 *	25	340	1	1600	0.213 *	14	354	1	1600	0.221 *	0	354	1	1600	0.221 *
Wb Thru	565	1	1600	0.353	34	599	1	1600	0.374	127	726	1	1600	0.454	46	772	1	1600	0.483	0	772	2	3200	0.241
Wb Right	98	1	1600	0.061	6	104	1	1600	0.065	0	104	1	1600	0.065	0	104	1	1600	0.065	0	104	1	1600	0.065
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.904**					**0.952**					**1.100**					**1.140**					**0.812**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.040
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	***3074***				***185***	***3259***				***595***	***3854***				***119***	***3973***				***0***	***3973***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Fallow Field/Diamond Canyon Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\207291B\ICU\2918 Near Term ICU.xls
Control Type: 5Ø Traffic Signal Split: No

Fallow Field/Diamond Canyon Road at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	0.014 *	1	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *	0	24	1	1600	0.015 *
Nb Thru	18	1	1600	0.034	1	19	1	1600	0.036	0	19	1	1600	0.036	0	19	1	1600	0.036	0	19	1	1600	0.036
Nb Right	37	0	0	-	2	39	0	0	-	0	39	0	0	-	0	39	0	0	-	0	39	0	0	-
Sb Left	29	0	0	0.000	2	31	0	0	0.000	0	31	0	0	0.000	0	31	0	0	0.000	0	31	0	0	0.000
Sb Thru	21	1	1600	0.084 *	1	22	1	1600	0.089 *	0	22	1	1600	0.089 *	0	22	1	1600	0.089 *	0	22	1	1600	0.089 *
Sb Right	84	0	0	-	5	89	0	0	-	0	89	0	0	-	0	89	0	0	-	0	89	0	0	-
Eb Left	123	1	1600	0.077	7	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081
Eb Thru	845	2	3200	0.276 *	51	896	2	3200	0.293 *	20	916	2	3200	0.299 *	23	939	2	3200	0.306 *	0	939	2	3200	0.306 *
Eb Right	38	0	0	-	2	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Wb Left	94	1	1600	0.059 *	6	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Wb Thru	601	2	3200	0.195	36	637	2	3200	0.207	9	646	2	3200	0.209	22	668	2	3200	0.216	0	668	2	3200	0.216
Wb Right	23	0	0	-	1	24	0	0	-	0	24	0	0	-	0	24	0	0	-	0	24	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.533**					**0.560**					**0.566**					**0.573**					**0.573**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1936*	*115 2051*	*29 2080*	*45 2125*	*0 2125*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Fallow Field/Diamond Canyon Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 5Ø Traffic Signal

Fallow Field/Diamond Canyon Road at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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 *	3	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	7	1	1600	0.043	0	7	1	1600	0.045	0	7	1	1600	0.045	0	7	1	1600	0.045	0	7	1	1600	0.045
Nb Right	61	0	0	-	4	65	0	0	-	0	65	0	0	-	0	65	0	0	-	0	65	0	0	-
Sb Left	32	0	0	0.000	2	34	0	0	0.000	0	34	0	0	0.000	0	34	0	0	0.000	0	34	0	0	0.000
Sb Thru	4	1	1600	0.043 *	0	4	1	1600	0.045 *	0	4	1	1600	0.045 *	0	4	1	1600	0.045 *	0	4	1	1600	0.045 *
Sb Right	32	0	0	-	2	34	0	0	-	0	34	0	0	-	0	34	0	0	-	0	34	0	0	-
Eb Left	24	1	1600	0.015 *	1	25	1	1600	0.016 *	0	25	1	1600	0.016 *	0	25	1	1600	0.016 *	0	25	1	1600	0.016 *
Eb Thru	730	2	3200	0.241	44	774	2	3200	0.255	168	942	2	3200	0.308	59	1001	2	3200	0.326	0	1001	2	3200	0.326
Eb Right	40	0	0	-	2	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Wb Left	45	1	1600	0.028	3	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030	0	48	1	1600	0.030
Wb Thru	912	2	3200	0.293 *	55	967	2	3200	0.311 *	152	1119	2	3200	0.358 *	61	1180	2	3200	0.377 *	0	1180	2	3200	0.377 *
Wb Right	25	0	0	-	2	27	0	0	-	0	27	0	0	-	0	27	0	0	-	0	27	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.480**					**0.503**					**0.550**					**0.569**					**0.569**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1959*				*118*	*2077*				*320*	*2397*				*120*	*2517*				*0*	*2517*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: SR-57 Southbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: One-Way Stop Split: No

SR-57 Southbound Ramps at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	50	1	1600	0.031	3	53	1	1600	0.033	2	55	1	1600	0.034	21	76	1	1600	0.048	0	76	1	1600	0.048
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	56	1	1600	0.035 *	3	59	1	1600	0.037 *	0	59	1	1600	0.037 *	0	59	1	1600	0.037	0	59	1	1600	0.037
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	555	2	3200	0.173	33	588	2	3200	0.184	20	608	2	3200	0.190	23	631	2	3200	0.197	0	631	2	3200	0.197
Eb Right	451	1	1600	0.282 *	27	478	1	1600	0.299 *	0	478	1	1600	0.299 *	0	478	1	1600	0.299 *	0	478	1	1600	0.299 *
Wb Left	396	1	1600	0.248 *	24	420	1	1600	0.263 *	16	436	1	1600	0.273 *	34	470	1	1600	0.294 *	0	470	1	1600	0.294 *
Wb Thru	661	2	3200	0.207	40	701	2	3200	0.219	9	710	2	3200	0.222	22	732	2	3200	0.229	0	732	2	3200	0.229
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				**0.665**					**0.699**					**0.709**					**0.741**					**0.741**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.032
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2169*				*130*	*2299*				*47*	*2346*				*100*	*2446*				*0*	*2446*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: SR-57 Southbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: One-Way Stop

SR-57 Southbound Ramps at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	67	1	1600	0.042	4	71	1	1600	0.044	7	78	1	1600	0.049	60	138	1	1600	0.086	0	138	1	1600	0.086
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	21	1	1600	0.013	1	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014
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	285	2	3200	0.089	17	302	2	3200	0.094	168	470	2	3200	0.147	59	529	2	3200	0.165	0	529	2	3200	0.165
Eb Right	513	1	1600	0.321 *	31	544	1	1600	0.340 *	0	544	1	1600	0.340 *	0	544	1	1600	0.340 *	0	544	1	1600	0.340 *
Wb Left	197	1	1600	0.123 *	12	209	1	1600	0.131 *	50	259	1	1600	0.162 *	53	312	1	1600	0.195 *	0	312	1	1600	0.195 *
Wb Thru	969	2	3200	0.303	58	1027	2	3200	0.321	152	1179	2	3200	0.368	61	1240	2	3200	0.388	0	1240	2	3200	0.388
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				**0.586**					**0.615**					**0.651**					**0.721**					**0.721**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.070
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2052***				***123***	***2175***				***377***	***2552***				***233***	***2785***				***0***	***2785***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: SR-57 Northbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

SR-57 Northbound Ramps at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	282	1	1600	0.176	17	299	1	1600	0.187	0	299	1	1600	0.187	0	299	1	1600	0.187	0	299	1	1600	0.187
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	66	1	1600	0.041	4	70	1	1600	0.044	22	92	1	1600	0.058	21	113	1	1600	0.071	0	113	1	1600	0.071
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	39	1	1600	0.024 *	2	41	1	1600	0.026 *	0	41	1	1600	0.026 *	0	41	1	1600	0.026 *	0	41	1	1600	0.026 *
Eb Thru	617	2	3200	0.193	37	654	2	3200	0.204	22	676	2	3200	0.211	45	721	2	3200	0.225	0	721	2	3200	0.225
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	777	2	3200	0.243 *	47	824	2	3200	0.258 *	25	849	2	3200	0.265 *	55	904	2	3200	0.283 *	0	904	2	3200	0.283 *
Wb Right	130	1	Free Flow	-	8	138	1	Free Flow	-	6	144	1	Free Flow	-	34	178	1	Free Flow	-	0	178	1	Free Flow	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.543**					**0.571**					**0.578**					**0.596**					**0.596**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.018
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1911*				*115*	*2026*				*75*	*2101*				*155*	*2256*				*0*	*2256*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: SR-57 Northbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal

SR-57 Northbound Ramps at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	556	1	1600	0.348	33	589	1	1600	0.368	0	589	1	1600	0.368	0	589	1	1600	0.368	0	589	1	1600	0.368
Nb Thru	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
Nb Right	618	1	1600	0.386 *	37	655	1	1600	0.409 *	44	699	1	1600	0.437 *	60	759	1	1600	0.474 *	0	759	1	1600	0.474 *
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	22	1	1600	0.014 *	1	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *
Eb Thru	334	2	3200	0.104	20	354	2	3200	0.111	175	529	2	3200	0.165	120	649	2	3200	0.203	0	649	2	3200	0.203
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	595	2	3200	0.186 *	36	631	2	3200	0.197 *	201	832	2	3200	0.260 *	113	945	2	3200	0.295 *	0	945	2	3200	0.295 *
Wb Right	102	1	Free Flow	-	6	108	1	Free Flow	-	3	111	1	Free Flow	-	53	164	1	Free Flow	-	0	164	1	Free Flow	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.686**					**0.720**					**0.811**					**0.883**					**0.883**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.072
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2229*	*133 2362*	*423 2785*	*346 3131*	*0 3131*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Brea Canyon Road
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Brea Canyon Road at Diamond Bar Boulevard
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	159	2	2880	0.055 *	10	169	2	2880	0.059 *	3	172	2	2880	0.060 *	14	186	2	2880	0.065 *	0	186	2	2880	0.065 *
Nb Thru	89	1	1600	0.056	5	94	1	1600	0.059	8	102	1	1600	0.064	4	106	1	1600	0.066	0	106	1	1600	0.066
Nb Right	62	1	1600	0.039	4	66	1	1600	0.041	2	68	1	1600	0.043	1	69	1	1600	0.043	0	69	2	2880	0.024
Sb Left	13	1	1600	0.008	1	14	1	1600	0.009	0	14	1	1600	0.009	12	26	1	1600	0.016	0	26	1	1600	0.016
Sb Thru	325	2	3200	0.131 *	20	345	2	3200	0.139 *	3	348	2	3200	0.141 *	0	348	2	3200	0.141 *	0	348	2	3200	0.141 *
Sb Right	94	0	0	-	6	100	0	0	-	2	102	0	0	-	0	102	0	0	-	0	102	0	0	-
Eb Left	107	1	1600	0.067	6	113	1	1600	0.071	9	122	1	1600	0.076	0	122	1	1600	0.076	0	122	1	1600	0.076
Eb Thru	195	2	3200	0.159 *	12	207	2	3200	0.169 *	35	242	2	3200	0.180 *	66	308	2	3200	0.201 *	0	308	3	4800	0.134 *
Eb Right	314	0	0	-	19	333	0	0	-	1	334	0	0	-	0	334	0	0	-	0	334	0	0	-
Wb Left	703	1	1600	0.439 *	42	745	1	1600	0.466 *	28	773	1	1600	0.483 *	8	781	1	1600	0.488 *	0	781	2	2880	0.271 *
Wb Thru	621	2	3200	0.204	37	658	2	3200	0.217	27	685	2	3200	0.225	74	759	2	3200	0.251	0	759	2	3200	0.251
Wb Right	33	0	0	-	2	35	0	0	-	0	35	0	0	-	8	43	0	0	-	0	43	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.814**					**0.863**					**0.894**					**0.925**					**0.641**
LOS				**D**					**D**					**D**					**E**					**B**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.031
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	***2715***				***164***	***2879***				***118***	***2997***				***187***	***3184***				***0***	***3184***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Brea Canyon Road
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal

