Appendix K. 2015 and 2016 Rancho Miramonte Transportation Assessments

Appendix

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URBAN CROSSROADS

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March 27, 2015

Mr. Joe Blum
BUTIER ENGINEERING
17782 East 17th Street
Tustin, CA 92780

Subject: Rancho Miramonte (Edgewater) Specific Plan Amendment Transportation Assessment (Revised)

Dear Mr. Blum:

Urban Crossroads, Inc. is pleased to submit this revised transportation assessment in support of the amendment to the Rancho Miramonte (Edgewater) Specific Plan located in the City of Chino. The transportation assessment has been updated to reflect the latest land use plan for the project. The project consists of a mix of residential and supporting non-residential uses and is located south of Chino-Corona Road and east of Cucamonga Avenue. The purpose of this report is to provide the transportation analysis necessary to support an amendment to the project land uses. The revised land use plan is expected to include residential uses, along with supporting non-residential uses such as a church and specialty retail uses such as a small community market, delicatessen, and / or café.

The Project backbone roadway system retains the primary connection from Cucamonga Road on the west to Chino-Corona Road on the north that was included in the approved Edgewater Specific Plan. Therefore, this report focuses on enhanced transportation features related to non-motorized and neighborhood electric vehicle (NEV) transportation, along with an evaluation of the changes in the proposed project land uses and resulting project trip generation.

NON-MOTORIZED TRANSPORT AND NEIGHBORHOOD ELECTRIC VEHICLES (NEVS)

Non-motorized travel includes walking and bicycling and is the second-most popular travel mode (after the automobile). The choice to use non-motorized modes is influenced by walk connectivity and proximity of buildings, bike accommodations, in addition to climate, social preferences, etc. The

Rancho Miramonte land use plan has been designed to encourage non-motorized travel, and accommodate Neighborhood Electric Vehicles (NEVs).

Pedestrian Network

The plan of walkways / pedestrian paths for Rancho Miramonte (Exhibit A) promotes pedestrian safety and access to help ensure that the community will be a safe, convenient, and attractive place to walk. It establishes a pedestrian network emphasizing safe routes to the neighborhood retail (including the church), clubhouse/park and recreational areas. The pedestrian routes include street sidewalks and walkways, as well as the Class 1 bike trail along Cucamonga Avenue (shown on the City of Chino General Plan Future Bikeway Facilities Map as a potential link to the Crest to Coast Trail).

While walking is the least expensive transportation mode, building and maintaining a high quality pedestrian infrastructure requires comprehensive planning. Rancho Miramonte is committed to walking as a form of transportation and recreation that is safe, accessible, healthy, and affordable for all residents, employees, or visitors. Everyone is a pedestrian at some point during the day. We all walk with or without mobility aids (including wheelchairs, walkers, crutches, canes, scooters, and service animals used by people with disabilities), whether to a school, transit stop, to a parked car, to work, or for exercise. The Rancho Miramonte project team recognizes the value of walking for promoting environmental sustainability and the vitality of the church, clubhouse/park and local commercial land uses.

The purpose of the Rancho Miramonte pedestrian network is to encourage walking as a viable mode of transportation, improve pedestrian safety, and enable people to walk to and from key destinations on-site and in nearby areas as well. Some walking will occur regardless of the pedestrian environment. However, the full potential for walking trips will not be met unless good sidewalks and walkways are in place, there are direct connections to places people need to go, and people feel safe using them.

Bicycle Transportation

The Rancho Miramonte Bikeways network (Exhibit B) provides for connectivity between the local pedestrian network and facilities shown on the City of Chino General Plan Future Bikeway Facilities Map. Bicycling is an economical and healthy alternative mode of transportation. Chino's climate and relatively flat topography makes bicycling attractive to Rancho Miramonte's residents and visitors. This

Bikeways Plan, which was developed in accordance with City goals and policies, includes on-street bicycle lanes, off-street bikeways, connectivity and relation to future land use patterns, and bicycle amenities.

Design standards for the construction of Rancho Miramonte bikeways are based upon guidelines established by Chapter 1000 – "Bikeway Planning and Design" of the Caltrans Highway Design Manual. The Rancho Miramonte Bikeways Plan includes the following types of bikeways:

- Class I Bikeway: Provides for bicycle travel on a paved right-of-way completely separated from streets or highways. Often referred to as an off-street bike trail.
- Class II Bikeway: A striped on-street bike lane for one-way bicycle travel within the roadway.
- Class III Bikeway: A shared on-street bike route identified by shared lane markings, allowing bicyclists to use streets jointly with motor vehicle traffic.

For Rancho Miramonte, the following width design standards for Class I and Class II bikeways are recommended:

- Class I, two-way bike trails – a minimum right-of-way of fourteen (14) feet, and a minimum paved width of ten (10) feet
- Class II, one-way on-street bike lane – a minimum width of five (5) feet

Within the City of Chino, bicyclists vary significantly in their skill level, comfort with cars and traffic, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions help to describe and assess the different needs of Rancho Miramonte's cycling public; however, most bicyclists have attributes of multiple types of bicyclists.

Casual Bicyclist. Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and wayfinding signage, bicycle lanes, wider curbs, and educational programs.

Commuter Bicyclist: Employee. Bicycle commuters who ride to work, making their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locker and shower facilities at their place of employment.

Commuter Bicyclist: Student. Bicyclists who travel between their home and their grade school, college, or university. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

Experienced Bicyclist. Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

Recreational Bicyclists: Casual Bicyclist. Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

Road Bicyclist. Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a

motor vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

Bicycle amenities are physical items provided in Rancho Miramonte to serve the bicycling community through the enhancement of safety, aesthetics, and enjoyment. Bicycle amenities include landscaping, lighting, rest amenities, and end-of-trip facilities. The following definitions are used to describe the types of amenities recommended within Rancho Miramonte:

Class I Bicycle Parking Facilities. Class I bicycle racks are stationary storage racks designed to secure the frame and both wheels of the bicycle, where the cyclist supplies only a padlock. Additionally, enclosed bicycle lockers, unstaffed bicycle "barns" or lots that are accessible only to an exclusive set of users, or any other facilities with a locking mechanism that is not provided by the bicycle user are also considered Class I bicycle parking facilities. Class I bicycling parking facilities are recommended at the designated clubhouse/park and neighborhood commercial areas of Rancho Miramonte.

Rest Amenities. Includes drinking fountains, benches, picnic tables and lawn areas that directly serve users of the on-street or off-street bikeway system. Rest amenities are important for less experienced bicyclists, families bicycling with children, walkers, joggers, and seniors using the bikeway to network.

Neighborhood Electric Vehicles (NEVs)

Another sustainability element of Rancho Miramonte is the accommodation of Neighborhood Electric Vehicles (NEVs). NEVs are low-speed motor vehicles that provide an alternative to the automobile for shorter distance trips, while maintaining the ability to transport passengers and/or goods. While NEVs are allowed in the vehicle mix on certain roadways, the developers of the Rancho Miramonte are taking steps to encourage their use as an alternative to the automobile.

The California Vehicle Code (CVC) defines a Low Speed Vehicle (LSV) as a motor vehicle, other than a motor truck, having four wheels on the ground that is capable of propelling itself at a lowest maximum speed of 20 miles per hour and a highest maximum speed of 25 miles per hour, on a paved level

surface. Because only electric powered LSVs are sold in California, all LSVs in California are also referred to as "Neighborhood Electric Vehicles."

NEVs cannot be operated on any roadway with a speed limit in excess of 35 miles per hour (unless allowed by separate legislative action). NEVs are allowed to cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.

Drivers of NEVs must hold a valid California Driver License. NEVs must be registered and licensed with DMV. The NEV will be a valued local transportation component of Rancho Miramonte. It will offer residents the ability to circulate within the community without having to start an internal combustion powered automobile engine. The benefits of NEVs include the following:

- Relatively inexpensive vehicle to own and operate.
- Particularly well suited to trip lengths of 10 miles or less.
- NEVs do not contribute to the air pollution caused by the cold-starts and operation of typical high speed autos.
- NEVs achieve an "energy equivalent" of 150 mpg (based upon 2002 California Energy Commission report).
- By using solar or wind power to generate the electricity for these vehicles, they have the potential to run fossil fuel free.

In the future, there will be an expanded array of mobility options for residents to travel beyond the community. The NEV will play a central role in reaching the community's clubhouse/park and neighborhood commercial area. Dedicated NEV / Smart Car parking spaces will be provided at the clubhouse/park and neighborhood commercial area in the Rancho Miramonte community.

The NEV travels at top speed of 25 mph. While there may be interest in allowing golf carts that travel between 12 and 18 miles per hour to be included in the Rancho Miramonte NEV Plan, this would raise concerns for on-street usage. When a NEV travels at its top speed, it will not hold up other traffic in shared-lane conditions (25 mph streets). If it travels slower, it may encourage inappropriate passing by

vehicles from the rear that could disrupt neighborhood safety. There are several models of NEV today that travel at 25 mph and should offer a reasonable variety to Rancho Miramonte residents.

The modern NEV can travel 30 miles between charges. They plug into any 110V outlet, in a garage, or at an outlet at a neighborhood center. Any NEV parking site that would have NEVs parked for several hours would likely benefit from available charging infrastructure. Visitors driving their NEV to a neighbor's house for an afternoon party would enjoy having an external electric outlet to charge from as well.

There are also opportunities to utilize solar photovoltaically-integrated parking shade structures or home systems to charge NEVs. Structures could be located at the Rancho Miramonte clubhouse/park and neighborhood commercial area where NEVs park during the day (opportunity charging), increasing the vehicle's range and yet not impacting daytime peak loads on the grid.

Non-Motorized and Neighborhood Electric Vehicle (NEV) Mode Shares

Non-motorized (including pedestrian and bicycle) trips for the Rancho Miramonte development are expected to serve 15% of all person trips (12% walk and 3% bike) generated by the project. NEVs are expected to be in use for approximately 4% of person trips (3% as the driver, 1.0% as the passenger). On average, the goal is that 10% of Rancho Miramonte households (approximately 1 in 10) will own an NEV. Each time a traveler leaves his/her home, in general s/he is expected to return home in a separate trip on that same day. While the target amount of NEVs traveling on an average day is approximately 100, this represents up to 400 local trip ends (two trips, each with an origin and destination). Some NEVs will, of course, be used multiple times in a day (for example: home – park – local retail – home), while others will remain parked all day.

The Rancho Miramonte land use / circulation plan is being specifically designed to provide special accommodations for travelers choosing non-motorized and NEV modes. The special accommodations, particularly in the clubhouse/park and neighborhood commercial area are expected to appeal to travelers who prefer to travel without interacting with automobiles.

RANCHO MIRAMONTE SPECIFIC PLAN TRIP GENERATION EVALUATION

Exhibit C presents the Rancho Miramonte Land Use Plan that has been prepared for the purpose of processing a Specific Plan Amendment. The proposed plan consists of a mix of residential and supporting non-residential uses. A total of 823 residential units are proposed and would consist of a mix of single family (Low and Medium Density) residential units.

Non-residential uses would include recreational open space uses, a clubhouse / park facility intended for the use of the community's residents, and a 5.07 acre area designated as Neighborhood Commercial. The Neighborhood Commercial would allow for a local community serving neighborhood commercial development that could occupy up to 2 acres, resulting in up to 21,780 square feet of specialty retail use if a floor area ratio (FAR) of 0.25 is assumed. This FAR is typical for commercial development, based on the required parking, landscape setbacks, etc. The remaining acreage within the area designated for Neighborhood Commercial uses would be expected to provide space for a church accommodating a 400 person congregation and / or museum honoring the farming heritage of the community.

The clubhouse / park complex is not expected to generate external traffic and would actually capture some trips from the residential component of the project that would otherwise travel off-site. The open space areas are also not expected to generate substantial external traffic. Several small areas of the Open Space Recreation land use designation would provide amenities such as trail head facilities and are treated as active park uses in the subsequent trip generation evaluation. Although the project is actively promoting alternative modes of transportation, no credit or reduction in estimated vehicle trip generation is included in this analysis.

The neighborhood commercial center is intended to accommodate local-serving uses such as a small market, deli, and / or café. It is anticipated that most of the trips to and from the neighborhood commercial center would begin or end inside the community. Based on discussions, with City staff, a 60% internal capture rate for the neighborhood commercial center only has been used in this analysis. Again, no credit or reduction in estimated vehicle trip generation for trips made by alternative modes of transport such as walking, biking or using and NEV are included in this analysis.

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Table 1 presents the trip generation rates that have been used in this assessment. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) and presented in ITE's publication *Trip Generation*, (9th Edition, 2012). Since church weekday rates using the "seats" explanatory variable are only available for daily trips, the number of daily trips for a 400 person (seat) congregation has been used to estimate a surrogate square footage of 26,780 square feet (SF). This quantity generates the same number of weekday daily trips and has been used to estimate the weekday AM and PM peak hour trip generation. Similarly, the County Park category is the only park data that includes all 3 time frames of interest and has been used to estimate the trip generation associated with the clubhouse / park area and the 2 Open Space Recreation trail head areas shown on the Rancho Miramonte Land Use Plan.