Brea Canyon Road at Diamond Bar Boulevard
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	383	2	2880	0.133	23	406	2	2880	0.141	87	493	2	2880	0.171	57	550	2	2880	0.191	0	550	2	2880	0.191
Nb Thru	364	1	1600	0.228	22	386	1	1600	0.241	48	434	1	1600	0.271	14	448	1	1600	0.280	0	448	1	1600	0.280 *
Nb Right	758	1	1600	0.474 *	45	803	1	1600	0.502 *	270	1073	1	1600	0.671 *	4	1077	1	1600	0.673 *	0	1077	2	2880	0.374
Sb Left	51	1	1600	0.032 *	3	54	1	1600	0.034 *	0	54	1	1600	0.034 *	30	84	1	1600	0.053 *	0	84	1	1600	0.053 *
Sb Thru	1	2	3200	0.016	0	1	2	3200	0.017	74	75	2	3200	0.046	0	75	2	3200	0.046	0	75	2	3200	0.046
Sb Right	51	0	0	-	3	54	0	0	-	19	73	0	0	-	0	73	0	0	-	0	73	0	0	-
Eb Left	129	1	1600	0.081	8	137	1	1600	0.086	15	152	1	1600	0.095	0	152	1	1600	0.095	0	152	1	1600	0.095
Eb Thru	802	2	3200	0.269 *	48	850	2	3200	0.285 *	79	929	2	3200	0.349 *	180	1109	2	3200	0.406 *	0	1109	3	4800	0.270 *
Eb Right	59	0	0	-	4	63	0	0	-	126	189	0	0	-	0	189	0	0	-	0	189	0	0	-
Wb Left	129	1	1600	0.081	8	137	1	1600	0.086	407	544	1	1600	0.340	16	560	1	1600	0.350	0	560	2	2880	0.194 *
Wb Thru	300	2	3200	0.104	18	318	2	3200	0.110	98	416	2	3200	0.141	110	526	2	3200	0.180	0	526	2	3200	0.180
Wb Right	32	0	0	-	2	34	0	0	-	0	34	0	0	-	16	50	0	0	-	0	50	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.805**					**0.851**					**1.084**					**1.162**					**0.827**
LOS				**D**					**D**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.078
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	***3059***				***184***	***3243***				***1223***	***4466***				***427***	***4893***				***0***	***4893***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Cherrydale Drive
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: One-Way Stop Split: No

Cherrydale Drive at Diamond Bar Boulevard
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/23/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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 *	92	92	0	0	0.000 *	0	92	1	1600	0.058 *
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	-	43	43	0	0	-	0	43	1	1600	0.027
Sb 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
Sb Thru	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.008 *
Sb Right	10	0	0	-	1	11	0	0	-	0	11	0	0	-	0	11	0	0	-	0	11	0	0	-
Eb Left	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	1	1600	0.002 *
Eb Thru	250	2	3200	0.078	15	265	2	3200	0.083	37	302	2	3200	0.094	-7	295	2	3200	0.119	0	295	2	3200	0.092
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	85	85	0	0	-	0	85	1	1600	0.053
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	46	46	0	0	0.000	0	46	2	2880	0.016
Wb Thru	1370	2	3200	0.428 *	82	1452	2	3200	0.454 *	28	1480	2	3200	0.463 *	-4	1476	2	3200	0.476 *	0	1476	2	3200	0.462 *
Wb Right	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.468**					**0.494**					**0.503**					**0.516**					**0.560**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1636*				*98*	*1734*				*65*	*1799*				*255*	*2054*				*0*	*2054*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Cherrydale Drive
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: One-Way Stop

Cherrydale Drive at Diamond Bar Boulevard
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/23/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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 *	193	193	0	0	0.000 *	0	193	1	1600	0.121 *
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	-	195	195	0	0	-	0	195	1	1600	0.122
Sb Left	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000
Sb Thru	0	1	1600	0.008 *	0	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	0	1	1600	0.009 *
Sb Right	10	0	0	-	1	11	0	0	-	0	11	0	0	-	0	11	0	0	-	0	11	0	0	-
Eb Left	13	1	1600	0.008	1	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Eb Thru	1618	2	3200	0.506 *	97	1715	2	3200	0.536 *	349	2064	2	3200	0.645 *	-82	1982	2	3200	0.712 *	0	1982	2	3200	0.619 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	295	295	0	0	-	0	295	1	1600	0.184
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	154	154	0	0	0.000 *	0	154	2	2880	0.053 *
Wb Thru	424	2	3200	0.134	25	449	2	3200	0.142	505	954	2	3200	0.300	-48	906	2	3200	0.333	0	906	2	3200	0.285
Wb Right	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.544**					**0.575**					**0.684**					**0.751**					**0.832**
LOS				**A**					**A**					**B**					**C**					**D**
Total Vol.	***2073***				***124***	***2197***				***854***	***3051***				***707***	***3758***				***0***	***3758***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.067
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Brea Canyon Road
E-W St: Silver Bullet Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Brea Canyon Road at Silver Bullet Drive
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	123	1	1600	0.077	7	130	1	1600	0.081	6	136	1	1600	0.085	7	143	1	1600	0.089	0	143	2	3200	0.045
Nb Right	5	1	1600	0.003	0	5	1	1600	0.003	2	7	1	1600	0.004	0	7	1	1600	0.004	0	7	1	1600	0.004
Sb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Sb Thru	1434	1	1600	0.896 *	86	1520	1	1600	0.950 *	2	1522	1	1600	0.951 *	8	1530	1	1600	0.956 *	0	1530	2	3200	0.478 *
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	83	0	0	0.000	5	88	0	0	0.000	4	92	0	0	0.000	0	92	0	0	0.000	0	92	0	0	0.000
Wb Thru	0	1	1600	0.056 *	0	0	1	1600	0.059 *	0	0	1	1600	0.062 *	0	0	1	1600	0.062 *	0	0	1	1600	0.062 *
Wb Right	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-	0	7	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**1.052**					**1.109**					**1.113**					**1.118**					**0.640**
LOS				**F**					**F**					**F**					**F**					**B**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***1653***				***98***	***1751***				***14***	***1765***				***15***	***1780***				***0***	***1780***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Brea Canyon Road
E-W St: Silver Bullet Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 2Ø Traffic Signal

Brea Canyon Road at Silver Bullet Drive
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	1451	1	1600	0.907 *	87	1538	1	1600	0.961 *	401	1939	1	1600	1.212 *	17	1956	1	1600	1.223 *	0	1956	2	3200	0.611 *
Nb Right	33	1	1600	0.021	2	35	1	1600	0.022	5	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *	0	4	1	1600	0.003 *
Sb Thru	126	1	1600	0.079	8	134	1	1600	0.084	599	733	1	1600	0.458	16	749	1	1600	0.468	0	749	2	3200	0.234
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	15	0	0	0.000	1	16	0	0	0.000	3	19	0	0	0.000	0	19	0	0	0.000	0	19	0	0	0.000
Wb Thru	0	1	1600	0.011 *	0	0	1	1600	0.011 *	0	0	1	1600	0.013 *	0	0	1	1600	0.013 *	0	0	1	1600	0.013 *
Wb Right	2	0	0	-	0	2	0	0	-	0	2	0	0	-	0	2	0	0	-	0	2	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**1.021**					**1.075**					**1.328**					**1.339**					**0.727**
LOS				**F**					**F**					**F**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1631*				*98*	*1729*				*1008*	*2737*				*33*	*2770*				*0*	*2770*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Diamond Bar Boulevard
E-W St: Grand Avenue
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Diamond Bar Boulevard at Grand Avenue
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	377	2	2880	0.131 *	23	400	2	2880	0.139 *	0	400	2	2880	0.139 *	8	408	2	2880	0.142 *	0	408	2	2880	0.142 *
Nb Thru	575	2	3200	0.180	35	610	2	3200	0.191	14	624	2	3200	0.195	25	649	2	3200	0.203	0	649	3	4800	0.135
Nb Right	258	1	1600	0.161	15	273	1	1600	0.171	0	273	1	1600	0.171	0	273	1	1600	0.171	0	273	1	1600	0.171
Sb Left	113	2	2880	0.039	7	120	2	2880	0.042	0	120	2	2880	0.042	0	120	2	2880	0.042	0	120	2	2880	0.042
Sb Thru	622	2	3200	0.194 *	37	659	2	3200	0.206 *	40	699	2	3200	0.218 *	24	723	2	3200	0.226 *	0	723	3	4800	0.151 *
Sb Right	93	1	1600	0.058	6	99	1	1600	0.062	0	99	1	1600	0.062	0	99	1	1600	0.062	0	99	1	1600	0.062
Eb Left	118	2	2880	0.041 *	7	125	2	2880	0.043 *	0	125	2	2880	0.043 *	0	125	2	2880	0.043 *	0	125	2	2880	0.043
Eb Thru	387	2	3200	0.121	23	410	2	3200	0.128	0	410	2	3200	0.128	0	410	2	3200	0.128	0	410	3	4800	0.085 *
Eb Right	204	1	1600	0.128	12	216	1	1600	0.135	50	266	1	1600	0.166	7	273	1	1600	0.171	0	273	1	1600	0.171
Wb Left	580	2	2880	0.201	35	615	2	2880	0.214	0	615	2	2880	0.214	0	615	2	2880	0.214	0	615	2	2880	0.214 *
Wb Thru	1126	2	3200	0.352 *	68	1194	2	3200	0.373 *	0	1194	2	3200	0.373 *	0	1194	2	3200	0.373 *	0	1194	3	4800	0.249
Wb Right	56	1	1600	0.035	3	59	1	1600	0.037	0	59	1	1600	0.037	0	59	1	1600	0.037	0	59	1	1600	0.037
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.818**					**0.861**					**0.873**					**0.884**					**0.692**
LOS				**D**					**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4509*				*271*	*4780*				*104*	*4884*				*64*	*4948*				*0*	*4948*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Diamond Bar Boulevard
E-W St: Grand Avenue
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal

Diamond Bar Boulevard at Grand Avenue
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	2	2880	0.079	14	241	2	2880	0.084	115	356	2	2880	0.124	16	372	2	2880	0.129	0	372	2	2880	0.129
Nb Thru	1012	2	3200	0.316 *	61	1073	2	3200	0.335 *	375	1448	2	3200	0.453 *	62	1510	2	3200	0.472 *	0	1510	3	4800	0.315
Nb Right	733	1	1600	0.458	44	777	1	1600	0.486	0	777	1	1600	0.486	0	777	1	1600	0.486	0	777	1	1600	0.486 *
Sb Left	264	2	2880	0.092 *	16	280	2	2880	0.097 *	0	280	2	2880	0.097 *	0	280	2	2880	0.097 *	0	280	2	2880	0.097 *
Sb Thru	541	2	3200	0.169	32	573	2	3200	0.179	481	1054	2	3200	0.329	63	1117	2	3200	0.349	0	1117	3	4800	0.233
Sb Right	88	1	1600	0.055	5	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058	0	93	1	1600	0.058
Eb Left	264	2	2880	0.092	16	280	2	2880	0.097	0	280	2	2880	0.097	0	280	2	2880	0.097	0	280	2	2880	0.097
Eb Thru	897	2	3200	0.280 *	54	951	2	3200	0.297 *	434	1385	2	3200	0.433 *	0	1385	2	3200	0.433 *	0	1385	3	4800	0.289 *
Eb Right	159	1	1600	0.099	10	169	1	1600	0.106	210	379	1	1600	0.237	17	396	1	1600	0.248	0	396	1	1600	0.248
Wb Left	416	2	2880	0.144 *	25	441	2	2880	0.153 *	0	441	2	2880	0.153 *	0	441	2	2880	0.153 *	0	441	2	2880	0.153
Wb Thru	412	2	3200	0.129	25	437	2	3200	0.137	156	593	2	3200	0.185	0	593	2	3200	0.185	0	593	3	4800	0.124
Wb Right	27	1	1600	0.017	2	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.932**					**0.982**					**1.236**					**1.255**					**0.972**
LOS				**E**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*5040*				*304*	*5344*				*1771*	*7115*				*158*	*7273*				*0*	*7273*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Colima Road
E-W St: Fairway Drive/Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Colima Road at Fairway Drive/Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	254	1	1600	0.159 *	15	269	1	1600	0.168 *	0	269	1	1600	0.168 *	0	269	1	1600	0.168 *	0	269	1	1600	0.168 *
Nb Thru	393	3	4800	0.104	24	417	3	4800	0.110	0	417	3	4800	0.110	0	417	3	4800	0.110	0	417	3	4800	0.110
Nb Right	107	0	0	-	6	113	0	0	-	0	113	0	0	-	0	113	0	0	-	0	113	0	0	-
Sb Left	188	1	1600	0.118	11	199	1	1600	0.124	0	199	1	1600	0.124	0	199	1	1600	0.124	0	199	1	1600	0.124
Sb Thru	845	3	4800	0.238 *	51	896	3	4800	0.252 *	0	896	3	4800	0.252 *	0	896	3	4800	0.252 *	0	896	3	4800	0.252 *
Sb Right	295	0	0	-	18	313	0	0	-	0	313	0	0	-	0	313	0	0	-	0	313	0	0	-
Eb Left	191	1	1600	0.119 *	11	202	1	1600	0.126 *	0	202	1	1600	0.126 *	0	202	1	1600	0.126 *	0	202	1	1600	0.126
Eb Thru	383	2	3200	0.158	23	406	2	3200	0.168	20	426	2	3200	0.174	18	444	2	3200	0.180	0	444	2	3200	0.139 *
Eb Right	124	0	0	-	7	131	0	0	-	0	131	0	0	-	0	131	0	0	-	0	131	1	1600	0.082
Wb Left	249	1	1600	0.156	15	264	1	1600	0.165	0	264	1	1600	0.165	0	264	1	1600	0.165	0	264	1	1600	0.165 *
Wb Thru	495	2	3200	0.227 *	30	525	2	3200	0.240 *	9	534	2	3200	0.243 *	19	553	2	3200	0.249 *	0	553	2	3200	0.173
Wb Right	230	0	0	-	14	244	0	0	-	0	244	0	0	-	0	244	0	0	-	0	244	1	1600	0.153
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.843**					**0.886**					**0.889**					**0.895**					**0.824**
LOS				**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3754*				*225*	*3979*				*29*	*4008*				*37*	*4045*				*0*	*4045*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Colima Road
E-W St: Fairway Drive/Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Near Term ICU.xls
Control Type: 8Ø Traffic Signal

Colima Road at Fairway Drive/Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 2.00%

Date: 04/20/09
Date of Count: 2007
Projection Year: 2010

	2007 EXISTING TRAFFIC				2010 WITH AMBIENT GROWTH					2010 WITH CUMULATIVE PROJECTS					2010 WITH PROJECT TRAFFIC					2010 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	253	1	1600	0.158	15	268	1	1600	0.168	0	268	1	1600	0.168	0	268	1	1600	0.168	0	268	1	1600	0.168
Nb Thru	798	3	4800	0.201 *	48	846	3	4800	0.213 *	66	912	3	4800	0.227 *	0	912	3	4800	0.227 *	0	912	3	4800	0.227 *
Nb Right	168	0	0	-	10	178	0	0	-	0	178	0	0	-	0	178	0	0	-	0	178	0	0	-
Sb Left	194	1	1600	0.121 *	12	206	1	1600	0.129 *	0	206	1	1600	0.129 *	0	206	1	1600	0.129 *	0	206	1	1600	0.129 *
Sb Thru	566	3	4800	0.135	34	600	3	4800	0.143	85	685	3	4800	0.161	0	685	3	4800	0.161	0	685	3	4800	0.161
Sb Right	81	0	0	-	5	86	0	0	-	0	86	0	0	-	0	86	0	0	-	0	86	0	0	-
Eb Left	272	1	1600	0.170	16	288	1	1600	0.180	0	288	1	1600	0.180	0	288	1	1600	0.180	0	288	1	1600	0.180
Eb Thru	648	2	3200	0.278 *	39	687	2	3200	0.294 *	156	843	2	3200	0.343 *	46	889	2	3200	0.357 *	0	889	2	3200	0.278 *
Eb Right	240	0	0	-	14	254	0	0	-	0	254	0	0	-	0	254	0	0	-	0	254	1	1600	0.159
Wb Left	246	1	1600	0.154 *	15	261	1	1600	0.163 *	0	261	1	1600	0.163 *	0	261	1	1600	0.163 *	0	261	1	1600	0.163 *
Wb Thru	478	2	3200	0.208	29	507	2	3200	0.221	127	634	2	3200	0.260	46	680	2	3200	0.275	0	680	2	3200	0.213
Wb Right	188	0	0	-	11	199	0	0	-	0	199	0	0	-	0	199	0	0	-	0	199	1	1600	0.124
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***		-			**0.100 ***
ICU				**0.854**					**0.899**					**0.962**					**0.976**					**0.897**
LOS				**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.014
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4132*				*248*	*4380*				*434*	*4814*				*92*	*4906*				*0*	*4906*			

YEAR 2030 HORIZON

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INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 3Ø Traffic Signal Split: No

Brea Canyon Road at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	957	2	2880	0.332	134	1091	2	2880	0.379	49	1140	2	2880	0.396	7	1147	2	2880	0.398	0	1147	2	2880	0.398
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	314	1	1600	0.196	44	358	1	1600	0.224	22	380	1	1600	0.238	0	380	1	1600	0.238	0	380	1	1600	0.238
Eb Left	253	1	1600	0.158 *	35	288	1	1600	0.180 *	94	382	1	1600	0.239 *	0	382	1	1600	0.239 *	0	382	2	2880	0.133 *
Eb Thru	190	3	4800	0.040	27	217	3	4800	0.045	164	381	3	4800	0.079	0	381	3	4800	0.079	0	381	3	4800	0.079
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	636	2	3200	0.199 *	89	725	2	3200	0.227 *	62	787	2	3200	0.246 *	0	787	2	3200	0.246 *	0	787	2	3200	0.246 *
Wb Right	785	1	1600	0.491	110	895	1	1600	0.559	107	1002	1	1600	0.626	8	1010	1	1600	0.631	0	1010	2	2880	0.351
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.789**					**0.886**					**0.981**					**0.983**					**0.877**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3135*				*439*	*3574*				*498*	*4072*				*15*	*4087*				*0*	*4087*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 3Ø Traffic Signal

Brea Canyon Road at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	817	2	2880	0.284	114	931	2	2880	0.323	153	1084	2	2880	0.376	17	1101	2	2880	0.382	0	1101	2	2880	0.382
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	146	1	1600	0.091	20	166	1	1600	0.104	107	273	1	1600	0.171	0	273	1	1600	0.171	0	273	1	1600	0.171
Eb Left	338	1	1600	0.211 *	47	385	1	1600	0.241 *	57	442	1	1600	0.276 *	0	442	1	1600	0.276 *	0	442	2	2880	0.153 *
Eb Thru	423	3	4800	0.088	59	482	3	4800	0.100	129	611	3	4800	0.127	0	611	3	4800	0.127	0	611	3	4800	0.127
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	230	2	3200	0.072	32	262	2	3200	0.082	205	467	2	3200	0.146	0	467	2	3200	0.146	0	467	2	3200	0.146 *
Wb Right	806	1	1600	0.504 *	113	919	1	1600	0.574 *	77	996	1	1600	0.623 *	16	1012	1	1600	0.633 *	0	1012	2	2880	0.351
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.815**					**0.915**					**0.999**					**1.009**					**0.781**
LOS				**D**					**E**					**E**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2760*				*385*	*3145*				*728*	*3873*				*33*	*3906*				*0*	*3906*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: SR-57 Southbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 3Ø Traffic Signal Split: No

SR-57 Southbound Ramps at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	387	1	1600	0.242	54	441	1	1600	0.276	19	460	1	1600	0.288	0	460	1	1600	0.288	0	460	1	1600	0.288
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	196	1	1600	0.123	27	223	1	1600	0.139	0	223	1	1600	0.139	0	223	1	1600	0.139	0	223	1	1600	0.139
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	901	2	3200	0.282	126	1027	2	3200	0.321	181	1208	2	3200	0.378	7	1215	2	3200	0.380	0	1215	2	3200	0.380
Eb Right	211	1	Free Flow	-	30	241	1	Free Flow	-	17	258	1	Free Flow	-	0	258	1	Free Flow	-	0	258	1	Free Flow	-
Wb Left	144	1	1600	0.090	20	164	1	1600	0.103	0	164	1	1600	0.103	0	164	1	1600	0.103	0	164	1	1600	0.103
Wb Thru	1224	2	3200	0.383 *	171	1395	2	3200	0.436 *	169	1564	2	3200	0.489 *	8	1572	2	3200	0.491 *	0	1572	2	3200	0.491 *
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				**0.725**					**0.812**					**0.877**					**0.879**					**0.879**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3063*				*428*	*3491*				*386*	*3877*				*15*	*3892*				*0*	*3892*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: SR-57 Southbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 3Ø Traffic Signal

SR-57 Southbound Ramps at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	234	1	1600	0.146	33	267	1	1600	0.167	32	299	1	1600	0.187	0	299	1	1600	0.187	0	299	1	1600	0.187
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	149	1	1600	0.093	21	170	1	1600	0.106	0	170	1	1600	0.106	0	170	1	1600	0.106	0	170	1	1600	0.106
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	886	2	3200	0.277 *	124	1010	2	3200	0.316 *	192	1202	2	3200	0.376 *	17	1219	2	3200	0.381 *	0	1219	2	3200	0.381 *
Eb Right	314	1	Free Flow	-	44	358	1	Free Flow	-	71	429	1	Free Flow	-	0	429	1	Free Flow	-	0	429	1	Free Flow	-
Wb Left	117	1	1600	0.073 *	16	133	1	1600	0.083 *	0	133	1	1600	0.083 *	0	133	1	1600	0.083 *	0	133	1	1600	0.083 *
Wb Thru	916	2	3200	0.286	128	1044	2	3200	0.326	282	1326	2	3200	0.414	16	1342	2	3200	0.419	0	1342	2	3200	0.419
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				**0.596**					**0.666**					**0.746**					**0.751**					**0.751**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2616***				***366***	***2982***				***577***	***3559***				***33***	***3592***				***0***	***3592***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: SR-57 Northbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 3Ø Traffic Signal Split: No

SR-57 Northbound Ramps at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1	1600	0.000	0	0	1	1600	0.000	60	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
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	87	1	1600	0.054 *	12	99	1	1600	0.062 *	0	99	1	1600	0.062 *	0	99	1	1600	0.062 *	0	99	1	1600	0.062 *
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	110	1	1600	0.069 *	15	125	1	1600	0.078 *	0	125	1	1600	0.078 *	0	125	1	1600	0.078 *	0	125	1	1600	0.078 *
Eb Thru	1213	2	3200	0.379	170	1383	2	3200	0.432	202	1585	2	3200	0.495	7	1592	2	3200	0.498	0	1592	2	3200	0.498
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	1090	2	3200	0.341	153	1243	2	3200	0.388	109	1352	2	3200	0.423	8	1360	2	3200	0.425	0	1360	2	3200	0.425
Wb Right	641	1	1600	0.401 *	90	731	1	1600	0.457 *	6	737	1	1600	0.461 *	0	737	1	1600	0.461 *	0	737	1	1600	0.461 *
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.624**					**0.697**					**0.701**					**0.701**					**0.701**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3141*	*440 3581*	*377 3958*	*15 3973*	*0 3973*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: SR-57 Northbound Ramps
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 3Ø Traffic Signal

SR-57 Northbound Ramps at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	400	1	1600	0.250	56	456	1	1600	0.285	36	492	1	1600	0.308	0	492	1	1600	0.308	0	492	1	1600	0.308
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	227	1	1600	0.142	32	259	1	1600	0.162	0	259	1	1600	0.162	0	259	1	1600	0.162	0	259	1	1600	0.162
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	121	1	1600	0.076	17	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086
Eb Thru	1113	2	3200	0.348 *	156	1269	2	3200	0.397 *	224	1493	2	3200	0.467 *	17	1510	2	3200	0.472 *	0	1510	2	3200	0.472 *
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	606	2	3200	0.189	85	691	2	3200	0.216	246	937	2	3200	0.293	16	953	2	3200	0.298	0	953	2	3200	0.298
Wb Right	383	1	1600	0.239	54	437	1	1600	0.273	43	480	1	1600	0.300	0	480	1	1600	0.300	0	480	1	1600	0.300
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.698**					**0.782**					**0.875**					**0.880**					**0.880**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2850***				***400***	***3250***				***549***	***3799***				***33***	***3832***				***0***	***3832***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Fern Hollow Drive/Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal Split: Yes