Project daily and peak hour trip generation is shown on Table 2. The project is anticipated to generate a net total of approximately 7,901 trip-ends per day with 615 AM peak hour trips and 743 PM peak hour trips. The proposed Rancho Miramonte Specific Plan Amendment project trip generation is also compared to the previously approved Edgewater Specific Plan traffic study trip generation data on Table 2. The data in the approved traffic study was used to determine the potential project impacts and is therefore the appropriate basis for comparison. The proposed Rancho Miramonte project will reduce external trip generation by 13% for the AM peak hour, 6% for the PM peak hour, and 10% for daily conditions.

Since the proposed project trip generation is lower than the trip generation previously used to evaluate project impacts for all time frames and for each direction of travel for each time frame, no further focused traffic analysis is necessary.

SUMMARY AND CLOSING

The information regarding alternative transportation included in this assessment is intended to provide guidance regarding the desirable amenities that will result in a healthy, vibrant, community with transportation options extending beyond the automobile. It is anticipated that 15-20% of the project trips can and will be made using a mode of transport other than the automobile.

The anticipated trip generation associated with the Rancho Miramonte Specific Plan Amendment has been estimated using typical trip generation rates for a suburban setting. No credit for the recommended alternative transportation amenities has been used in this assessment. The proposed Rancho Miramonte project will reduce external trip generation by between 6 and 13% for AM peak hour, PM peak hour, and daily conditions.

Urban Crossroads, Inc. is pleased to provide this transportation assessment for your use. If you have any questions, please feel free to contact me directly at (949) 660-1994, extension 210.

Respectfully submitted,

URBAN CROSSROADS, INC.

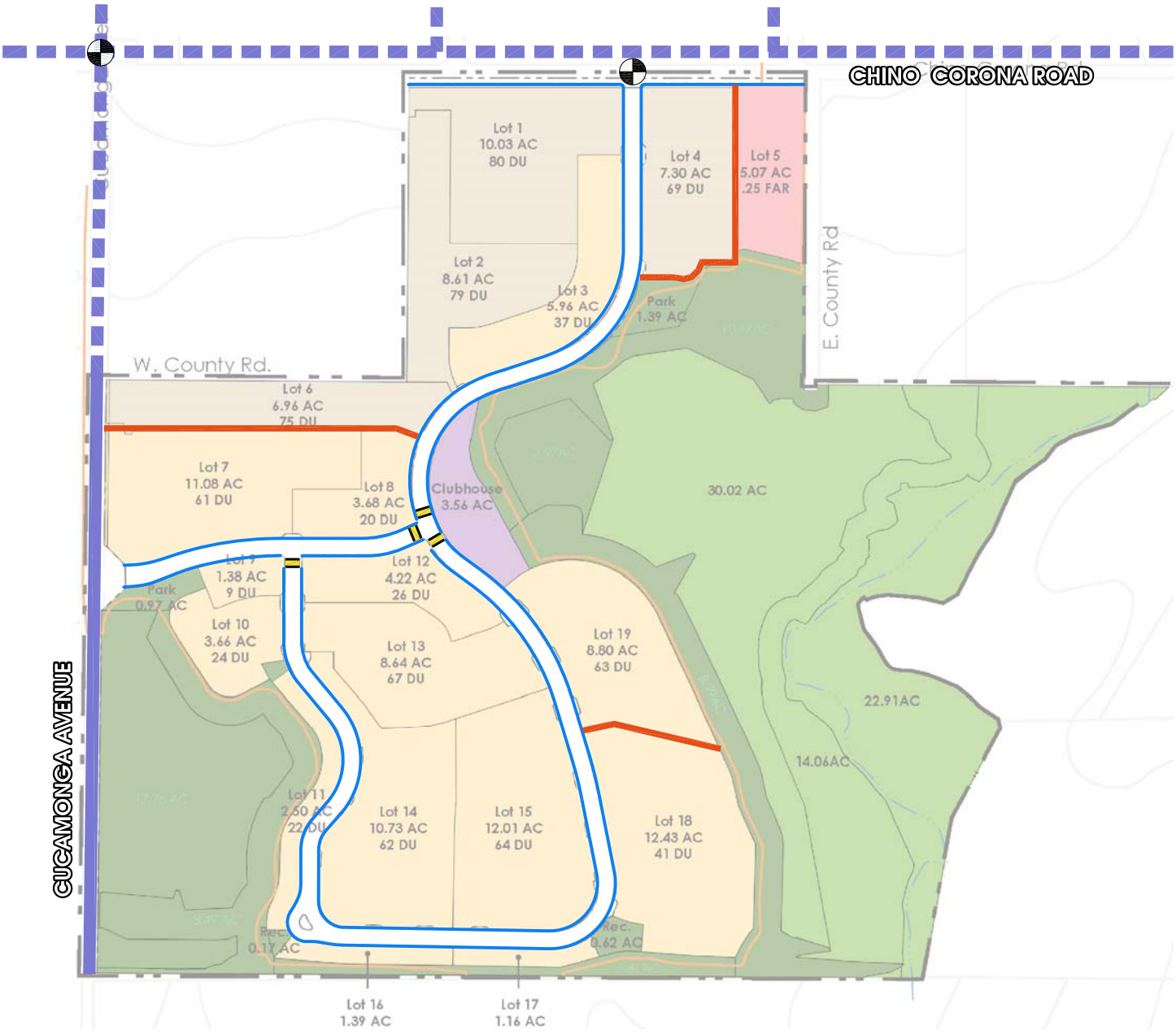
Carleton Waters, PE
Principal

CW:rd
JN: 08266-14 Mill Creek Transportation Assessment (Rev)

Attachment

EXHIBIT A

RANCHO MIRAMONTE BACKBONE PEDESTRIAN NETWORK



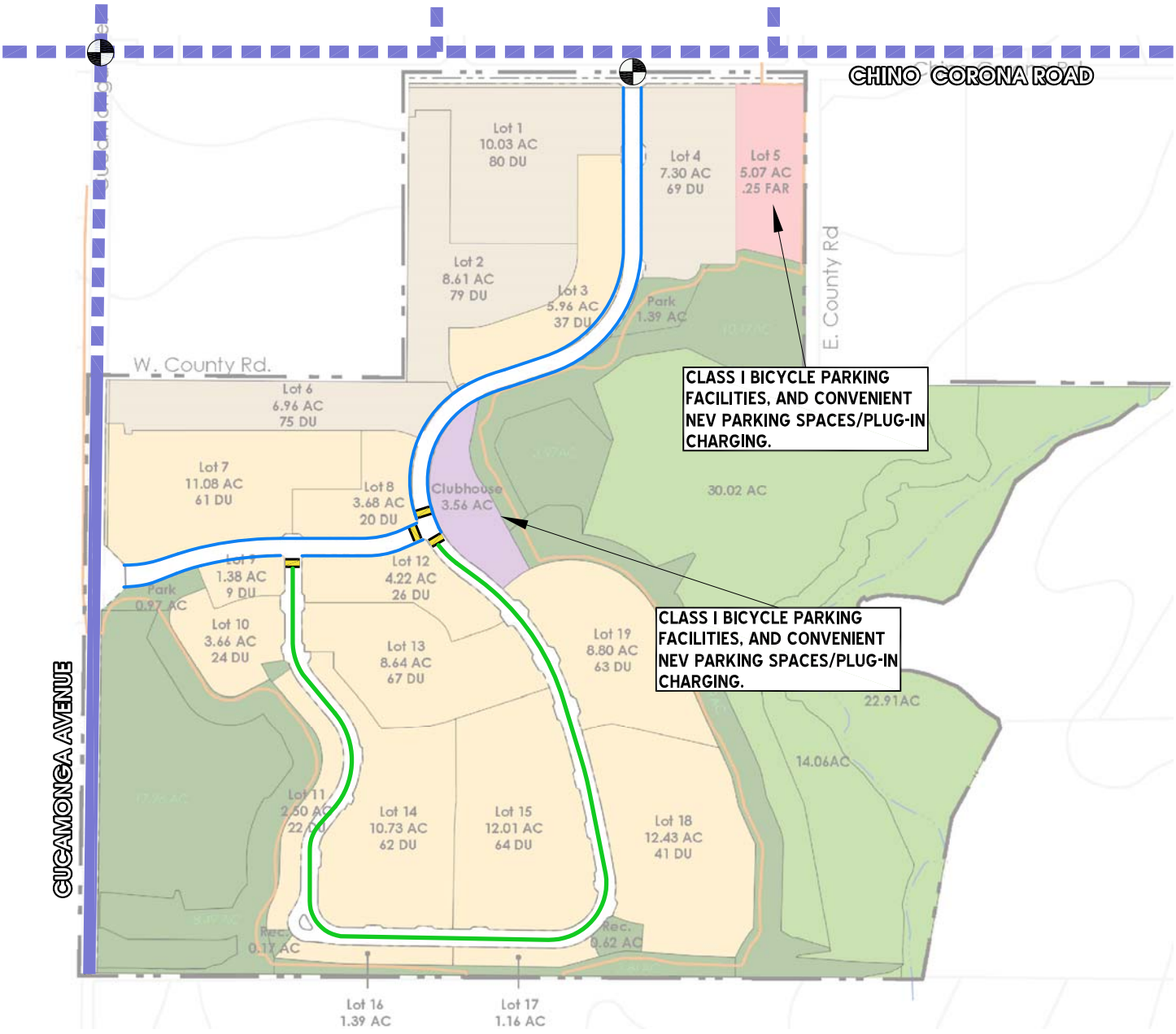
LEGEND:

- = Traffic Signal With Crosswalks
- = Crosswalks at Stop or Yield Controlled Intersections
- = Class I - Bike/Pedestrian Shared Use Path (Off-Street)
- = Future Off-Site Class I - Bike Trail
- = Pedestrian Pathways (Local Street Sidewalks or Off-Road Trails)
- = Sidewalks

N

EXHIBIT B

RANCHO MIRAMONTE BIKEWAY AND NEV ACCOMMODATIONS



LEGEND:

- = Traffic Signal With Crosswalks
- = Crosswalks at Stop or Yield Controlled Intersections
- = Class I - Bike/Pedestrian Shared Use Path (Off-Street)
- = Future Off-Site Class I - Bike Trail
- = Bike Lanes (On-Street, Class II)
- = Shared Lanes (Class III) With "Share The Road" Sign Assembly and Shared-Lane Pavement Markings

N

EXHIBIT C

RANCHO MIRAMONTE LAND USE PLAN

LEGEND:

- LOW DENSITY (3-8 DU/AC)
- MEDIUM DENSITY (8-12 DU/AC)
- CLUBHOUSE/PARK
- OPEN SPACE RECREATION
- OPEN SPACE NATURAL
- Neighborhood Commercial
- ROAD
- 566' ELEVATION CONTOUR (PROPOSED
- MILL CREEK

N

TABLE 1

TRIP GENERATION RATES[1]

LAND USE	ITE CODE	QUANTITY	UNITS[2]	PEAK HOUR TRIP RATES						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Detached	210	483	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Church [3]	560	26.78	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
County Park [4]	412	10.95	AC	0.01	0.01	0.02	0.05	0.04	0.09	2.28
Specialty Retail Center	826	21.78	TSF	3.28	3.56	6.84	2.81	2.21	5.02	44.32

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 8th Edition, 2008.

[2] DU = Dwelling Units, TSF = Thousand Square Feet, STU = Students, AC = Acres

[3] Church weekday rates by seat are only available for daily trips. Therefore a surrogate quantity of 26.78 TSF (giving the same # of daily trips) has been calculated and used to calculate the peak hour trips.

[4] County Park is the only category that includes rates for all time frames (AM, PM , daily) and is higher / more conservative than City Park

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TABLE 2

TRIP GENERATION SUMMARY[1]

LAND USE	QUANTITY	UNITS[2]	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Detached	823.000	DU	156	461	617	518	305	823	7,835
Church [3] (400 Seats)	26.780	TSF	9	6	15	7	8	15	244
County Park [4]	6.710	AC	0	0	0	0	0	0	15
Subtotal (No internal capture)			165	467	632	525	313	838	8,094
Internal Capture (based on retail capture)			-47	-43	-90	-29	-37	-66	-579
Subtotal Non-retail (With internal capture)			**118**	**424**	**542**	**496**	**276**	**772**	**7,515**
Specialty Retail Center	21.780	TSF	71	78	149	61	48	109	965
Retail internal capture (60%)			-43	-47	-90	-37	-29	-66	-579
Subtotal Retail (With internal capture)			**28**	**31**	**59**	**24**	**19**	**43**	**386**
Rancho Miramonte Specific Plan TOTAL before internal capture			**236**	**545**	**781**	**586**	**361**	**947**	**9,059**
Rancho Miramonte Specific Plan Overall Internal Capture			-90	-90	-180	-66	-66	-132	-1,158
Rancho Miramonte Specific Plan Overall Internal Capture %			-38%	-17%	-23%	-11%	-18%	-14%	-13%
Rancho Miramonte Specific Plan TOTAL with internal capture			146	455	**601**	520	295	**815**	**7,901**
Previous Edgewater Approved Traffic Study TOTAL			168	526	**694**	552	312	**864**	**8,736**
Delta (New VS. Previous)			*-22*	*-71*	***-93***	*-32*	*-17*	***-49***	***-835***
% Delta (New VS. Previous)			-13%	-13%	**-13%**	-6%	-5%	**-6%**	**-10%**

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Informational Report, 8th Edition, 2008.