Fern Hollow Drive/Brea Canyon Road at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	2	2880	0.000	0	0	2	2880	0.000	48	48	2	2880	0.017	8	56	2	2880	0.019	0	56	2	2880	0.019
Nb Thru	18	0	0	0.000	3	21	0	0	0.000	0	21	0	0	0.000	0	21	0	0	0.000	0	21	0	0	0.000
Nb Right	114	1	1600	0.071	16	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081
Sb Left	72	0	0	0.000	10	82	0	0	0.000	0	82	0	0	0.000	0	82	0	0	0.000	0	82	0	0	0.000
Sb Thru	42	1	1600	0.219 *	6	48	1	1600	0.249 *	0	48	1	1600	0.249 *	0	48	1	1600	0.249 *	0	48	1	1600	0.249 *
Sb Right	236	0	0	-	33	269	0	0	-	0	269	0	0	-	0	269	0	0	-	0	269	0	0	-
Eb Left	67	1	1600	0.042	9	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048
Eb Thru	687	2	3200	0.215	96	783	2	3200	0.245	172	955	2	3200	0.298	0	955	2	3200	0.298	0	955	2	3200	0.298
Eb Right	492	1	1600	0.308 *	69	561	1	1600	0.351 *	27	588	1	1600	0.368 *	7	595	1	1600	0.372 *	0	595	1	1600	0.372 *
Wb Left	46	1	1600	0.029 *	6	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	52	1	1600	0.033 *
Wb Thru	831	2	3200	0.268	116	947	2	3200	0.305	64	1011	2	3200	0.325	0	1011	2	3200	0.325	0	1011	2	3200	0.325
Wb Right	25	0	0	-	4	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.656**					**0.733**					**0.750**					**0.754**					**0.754**
LOS				**B**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.004
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2630***				***368***	***2998***				***311***	***3309***				***15***	***3324***				***0***	***3324***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Fern Hollow Drive/Brea Canyon Road
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal

Fern Hollow Drive/Brea Canyon Road at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	466	2	2880	0.162 *	65	531	2	2880	0.184 *	57	588	2	2880	0.204 *	16	604	2	2880	0.210 *	0	604	2	2880	0.210 *
Nb Thru	25	0	0	0.000	4	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000
Nb Right	76	1	1600	0.048	11	87	1	1600	0.054	0	87	1	1600	0.054	0	87	1	1600	0.054	0	87	1	1600	0.054
Sb Left	14	0	0	0.000	2	16	0	0	0.000	0	16	0	0	0.000	0	16	0	0	0.000	0	16	0	0	0.000
Sb Thru	17	1	1600	0.061 *	2	19	1	1600	0.069 *	0	19	1	1600	0.069 *	0	19	1	1600	0.069 *	0	19	1	1600	0.069 *
Sb Right	66	0	0	-	9	75	0	0	-	0	75	0	0	-	0	75	0	0	-	0	75	0	0	-
Eb Left	119	1	1600	0.074	17	136	1	1600	0.085	0	136	1	1600	0.085	0	136	1	1600	0.085	0	136	1	1600	0.085
Eb Thru	1090	2	3200	0.341 *	153	1243	2	3200	0.388 *	143	1386	2	3200	0.433 *	0	1386	2	3200	0.433 *	0	1386	2	3200	0.433 *
Eb Right	156	1	1600	0.098	22	178	1	1600	0.111	72	250	1	1600	0.156	17	267	1	1600	0.167	0	267	1	1600	0.167
Wb 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 *
Wb Thru	457	2	3200	0.147	64	521	2	3200	0.167	223	744	2	3200	0.237	0	744	2	3200	0.237	0	744	2	3200	0.237
Wb Right	12	0	0	-	2	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				**0.682**					**0.762**					**0.827**					**0.833**					**0.833**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2527***				***355***	***2882***				***495***	***3377***				***33***	***3410***				***0***	***3410***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Diamond Bar Boulevard
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 6Ø Traffic Signal Split: Yes

Diamond Bar Boulevard at Pathfinder Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1	1600	0.000 *	0	0	1	1600	0.000 *	11	11	1	1600	0.007 *	0	11	1	1600	0.007 *	0	11	1	1600	0.007 *
Nb Thru	370	2	3200	0.118	52	422	2	3200	0.134	361	783	2	3200	0.247	33	816	2	3200	0.258	0	816	3	4800	0.172
Nb Right	7	0	0	-	1	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-
Sb Left	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	1	1600	0.002
Sb Thru	1434	2	3200	0.448 *	201	1635	2	3200	0.511 *	175	1810	2	3200	0.566 *	31	1841	2	3200	0.575 *	0	1841	3	4800	0.384 *
Sb Right	777	1	1600	0.486	109	886	1	1600	0.554	61	947	1	1600	0.592	0	947	1	1600	0.592	0	947	2	2880	0.329
Eb Left	652	2	2880	0.226 *	91	743	2	2880	0.258 *	159	902	2	2880	0.313 *	0	902	2	2880	0.313 *	0	902	3	3890	0.232 *
Eb Thru	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	0	0	0.000
Eb Right	186	1	1600	0.116	26	212	1	1600	0.133	15	227	1	1600	0.142	0	227	1	1600	0.142	0	227	1	1600	0.142
Wb Left	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
Wb Thru	31	1	1600	0.021 *	4	35	1	1600	0.024 *	0	35	1	1600	0.024 *	0	35	1	1600	0.024 *	0	35	1	1600	0.024 *
Wb Right	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-	0	3	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.725**					**0.823**					**0.940**					**0.949**					**0.677**
LOS				**C**					**D**					**E**					**E**					**B**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.009
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3492*				*488*	*3980*				*782*	*4762*				*64*	*4826*				*0*	*4826*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Diamond Bar Boulevard
E-W St: Pathfinder Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 6Ø Traffic Signal

Diamond Bar Boulevard at Pathfinder Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	94	1	1600	0.059	13	107	1	1600	0.067	33	140	1	1600	0.088	0	140	1	1600	0.088	0	140	1	1600	0.088
Nb Thru	1514	2	3200	0.475 *	212	1726	2	3200	0.542 *	367	2093	2	3200	0.657 *	78	2171	2	3200	0.681 *	0	2171	3	4800	0.454 *
Nb Right	7	0	0	-	1	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-
Sb Left	6	1	1600	0.004 *	1	7	1	1600	0.004 *	137	144	1	1600	0.090 *	0	144	1	1600	0.090 *	0	144	1	1600	0.090 *
Sb Thru	455	2	3200	0.142	64	519	2	3200	0.162	432	951	2	3200	0.297	80	1031	2	3200	0.322	0	1031	3	4800	0.215
Sb Right	420	1	1600	0.263	59	479	1	1600	0.299	204	683	1	1600	0.427	0	683	1	1600	0.427	0	683	2	2880	0.237
Eb Left	924	2	2880	0.321 *	129	1053	2	2880	0.366 *	123	1176	2	2880	0.408 *	0	1176	2	2880	0.408 *	0	1176	3	3890	0.302 *
Eb Thru	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	0	0	0.000
Eb Right	146	1	1600	0.091	20	166	1	1600	0.104	29	195	1	1600	0.122	0	195	1	1600	0.122	0	195	1	1600	0.122
Wb Left	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	1	1600	0.002
Wb Thru	7	1	1600	0.007 *	1	8	1	1600	0.008 *	0	8	1	1600	0.008 *	0	8	1	1600	0.008 *	0	8	1	1600	0.008 *
Wb Right	4	0	0	-	1	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.837**					**0.950**					**1.193**					**1.217**					**0.884**
LOS				**D**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.024
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	*3597*				*503*	*4100*				*1325*	*5425*				*158*	*5583*				*0*	*5583*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Diamond Bar Boulevard
E-W St: Shadow Canyon Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Shadow Canyon Drive
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	419	2	3200	0.131	59	478	2	3200	0.149	362	840	2	3200	0.263	33	873	2	3200	0.273	0	873	2	3200	0.273
Nb Right	36	1	1600	0.023	5	41	1	1600	0.026	7	48	1	1600	0.030	1	49	1	1600	0.031	0	49	1	1600	0.031
Sb Left	72	1	1600	0.045	10	82	1	1600	0.051	3	85	1	1600	0.053	0	85	1	1600	0.053	0	85	1	1600	0.053
Sb Thru	1512	2	3200	0.473 *	212	1724	2	3200	0.539 *	187	1911	2	3200	0.597 *	31	1942	2	3200	0.607 *	0	1942	2	3200	0.607 *
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	151	1	1600	0.094	21	172	1	1600	0.108	20	192	1	1600	0.120	1	193	1	1600	0.121	0	193	1	1600	0.121
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	127	1	1600	0.079	18	145	1	1600	0.091	10	155	1	1600	0.097	0	155	1	1600	0.097	0	155	1	1600	0.097
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.597**					**0.677**					**0.747**					**0.758**					**0.758**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2317*				*325*	*2642*				*589*	*3231*				*66*	*3297*				*0*	*3297*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Diamond Bar Boulevard
E-W St: Shadow Canyon Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Shadow Canyon Drive
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1630	2	3200	0.509 *	228	1858	2	3200	0.581 *	393	2251	2	3200	0.703 *	78	2329	2	3200	0.728 *	0	2329	2	3200	0.728 *
Nb Right	98	1	1600	0.061	14	112	1	1600	0.070	22	134	1	1600	0.084	3	137	1	1600	0.086	0	137	1	1600	0.086
Sb Left	107	1	1600	0.067 *	15	122	1	1600	0.076 *	12	134	1	1600	0.084 *	0	134	1	1600	0.084 *	0	134	1	1600	0.084 *
Sb Thru	585	2	3200	0.183	82	667	2	3200	0.208	514	1181	2	3200	0.369	80	1261	2	3200	0.394	0	1261	2	3200	0.394
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	50	1	1600	0.031	7	57	1	1600	0.036	12	69	1	1600	0.043	3	72	1	1600	0.045	0	72	1	1600	0.045
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	86	1	1600	0.054	12	98	1	1600	0.061	7	105	1	1600	0.066	0	105	1	1600	0.066	0	105	1	1600	0.066
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.637**					**0.723**					**0.860**					**0.887**					**0.887**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.027
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2556***				***358***	***2914***				***960***	***3874***				***164***	***4038***				***0***	***4038***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Brea Canyon Road
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: All-Way Stop Split: No

Brea Canyon Road at Fountain Springs Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	213	1	1600	0.133	30	243	1	1600	0.152	47	290	1	1600	0.181	8	298	1	1600	0.186	0	298	1	1600	0.186
Nb Right	20	1	1600	0.013	3	23	1	1600	0.014	0	23	1	1600	0.014	1	24	1	1600	0.015	0	24	1	1600	0.015
Sb Left	169	1	1600	0.106	24	193	1	1600	0.121	10	203	1	1600	0.127	0	203	1	1600	0.127	0	203	1	1600	0.127
Sb Thru	483	1	1600	0.302 *	68	551	1	1600	0.344 *	17	568	1	1600	0.355 *	7	575	1	1600	0.359 *	0	575	1	1600	0.359 *
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	57	0	0	0.000	8	65	0	0	0.000	0	65	0	0	0.000	2	67	0	0	0.000	0	67	0	0	0.000
Wb Thru	0	1	1600	0.169 *	0	0	1	1600	0.193 *	0	0	1	1600	0.193 *	0	0	1	1600	0.194 *	0	0	1	1600	0.194 *
Wb Right	213	0	0	-	30	243	0	0	-	1	244	0	0	-	0	244	0	0	-	0	244	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.571**					**0.637**					**0.648**					**0.653**					**0.653**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***1155***				***163***	***1318***				***75***	***1393***				***18***	***1411***				***0***	***1411***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Brea Canyon Road
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: All-Way Stop

Brea Canyon Road at Fountain Springs Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	494	1	1600	0.309 *	69	563	1	1600	0.352 *	38	601	1	1600	0.376 *	16	617	1	1600	0.386 *	0	617	1	1600	0.386 *
Nb Right	12	1	1600	0.008	2	14	1	1600	0.009	0	14	1	1600	0.009	6	20	1	1600	0.013	0	20	1	1600	0.013
Sb Left	66	1	1600	0.041 *	9	75	1	1600	0.047 *	12	87	1	1600	0.054 *	0	87	1	1600	0.054 *	0	87	1	1600	0.054 *
Sb Thru	155	1	1600	0.097	22	177	1	1600	0.111	60	237	1	1600	0.148	17	254	1	1600	0.159	0	254	1	1600	0.159
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	11	0	0	0.000	2	13	0	0	0.000	0	13	0	0	0.000	5	18	0	0	0.000	0	18	0	0	0.000
Wb Thru	0	1	1600	0.041 *	0	0	1	1600	0.047 *	0	0	1	1600	0.059 *	0	0	1	1600	0.062 *	0	0	1	1600	0.062 *
Wb Right	54	0	0	-	8	62	0	0	-	19	81	0	0	-	0	81	0	0	-	0	81	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.491**					**0.546**					**0.589**					**0.602**					**0.602**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*792*				*112*	*904*				*129*	*1033*				*44*	*1077*				*0*	*1077*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Diamond Bar Boulevard
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Fountain Springs Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1	1600	0.000 *	0	0	1	1600	0.000 *	4	4	1	1600	0.003 *	1	5	1	1600	0.003 *	0	5	1	1600	0.003 *
Nb Thru	366	2	3200	0.114	51	417	2	3200	0.130	365	782	2	3200	0.244	33	815	2	3200	0.255	0	815	2	3200	0.255
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	1390	2	3200	0.497 *	195	1585	2	3200	0.567 *	197	1782	2	3200	0.632 *	32	1814	2	3200	0.642 *	0	1814	2	3200	0.642 *
Sb Right	201	0	0	-	28	229	0	0	-	10	239	0	0	-	0	239	0	0	-	0	239	0	0	-
Eb Left	101	1	1600	0.063	14	115	1	1600	0.072	2	117	1	1600	0.073	0	117	1	1600	0.073	0	117	1	1600	0.073
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	67	1	1600	0.042	9	76	1	1600	0.048	1	77	1	1600	0.048	2	79	1	1600	0.049	0	79	1	1600	0.049
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				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.590**					**0.669**					**0.738**					**0.748**					**0.748**
LOS				**A**					**B**					**C**					**C**					**C**
Total Vol.	*2125*				*297*	*2422*				*579*	*3001*				*68*	*3069*				*0*	*3069*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Diamond Bar Boulevard
E-W St: Fountain Springs Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Fountain Springs Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	36	1	1600	0.023	5	41	1	1600	0.026	6	47	1	1600	0.029	6	53	1	1600	0.033	0	53	1	1600	0.033
Nb Thru	1615	2	3200	0.505 *	226	1841	2	3200	0.575 *	393	2234	2	3200	0.698 *	81	2315	2	3200	0.723 *	0	2315	2	3200	0.723 *
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	545	2	3200	0.192	76	621	2	3200	0.219	510	1131	2	3200	0.383	82	1213	2	3200	0.409	0	1213	2	3200	0.409
Sb Right	69	0	0	-	10	79	0	0	-	16	95	0	0	-	0	95	0	0	-	0	95	0	0	-
Eb Left	131	1	1600	0.082	18	149	1	1600	0.093	22	171	1	1600	0.107	0	171	1	1600	0.107	0	171	1	1600	0.107
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	33	1	1600	0.021	5	38	1	1600	0.024	9	47	1	1600	0.029	5	52	1	1600	0.033	0	52	1	1600	0.033
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				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.617**					**0.698**					**0.835**					**0.860**					**0.860**
LOS				**B**					**B**					**D**					**D**					**D**
Total Vol.	***2429***				***340***	***2769***				***956***	***3725***				***174***	***3899***				***0***	***3899***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.025
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

Intersection: 9.
N-S St: Diamond Bar Boulevard
E-W St: Sugar Pine Place
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Diamond Bar Boulevard at Sugar Pine Place
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1	1600	0.000	0	0	1	1600	0.000	18	18	1	1600	0.011	0	18	1	1600	0.011	0	18	1	1600	0.011
Nb Thru	361	2	3200	0.115	51	412	2	3200	0.131	364	776	2	3200	0.245	35	811	2	3200	0.256	0	811	2	3200	0.256
Nb Right	6	0	0	-	1	7	0	0	-	0	7	0	0	-	1	8	0	0	-	0	8	0	0	-
Sb 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
Sb Thru	1482	2	3200	0.463 *	207	1689	2	3200	0.528 *	164	1853	2	3200	0.579 *	34	1887	2	3200	0.590 *	0	1887	2	3200	0.590 *
Sb Right	33	1	1600	0.021	5	38	1	1600	0.024	38	76	1	1600	0.048	0	76	1	1600	0.048	0	76	1	1600	0.048
Eb Left	11	1	1600	0.007	2	13	1	1600	0.008	9	22	1	1600	0.014	0	22	1	1600	0.014	0	22	1	1600	0.014
Eb Thru	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
Eb Right	25	1	1600	0.016 *	4	29	1	1600	0.018 *	4	33	1	1600	0.021 *	0	33	1	1600	0.021 *	0	33	1	1600	0.021 *
Wb Left	24	1	1600	0.015 *	3	27	1	1600	0.017 *	0	27	1	1600	0.017 *	1	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Wb 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
Wb Right	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
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.524**					**0.593**					**0.647**					**0.659**					**0.659**
LOS				**A**					**A**					**B**					**B**					**B**
Total Vol.	***1986***				***279***	***2265***				***598***	***2863***				***71***	***2934***				***0***	***2934***			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.012
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

Intersection: 9.
N-S St: Diamond Bar Boulevard
E-W St: Sugar Pine Place
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal

Diamond Bar Boulevard at Sugar Pine Place
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	34	1	1600	0.021	5	39	1	1600	0.024	28	67	1	1600	0.042	0	67	1	1600	0.042	0	67	1	1600	0.042
Nb Thru	1613	2	3200	0.510 *	226	1839	2	3200	0.581 *	328	2167	2	3200	0.684 *	86	2253	2	3200	0.712 *	0	2253	2	3200	0.712 *
Nb Right	18	0	0	-	3	21	0	0	-	0	21	0	0	-	3	24	0	0	-	0	24	0	0	-
Sb Left	36	1	1600	0.023 *	5	41	1	1600	0.026 *	0	41	1	1600	0.026 *	0	41	1	1600	0.026 *	0	41	1	1600	0.026 *
Sb Thru	473	2	3200	0.148	66	539	2	3200	0.168	468	1007	2	3200	0.315	87	1094	2	3200	0.342	0	1094	2	3200	0.342
Sb Right	63	1	1600	0.039	9	72	1	1600	0.045	61	133	1	1600	0.083	0	133	1	1600	0.083	0	133	1	1600	0.083
Eb Left	96	1	1600	0.060	13	109	1	1600	0.068	83	192	1	1600	0.120	0	192	1	1600	0.120	0	192	1	1600	0.120
Eb Thru	3	0	0	0.000	0	3	0	0	0.000	3	6	0	0	0.000	0	6	0	0	0.000	0	6	0	0	0.000
Eb Right	43	1	1600	0.027	6	49	1	1600	0.031	39	88	1	1600	0.055	0	88	1	1600	0.055	0	88	1	1600	0.055
Wb Left	20	1	1600	0.013	3	23	1	1600	0.014	0	23	1	1600	0.014	3	26	1	1600	0.016	0	26	1	1600	0.016
Wb Thru	1	0	0	0.000	0	1	0	0	0.000	2	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000
Wb Right	28	1	1600	0.018	4	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020	0	32	1	1600	0.020
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.623**					**0.705**					**0.860**					**0.888**					**0.888**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.028
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2428***				***340***	***2768***				***1012***	***3780***				***179***	***3959***				***0***	***3959***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Brea Canyon Road
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: All-Way Stop Split: No

Brea Canyon Road at Cold Spring Lane
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	43	1	1600	0.027 *	6	49	1	1600	0.031 *	0	49	1	1600	0.031 *	0	49	1	1600	0.031 *	0	49	1	1600	0.031 *
Nb Thru	189	1	1600	0.118	26	215	1	1600	0.134	47	262	1	1600	0.164	9	271	1	1600	0.169	0	271	1	1600	0.169
Nb Right	59	1	1600	0.037	8	67	1	1600	0.042	15	82	1	1600	0.051	2	84	1	1600	0.053	0	84	1	1600	0.053
Sb Left	86	1	1600	0.054	12	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061	0	98	1	1600	0.061
Sb Thru	414	1	1600	0.277 *	58	472	1	1600	0.316 *	17	489	1	1600	0.326 *	9	498	1	1600	0.332 *	0	498	1	1600	0.332 *
Sb Right	29	0	0	-	4	33	0	0	-	0	33	0	0	-	0	33	0	0	-	0	33	0	0	-
Eb Left	34	0	0	0.000 *	5	39	0	0	0.000 *	0	39	0	0	0.000 *	0	39	0	0	0.000 *	0	39	0	0	0.000 *
Eb Thru	59	1	1600	0.079	8	67	1	1600	0.091	0	67	1	1600	0.091	0	67	1	1600	0.091	0	67	1	1600	0.091
Eb Right	34	0	0	-	5	39	0	0	-	0	39	0	0	-	0	39	0	0	-	0	39	0	0	-
Wb Left	92	0	0	0.000	13	105	0	0	0.000	4	109	0	0	0.000	3	112	0	0	0.000	0	112	0	0	0.000
Wb Thru	67	1	1600	0.140 *	9	76	1	1600	0.159 *	0	76	1	1600	0.162 *	0	76	1	1600	0.164 *	0	76	1	1600	0.164 *
Wb Right	65	0	0	-	9	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				**0.544**					**0.606**					**0.619**					**0.627**					**0.627**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.008
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*1171*				*163*	*1334*				*83*	*1417*				*23*	*1440*				*0*	*1440*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Brea Canyon Road
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: All-Way Stop

Brea Canyon Road at Cold Spring Lane
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	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
Nb Thru	434	1	1600	0.271 *	61	495	1	1600	0.309 *	38	533	1	1600	0.333 *	22	555	1	1600	0.347 *	0	555	1	1600	0.347 *
Nb Right	27	1	1600	0.017	4	31	1	1600	0.019	25	56	1	1600	0.035	8	64	1	1600	0.040	0	64	1	1600	0.040
Sb Left	65	1	1600	0.041 *	9	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	64	1	1600	0.061	9	73	1	1600	0.069	60	133	1	1600	0.107	22	155	1	1600	0.121	0	155	1	1600	0.121
Sb Right	33	0	0	-	5	38	0	0	-	0	38	0	0	-	0	38	0	0	-	0	38	0	0	-
Eb Left	31	0	0	0.000 *	4	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	19	1	1600	0.034	3	22	1	1600	0.039	0	22	1	1600	0.039	0	22	1	1600	0.039	0	22	1	1600	0.039
Eb Right	4	0	0	-	1	5	0	0	-	0	5	0	0	-	0	5	0	0	-	0	5	0	0	-
Wb Left	14	0	0	0.000	2	16	0	0	0.000	33	49	0	0	0.000	8	57	0	0	0.000	0	57	0	0	0.000
Wb Thru	25	1	1600	0.059 *	4	29	1	1600	0.068 *	0	29	1	1600	0.089 *	0	29	1	1600	0.094 *	0	29	1	1600	0.094 *
Wb Right	56	0	0	-	8	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				**0.471**					**0.623**					**0.568**					**0.587**					**0.587**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*779*				*111*	*890*				*156*	*1046*				*60*	*1106*				*0*	*1106*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Diamond Bar Boulevard
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 5Ø Traffic Signal Split: No

Diamond Bar Boulevard at Cold Spring Lane
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1	1600	0.000 *	0	0	1	1600	0.000 *	5	5	1	1600	0.003 *	2	7	1	1600	0.004 *	0	7	1	1600	0.004 *
Nb Thru	246	2	3200	0.083	34	280	2	3200	0.094	379	659	2	3200	0.213	36	695	2	3200	0.224	0	695	3	4800	0.150
Nb Right	18	0	0	-	3	21	0	0	-	0	21	0	0	-	2	23	0	0	-	0	23	0	0	-
Sb Left	58	1	1600	0.036	8	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041
Sb Thru	1291	2	3200	0.430 *	181	1472	2	3200	0.491 *	162	1634	2	3200	0.544 *	35	1669	2	3200	0.555 *	0	1669	3	4800	0.370 *
Sb Right	86	0	0	-	12	98	0	0	-	8	106	0	0	-	0	106	0	0	-	0	106	0	0	-
Eb Left	50	1	1600	0.031 *	7	57	1	1600	0.036 *	2	59	1	1600	0.037 *	0	59	1	1600	0.037 *	0	59	1	1600	0.037 *
Eb Thru	57	1	1600	0.051	8	65	1	1600	0.058	2	67	1	1600	0.060	0	67	1	1600	0.062	0	67	1	1600	0.062
Eb Right	24	0	0	-	3	27	0	0	-	2	29	0	0	-	3	32	0	0	-	0	32	0	0	-
Wb Left	70	1	1600	0.044	10	80	1	1600	0.050	0	80	1	1600	0.050	3	83	1	1600	0.052	0	83	1	1600	0.052
Wb Thru	95	1	1600	0.096 *	13	108	1	1600	0.109 *	6	114	1	1600	0.113 *	0	114	1	1600	0.113 *	0	114	1	1600	0.113 *
Wb Right	59	0	0	-	8	67	0	0	-	0	67	0	0	-	0	67	0	0	-	0	67	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.587**					**0.666**					**0.727**					**0.739**					**0.554**
LOS				**A**					**B**					**C**					**C**					**A**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.012
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2054***				***287***	***2341***				***566***	***2907***				***81***	***2988***				***0***	***2988***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Diamond Bar Boulevard
E-W St: Cold Spring Lane
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 5Ø Traffic Signal