[2] TSF = Thousand Square Feet; DU = Dwelling Units; STU = Students. AC = Acres

[3] Church weekday rates by seat are only available for daily trips. Therefore a surrogate quantity of 26.78 TSF (giving the same # of daily trips) has been calculated and used to calculate the peak hour trips.

[4] County Park is the only category that includes rates for all time frames (AM, PM , daily) and is higher / more conservative than City Park

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January 11, 2016

Mr. Bob Beers
MILL CREEK FARMING ASSOCIATION

Subject: Rancho Miramonte Transportation Planning Impact Summary (Revised)

Dear Mr. Beers:

Urban Crossroads, Inc. is pleased to provide this revised letter summarizing the potential project impacts for use by the City of Chino in developing conditions of approval (COAs) for the Rancho Miramonte project (formerly known as the Edgewater project). Although both the overall traffic study report that was a part of the 2007 Draft Environmental Impact Report (DEIR) and the supplemental 2008 traffic study report that was a part of the Final Environmental Impact Report (FEIR) / environmental record are referenced in this letter report, the 2007 overall traffic study report is the primary reference document. The 2007 traffic study report is the primary basis for comparison because the comprehensive evaluation of project impacts was based on the preferred project description included in the 2007 report.

The letter has been revised per the direction of City staff to include additional discussion and to separate out improvements that are included in the City's development impact fee (DIF) program(s) from other (additional) improvements for which a separate fair share contribution will be required. This letter report has been most recently revised to reflect City staff direction regarding the improvements to be constructed at the intersection of Euclid Avenue (NS) at Kimball Avenue (EW). The information summarized herein has primarily been obtained from previously published traffic analysis reports for the subject project (and the City's DIF programs). The following items are addressed in this letter:

1. The Interim Year traffic volumes included in the original Edgewater Specific Plan traffic study are compared to the Interim Year traffic volumes included in more recently published traffic studies such as the Majestic Spectrum project, the Homecoming project, and / or the Saris-Regis project to demonstrate that the project analysis is still relevant and defensible.
2. Tables summarizing Opening Year and Long Range improvement needs and highlighting improvements that can be attributed directly to the project for each time frame have been prepared for use by City staff in preparing the project Conditions of Approval (COAs).
3. A table summarizing the improvement costs and identifying improvements that are included in the City DIF programs (updated in this revision to this letter to include the cost allocation for the City of Ontario at four intersections along Euclid Avenue) has been prepared for use by City staff.
4. A table summarizing the fair share contribution costs by jurisdiction for improvements not included in the City DIF programs (updated in this revision to this letter to include the shared cost allocation for the City of Ontario at four intersections along Euclid Avenue) has been prepared for use by City staff.
5. Tables summarizing individual turn movement levels of service and potential project impacts at the individual turn movement level has been prepared for use by City staff.
6. A review has been performed of the needed improvements in the context of the General Plan Circulation Element (GPCE) roadway system to determine if the proposed improvements are

consistent with the ultimate (GPCE) improvements or represent interim improvements that are not eligible for reimbursement, including concept improvement plans at locations where the City anticipates that the project will be required to construct physical improvements.

INTERIM YEAR TRAFFIC VOLUME REVIEW

One concern expressed by City staff is related to the Interim Year traffic volumes included in the previously published traffic study report and how these traffic volumes related to the Interim Year traffic volumes included in more recently published traffic study reports. Table 1 provides a comparison of the Interim Year traffic volumes from the previously published Edgewater traffic study (Edgewater Communities Project Traffic Impact Analysis (Revised), Urban Crossroads, Inc., November, 2007) and the more recently published traffic study for the Majestic Chino Gateway project (Majestic Chino Gateway Supplemental Traffic Impact Analysis, Urban Crossroads, Inc., March, 2013). Volumes in the vicinity of the intersection of Euclid Avenue at Pine Avenue have been selected as a representative comparison.

Due to the large number of cumulative projects anticipated at the time the traffic study for the Rancho Miramonte (Edgewater) project was prepared, the Interim Year Without Project conditions traffic volumes were developed by interpolating between existing conditions and long range conditions. Thus, development would be assumed for the traffic analysis zone (TAZ) containing the Majestic Chino Gateway project, even though the project itself had not yet been defined. The volumes shown reflect the assumption that the Pine Avenue connection between Euclid Avenue and the SR-71 Freeway will be completed. The Interim Year daily volumes are higher in the Rancho Miramonte (Edgewater) report for each of the representative locations, indicating that the Rancho Miramonte (Edgewater) report continues to be a valid basis for establishing project COAs. In essence, the Majestic Chino project (and other cumulative development) was more than accounted for through the interpolation process. This is demonstrated by the fact that the Rancho Miramonte (Edgewater) volumes are higher as shown on Table 1.

IMPROVEMENT NEEDS SUMMARY TABLES

City of Chino staff requested that tables summarizing the improvement needs for each time frame be prepared and that improvements attributable to the project be highlighted for ease of reference. Table 2 summarizes the Interim Year conditions analysis and improvements. Additional improvements are highlighted within Table 2 as attributable to the project at the following locations for Interim Year conditions:

- Euclid Avenue (NS) at Kimball Avenue (EW) – Westbound right turn lane and overlap signal phase (per City staff direction, a new westbound right turn lane will be constructed by the project, rather than converting the 2nd through lane to a right turn lane on an interim basis as suggested in the previous version of this report).
- Euclid Avenue (NS) at Pine Avenue (EW) – 3rd southbound through lane.
- Chino Corona Road / Mill Creek Road (NS) at Pine Avenue (EW) – 2nd northbound left turn lane and 2nd westbound through lane.
- Cucamonga Avenue (NS) at Chino Corona Road (EW) – Signalize the intersection and provide exclusive left turn lanes on all four approaches to the intersection.
- Main Street (NS) at Chino Corona Road (EW) – Provide a northbound approach lane and southbound departure lane, as well as a westbound left turn lane.

Table 3 summarizes the Long Range conditions analysis and improvements. Additional improvements are highlighted within Table 3 as attributable to the project at the following locations for Long Range conditions:

- Euclid Avenue (NS) at Pine Avenue (EW) – 2nd westbound through lane.
- Chino Corona Road / Mill Creek Road (NS) at Pine Avenue (EW) – 2nd northbound left turn lane
- Main Street (NS) at Chino Corona Road (EW) – Install a traffic signal and provide a northbound approach through lane and southbound departure lane, as well as left turn lanes on all approaches.

The feasibility of these improvements has been considered in the context of the City's General Plan Circulation Element. Most of these improvements are consistent with the General Plan Circulation and can therefore be implemented within the planned right of way. The one exception is the 2nd northbound left turn lane at the intersection of Chino Corona Road / Mill Creek Road (NS) at Pine Avenue (EW). This improvement is a direct result of the proposed project and is not anticipated in the typical cross-section for Chino Corona Road. Therefore this improvement may not be eligible for reimbursement under the City's development impact fee program.

Concept improvement plans have been prepared at each of these locations at the request of City of Chino staff and are included in Attachment A to this letter report. Exhibit E in Attachment A has been updated to reflect the City's direction that the project will construct a new westbound exclusive right turn land and overlap signal phase for this movement.

FAIR SHARE CONTRIBUTION BY JURISDICTION

City of Chino staff has requested that the fair share cost contribution calculations be presented by jurisdiction. City staff also requested that the improvements be reviewed to determine which improvements are included in the City's established development impact fee (DIF) programs. Improvements included within the City's established DIF programs should be excluded from the fair share calculations as the payment of DIF programs fees will also be required of the project.

Table 4 presents the required improvements and rough order of magnitude costs of the improvements. The City of Chino provided excerpts from the development impact fee (DIF) program documents for the citywide DIF program and the DIF program established specifically for The Preserve Specific Plan area that summarized the improvements included in the respective programs. The data provided by the City is included as Attachment B to this letter report. This data has been reviewed to verify that the improvement costs in the DIF program equal or exceed the cost of the improvements identified in Table 4. Through lanes and / or typical turn lanes (a single left or right turn lane) are assumed to be included in the relevant DIF program, as long as the improvement costs in the DIF program cover the estimated costs shown on Table 4. Where the DIF program for The Preserve identifies "off-site improvements", the improvements covered by the DIF program have been assumed to cover additional turn lanes if the DIF program cost equals or exceeds the project specific cost estimate. Table 4 has been updated to reflect the comments provided by City of Chino staff on June 12, 2014.

The project fair share contribution calculation has been updated to include fair share contributions only for improvements that are not already included in the various City DIF programs. Table 5 presents the fair share contribution amounts by jurisdiction. The fair share contributions have been calculated and

allocated to each impacted agency. The traffic impact analysis includes intersections within the purview of the following agencies (followed by the fair share amount):

- California Department of Transportation (CALTRANS) [allocated to local agencies]
- City of Chino ($1,275,301)
- City of Ontario ($19,481)
- City of Chino Hills ($7,096)
- City of Eastvale ($266,514)
- City of Corona ($717)
- City of Norco ($62,343)

Since the impacted CALTRANS intersections are also within the various local agency boundaries, the CALTRANS fair share amounts are also allocated to the appropriate local agency, per the direction of City of Chino staff.

The fair share contribution for the City of Chino for improvements included in the City's DIF programs would typically be superseded by the payment of fees into the bridge and thoroughfares fee program. However, the project is not currently included in the City of Chino's fee programs. It is anticipated that the City fee programs will be updated to include the proposed Rancho Miramonte project. Therefore, only the non-DIF program improvement fair share costs are reflected on Table 5.

INDIVIDUAL TURNING MOVEMENT LEVEL OF SERVICE REVIEW

City of Chino staff also requested that tables summarizing the individual intersection turning movement levels of service be prepared to assist in identifying potential project impacts to individual turning movements. Table 6 summarizes the Interim Year AM peak hour conditions individual turning movement levels of service. Locations where the project causes an individual turn movement deficiency (change from LOS "D" or better to LOS "E" or worse) or causes a deficiency to worsen (change from LOS "E" to LOS "F" are:

- SR-71 Freeway Southbound Ramps (NS) at Pine Avenue (EW) – Westbound left turn changes from LOS "E" to LOS "F".
- SR-71 Freeway Northbound Ramps (NS) at Pine Avenue (EW) – Eastbound left turn changes from LOS "E" to LOS "F".
- Euclid Avenue (NS) at Edison Avenue (EW) [with improvements] – Westbound through changes from LOS "D" to LOS "E".
- Euclid Avenue (NS) at Kimball Avenue (EW) – Northbound through changes from LOS "D" to LOS "E".
- Cucamonga Avenue (NS) at Chino Corona Road (EW) – Various movements change from LOS "A" or "B" to LOS "E".
- Sumner Avenue (NS) at Schleisman Road (EW) – Westbound approach changes from LOS "D" to LOS "E".

Table 7 summarizes the Interim Year PM peak hour conditions individual turning movement levels of service. Locations where the project causes an individual turn movement deficiency (change from LOS "D" or better to LOS "E" or worse) or causes a deficiency to worsen (change from LOS "E" to LOS "F" are:

- SR-71 Freeway Northbound Ramps (NS) at Pine Avenue (EW) – Westbound right turn changes from LOS “D” to LOS “E”.
- Euclid Avenue (NS) at Eucalyptus Avenue (EW) [with improvements] - Northbound left turn changes from LOS “D” to LOS “E”.
- Chino Corona Road (NS) at Pine Avenue (EW) – Westbound left turn changes from LOS “D” to LOS “E”.
- Cucamonga Avenue (NS) at Chino Corona Road (EW) – Southbound approach changes from LOS “C” to LOS “F”.
- Hellman Avenue (NS) at Chino Corona Road / Chandler Road (EW) – Northbound left turn changes from LOS “C” to LOS “E”.

- Harrison Avenue (NS) at Schleisman Road (EW) - Westbound left turn and through movements changes from LOS “E” to LOS “F”.

- Sumner Avenue (NS) at Schleisman Road (EW) - Eastbound left turn changes from LOS “E” to LOS “F”.

- Sumner Avenue (NS) at Schleisman Road (EW) - Eastbound right turn changes from LOS “D” to LOS “E”.

- Cleveland Avenue (NS) at Schleisman Road (EW) - Eastbound approach changes from LOS “D” to LOS “E”.