Diamond Bar Boulevard at Cold Spring Lane
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	34	1	1600	0.021	5	39	1	1600	0.024	8	47	1	1600	0.029	8	55	1	1600	0.034	0	55	1	1600	0.034
Nb Thru	1667	2	3200	0.538 *	233	1900	2	3200	0.613 *	341	2241	2	3200	0.720 *	89	2330	2	3200	0.750 *	0	2330	3	4800	0.500 *
Nb Right	54	0	0	-	8	62	0	0	-	0	62	0	0	-	8	70	0	0	-	0	70	0	0	-
Sb Left	102	1	1600	0.064 *	14	116	1	1600	0.073 *	0	116	1	1600	0.073 *	0	116	1	1600	0.073 *	0	116	1	1600	0.073 *
Sb Thru	401	2	3200	0.142	56	457	2	3200	0.161	494	951	2	3200	0.319	90	1041	2	3200	0.348	0	1041	3	4800	0.232
Sb Right	52	0	0	-	7	59	0	0	-	12	71	0	0	-	0	71	0	0	-	0	71	0	0	-
Eb Left	58	1	1600	0.036 *	8	66	1	1600	0.041 *	16	82	1	1600	0.051 *	0	82	1	1600	0.051	0	82	1	1600	0.051
Eb Thru	46	1	1600	0.050	6	52	1	1600	0.057	14	66	1	1600	0.073	0	66	1	1600	0.078	0	66	1	1600	0.078
Eb Right	34	0	0	-	5	39	0	0	-	11	50	0	0	-	8	58	0	0	-	0	58	0	0	-
Wb Left	35	1	1600	0.022	5	40	1	1600	0.025	0	40	1	1600	0.025	8	48	1	1600	0.030	0	48	1	1600	0.030
Wb Thru	16	1	1600	0.044 *	2	18	1	1600	0.051 *	10	28	1	1600	0.057 *	0	28	1	1600	0.057	0	28	1	1600	0.057
Wb Right	55	0	0	-	8	63	0	0	-	0	63	0	0	-	0	63	0	0	-	0	63	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.712**					**0.808**					**0.931**					**0.961**					**0.711**
LOS				**C**					**D**					**E**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.030
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	***2554***				***357***	***2911***				***906***	***3817***				***211***	***4028***				***0***	***4028***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 12.
N-S St: Pathfinder Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Pathfinder Road at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	72	1	1600	0.045	10	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051 *
Nb Thru	204	2	3200	0.178 *	29	233	2	3200	0.203 *	159	392	2	3200	0.260 *	0	392	2	3200	0.262 *	0	392	2	3200	0.123
Nb Right	365	0	0	-	51	416	0	0	-	24	440	0	0	-	6	446	0	0	-	0	446	1	1600	0.279
Sb Left	116	1	1600	0.073 *	16	132	1	1600	0.083 *	0	132	1	1600	0.083 *	0	132	1	1600	0.083 *	0	132	1	1600	0.083
Sb Thru	498	2	3200	0.204	70	568	2	3200	0.233	40	608	2	3200	0.246	0	608	2	3200	0.246	0	608	2	3200	0.190 *
Sb Right	156	0	0	-	22	178	0	0	-	0	178	0	0	-	0	178	0	0	-	0	178	1	1600	0.111
Eb Left	34	1	1600	0.021	5	39	1	1600	0.024	0	39	1	1600	0.024	0	39	1	1600	0.024	0	39	1	1600	0.024
Eb Thru	479	1	1600	0.339 *	67	546	1	1600	0.387 *	63	609	1	1600	0.426 *	18	627	1	1600	0.438 *	0	627	2	3200	0.196 *
Eb Right	64	0	0	-	9	73	0	0	-	0	73	0	0	-	0	73	0	0	-	0	73	1	1600	0.046
Wb Left	225	1	1600	0.141 *	32	257	1	1600	0.161 *	5	262	1	1600	0.164 *	4	266	1	1600	0.166 *	0	266	1	1600	0.166 *
Wb Thru	360	1	1600	0.225	50	410	1	1600	0.256	103	513	1	1600	0.321	19	532	1	1600	0.333	0	532	2	3200	0.166
Wb Right	48	1	1600	0.030	7	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.831**					**0.934**					**1.033**					**1.049**					**0.703**
LOS				**D**					**E**					**F**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.016
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2621*				*368*	*2989*				*394*	*3383*				*47*	*3430*				*0*	*3430*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 12.
N-S St: Pathfinder Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal

Pathfinder Road at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	152	1	1600	0.095	21	173	1	1600	0.108	0	173	1	1600	0.108	0	173	1	1600	0.108	0	173	1	1600	0.108 *
Nb Thru	510	2	3200	0.259 *	71	581	2	3200	0.296 *	95	676	2	3200	0.329 *	0	676	2	3200	0.333 *	0	676	2	3200	0.211
Nb Right	320	0	0	-	45	365	0	0	-	12	377	0	0	-	13	390	0	0	-	0	390	1	1600	0.244
Sb 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
Sb Thru	371	2	3200	0.152	52	423	2	3200	0.173	180	603	2	3200	0.229	0	603	2	3200	0.229	0	603	2	3200	0.188 *
Sb Right	114	0	0	-	16	130	0	0	-	0	130	0	0	-	0	130	0	0	-	0	130	1	1600	0.081
Eb Left	141	1	1600	0.088	20	161	1	1600	0.101	0	161	1	1600	0.101	0	161	1	1600	0.101	0	161	1	1600	0.101
Eb Thru	514	1	1600	0.385 *	72	586	1	1600	0.439 *	156	742	1	1600	0.536 *	46	788	1	1600	0.565 *	0	788	2	3200	0.246 *
Eb Right	102	0	0	-	14	116	0	0	-	0	116	0	0	-	0	116	0	0	-	0	116	1	1600	0.073
Wb Left	315	1	1600	0.197 *	44	359	1	1600	0.224 *	25	384	1	1600	0.240 *	14	398	1	1600	0.249 *	0	398	1	1600	0.249 *
Wb Thru	599	1	1600	0.374	84	683	1	1600	0.427	127	810	1	1600	0.506	46	856	1	1600	0.535	0	856	2	3200	0.268
Wb Right	104	1	1600	0.065	15	119	1	1600	0.074	0	119	1	1600	0.074	0	119	1	1600	0.074	0	119	1	1600	0.074
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.952**					**1.071**					**1.217**					**1.259**					**0.891**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.042
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	***3259***				***456***	***3715***				***595***	***4310***				***119***	***4429***				***0***	***4429***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Fallow Field/Diamond Canyon Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 5Ø Traffic Signal Split: No

Fallow Field/Diamond Canyon Road at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	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 *
Nb Thru	19	1	1600	0.036	3	22	1	1600	0.041	0	22	1	1600	0.041	0	22	1	1600	0.041	0	22	1	1600	0.041
Nb Right	39	0	0	-	5	44	0	0	-	0	44	0	0	-	0	44	0	0	-	0	44	0	0	-
Sb Left	31	0	0	0.000	4	35	0	0	0.000	0	35	0	0	0.000	0	35	0	0	0.000	0	35	0	0	0.000
Sb Thru	22	1	1600	0.089 *	3	25	1	1600	0.101 *	0	25	1	1600	0.101 *	0	25	1	1600	0.101 *	0	25	1	1600	0.101 *
Sb Right	89	0	0	-	12	101	0	0	-	0	101	0	0	-	0	101	0	0	-	0	101	0	0	-
Eb Left	130	1	1600	0.081	18	148	1	1600	0.093	0	148	1	1600	0.093	0	148	1	1600	0.093	0	148	1	1600	0.093
Eb Thru	896	2	3200	0.293 *	125	1021	2	3200	0.333 *	87	1108	2	3200	0.361 *	23	1131	2	3200	0.368 *	0	1131	2	3200	0.368 *
Eb Right	40	0	0	-	6	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-
Wb Left	100	1	1600	0.063 *	14	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	114	1	1600	0.071 *
Wb Thru	637	2	3200	0.207	89	726	2	3200	0.235	108	834	2	3200	0.269	22	856	2	3200	0.276	0	856	2	3200	0.276
Wb Right	24	0	0	-	3	27	0	0	-	0	27	0	0	-	0	27	0	0	-	0	27	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.545**					**0.605**					**0.633**					**0.640**					**0.640**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2027*				*282*	*2309*				*195*	*2504*				*45*	*2549*				*0*	*2549*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Fallow Field/Diamond Canyon Road
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 5Ø Traffic Signal

Fallow Field/Diamond Canyon Road at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	50	1	1600	0.031 *	7	57	1	1600	0.036 *	0	57	1	1600	0.036 *	0	57	1	1600	0.036 *	0	57	1	1600	0.036 *
Nb Thru	7	1	1600	0.045	1	8	1	1600	0.051	0	8	1	1600	0.051	0	8	1	1600	0.051	0	8	1	1600	0.051
Nb Right	65	0	0	-	9	74	0	0	-	0	74	0	0	-	0	74	0	0	-	0	74	0	0	-
Sb Left	34	0	0	0.000	5	39	0	0	0.000	0	39	0	0	0.000	0	39	0	0	0.000	0	39	0	0	0.000
Sb Thru	4	1	1600	0.045 *	1	5	1	1600	0.052 *	0	5	1	1600	0.052 *	0	5	1	1600	0.052 *	0	5	1	1600	0.052 *
Sb Right	34	0	0	-	5	39	0	0	-	0	39	0	0	-	0	39	0	0	-	0	39	0	0	-
Eb Left	25	1	1600	0.016 *	4	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	29	1	1600	0.018 *
Eb Thru	774	2	3200	0.255	108	882	2	3200	0.291	168	1050	2	3200	0.343	59	1109	2	3200	0.362	0	1109	2	3200	0.362
Eb Right	42	0	0	-	6	48	0	0	-	0	48	0	0	-	0	48	0	0	-	0	48	0	0	-
Wb Left	48	1	1600	0.030	7	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034
Wb Thru	967	2	3200	0.311 *	135	1102	2	3200	0.354 *	152	1254	2	3200	0.402 *	61	1315	2	3200	0.421 *	0	1315	2	3200	0.421 *
Wb Right	27	0	0	-	4	31	0	0	-	0	31	0	0	-	0	31	0	0	-	0	31	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.503**					**0.560**					**0.608**					**0.627**					**0.627**
LOS				**A**					**A**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2077***				***292***	***2369***				***320***	***2689***				***120***	***2809***				***0***	***2809***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: SR-57 Southbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: One-Way Stop Split: No

SR-57 Southbound Ramps at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	53	1	1600	0.033	7	60	1	1600	0.038	2	62	1	1600	0.039	21	83	1	1600	0.052	0	83	1	1600	0.052
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	59	1	1600	0.037 *	8	67	1	1600	0.042 *	0	67	1	1600	0.042 *	0	67	1	1600	0.042	0	67	1	1600	0.042
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	588	2	3200	0.184	82	670	2	3200	0.209	87	757	2	3200	0.237	23	780	2	3200	0.244	0	780	2	3200	0.244
Eb Right	478	1	1600	0.299 *	67	545	1	1600	0.341 *	0	545	1	1600	0.341 *	0	545	1	1600	0.341 *	0	545	1	1600	0.341 *
Wb Left	420	1	1600	0.263 *	59	479	1	1600	0.299 *	16	495	1	1600	0.309 *	34	529	1	1600	0.331 *	0	529	1	1600	0.331 *
Wb Thru	701	2	3200	0.219	98	799	2	3200	0.250	108	907	2	3200	0.283	22	929	2	3200	0.290	0	929	2	3200	0.290
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				**0.699**					**0.782**					**0.792**					**0.824**					**0.824**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.032
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2299***				***321***	***2620***				***213***	***2833***				***100***	***2933***				***0***	***2933***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: SR-57 Southbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: One-Way Stop