Table 8 summarizes the Long Range AM peak hour conditions individual turning movement levels of service. Locations where the project causes an individual turn movement deficiency (change from LOS “D” or better to LOS “E” or worse) or causes a deficiency to worsen (change from LOS “E” to LOS “F” are:

- SR-71 Freeway Southbound Ramps (NS) at Pine Avenue (EW) – Southbound left turn and through and Eastbound through movements change from LOS “D” to LOS “E”.
- Euclid Avenue (NS) at Edison Avenue (EW) [with improvements] – Northbound left turn changes from LOS “E” to LOS “F”.
- Euclid Avenue (NS) at Eucalyptus Avenue (EW) [with improvements] – Northbound left turn changes from LOS “D” to LOS “E”
- Euclid Avenue (NS) at Kimball Avenue (EW) – Eastbound right turn changes from LOS “D” to LOS “E”.
- Euclid Avenue (NS) at Pine Avenue (EW) – Westbound left turn changes from LOS “C” to LOS “E”.
- Main Street (NS) at Pine Avenue (EW) – Northbound through and right turn movements change from LOS “D” to LOS “E”.
- Main Street (NS) at Chino Corona Road (EW) – Southbound left turn and through movements change from LOS “C” to LOS “E”.
- Hellman Avenue (NS) at Chino Corona Road / Chandler Road (EW) – Eastbound left turn changes from LOS “D” to LOS “E”.
- Archibald Street (NS) at River Road (EW) - Eastbound right turn changes from LOS “D” to LOS “F”.

- River Road (NS) at Bluff Street (EW) – Southbound left turn changes from LOS “D” to LOS “F”.
- Lincoln Avenue (NS) at Pomona Road (EW) - Northbound left turn and Southbound through and right turn movements change from LOS “D” to LOS “E”.

Table 9 summarizes the Long Range PM peak hour conditions individual turning movement levels of service. Locations where the project causes an individual turn movement deficiency (change from LOS “D” or better to LOS “E” or worse) or causes a deficiency to worsen (change from LOS “E” to LOS “F” are:

- SR-71 Freeway Southbound Ramps (NS) at Pine Avenue (EW) – Westbound left turn changes from LOS “E” to LOS “F”.
- El Prado Road (NS) at Pine Avenue (EW) - Southbound approach changes from LOS “D” to LOS “E”.
- Euclid Avenue (NS) at Eucalyptus Avenue (EW) [with improvements] - Westbound through changes from LOS “E” to LOS “F”.
- Euclid Avenue / Butterfield Ranch Road (NS) at SR-71 Southbound Off-Ramp (EW) [with improvements] – Southbound left turn changes from LOS “C” to LOS “E”.
- Mill Creek Road (NS) at Bickmore Avenue (EW) – Eastbound approach changes from LOS “D” to LOS “E”.
- Chino Corona Road (NS) at Pine Avenue (EW) [with improvements] – Southbound through and right turn movements change from LOS “A/D” to LOS “E”.
- Cucamonga Avenue (NS) at Chino Corona Road (EW) – Southbound approach changes from LOS “C” to LOS “F”.
- Main Street (NS) at Pine Avenue (EW) – Westbound left turn changes from LOS “D” to LOS “E”.
- Main Street (NS) at Corona Road (EW) – Both the Northbound and Southbound approaches change from acceptable LOS to unacceptable LOS.
- East Preserve Loop (NS) at Pine Avenue (EW) – Both the Eastbound and Westbound approaches change from LOS “A” to LOS “F”.
- Hellman Avenue (NS) at Kimball Avenue (EW) – Northbound left turn changes from LOS “D” to LOS “E” and Southbound through and right turn movements change from LOS “D” to LOS “E”.
- Hellman Avenue (NS) at Pine Avenue / Schleisman Road (EW) [with improvements] – Southbound left turn changes from LOS “E” to LOS “F” and Eastbound left turn changes from LOS “D” to LOS “E”.
- Hellman Avenue (NS) at Chino Corona Road / Chandler Road (EW) – Various movements change from LOS “D” to LOS “E”.
- Lincoln Avenue (NS) at Pomona Road (EW) – Northbound left turn changes from LOS “E” to LOS “F”.
- Hamner Avenue (NS) at Schleisman Road (EW) - Eastbound left turn changes from LOS “E” to LOS “F”.
- I-15 Freeway Northbound Ramps (NS) at Schleisman Road (EW) – Northbound right turn changes from LOS “D” to LOS “F” and westbound through movement changes from LOS “E” to LOS “F”.

REALIGNMENT OF CHINO CORONA ROAD

The final issue discussed in this letter is the realignment of Chino Corona Road to connect with Schleisman Road to the east of the proposed Rancho Miramonte project. This realignment is not expected to substantially change the anticipated Rancho Miramonte project impacts. Traffic that was assumed to travel east to Hellman Road, then north to Pine Avenue / Schleisman Road, then continue east on Schleisman Road would most likely use the realigned Chino Corona Road instead. Approximately 10% of the overall project traffic was projected to follow this travel pattern. This represents approximately 65 AM peak hour trips, 75 PM peak hour trips, or 780 daily project trips.

SUMMARY AND CLOSING

The information presented in this letter report is intended to assist the City of Chino in developing appropriate conditions of approval for the proposed Rancho Miramonte project. Data related to improvement needs directly attributable to the project has been presented in this report. Fair share contribution information pertaining to impacts upon jurisdictions / agencies other than the City of Chino has also been presented. If you have any questions, please contact me directly at (949) 336-5981.

Respectfully submitted,

URBAN CROSSROADS, INC.

Carleton Waters
Principal

CW:rd
JN: 08266-19 Rancho Miramonte Transportation Planning Impact Summary (Rev).docx

Attachments

TABLE 1

INTERIM YEAR TRAFFIC VOLUME COMPARISON

Roadway	Location	Mill Creek (MC)	Majestic Chino Gateway (MGC)	Difference (MGC - MC)	% Difference
Euclid Avenue	north of Pine Avenue	27,100	20,000	-7,100	-26%
Euclid Avenue	south of Pine Avenue	35,300	28,400	-6,900	-20%
Pine Avenue	west of Euclid Avenue	18,800	12,500	-6,300	-34%
Pine Avenue	east of Euclid Avenue	27,200	24,800	-2,400	-9%

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Table 2
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Interim Year Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY[2] (SECS.) AM	PM	LEVEL OF SERVICE AM	PM
Central Av. (NS) at:																	
• El Prado Rd. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	3	0	1	1	1	1.5	0.5	1>	30.5	22.9	C	C
With Project Without Imp.	TS	1	2	1	1	3	0	1	1	1	1.5	0.5	1>	30.8	23.5	C	C
• SR-71 Fwy. NB Ramps (EW)																	
Without Project Without Imp.	TS	0	3	1>>	0	3	1>>	0	0	0	2	0	1	11.2	10.7	B	B
With Project Without Imp.	TS	0	3	1>>	0	3	1>>	0	0	0	2	0	1	11.2	10.7	B	B
• SR-71 Fwy. SB Ramps (EW)																	
Without Project Without Imp.	TS	0	3	1>>	0	3	1>>	2	0	1	0	0	0	18.4	23.2	B	C
With Project Without Imp.	TS	0	3	1>>	0	3	1>>	2	0	1	0	0	0	18.4	23.2	B	C
SR-71 Fwy. SB Ramps (NS) at:																	
• Pine Av. (EW)																	
Without Project Without Imp.	TS	0	0	0	0.5	0.5	1	0	1	1	1	2	0	40.1	21.6	D	C
With Project Without Imp.	TS	0	0	0	0.5	0.5	1	0	1	1	1	2	0	42.1	23.2	D	C
SR-71 Fwy. NB Ramps (NS) at:																	
• Pine Av. (EW)5																	
Without Project Without Imp.	AWS	1	0	1	0	0	0	**1**	**1**	0	0	**1**	1	--4	--4	F	F
Without Project With Imp.	**TS**	1	0	1	0	0	0	1	1	0	0	1	1	33.3	10.7	C	B
With Project Without Imp.	AWS	1	0	1	0	0	0	**1**	**1**	0	0	**1**	1	--4	--4	F	F
With Project With Imp.	**TS**	1	0	1	0	0	0	1	1	0	0	1	1	37.6	11.3	D	B
El Prado Rd. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	TS	1	1	1	1	1	1	1	1	0	0.5	0.5	1>	16.3	22.5	B	C
With Project Without Imp.	TS	1	1	1	1	1	1	1	1	0	0.5	0.5	1>	16.3	22.9	B	C
• Pine Av. (EW)																	
Without Project Without Imp.	CSS	0	0	0	0	1	0	0	1	0	0	1	0	--4	67.4	F	F
Without Project With Imp.	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	**1**	27.5	23.9	C	C
With Project Without Imp.	CSS	0	0	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	**1**	28.6	25.5	C	C
Mountain Av. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	TS	1	0	1	0	0	0	0	2	0	1	2	0	8.9	10.7	A	B
With Project Without Imp.	TS	1	0	1	0	0	0	0	2	0	1	2	0	8.8	10.6	A	B
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	0	1	0	1	1	0	0	0	0	1	0	1	12.7	11.0	B	B
With Project Without Imp.	CSS	0	1	0	1	1	0	0	0	0	1	0	1	12.7	11.0	B	B
Euclid Av. (SR-83) (NS) at:																	
• Schaefer Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	24.5	31.7	C	C
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	25.1	32.7	C	C
• Edison Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	33.4	F	C
Without Project With Imp.	TS	1	2	1	**2**	**3**	1	**2**	**2**	1	1	**2**	**1**	44.5	40.4	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	34.8	F	C
With Project With Imp.	TS	1	2	1	**2**	**3**	1	**2**	**2**	1	1	**2**	**1**	42.5	33.1	D	C
• Eucalyptus Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	--4	F	F
Without Project With Imp.	TS	2	**3**	1	1	**3**	1	1	1	**1>**	1	1	**1**	35.2	37.4	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	--4	F	F
With Project With Imp.	TS	2	**3**	1	1	**3**	1	1	1	**1>**	1	1	**1**	35.5	39.3	D	D
• Merrill Av. (EW)	TS																
Without Project Without Imp.	TS	1	2	1	1	2	0	0	0	0	0	1	0	--4	9.2	F	A
Without Project With Imp.	TS	1	2	1	1	**3**	0	0	0	0	**1**	0	**1**	14.0	4.4	B	A
With Project Without Imp.	TS	1	2	1	1	2	0	0	0	0	0	1	0	--4	10.4	F	B
With Project With Imp.	TS	1	2	1	1	**3**	0	0	0	0	**1**	0	**1**	16.4	9.4	B	A

Table 2
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Interim Year Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY[2] (SECS.) AM	PM	LEVEL OF SERVICE AM	PM
• Kimball Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	TS	1	**3**	0	1	**3**	**1>**	**2**	1	1	**1**	**1**	**1**	40.7	32.1	D	C
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	TS	1	**3**	0	1	**3**	**1>**	**2**	1	1	**1**	**1**	**1>**	37.8	30.8	D	C
City directed WB improvements	TS	1	**3**	0	1	**3**	**1>**	**2**	1	1	1	2	**1>**	37.8	30.8	D	C
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	1	1	1	1	1	1	0.5	0.5	1	1	1	1	--4	--4	F	F
Without Project With Imp.	**TS**	1	**4**	**2**	**2**	**4**	1	**1**	**1**	1	**2**	0.5	**1.5**	21.6	27.8	C	C
With Project Without Imp.	CSS	1	1	1	1	1	1	0.5	0.5	1	1	1	1	--4	--4	F	F
With Project With Imp.	**TS**	1	**4**	**2**	**2**	**4**	1	**1**	**1**	1	**2**	0.5	**1.5**	21.7	27.9	C	C
• Pine Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	0.5	0.5	1>>	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	TS	1	2	**1>>**	**2**	2	0	**1**	**2**	1>>	**2**	**1**	1	39.7	34.1	D	C
With Project Without Imp.	TS	1	2	1	1	2	1	0.5	0.5	1>>	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	TS	1	2	**1>>**	**2**	**3**	0	**1**	**2**	1>>	**2**	**1**	1	39.3	39.9	D	D
• SR-71 Fwy. NB Ramps (EW)																	
Without Project Without Imp.	TS	0	2	1>>	1	2	0	0	0	0	2	0	1>>	7.8	8.4	A	A
With Project Without Imp.	TS	0	2	1>>	1	2	0	0	0	0	2	0	1>>	8.2	8.3	A	A
Euclid Av. (SR-83)/Butterfield Ranch Rd. (NS) at:																	
• *SR-71 Fwy. SB Off-Ramp/Shady View Dr. (EW)*																	
Without Project Without Imp.	TS	0	2	1	1	2	1>>	1.5	0.5	1	1	0	1>	--4	20.5	F	C
Without Project With Imp.	TS	0	**3**	1	**2**	2	1>>	1.5	0.5	1	1	0	**2>**	25.8	17.9	C	B
With Project Without Imp.	TS	0	2	1	1	2	1>>	1.5	0.5	1	1	0	1>	--4	20.6	F	C
With Project With Imp.	TS	0	**3**	1	**2**	2	1>>	1.5	0.5	1	1	0	**2>**	25.9	17.9	C	B
Sultana Av. (NS) at:																	
• Pine Av. (EW)																	
Without Project Without Imp.	CSS	0	0	0	0	1	0	1	1	0	0	1	0	13.7	21.8	B	C
With Project Without Imp.	CSS	0	0	0	0	1	0	1	1	0	0	1	0	18.0	41.0	C	E
Mill Creek Rd. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	1	1	0	17.7	11.1	C	B
Without Project With Imp.	**TS**	1	0	1	0	0	0	0	1	0	1	1	0	13.6	9.2	B	A
With Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	1	1	0	27.0	12.9	D	B
With Project With Imp.	**TS**	1	0	1	0	0	0	0	1	0	1	1	0	15.1	11.2	B	B
• Bickmore Av. (EW)																	
Without Project Without Imp.	AWS	0	1	0	1	1	0	0	1	0	0	1	0	10.9	9.2	B	A
With Project Without Imp.	AWS	0	1	0	1	1	0	0	1	0	0	1	0	12.8	10.7	B	B
Chino Corona Rd./Mill Creek Rd. (NS) at																	
• Pine Av. (EW)																	
Without Project Without Imp.	TS	1	**1**	0	1	**1**	0	**1**	1	1>>	1	1	0	41.6	--4	D	F
Without Project With Imp.	TS	1	1	0	1	1	0	1	**2**	1	1	1	0	44.9	25.1	D	C
With Project Without Imp.	TS	1	**1**	0	1	**1**	0	**1**	1	1>>	1	1	0	--4	--4	F	F
With Project With Imp.	TS	**2**	1	0	1	1	0	1	**2**	1	1	**2**	0	43.7	27.7	D	D
Cucamonga Av. (NS) at:																	
• Chino Corona Rd. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.7	17.8	B	C
With Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	45.2	--4	E	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	1	0	45.5	37.1	D	D
West Preserve Loop (NS) at:																	
• Bickmore Av. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	12.8	8.9	B	A
With Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	13.0	9.0	B	A
• Pine Av. (EW)																	
Without Project Without Imp.	TS	0	1	0	1	1	0	1	1	0	1	1	0	31.2	18.6	C	B
With Project Without Imp.	TS	0	1	0	1	1	0	1	1	0	1	1	0	31.8	19.5	C	B

Table 2
(Page 3 of 5)

Interim Year Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Main St. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	AWS	1	0	1	0	0	0	0	1	1	1	1	0	9.0	8.6	A	A
With Project Without Imp.	AWS	1	0	1	0	0	0	0	1	1	1	1	0	9.0	8.6	A	A
• Preserve Loop (EW)																	
Without Project Without Imp.	AWS	0	1	0	0.5	0.5	1	1	1	0	1	1	0	8.5	8.4	A	A
With Project Without Imp.	AWS	0	1	0	0.5	0.5	1	1	1	0	1	1	0	8.5	8.4	A	A
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	9.5	10.8	A	B
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	9.5	10.8	A	B
• Pine Av. (EW)																	
Without Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	57.1	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	**2**	0	14.8	38.4	B	D
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	62.8	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	**2**	0	14.7	31.7	B	C
• Chino Corona Rd. (EW)																	
Without Project Without Imp.	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	13.6	12.6	B	B
With Project Without Imp.	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	**1**	**1**	0	13.8	28.4	B	D
East Preserve Loop (NS) at:																	
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	8.8	10.2	A	B
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	8.8	10.2	A	B
• Pine Av. (EW)[7]																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
Hellman Av. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	17.0	37.4	C	E
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	1	0	19.3	22.2	B	C
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	17.0	37.4	C	E
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	1	0	19.2	21.5	B	C
• Pine Av./Schleisman Rd. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	29.0	28.7	C	C
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	29.7	29.1	C	C
• Chino Corona Rd./Chandler St. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**1**	0	**1**	1	0	24.5	31.8	C	C
With Project Without Imp.	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**1**	0	**1**	1	0	29.9	39.5	C	D
• River Rd. (EW)																	
Without Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	0.5	0.5	0	18.7	21.7	C	C
With Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	0.5	0.5	0	20.2	21.4	C	C
Archibald St. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	TS	1	1	1	1	1	0	1	1	1	1	1	0	--4	--4	F	F
Without Project With Imp.	TS	1	1	1	1	**2**	0	1	1	1	1	**2**	0	38.5	43.9	D	D
With Project Without Imp.	TS	1	1	1	1	1	0	1	1	1	1	1	0	--4	--4	F	F
With Project With Imp.	TS	1	1	1	1	**2**	0	1	1	1	1	**2**	0	40.3	46.9	D	D
• Chandler St. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	0	1	2	1	1	2	1	36.4	33.2	D	C
With Project Without Imp.	TS	1	2	1	1	2	0	1	2	1	1	2	1	36.7	33.7	D	C

Table 2
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Interim Year Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
• River Rd. (EW)																	
Without Project Without Imp.	CSS	1	1	0	0	1	1	1	0	1	0	0	0	81.1	--4	F	F
Without Project With Imp.	**TS**	**2**	1	0	0	1	1	1	0	1	0	0	0	25.4	37.8	C	D
With Project Without Imp.	CSS	1	1	0	0	1	1	1	0	1	0	0	0	83.3	--4	F	F
With Project With Imp.	**TS**	**2**	1	0	0	1	1	1	0	1	0	0	0	30.2	42.9	C	D
River Rd. (NS) at:																	
• Bluff St. (EW)																	
Without Project Without Imp.	TS	1	1	0	1	2	0	0.5	0.5	1	0.5	0.5	1	13.4	9.9	B	A
With Project Without Imp.	TS	1	1	0	1	2	0	0.5	0.5	1	0.5	0.5	1	13.6	10.5	B	B
• Country Club Ln./Second St. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1>	1	1	0	27.8	28.4	C	C
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1>	1	1	0	28.3	29.1	C	C
Lincoln Av. (NS) at:																	
• Pomona Rd. (EW)																	
Without Project Without Imp.	TS	2	2	0	1	2	0	1	0.5	1.5>	1	1	0	26.6	26.2	C	C
With Project Without Imp.	TS	2	2	0	1	2	0	1	0.5	1.5>	1	1	0	26.7	26.2	C	C
• SR-91 Fwy. EB Ramps (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	0	0	1	0	0.5	0.5	1	30.1	23.2	C	C
With Project Without Imp.	TS	1	2	1	1	2	0	0	1	0	0.5	0.5	1	30.4	23.3	C	C
Harrison Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	AWS	1	1	1	0	1	0	0.5	0.5	1	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	**TS**	1	1	1	**1**	1	0	**1**	**1**	0	**1**	**1**	0	34.8	33.4	C	C
With Project Without Imp.	AWS	1	1	1	0	1	0	0.5	0.5	1	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	**TS**	1	1	1	**1**	1	0	**1**	**1**	0	**1**	**1**	0	35.3	33.6	D	C
Sumner Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0	1	1	1	0	1	0	**1**	0	--4	29.4	F	D
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	1	**1**	0	**1**	1	0	36.8	38.3	D	D
With Project Without Imp.	AWS	0	1	0	0	1	1	1	0	1	0	**1**	0	--4	35.9	F	E
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	1	**1**	0	**1**	1	0	38.3	39.9	D	D
Cleveland Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0.5	0.5	0	0	1	0	1	1	0	--4	20.3	F	C
Without Project With Imp.	**TS**	**1**	1	0	**1**	**1**	0	**1**	1	0	1	1	0	33.3	28.0	C	C
With Project Without Imp.	AWS	0	1	0	0.5	0.5	0	0	1	0	1	1	0	--4	25.8	F	D
With Project With Imp.	**TS**	**1**	1	0	**1**	**1**	0	**1**	1	0	1	1	0	33.9	28.6	C	C
Hamner Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	0	1	1	0	34.9	38.4	C	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	0	1	1	0	35.6	39.0	D	D
I-15 Fwy. SB Ramps (NS) at:																	
• Limonite Av. (EW)																	
Without Project Without Imp.	TS	0	0	0	1	1	1	0	2	1	2	2	0	21.9	20.3	C	C
With Project Without Imp.	TS	0	0	0	1	1	1	0	2	1	2	2	0	21.9	20.3	C	C
I-15 Fwy. SB Ramps (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	**TS**	0	0	0	**1**	0	**1**	0	**1**	**1>>**	**2**	**1**	0	14.5	14.9	B	B
With Project Without Imp.	**TS**	0	0	0	**1**	0	**1**	0	**1**	**1>>**	**2**	**1**	0	14.4	14.9	B	B
I-15 Fwy. NB Ramps (NS) at:																	
• Limonite Av. (EW)																	
Without Project Without Imp.	TS	1	1	1	0	0	0	2	2	0	0	2	1	18.2	25.5	B	C
With Project Without Imp.	TS	1	1	1	0	0	0	2	2	0	0	2	1	18.2	25.6	B	C

Table 2
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Interim Year Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
I-15 Fwy. NB Ramps (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	**TS**	**1**	0	**1**	0	0	0	**1**	**2**	0	0	**1**	**1**	13.3	13.7	B	B
With Project Without Imp.	**TS**	**1**	0	**1**	0	0	0	**1**	**2**	0	0	**1**	**1**	13.8	13.9	B	B
Cucamonga Av. (NS) at:																	
• West Site Access (EW)																	
With Project With Imp.	**CSS**	0	**1**	0	0	**1**	0	0	0	0	0	**1**	0	10.0	9.2	B	A
North West Site Access (NS) at:																	
• Chino Corona Rd. (EW)																	
With Project With Imp.	CSS	0	**1**	0	0	0	0	0	1	0	**1**	1	0	14.9	13.7	B	B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap.

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R1 (2007). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; AWS = All Way Stop; CSS = Cross Street Stop.

[4] -- = Delay High or V/C Ratio exceeding 1.0, Intersection Unstable, Level of Service "F".

[5] Without improvements configuration reflects Pine Avenue extension to El Prado Road.

[6] Pedestrians are assumed not to occur on every cycle

[7] Intersection does not warrant a traffic signal. No other feasible improvements will provide acceptable LOS.

Table 3
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General Plan Buildout (Post-2030) Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY2 (SECS.) AM	PM	LEVEL OF SERVICE AM	PM
Central Av. (NS) at:																	
• El Prado Rd. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	3	0	1	1	1	1.5	0.5	1>	35.4	30.3	D	C
With Project Without Imp.	TS	1	2	1	1	3	0	1	1	1	1.5	0.5	1>	36.5	30.6	D	C
• SR-71 Fwy. NB Ramps (EW)																	
Without Project Without Imp.	TS	0	3	1>>	0	3	1>>	0	0	0	2	0	1	9.3	10.0	A	B
With Project Without Imp.	TS	0	3	1>>	0	3	1>>	0	0	0	2	0	1	9.3	10.0	A	B
• SR-71 Fwy. SB Ramps (EW)																	
Without Project Without Imp.	TS	0	3	1>>	0	3	1>>	2	0	1	0	0	0	11.1	--4	B	F
Without Project With Imp.	TS	0	3	1>>	0	3	1>>	2	0	**2**	0	0	0	7.5	12.6	A	B
With Project Without Imp.	TS	0	3	1>>	0	3	1>>	2	0	1	0	0	0	11.7	--4	B	F
With Project With Imp.	TS	0	3	1>>	0	3	1>>	2	0	**2**	0	0	0	7.5	12.6	A	B
SR-71 Fwy. SB Ramps (NS) at:																	
• Pine Av. (EW)																	
Without Project Without Imp.	TS	0	0	0	0.5	0.5	1	0	1	1	1	2	0	46.1	--4	D	F
Without Project With Imp.	TS	0	0	0	**1.5**	0.5	1	0	1	1	1	2	0	25.7	16.1	C	B
With Project Without Imp.	TS	0	0	0	0.5	0.5	1	0	1	1	1	2	0	58.1	--4	E	F
With Project With Imp.	TS	0	0	0	**1.5**	0.5	1	0	1	1	1	2	0	28.3	16.7	C	B
SR-71 Fwy. NB Ramps (NS) at:																	
• Pine Av. (EW)5																	
Without Project Without Imp.	AWS	1	0	1	0	0	0	**1**	**1**	0	0	**1**	0	--4	--4	F	F
Without Project With Imp.	**TS**	1	0	1	0	0	0	1	1	0	0	1	**1**	22.7	11.1	C	B
With Project Without Imp.	AWS	1	0	1	0	0	0	**1**	**1**	0	0	**1**	0	--4	--4	F	F
With Project With Imp.	**TS**	1	0	1	0	0	0	1	1	0	0	1	**1**	24.8	12.2	C	B
El Prado Rd. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	TS	1	1	1	1	1	1	1	1	0	0.5	0.5	1>	16.9	26.1	B	C
With Project Without Imp.	TS	1	1	1	1	1	1	1	1	0	0.5	0.5	1>	16.9	26.3	B	C
• Pine Av. (EW)																	
Without Project Without Imp.	CSS	0	0	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	0	0	0	0	1	0	**1**	1	0	0	**2**	0	20.5	32.4	C	C
With Project Without Imp.	CSS	0	0	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	0	0	0	0	1	0	**1**	**1**	0	0	**2**	0	21.6	45.2	C	D
Mountain Av. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	TS	1	0	1	0	0	0	0	2	0	1	2	0	10.6	11.6	B	B
With Project Without Imp.	TS	1	0	1	0	0	0	0	2	0	1	2	0	10.6	11.6	B	B
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	0	1	0	1	1	0	0	0	0	1	0	1	10.8	10.3	B	B
With Project Without Imp.	CSS	0	1	0	1	1	0	0	0	0	1	0	1	10.8	10.3	B	B
Euclid Av. (SR-83) (NS) at:																	
• Schaefer Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	40.1	--4	D	F
Without Project With Imp.	TS	1	2	1	1	2	1	1	**2**	1	0.5	0.5	1	40.0	39.3	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	41.4	--4	D	F
With Project With Imp.	TS	1	2	1	1	2	1	1	**2**	1	0.5	0.5	1	40.4	39.6	D	D
• Edison Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	--4	F	F
Without Project With Imp.	TS	1	**3**	1	**2**	**3**	1	**2**	**2**	1	**2**	**3**	**1**	35.4	46.5	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	--4	F	F
With Project With Imp.	TS	1	**3**	1	**2**	**3**	1	**2**	**2**	1	**2**	**3**	**1**	35.8	43.6	D	D
• Eucalyptus Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	--4	F	F
Without Project With Imp.	TS	**2**	**3**	1	1	**3**	1	**2**	1	**1>>**	1	1	1	35.8	38.2	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	1	1	0	--4	--4	F	F
With Project With Imp.	TS	2	**3**	1	1	**3**	1	**2**	1	**1>>**	1	1	0	36.3	38.7	D	D
• Merrill Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	0	0	0	0	0	1	0	--4	10.2	F	B
Without Project With Imp.	TS	1	2	1	1	**3**	0	0	0	0	**1**	0	**1**	21.8	17.6	C	B
With Project Without Imp.	TS	1	2	1	1	2	0	0	0	0	0	1	0	--4	11.0	F	B
With Project With Imp.	TS	1	2	1	1	**3**	0	0	0	0	**1**	0	**1**	21.7	19.6	C	B