SR-57 Southbound Ramps at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	71	1	1600	0.044	10	81	1	1600	0.051	7	88	1	1600	0.055	60	148	1	1600	0.093	0	148	1	1600	0.093
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	22	1	1600	0.014	3	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016
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	302	2	3200	0.094	42	344	2	3200	0.108	168	512	2	3200	0.160	59	571	2	3200	0.178	0	571	2	3200	0.178
Eb Right	544	1	1600	0.340 *	76	620	1	1600	0.388 *	0	620	1	1600	0.388 *	0	620	1	1600	0.388 *	0	620	1	1600	0.388 *
Wb Left	209	1	1600	0.131 *	29	238	1	1600	0.149 *	50	288	1	1600	0.180 *	53	341	1	1600	0.213 *	0	341	1	1600	0.213 *
Wb Thru	1027	2	3200	0.321	144	1171	2	3200	0.366	152	1323	2	3200	0.413	61	1384	2	3200	0.433	0	1384	2	3200	0.433
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				**0.615**					**0.688**					**0.723**					**0.794**					**0.794**
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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.071
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2175*				*304*	*2479*				*377*	*2856*				*233*	*3089*				*0*	*3089*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: SR-57 Northbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

SR-57 Northbound Ramps at Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	299	1	1600	0.187	42	341	1	1600	0.213	0	341	1	1600	0.213	0	341	1	1600	0.213	0	341	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	3	4800	0.097 *
Nb Right	70	1	1600	0.044	10	80	1	1600	0.050	22	102	1	1600	0.064	21	123	1	1600	0.077	0	123	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	41	1	1600	0.026 *	6	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *	0	47	1	1600	0.029 *
Eb Thru	654	2	3200	0.204	92	746	2	3200	0.233	89	835	2	3200	0.261	45	880	2	3200	0.275	0	880	2	3200	0.275
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	824	2	3200	0.258 *	115	939	2	3200	0.293 *	124	1063	2	3200	0.332 *	55	1118	2	3200	0.349 *	0	1118	2	3200	0.349 *
Wb Right	138	1	Free Flow	-	19	157	1	Free Flow	-	6	163	1	Free Flow	-	34	197	1	Free Flow	-	0	197	1	Free Flow	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.571**					**0.635**					**0.674**					**0.691**					**0.575**
LOS				**A**					**B**					**B**					**B**					**A**

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.017
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***2026***				***284***	***2310***				***241***	***2551***				***155***	***2706***				***0***	***2706***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: SR-57 Northbound Ramps
E-W St: Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal

SR-57 Northbound Ramps at Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	589	1	1600	0.368	82	671	1	1600	0.419	0	671	1	1600	0.419	0	671	1	1600	0.419	0	671	0	0	0.000
Nb Thru	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	3	4800	0.318 *
Nb Right	655	1	1600	0.409 *	92	747	1	1600	0.467 *	44	791	1	1600	0.494 *	60	851	1	1600	0.532 *	0	851	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	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 *
Eb Thru	354	2	3200	0.111	50	404	2	3200	0.126	175	579	2	3200	0.181	120	699	2	3200	0.218	0	699	2	3200	0.218
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	631	2	3200	0.197 *	88	719	2	3200	0.225 *	201	920	2	3200	0.288 *	113	1033	2	3200	0.323 *	0	1033	2	3200	0.323 *
Wb Right	108	1	Free Flow	-	15	123	1	Free Flow	-	3	126	1	Free Flow	-	53	179	1	Free Flow	-	0	179	1	Free Flow	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.720**					**0.808**					**0.898**					**0.971**					**0.757**
LOS				**C**					**D**					**D**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.073
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	***2362***				***330***	***2692***				***423***	***3115***				***346***	***3461***				***0***	***3461***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Brea Canyon Road
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Brea Canyon Road at Diamond Bar Boulevard
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	2	2880	0.000 *	0	0	2	2880	0.000 *	97	97	2	2880	0.034 *	14	111	2	2880	0.039 *	0	111	2	2880	0.039 *
Nb Thru	94	1	1600	0.059	13	107	1	1600	0.067	53	160	1	1600	0.100	4	164	1	1600	0.103	0	164	1	1600	0.103
Nb Right	66	1	1600	0.041	9	75	1	1600	0.047	325	400	1	1600	0.250	1	401	1	1600	0.251	0	401	2	2880	0.139
Sb Left	14	1	1600	0.009	2	16	1	1600	0.010	0	16	1	1600	0.010	12	28	1	1600	0.018	0	28	1	1600	0.018
Sb Thru	345	2	3200	0.139 *	48	393	2	3200	0.158 *	19	412	2	3200	0.165 *	0	412	2	3200	0.165 *	0	412	2	3200	0.165 *
Sb Right	100	0	0	-	14	114	0	0	-	2	116	0	0	-	0	116	0	0	-	0	116	0	0	-
Eb Left	113	1	1600	0.071	16	129	1	1600	0.081	9	138	1	1600	0.086	0	138	1	1600	0.086	0	138	1	1600	0.086
Eb Thru	207	2	3200	0.169 *	29	236	2	3200	0.193 *	59	295	2	3200	0.225 *	66	361	2	3200	0.245 *	0	361	3	4800	0.164 *
Eb Right	333	0	0	-	47	380	0	0	-	44	424	0	0	-	0	424	0	0	-	0	424	0	0	-
Wb Left	745	1	1600	0.466 *	104	849	1	1600	0.531 *	131	980	1	1600	0.613 *	8	988	1	1600	0.618 *	0	988	2	2880	0.343 *
Wb Thru	658	2	3200	0.217	92	750	2	3200	0.247	32	782	2	3200	0.257	74	856	2	3200	0.283	0	856	2	3200	0.283
Wb Right	35	0	0	-	5	40	0	0	-	0	40	0	0	-	8	48	0	0	-	0	48	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.804**					**0.912**					**1.067**					**1.097**					**0.741**
LOS				**D**					**E**					**F**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.030
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	*2710*				*379*	*3089*				*771*	*3860*				*187*	*4047*				*0*	*4047*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Brea Canyon Road
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal

Brea Canyon Road at Diamond Bar Boulevard
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	406	2	2880	0.141	57	463	2	2880	0.161	87	550	2	2880	0.191	57	607	2	2880	0.211	0	607	2	2880	0.211
Nb Thru	386	1	1600	0.241	54	440	1	1600	0.275	48	488	1	1600	0.305	14	502	1	1600	0.314	0	502	1	1600	0.314 *
Nb Right	803	1	1600	0.502 *	112	915	1	1600	0.572 *	270	1185	1	1600	0.741 *	4	1189	1	1600	0.743 *	0	1189	2	2880	0.413
Sb Left	54	1	1600	0.034 *	8	62	1	1600	0.039 *	0	62	1	1600	0.039 *	30	92	1	1600	0.058 *	0	92	1	1600	0.058 *
Sb Thru	1	2	3200	0.017	0	1	2	3200	0.020	74	75	2	3200	0.049	0	75	2	3200	0.049	0	75	2	3200	0.049
Sb Right	54	0	0	-	8	62	0	0	-	19	81	0	0	-	0	81	0	0	-	0	81	0	0	-
Eb Left	137	1	1600	0.086	19	156	1	1600	0.098	15	171	1	1600	0.107	0	171	1	1600	0.107	0	171	1	1600	0.107
Eb Thru	850	2	3200	0.285 *	119	969	2	3200	0.325 *	79	1048	2	3200	0.389 *	180	1228	2	3200	0.446 *	0	1228	3	4800	0.297 *
Eb Right	63	0	0	-	9	72	0	0	-	126	198	0	0	-	0	198	0	0	-	0	198	0	0	-
Wb Left	137	1	1600	0.086	19	156	1	1600	0.098	407	563	1	1600	0.352	16	579	1	1600	0.362	0	579	2	2880	0.201 *
Wb Thru	318	2	3200	0.110	45	363	2	3200	0.126	98	461	2	3200	0.156	110	571	2	3200	0.196	0	571	2	3200	0.196
Wb Right	34	0	0	-	5	39	0	0	-	0	39	0	0	-	16	55	0	0	-	0	55	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.851**					**0.966**					**1.199**					**1.277**					**0.900**
LOS				**D**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.078
Significant Impact: Yes

Area Traffic Mitigation:

Total Vol.	*3243*				*455*	*3698*				*1223*	*4921*				*427*	*5348*				*0*	*5348*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Cherrydale Drive
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: One-Way Stop Split: No

Cherrydale Drive at Diamond Bar Boulevard
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/23/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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 *	92	92	0	0	0.000 *	0	92	1	1600	0.058 *
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	-	43	43	0	0	-	0	43	1	1600	0.027
Sb 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
Sb Thru	0	1	1600	0.008 *	0	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	0	1	1600	0.009 *
Sb Right	11	0	0	-	2	13	0	0	-	0	13	0	0	-	0	13	0	0	-	0	13	0	0	-
Eb Left	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	1	1600	0.002 *
Eb Thru	265	2	3200	0.083	37	302	2	3200	0.094	384	686	2	3200	0.214	-7	679	2	3200	0.239	0	679	3	4800	0.141
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	85	85	0	0	-	0	85	1	1600	0.053
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	46	46	0	0	0.000	0	46	2	2880	0.016
Wb Thru	1452	2	3200	0.454 *	203	1655	2	3200	0.518 *	163	1818	2	3200	0.568 *	-4	1814	2	3200	0.582 *	0	1814	2	3200	0.567 *
Wb Right	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-	0	1	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.494**					**0.559**					**0.609**					**0.623**					**0.666**
LOS				**A**					**A**					**B**					**B**					**B**
Total Vol.	*1734*				*242*	*1976*				*547*	*2523*				*255*	*2778*				*0*	*2778*			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.014
Significant Impact: No

Area Traffic Mitigation:

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Cherrydale Drive
E-W St: Diamond Bar Boulevard
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: One-Way Stop

Cherrydale Drive at Diamond Bar Boulevard
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/23/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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 *	193	193	0	0	0.000 *	0	193	1	1600	0.121 *
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	-	195	195	0	0	-	0	195	1	1600	0.122
Sb Left	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000	0	3	0	0	0.000
Sb Thru	0	1	1600	0.009 *	0	0	1	1600	0.010 *	0	0	1	1600	0.010 *	0	0	1	1600	0.010 *	0	0	1	1600	0.010 *
Sb Right	11	0	0	-	2	13	0	0	-	0	13	0	0	-	0	13	0	0	-	0	13	0	0	-
Eb Left	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
Eb Thru	1715	2	3200	0.536 *	240	1955	2	3200	0.611 *	349	2304	2	3200	0.720 *	-82	2222	2	3200	0.787 *	0	2222	3	4800	0.463 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	295	295	0	0	-	0	295	1	1600	0.184
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	154	154	0	0	0.000 *	0	154	2	2880	0.053 *
Wb Thru	449	2	3200	0.142	63	512	2	3200	0.162	505	1017	2	3200	0.320	-48	969	2	3200	0.353	0	969	2	3200	0.305
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 ***
Signal Coordination				**-0.070**					**-0.070**					**-0.070**					**-0.070**					**-0.070**
ICU				**0.575**					**0.651**					**0.760**					**0.827**					**0.677**
LOS				**A**					**B**					**C**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.067
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*2197*				*308*	*2505*				*854*	*3359*				*707*	*4066*				*0*	*4066*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Brea Canyon Road
E-W St: Silver Bullet Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal Split: No