Table 3
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General Plan Buildout (Post-2030) Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY2 (SECS.) AM	PM	LEVEL OF SERVICE AM	PM
• Kimball Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	TS	1	**3**	0	1	**3**	**1>>**	**2**	1	1	**2**	**1**	**1>>**	38.5	42.8	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	TS	1	**3**	1	1	**3**	**1>>**	**2**	1	1	**2**	**1**	**1>>**	39.7	44.7	D	D
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	1	1	1	1	1	1	0.5	0.5	1	1	1	1	--4	--4	F	F
Without Project With Imp.	**TS**	1	**4**	**2**	**2**	**4**	1	**1**	**1**	1	**2**	0.5	**1.5**	31.9	31.2	C	C
With Project Without Imp.	CSS	1	1	1	1	1	1	0.5	0.5	1	1	1	1	--4	--4	F	F
With Project With Imp.	**TS**	1	**4**	**2**	**2**	**4**	1	**1**	**1**	1	**2**	0.5	**1.5**	31.8	31.2	C	C
• Pine Av. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	0.5	0.5	1>>	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	TS	1	**3**	**1>>**	**2**	**3**	1	**1**	**3**	1>>	**2**	**1**	1	40.5	39.6	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	0.5	0.5	1>>	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	TS	1	**3**	**1>>**	**2**	**3**	1	**1**	**3**	1>>	**2**	**2**	1	40.9	40.7	D	D
• SR-71 Fwy. NB Ramps (EW)																	
Without Project Without Imp.	TS	0	2	1>>	1	2	0	0	0	0	2	0	1>>	6.8	8.5	A	A
With Project Without Imp.	TS	0	2	1>>	1	2	0	0	0	0	2	0	1>>	7.0	8.5	A	A
Euclid Av. (SR-83)/Butterfield Ranch Rd. (NS) at:																	
• *SR-71 Fwy. SB Off-Ramp/Shady View Dr. (EW)*																	
Without Project Without Imp.	TS	0	2	1	1	2	1>>	1.5	0.5	1	1	0	1>	--4	19.6	F	B
Without Project With Imp.	TS	0	**3**	1	**2**	2	1>>	1.5	0.5	1	1	0	**2>**	25.8	18.0	C	B
With Project Without Imp.	TS	0	2	1	1	2	1>>	1.5	0.5	1	1	0	1>	--4	19.7	F	B
With Project With Imp.	TS	0	**3**	1	**2**	2	1>>	1.5	0.5	1	1	0	**2>**	26.2	28.1	C	C
Sultana Av. (NS) at:																	
• Pine Av. (EW)																	
Without Project Without Imp.	CSS	0	0	0	0	**1**	0	**1**	1	0	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	0	0	0	0	1	0	1	**2**	0	0	**2**	0	7.9	9.4	A	A
With Project Without Imp.	CSS	0	0	0	0	**1**	0	1	1	0	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	0	0	0	0	1	0	1	**2**	0	0	**2**	0	10.7	12.0	B	B
Mill Creek Rd. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	1	1	0	--4	16.2	F	C
Without Project With Imp.	**TS**	1	0	1	0	0	0	0	1	0	1	1	0	17.1	6.4	B	A
With Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	1	1	0	--4	17.7	F	C
With Project With Imp.	**TS**	1	0	1	0	0	0	0	1	0	1	1	0	18.3	7.1	B	A
• Bickmore Av. (EW)																	
Without Project Without Imp.	AWS	0	1	0	1	1	0	0	1	0	0	1	0	12.1	23.7	B	C
With Project Without Imp.	AWS	0	1	0	1	1	0	0	1	0	0	1	0	13.0	30.1	B	D
Chino Corona Rd./Mill Creek Rd. (NS) at:																	
• Pine Av. (EW)																	
Without Project Without Imp.	TS	1	**1**	0	1	**1**	0	**1**	1	1>>	1	1	0	--4	--4	F	F
Without Project With Imp.	TS	**1**	**1**	0	1	1	0	1	**2**	1	1	**2**	0	26.9	52.8	C	D
With Project Without Imp.	TS	1	**1**	0	1	**1**	0	**1**	1	1>>	1	1	0	--4	--4	F	F
With Project With Imp.	TS	**2**	1	0	1	1	0	1	**2**	1	1	**2**	0	25.1	32.4	C	C
Cucamonga Av. (NS) at:																	
• Chino Corona Rd. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	12.7	17.3	B	C
With Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	22.9	--4	C	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	1	0	27.0	30.0	C	C
West Preserve Loop (NS) at:																	
• Bickmore Av. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	**1**	0	16.8	17.6	C	C
With Project Without Imp.	AWS	0	1	0	0	1	0	0	1	0	0	**1**	0	17.1	17.8	C	C
• Pine Av. (EW)																	
Without Project Without Imp.	TS	0	**1**	0	1	**1**	0	1	1	0	**1**	1	0	--4	--4	F	F
Without Project With Imp.	TS	**1**	1	0	1	1	0	1	**2**	0	1	**2**	0	23.4	19.0	C	B
With Project Without Imp.	TS	0	**1**	0	1	**1**	0	1	1	0	**1**	1	0	--4	--4	F	F
With Project With Imp.	TS	**1**	1	0	1	1	0	1	**2**	0	1	**2**	0	25.5	19.4	C	B
Main St. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	AWS	1	0	1	0	0	0	0	1	1	1	1	0	10.7	12.4	B	B
With Project Without Imp.	AWS	1	0	1	0	0	0	0	1	1	1	1	0	10.8	12.6	B	B

Table 3
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General Plan Buildout (Post-2030) Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY2 (SECS.) AM	PM	LEVEL OF SERVICE AM	PM
• Preserve Loop (EW)																	
Without Project Without Imp.	AWS	0	1	0	0.5	0.5	1	1	1	0	1	1	0	9.2	10.1	A	B
With Project Without Imp.	AWS	0	1	0	0.5	0.5	1	1	1	0	1	1	0	9.4	10.3	A	B
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	12.1	51.5	B	F
Without Project With Imp.	**AWS**	0	1	0	0	1	0	0	1	0	0	1	0	8.4	15.5	A	C
With Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	12.5	--4	B	F
With Project With Imp.	**AWS**	0	1	0	0	1	0	0	1	0	0	1	0	8.6	16.1	A	C
• Pine Av. (EW)																	
Without Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	19.4	19.5	B	B
With Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	20.3	21.4	C	C
• Chino Corona Rd. (EW)																	
Without Project Without Imp.	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	22.9	23.7	C	C
With Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	**1**	**1**	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	**1**	1	0	24.0	20.2	C	C
East Preserve Loop (NS) at:																	
• Bickmore Av. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	10.0	17.9	A	C
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	10.0	17.9	A	C
• Pine Av. (EW)7																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	52.6	47.3	D	D
With Project Without Imp.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	53.1	48.2	D	D
Hellman Av. (NS) at:																	
• Kimball Av. (EW)																	
Without Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	**2**	0	**1**	**2**	0	**1**	1	**1>**	**1**	1	0	31.3	41.9	C	D
With Project Without Imp.	CSS	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	**2**	0	**1**	**2**	0	**1**	1	**1>**	**1**	1	0	31.4	52.1	C	D
• Pine Av./Schleisman Rd. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	**1**	0	0	1	0	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	**2**	**2**	**1**	**2**	**2**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	35.9	36.7	D	D
With Project Without Imp.	CSS	0	1	0	0	**1**	0	0	1	0	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	**2**	**2**	**1**	**2**	**2**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	36.7	40.4	D	D
• Chino Corona Rd./Chandler St. (EW)																	
Without Project Without Imp.	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	**2**	0	**1**	**2**	0	**1**	**1**	0	**1**	1	0	25.4	43.8	C	D
With Project Without Imp.	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	**2**	0	**1**	**2**	0	**1**	**1**	0	**1**	1	0	28.6	54.1	C	D
• River Rd. (EW)																	
Without Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	0.5	0.5	0	70.2	--4	F	F
Without Project With Imp.	**TS**	1	0	1	0	0	0	0	1	0	**1**	**1**	0	12.1	29.3	B	C
With Project Without Imp.	CSS	1	0	1	0	0	0	0	1	0	0.5	0.5	0	81.6	--4	F	F
With Project With Imp.	**TS**	1	0	1	0	0	0	0	1	0	**1**	**1**	0	13.3	34.3	B	C
Archibald St. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	TS	1	1	1	1	1	0	1	1	1	1	1	0	--4	--4	F	F
Without Project With Imp.	TS	1	1	1	**2**	**2**	0	1	**3**	0	1	**3**	0	51.7	47.6	D	D
With Project Without Imp.	TS	1	1	1	1	1	0	1	1	1	1	1	0	--4	--4	F	F
With Project With Imp.	TS	1	1	1	**2**	**2**	0	1	**3**	0	1	**3**	0	53.8	48.3	D	D
• Chandler St. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	0	1	2	1	1	2	1	35.8	33.7	D	C
With Project Without Imp.	TS	1	2	1	1	2	0	1	2	1	1	2	1	35.8	35.2	D	D
• River Rd. (EW)																	
Without Project Without Imp.	CSS	1	1	0	0	1	1	1	0	1	0	0	0	--4	--4	F	F
Without Project With Imp.	**TS**	**2**	1	0	0	1	1	1	0	**1>>**	0	0	0	29.1	23.7	C	C
With Project Without Imp.	CSS	1	1	0	0	1	1	1	0	1	0	0	0	--4	--4	F	F
With Project With Imp.	**TS**	**2**	1	0	0	1	1	1	0	**1>>**	0	0	0	29.6	24.6	C	C

Table 3
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General Plan Buildout (Post-2030) Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH-BOUND L	T	R	SOUTH-BOUND L	T	R	EAST-BOUND L	T	R	WEST-BOUND L	T	R	DELAY2 (SECS.) AM	PM	LEVEL OF SERVICE AM	PM
River Rd. (NS) at:																	
• Bluff St. (EW)																	
Without Project Without Imp.	TS	1	1	0	1	2	0	0.5	0.5	1	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	TS	1	**2**	0	1	2	0	**1**	**1**	0	**1**	**1**	0	33.6	35.8	C	D
With Project Without Imp.	TS	1	1	0	1	2	0	0.5	0.5	1	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	TS	1	**2**	0	1	2	0	**1**	**1**	0	**1**	**1**	0	34.3	37.5	C	D
• Country Club Ln./Second St. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	1>	1	1	0	36.4	34.1	D	C
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	1>	1	1	0	37.5	34.7	D	C
Lincoln Av. (NS) at:																	
• Pomona Rd. (EW)																	
Without Project Without Imp.	TS	2	2	0	1	2	0	1	0.5	1.5>	1	1	0	43.4	41.8	D	D
With Project Without Imp.	TS	2	2	0	1	2	0	1	0.5	1.5>	1	1	0	44.1	42.0	D	D
• SR-91 Fwy. EB Ramps (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	0	0	1	0	0.5	0.5	1	--4	27.5	F	C
Without Project With Imp.	TS	1	2	**1>**	1	2	0	0	1	0	0.5	0.5	**1>**	37.7	26.5	D	C
With Project Without Imp.	TS	1	2	1	1	2	0	0	1	0	0.5	0.5	1	--4	32.3	F	C
With Project With Imp.	TS	1	2	**1>**	1	2	0	0	1	0	0.5	0.5	**1>**	37.9	26.5	D	C
Harrison Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	AWS	1	1	1	0	1	0	0.5	0.5	1	0.5	0.5	1	--4	--4	F	F
Without Project With Imp.	**TS**	1	1	1	**1**	1	0	**1**	**3**	0	**1**	**2**	0	37.2	37.6	D	D
With Project Without Imp.	AWS	1	1	1	0	1	0	0.5	0.5	1	0.5	0.5	1	--4	--4	F	F
With Project With Imp.	**TS**	1	1	1	**1**	1	0	**1**	**3**	0	**1**	**2**	0	37.3	37.9	D	D
Sumner Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0	1	1	1	0	1	0	**1**	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	1	0	1	**3**	0	**1**	**2**	0	50.7	41.6	D	D
With Project Without Imp.	AWS	0	1	0	0	1	1	1	0	1	0	**1**	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	1	0	1	**3**	0	**1**	**2**	0	52.5	42.7	D	D
Cleveland Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	AWS	0	1	0	0.5	0.5	0	0	**1**	0	1	**1**	0	--4	--4	F	F
Without Project With Imp.	**TS**	**1**	1	0	**1**	**1**	**1>**	**1**	**3**	0	1	**2**	0	39.2	44.4	D	D
With Project Without Imp.	AWS	0	1	0	0.5	0.5	0	0	**1**	0	1	**1**	0	--4	--4	F	F
With Project With Imp.	**TS**	**1**	1	0	**1**	**1**	**1>**	**1**	**3**	0	1	**2**	0	44.7	44.5	D	D
Hamner Av. (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	TS	1	2	1	1	2	1	1	1	0	1	1	0	43.4	--4	D	F
Without Project With Imp.	TS	1	**3**	1	1	**3**	1	1	**3**	0	1	1	0	41.7	47.9	D	D
With Project Without Imp.	TS	1	2	1	1	2	1	1	1	0	1	1	0	44.1	--4	D	F
With Project With Imp.	TS	1	**3**	1	1	**3**	1	1	**3**	0	1	1	0	43.1	48.5	D	D
I-15 Fwy. SB Ramps (NS) at:																	
• Limonite Av. (EW)																	
Without Project Without Imp.	TS	0	0	0	1	1	1	0	2	1	2	2	0	25.3	27.1	C	C
With Project Without Imp.	TS	0	0	0	1	1	1	0	2	1	2	2	0	25.5	27.2	C	C
I-15 Fwy. SB Ramps (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	**TS**	0	0	0	**1**	0	**1**	0	**2**	**1>>**	**2**	**2**	0	16.9	20.0	B	C
With Project Without Imp.	**TS**	0	0	0	**1**	0	**1**	0	**2**	**1>>**	**2**	**2**	0	16.3	20.2	B	C
I-15 Fwy. NB Ramps (NS) at:																	
• Limonite Av. (EW)																	
Without Project Without Imp.	TS	1	1	1	0	0	0	2	2	0	0	2	1	28.0	31.9	C	C
With Project Without Imp.	TS	1	1	1	0	0	0	2	2	0	0	2	1	28.7	33.7	C	C
I-15 Fwy. NB Ramps (NS) at:																	
• Schleisman Rd. (EW)																	
Without Project Without Imp.	**TS**	**1**	0	**1**	0	0	0	**1**	**2**	0	0	1	**1**	25.3	38.1	C	D
With Project Without Imp.	**TS**	**1**	0	**1**	0	0	0	**1**	**2**	0	0	1	**1**	26.3	50.7	C	D
Cucamonga Av. (NS) at:																	
• West Site Access (EW)																	
With Project With Imp.	**CSS**	0	**1**	0	0	**1**	0	0	0	0	0	**1**	0	9.4	8.9	A	A

Table 3
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General Plan Buildout (Post-2030) Conditions
Intersection Analysis & Improvement Summary

= Attributable to Project

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY2 (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
North West Site Access (NS) at:																	
• Chino Corona Rd. (EW)																	
With Project With Imp.	CSS	0	**1**	0	0	0	0	0	**1**	0	**1**	**1**	0	16.4	17.3	C	C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap.

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R1 (2007). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; AWS = All Way Stop; CSS = Cross Street Stop.

[4] -- = Delay High or V/C Ratio exceeding 1.0, Intersection Unstable, Level of Service "F".

[5] Without improvements configuration reflects Pine Avenue extension to El Prado Road.

[6] Pedestrians are assumed not to occur on every cycle

[7] Intersection does not warrant a traffic signal. No other feasible improvements will provide acceptable LOS.

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TABLE 4 (Page 1 of 5)

GENERAL PLAN BUILDOUT (POST-2030) ROADWAY IMPROVEMENT COSTS

INTERSECTIONS	IMPROVEMENT	DIF COST	DIF SOURCE[1]	NON-DIF COST	TOTAL COST
Central Av. (NS) at:					
• SR-71 Fwy. SB Ramps (EW)	Construct 2nd EB Right Turn Lane			$50,000	
		$0		**$50,000**	**$50,000**
SR-71 Fwy. SB Ramps (NS) at:					
• Pine Av. (EW)	Construct 1st Exclusive (serving as 2nd) SB Left Turn Lane (Cost does not include bridge widening or restriping to include 2 EB receiving lanes)	$50,000	P TR-32		
		$50,000		**$0**	**$50,000**
SR-71 Fwy. NB Ramps (NS) at:					
• Pine Av. (EW)	Install a traffic signal	$400,000	P TR-32		
	Reconstruct 2nd EB Left Turn Lane as 1st EB Through Lane	$154,860	P TR-32		
	Construct 1st WB Through Lane (Receiving Lane Already Exists)	$144,860	P TR-32		
	Construct 1st WB Right Turn Lane	$50,000	P TR-32		
		$749,720		**$0**	**$749,720**
El Prado Rd. (NS) at:					
Pine Av. (EW)	Install a traffic signal	$400,000	P TR-30,32,36; C TR-24		
	Construct 1st EB Left Turn Lane	$50,000	P TR-30,32,36; C TR-24		
	Construct 2nd WB Through Lane	$289,720	P TR-30,32,36; C TR-24		
		$739,720		**$0**	**$739,720**
Euclid Av. (SR-83) (NS) at:					
• Schaefer Av. (EW) [Chino]	Construct 2nd EB Through Lane (50%)			$144,860	
		$0		**$144,860**	**$144,860**
• Schaefer Av. (EW) [Ontario]	Construct 2nd EB Through Lane (50%)			$144,860	
		$0		**$144,860**	**$144,860**
• Edison Av. (EW) [Chino]	Construct 3rd NB Through Lane (50%)	$144,860	P TR-40		
	Construct 2nd SB Left Turn Lane (100%)			$50,000	
	Construct 3rd SB Through Lane (50%)	$144,860	P TR-40		
	Construct 2nd EB Left Turn Lane (100%)			$50,000	
	Construct 2nd EB Through Lane (50%)			$144,860	
	Construct 2nd WB Left Turn Lane (0%)				
	Construct 2nd and 3rd WB Through Lane (50%)			$289,720	
	Construct 1st WB Right Turn Lane (0%)				
		$289,720		**$534,580**	**$824,300**
• Edison Av. (EW) [Ontario]	Construct 3rd NB Through Lane (50%)	$144,860	P TR-40		
	Construct 2nd SB Left Turn Lane (0%)				
	Construct 3rd SB Through Lane (50%)	$144,860	P TR-40		
	Construct 2nd EB Left Turn Lane (0%)				
	Construct 2nd EB Through Lane (50%)			$144,860	
	Construct 2nd WB Left Turn Lane (100%)			$50,000	
	Construct 2nd and 3rd WB Through Lane (50%)			$289,720	
	Construct 1st WB Right Turn Lane (100%)			$50,000	
		$289,720		**$534,580**	**$824,300**
• Eucalyptus Av. (EW) [Chino]					
	Construct 3rd NB Through Lane (50%)			$144,860	
	Construct 3rd SB Through Lane (50%)			$144,860	
	Construct 2nd EB Left Turn Lane (100%)			$50,000	
	Reconstruct Existing EB Right Turn (RT) Lane as Free RT Lane (100%)			$50,000	
		$0		**$389,720**	**$389,720**
• Eucalyptus Av. (EW) [Ontario]					
	Construct 3rd NB Through Lane (50%)			$144,860	
	Construct 3rd SB Through Lane (50%)			$144,860	
	Construct 2nd EB Left Turn Lane (0%)			$0	
	Reconstruct Existing EB Right Turn (RT) Lane as Free RT Lane (0%)			$0	
	Construct 2nd EB Left Turn Lane (0%)			$0	
	Reconstruct Existing EB Right Turn (RT) Lane as Free RT Lane (0%)			$0	
		$0		**$289,720**	**$289,720**
• Merrill Av. (EW) [Chino]					
	Construct 3rd SB Through Lane (50%)	$144,860	P TR-24, 31		
	Reconstruct WB Shared Left/Through Lane as 1st Exclusive LT Lane (0%)		P TR-41	$0	
	Construct 1st WB Right Turn Lane (0%)		P TR-41	$0	
		$144,860		**$0**	**$144,860**
• Merrill Av. (EW) [Ontario]					
	Construct 3rd SB Through Lane (50%)	$144,860	P TR-24, 31		
	Reconstruct WB Shared Left/Through Lane as 1st Exclusive LT Lane (100%)			$25,000	
	Construct 1st WB Right Turn Lane (100%)			$50,000	
		$144,860		**$75,000**	**$219,860**
• Kimball Av. (EW)	Construct 3rd NB Through Lane	$289,720	P TR 24,31,42		
	Construct 3rd SB Through Lane	$289,720	P TR 24,31,42		
	Reconstruct Existing SB Right Turn Lane as Free Right Turn Lane			$50,000	
	Construct 2nd EB Left Turn Lane			$50,000	
	Construct 1st WB Exclusive Left Turn Lane	$50,000	P TR 28,42		
	Restripe WB Shared Left/Through Lane as 1st Exclusive Through Lane			$10,000	
	Reconstruct WB Defacto Right Turn Lane as Free Right Turn Lane			$75,000	
		$629,440		**$185,000**	**$814,440**