Brea Canyon Road at Silver Bullet Drive
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	130	1	1600	0.081	18	148	1	1600	0.093	468	616	1	1600	0.385	7	623	1	1600	0.389	0	623	2	3200	0.195
Nb Right	5	1	1600	0.003	1	6	1	1600	0.004	2	8	1	1600	0.005	0	8	1	1600	0.005	0	8	1	1600	0.005
Sb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Sb Thru	1520	1	1600	0.950 *	213	1733	1	1600	1.083 *	191	1924	1	1600	1.203 *	8	1932	1	1600	1.208 *	0	1932	2	3200	0.604 *
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	88	0	0	0.000	12	100	0	0	0.000	4	104	0	0	0.000	0	104	0	0	0.000	0	104	0	0	0.000
Wb Thru	0	1	1600	0.059 *	0	0	1	1600	0.068 *	0	0	1	1600	0.070 *	0	0	1	1600	0.070 *	0	0	1	1600	0.070 *
Wb Right	7	0	0	-	1	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**1.109**					**1.251**					**1.373**					**1.378**					**0.774**
LOS				**F**					**F**					**F**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***1751***				***245***	***1996***				***665***	***2661***				***15***	***2676***				***0***	***2676***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Brea Canyon Road
E-W St: Silver Bullet Drive
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 2Ø Traffic Signal

Brea Canyon Road at Silver Bullet Drive
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	1538	1	1600	0.961 *	215	1753	1	1600	1.096 *	401	2154	1	1600	1.346 *	17	2171	1	1600	1.357 *	0	2171	2	3200	0.678 *
Nb Right	35	1	1600	0.022	5	40	1	1600	0.025	5	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028
Sb Left	4	1	1600	0.003 *	1	5	1	1600	0.003 *	0	5	1	1600	0.003 *	0	5	1	1600	0.003 *	0	5	1	1600	0.003 *
Sb Thru	134	1	1600	0.084	19	153	1	1600	0.096	599	752	1	1600	0.470	16	768	1	1600	0.480	0	768	2	3200	0.240
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	16	0	0	0.000	2	18	0	0	0.000	3	21	0	0	0.000	0	21	0	0	0.000	0	21	0	0	0.000
Wb Thru	0	1	1600	0.011 *	0	0	1	1600	0.013 *	0	0	1	1600	0.014 *	0	0	1	1600	0.014 *	0	0	1	1600	0.014 *
Wb Right	2	0	0	-	0	2	0	0	-	0	2	0	0	-	0	2	0	0	-	0	2	0	0	-
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**1.075**					**1.212**					**1.463**					**1.474**					**0.795**
LOS				**F**					**F**					**F**					**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: Transportation Studies, Inc.
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	***1729***				***242***	***1971***				***1008***	***2979***				***33***	***3012***				***0***	***3012***			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Diamond Bar Boulevard
E-W St: Grand Avenue
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Diamond Bar Boulevard at Grand Avenue
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	2	2880	0.000	0	0	2	2880	0.000	187	187	2	2880	0.065	8	195	2	2880	0.068	0	195	2	2880	0.068 *
Nb Thru	610	2	3200	0.191 *	85	695	2	3200	0.217 *	333	1028	2	3200	0.321 *	25	1053	2	3200	0.329 *	0	1053	3	4800	0.219
Nb Right	273	1	1600	0.171	38	311	1	1600	0.194	0	311	1	1600	0.194	0	311	1	1600	0.194	0	311	1	Free Flow	-
Sb Left	120	2	2880	0.042 *	17	137	2	2880	0.048 *	0	137	2	2880	0.048 *	0	137	2	2880	0.048 *	0	137	2	2880	0.048
Sb Thru	659	2	3200	0.206	92	751	2	3200	0.235	186	937	2	3200	0.293	24	961	2	3200	0.300	0	961	3	4800	0.200 *
Sb Right	99	1	1600	0.062	14	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071
Eb Left	125	2	2880	0.043 *	18	143	2	2880	0.050 *	0	143	2	2880	0.050 *	0	143	2	2880	0.050 *	0	143	2	2880	0.050 *
Eb Thru	410	2	3200	0.128	57	467	2	3200	0.146	90	557	2	3200	0.174	0	557	2	3200	0.174	0	557	4	6400	0.087
Eb Right	216	1	1600	0.135	30	246	1	1600	0.154	50	296	1	1600	0.185	7	303	1	1600	0.189	0	303	1	1600	0.189
Wb Left	615	2	2880	0.214	86	701	2	2880	0.243	0	701	2	2880	0.243	0	701	2	2880	0.243	0	701	2	2880	0.243
Wb Thru	1194	2	3200	0.373 *	167	1361	2	3200	0.425 *	441	1802	2	3200	0.563 *	0	1802	2	3200	0.563 *	0	1802	3	4800	0.375 *
Wb Right	59	1	1600	0.037	8	67	1	1600	0.042	0	67	1	1600	0.042	0	67	1	1600	0.042	0	67	1	1600	0.042
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.749**					**0.840**					**1.082**					**1.090**					**0.793**
LOS				**C**					**D**					**F**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.008
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4380*				*612*	*4992*				*1287*	*6279*				*64*	*6343*				*0*	*6343*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Diamond Bar Boulevard
E-W St: Grand Avenue
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal

Diamond Bar Boulevard at Grand Avenue
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	241	2	2880	0.084	34	275	2	2880	0.095	115	390	2	2880	0.135	16	406	2	2880	0.141	0	406	2	2880	0.141
Nb Thru	1073	2	3200	0.335 *	150	1223	2	3200	0.382 *	375	1598	2	3200	0.499 *	62	1660	2	3200	0.519 *	0	1660	3	4800	0.346 *
Nb Right	777	1	1600	0.486	109	886	1	1600	0.554	0	886	1	1600	0.554	0	886	1	1600	0.554	0	886	1	Free Flow	-
Sb Left	280	2	2880	0.097 *	39	319	2	2880	0.111 *	0	319	2	2880	0.111 *	0	319	2	2880	0.111 *	0	319	2	2880	0.111 *
Sb Thru	573	2	3200	0.179	80	653	2	3200	0.204	481	1134	2	3200	0.354	63	1197	2	3200	0.374	0	1197	3	4800	0.249
Sb Right	93	1	1600	0.058	13	106	1	1600	0.066	0	106	1	1600	0.066	0	106	1	1600	0.066	0	106	1	1600	0.066
Eb Left	280	2	2880	0.097	39	319	2	2880	0.111	0	319	2	2880	0.111	0	319	2	2880	0.111	0	319	2	2880	0.111
Eb Thru	951	2	3200	0.297 *	133	1084	2	3200	0.339 *	434	1518	2	3200	0.474 *	0	1518	2	3200	0.474 *	0	1518	4	6400	0.237 *
Eb Right	169	1	1600	0.106	24	193	1	1600	0.121	210	403	1	1600	0.252	17	420	1	1600	0.263	0	420	1	1600	0.263
Wb Left	441	2	2880	0.153 *	62	503	2	2880	0.175 *	0	503	2	2880	0.175 *	0	503	2	2880	0.175 *	0	503	2	2880	0.175 *
Wb Thru	437	2	3200	0.137	61	498	2	3200	0.156	156	654	2	3200	0.204	0	654	2	3200	0.204	0	654	3	4800	0.136
Wb Right	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
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.982**					**1.107**					**1.359**					**1.379**					**0.969**
LOS				**E**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.020
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*5344*				*748*	*6092*				*1771*	*7863*				*158*	*8021*				*0*	*8021*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Colima Road
E-W St: Fairway Drive/Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal Split: No

Colima Road at Fairway Drive/Brea Canyon Cutoff Road
Peak Hour: AM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	269	1	1600	0.168 *	38	307	1	1600	0.192 *	0	307	1	1600	0.192 *	0	307	1	1600	0.192 *	0	307	2	2880	0.107 *
Nb Thru	417	3	4800	0.110	58	475	3	4800	0.126	59	534	3	4800	0.138	0	534	3	4800	0.138	0	534	3	4800	0.111
Nb Right	113	0	0	-	16	129	0	0	-	0	129	0	0	-	0	129	0	0	-	0	129	1	1600	0.081
Sb Left	199	1	1600	0.124	28	227	1	1600	0.142	0	227	1	1600	0.142	0	227	1	1600	0.142	0	227	2	2880	0.079
Sb Thru	896	3	4800	0.252 *	125	1021	3	4800	0.287 *	26	1047	3	4800	0.293 *	0	1047	3	4800	0.293 *	0	1047	3	4800	0.218 *
Sb Right	313	0	0	-	44	357	0	0	-	0	357	0	0	-	0	357	0	0	-	0	357	1	1600	0.223
Eb Left	202	1	1600	0.126 *	28	230	1	1600	0.144 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *	0	230	2	2880	0.080 *
Eb Thru	406	2	3200	0.168	57	463	2	3200	0.191	63	526	2	3200	0.211	18	544	2	3200	0.217	0	544	2	3200	0.170
Eb Right	131	0	0	-	18	149	0	0	-	0	149	0	0	-	0	149	0	0	-	0	149	1	1600	0.093
Wb Left	264	1	1600	0.165	37	301	1	1600	0.188	0	301	1	1600	0.188	0	301	1	1600	0.188	0	301	2	2880	0.105
Wb Thru	525	2	3200	0.240 *	74	599	2	3200	0.274 *	103	702	2	3200	0.306 *	19	721	2	3200	0.312 *	0	721	2	3200	0.225 *
Wb Right	244	0	0	-	34	278	0	0	-	0	278	0	0	-	0	278	0	0	-	0	278	1	1600	0.174
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.886**					**0.997**					**1.035**					**1.041**					**0.730**
LOS				**D**					**E**					**F**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*3979*				*557*	*4536*				*251*	*4787*				*37*	*4824*				*0*	*4824*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Colima Road
E-W St: Fairway Drive/Brea Canyon Cutoff Road
Project: WVUSD Site D, Diamond Bar
File: N:\2900\2072918\ICU\2918 Long Term ICU.xls
Control Type: 8Ø Traffic Signal

Colima Road at Fairway Drive/Brea Canyon Cutoff Road
Peak Hour: PM
Annual Growth: 0.70%

Date: 04/20/09
Date of Count: 2010
Projection Year: 2030

	2010 TRAFFIC				2030 WITH AMBIENT GROWTH					2030 WITH CUMULATIVE PROJECTS					2030 WITH PROJECT TRAFFIC					2030 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	268	1	1600	0.168	38	306	1	1600	0.191	0	306	1	1600	0.191	0	306	1	1600	0.191	0	306	2	2880	0.106
Nb Thru	846	3	4800	0.213 *	118	964	3	4800	0.243 *	66	1030	3	4800	0.257 *	0	1030	3	4800	0.257 *	0	1030	3	4800	0.215 *
Nb Right	178	0	0	-	25	203	0	0	-	0	203	0	0	-	0	203	0	0	-	0	203	1	1600	0.127
Sb Left	206	1	1600	0.129 *	29	235	1	1600	0.147 *	0	235	1	1600	0.147 *	0	235	1	1600	0.147 *	0	235	2	2880	0.082 *
Sb Thru	600	3	4800	0.143	84	684	3	4800	0.163	85	769	3	4800	0.181	0	769	3	4800	0.181	0	769	3	4800	0.160
Sb Right	86	0	0	-	12	98	0	0	-	0	98	0	0	-	0	98	0	0	-	0	98	1	1600	0.061
Eb Left	288	1	1600	0.180	40	328	1	1600	0.205	0	328	1	1600	0.205	0	328	1	1600	0.205	0	328	2	2880	0.114
Eb Thru	687	2	3200	0.294 *	96	783	2	3200	0.335 *	156	939	2	3200	0.384 *	46	985	2	3200	0.398 *	0	985	2	3200	0.308 *
Eb Right	254	0	0	-	36	290	0	0	-	0	290	0	0	-	0	290	0	0	-	0	290	1	1600	0.181
Wb Left	261	1	1600	0.163 *	37	298	1	1600	0.186 *	0	298	1	1600	0.186 *	0	298	1	1600	0.186 *	0	298	2	2880	0.103 *
Wb Thru	507	2	3200	0.221	71	578	2	3200	0.252	127	705	2	3200	0.291	46	751	2	3200	0.306	0	751	2	3200	0.235
Wb Right	199	0	0	-	28	227	0	0	-	0	227	0	0	-	0	227	0	0	-	0	227	1	1600	0.142
Yellow Allowance:				**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***					**0.100 ***
ICU				**0.899**					**1.011**					**1.074**					**1.088**					**0.808**
LOS				**D**					**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: Southland Car Counters
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.014
Significant Impact: No

Area Traffic Mitigation:

Total Vol.	*4380*				*614*	*4994*				*434*	*5428*				*92*	*5520*				*0*	*5520*			