GENERAL PLAN BUILDOUT (POST-2030) ROADWAY IMPROVEMENT COSTS

INTERSECTIONS	IMPROVEMENT	DIF COST	DIF SOURCE[1]	NON-DIF COST	TOTAL COST
• Bickmore Av. (EW)	Install a traffic signal	$400,000	P TR 43		
	Construct 2nd, 3rd, and 4th NB Through Lanes	$869,160	P TR ,24,31,43		
	Reconstruct NB Defacto Right Turn Lane as 1st Exclusive Right Turn Lane			$50,000	
	Construct 2nd NB Right Turn Lane			$50,000	
	Construct 2nd SB Left Turn Lane			$50,000	
	Construct 2nd, 3rd, and 4th SB Through Lane	$869,160	P TR ,24,31,43		
	Reconstruct SB Defacto Right Turn Lane as Right Turn Lane			$50,000	
	Construct 1st EB Exclusive Left Turn Lane	$50,000	P TR 3,9,14,43		
	Restripe EB Shared Left/Through Lane as 1st Exclusive Through Lane			$10,000	
	Construct 2nd WB Left Turn Lane			$50,000	
	Restripe Existing WB Through Lane as Shared Through Right Turn Lane			$10,000	
	Reconstruct WB Defacto Right Turn Lane as Right Turn Lane			$50,000	
		$2,188,320		**$320,000**	**$2,508,320**
• Pine Av. (EW)	Construct 3rd NB Through Lane	$289,720	P TR 24,31,44		
	Reconstruct Existing NB Right Turn Lane as Free Right Turn Lane			$50,000	
	Construct 2nd SB Left Turn Lane			$50,000	
	Construct 3rd SB Through Lane	$289,720	P TR 24,31,44		
	Construct 1st Exclusive WB Left Turn Lane	$50,000	P TR 29,44		
	Restripe Existing EB Shared Left Through Turn Lane as 1st Exclusive EB Through Lane			$10,000	
	Construct 2nd and 3rd EB Through Lanes	$579,440	P TR 29,30,44		
	Reconstruct WB Shared Left/Through Lane as 1st Exclusive Left Turn Lane	$25,000	P TR 29,30,44		
	Construct 2nd WB Left Turn Lane			$50,000	
	Construct 1st WB and 2nd Through Lanes	$579,440	P TR 29,30,44		
		$1,813,320		**$160,000**	**$1,973,320**
• SR-71 Fwy. SB Off-Ramp/Shady View Dr. (EW)	Construct 3rd NB Through Lane		Chino Hills	$289,720	
	Construct 2nd SB Left Turn Lane			$50,000	
	Construct 2nd WB Right Turn Lane			$50,000	
		$0		**$389,720**	**$389,720**
Sultana Av. (NS) at:					
• Pine Av. (EW)	Install a traffic signal			$400,000	
	Construct 1st SB Shared Left Right Turn Lane			$50,000	
	Construct 1st EB Left Turn Lane			$50,000	
	Construct 2nd EB Through Lane	$289,720	P TR 29	$289,720	
	Construct 2nd WB Through Lane	$289,720	P TR 29	$289,720	
				$1,079,440	**$1,079,440**
Mill Creek Rd. (NS) at:					
• Kimball Av. (EW)	Install a traffic signal	$400,000	P TR 67		
		$400,000		**$0**	**$400,000**
Chino Corona Rd./Mill Creek Rd. (NS) at:					
• Pine Av. (EW)	Reconstruct NB Right Turn Lane as 2nd NB Left Turn Lane			$25,000	
	Construct 1st NB Through Lane	$289,720	P TR 6,10		
	Construct 1st SB Shared Through Right Turn Lane	$289,720	P TR 6,10		
	Construct 1st EB Left Turn Lane			$50,000	
	Construct 2nd EB Through Lane	$289,720	P TR 29		
	Construct 2nd WB Through Lane	$289,720	P TR 29		
		$1,158,880		**$75,000**	**$1,233,880**
Cucamonga Av. (NS) at					
Chino Corona Rd. (EW)	Install a traffic signal			$400,000	
	Construct 1st NB Exclusive Left Turn Lane	$50,000	P TR 6,10		
	Restripe NB Shared Left Right Turn Lane as Through Lane			$10,000	
	Construct 1st SB Exclusive Left Turn Lane	$50,000	P TR 6,10		
	Restripe SB Shared Left Right Turn Lane as Through Lane			$10,000	
	Construct 1st EB Exclusive Left Turn Lane	$50,000	P TR 5		
	Restripe EB Shared Left Right Turn Lane as Through Lane			$10,000	
	Construct 1st WB Exclusive Left Turn Lane	$50,000	P TR 5		
	Restripe WB Shared Left Right Turn Lane as Through Lane			$10,000	
		$200,000		**$440,000**	**$640,000**
• Northerly Cucamonga Avenue Site Ac	Reconstruct 1st NB Through Lane			$50,000	
	Reconstruct 1st SB Through Lane			$50,000	
	Construct 1st SB Left Turn Lane			$50,000	
	Construct 1st WB Shared Left Right Turn Lane[2]			$50,000	
		$0		**$200,000**	**$200,000**
• Southerly Cucamonga Avenue Site Ac	Reconstruct 1st NB Through Lane			$50,000	
	Reconstruct 1st SB Through Lane			$50,000	
	Construct 1st SB Left Turn Lane			$50,000	
	Construct 1st WB Shared Left Right Turn Lane[2]			$50,000	
		$0		**$200,000**	**$200,000**

TABLE 4 (Page 3 of 5)

GENERAL PLAN BUILDOUT (POST-2030) ROADWAY IMPROVEMENT COSTS

INTERSECTIONS	IMPROVEMENT	DIF COST	DIF SOURCE[1]	NON-DIF COST	TOTAL COST
West Preserve Loop (NS) at:					
• Pine Av. (EW)	Construct 1st NB Left Turn Lane			$50,000	
	Construct 1st NB Through Lane			$289,720	
	Reconstruct SB Right Turn Lane as Through Lane			$144,860	
	Construct 2nd EB Through Lane	$289,720	P TR 29		
	Construct 1st WB Left Turn Lane	$50,000	P TR 29		
	Construct 2nd WB Through Lane	$289,720	P TR 29		
		$629,440		**$484,580**	**$1,114,020**
North West Site Access (NS) at:					
• Chino Corona Rd. (EW)	Construct 1st NB Shared Left Right Turn Lane[2]			$50,000	
	Construct 1st EB Through Lane	$289,720	P TR 5		
	Construct 1st WB Left Turn Lane			$50,000	
	Construct 1st WB Through Lane	$289,720	P TR 5		
		$579,440		**$100,000**	**$679,440**
Main St. (NS) at:					
Bickmore Av. (EW)	Construct 1st NB Shared Left Through Right Turn Lane	$289,720	P TR 13		
	Construct 1st SB Shared Left Through Right Turn Lane	$289,720	P TR 13		
	Construct 1st EB Shared Left Through Right Turn Lane	$289,720	P TR 3,9,14		
	Construct 1st WB Shared Left Through Right Turn Lane	$289,720	P TR 3,9,14		
		$1,158,880		**$0**	**$1,158,880**
• Pine Av. (EW)	Install a traffic signal	$400,000	P TR 54		
	Construct 1st NB Left Turn Lane	$50,000	P TR 13		
	Construct 1st NB Through Lane	$289,720	P TR 13		
	Construct 1st SB Left Turn Lane	$50,000	P TR 13		
	Construct 1st SB Through Lane	$289,720	P TR 13		
	Construct 1st EB Left Turn Lane	$50,000	P TR 29		
	Construct 1st and 2nd EB Through Lane	$579,440	P TR 29		
	Construct 1st WB Left Turn Lane	$50,000	P TR 29		
	Construct 1st and 2nd WB Through Lane	$579,440	P TR 29		
		$2,338,320		**$0**	**$2,338,320**
Main St. / North East Site Access (NS) at:					
Chino Corona Rd. (EW)	Install a traffic signal			$400,000	
	Construct 1st NB Left Turn Lane[2]			$50,000	
	Construct 1st NB Through Lane[2]			$289,720	
	Construct 1st SB Left Turn Lane	$50,000	P TR 13,22		
	Construct 1st SB Through Lane	$289,720	P TR 13,22		
	Construct 1st EB Left Turn Lane	$50,000	P TR 5		
	Construct 1st EB Through Lane	$289,720	P TR 5		
	Construct 1st WB Left Turn Lane	$50,000	P TR 5		
	Construct 1st WB Through Lane	$289,720	P TR 5		
		$1,019,160		**$739,720**	**$1,758,880**
East Preserve Loop (NS) at:					
• Pine Av. (EW)	Install a traffic signal	$400,000	P TR 53		
	Construct 1st NB Left Turn Lane	$50,000	P TR 11,15		
	Construct 1st NB Through Lane	$289,720	P TR 11,15		
	Construct 1st SB Left Turn Lane	$50,000	P TR 11,15		
	Construct 1st SB Through Lane	$289,720	P TR 11,15		
	Construct 1st EB Left Turn Lane	$50,000	P TR 29		
	Construct 2nd EB Through Lane	$289,720	P TR 29		
	Construct 1st WB Left Turn Lane	$50,000	P TR 29		
	Construct 2nd WB Through Lane	$289,720	P TR 29		
		$1,758,880		**$0**	**$1,758,880**
Hellman Av. (NS) at:					
• Kimball Av. (EW)	Install a traffic signal	$400,000	P TR 46		
	Construct 1st NB Left Turn Lane			$50,000	
	Construct 1st and 2nd NB Through Lane			$579,440	
	Construct 1st SB Left Turn Lane	$50,000	P TR 23		
	Construct 1st and 2nd SB Through Lane	$579,440	P TR 23		
	Construct 1st EB Left Turn Lane	$50,000	P TR 28		
	Construct 1st EB Through Lane	$289,720	P TR 28		
	Construct 1st EB Right Turn Lane with Overlap Phase			$75,000	
	Construct 1st WB Left Turn Lane	$50,000	P TR 84		
	Construct 1st WB Through Lane	$50,000	P TR 84		
		$1,469,160		**$704,440**	**$2,173,600**

GENERAL PLAN BUILDOUT (POST-2030) ROADWAY IMPROVEMENT COSTS

INTERSECTIONS	IMPROVEMENT	DIF COST	DIF SOURCE[1]	NON-DIF COST	TOTAL COST
• Pine Av./Schleisman Rd. (EW) [Chino]	Install a traffic signal			$400,000	
	Restripe Existing NB Shared Left Right Turn Lane as 1st Exclusive Left Turn			$10,000	
	Construct 2nd NB Left Turn Lane			$50,000	
	Construct 1st and 2nd NB Through Lane	$579,440	P TR 47		
	Construct 1st NB Right Turn Lane			$50,000	
	Construct 1st and 2nd SB Left Turn Lane			$100,000	
	Construct 1st and 2nd SB Through Lane	$579,440	P TR 23,47		
	Construct 1st SB Right Turn Lane			$50,000	
	Construct 1st and 2nd EB Left Turn Lanes			$100,000	
	Construct 2nd and 3rd EB Through Lane	$579,440	P TR 29		
	Construct 1st EB Right Turn Lane with Overlap Phase			$75,000	
	Construct 1st WB Right Turn Lane with Overlap Phase			$75,000	
		$1,738,320		**$910,000**	**$2,648,320**
• Pine Av./Schleisman Rd. (EW) [Eastvale]					
	Construct 1st and 2nd WB Left Turn Lanes (Eastvale)			$100,000	
	Construct 2nd and 3rd WB Through Lanes (Eastvale)			$579,440	
		$0		**$679,440**	**$679,440**
• Chino Corona Rd./Chandler St. (EW)	Install a traffic signal			$400,000	
	Restripe Existing NB Shared Left Through Right Turn Lane as 1st Exclusive Left Turn Lane			$10,000	
	Construct 1st and 2nd NB Through Lane			$434,580	
	Restripe Existing SB Shared Left Through Right Turn Lane as 1st Exclusive Left Turn Lane			$10,000	
	Construct 1st and 2nd SB Through Lane	$434,580	Pine Av. Improvement		
	Construct 1st EB Left Turn Lane	$50,000	P TR 48		
	Reconstruct Existing EB Right Turn Lane as 1st EB Through Lane			$144,860	
	Construct 1st Exclusive WB Left Turn Lane			$50,000	
	Construct 1st WB Through Lane	$289,720	P TR 5		
		$774,300		**$1,049,440**	**$1,823,740**
• River Rd. (EW)	Install a traffic signal			$400,000	
	Construct 1st Exclusive WB Left Turn Lane			$50,000	
	Reconstruct Shared WB Left Through Lane as 1st Exclusive Through Lane			$144,860	
		$0		**$594,860**	**$594,860**
Archibald St. (NS) at:					
• Schleisman Rd. (EW)	Construct 2nd SB Left Turn Lane			$50,000	
	Construct 2nd SB Through Lane	$289,720	P TR 82		
	Reconstruct EB Right Turn Lane as 2nd EB Through Lane			$289,720	
	Construct 3rd EB Through Lane	$289,720	P TR 82		
	Construct 2nd and 3rd WB Through Lane	$579,440	P TR 82		
		$1,158,880		**$339,720**	**$1,498,600**
• River Rd. (EW)	Install a traffic signal			$400,000	
	Construct 2nd NB Left Turn Lane			$50,000	
	Reconstruct Existing EB Defacto Right Turn Lane as Free Right Turn Lane			$75,000	
		$0		**$525,000**	**$525,000**
River Rd. (NS) at:					
• Bluff St. (EW)	Construct 2nd NB Through Lane			$289,720	
	Restripe Existing EB Shared Left Through Lane as 1st Exclusive Left Turn			$10,000	
	Reconstruct EB Defacto Right Turn Lane as 1st EB Through Lane			$289,720	
	Restripe Existing WB Shared Left Through Lane as 1st Exclusive Left Turn			$10,000	
	Reconstruct WB Defacto Right Turn Lane as 1st EB Through Lane			$289,720	
		$0		**$889,160**	**$889,160**
Lincoln Av. (NS) at:					
• SR-91 Fwy. EB Ramps (EW)	Add NB Right Turn Overlap Phase			$25,000	
	Add WB Right Turn Overlap Phase			$25,000	
		$0		**$50,000**	**$50,000**
Harrison Av. (NS) at:					
• Schleisman Rd. (EW)	Install a traffic signal			$400,000	
	Construct 1st SB Left Turn Lane			$50,000	
	Restripe EB Shared Left Through Lane as 1st Exclusive Left Turn Lane			$10,000	
	Reconstruct EB Defacto Right Turn Lane as 1st Through Lane			$289,720	
	Construct 2nd and 3rd EB Through Lane			$579,440	
	Restripe WB Shared Left Through Lane as 1st Exclusive Left Turn Lane			$50,000	
	Reconstruct WB Right Turn Lane as 1st Through Lane			$144,860	
	Construct 2nd WB Through Lane			$289,720	
		$0		**$1,813,740**	**$1,813,740**

TABLE 4 (Page 5 of 5)

GENERAL PLAN BUILDOUT (POST-2030) ROADWAY IMPROVEMENT COSTS

INTERSECTIONS	IMPROVEMENT	DIF COST	DIF SOURCE[1]	NON-DIF COST	TOTAL COST
Sumner Av. (NS) at:					
• Schleisman Rd. (EW)	Install a traffic signal			$400,000	
	Construct 1st Exclusive NB Left Turn Lane			$50,000	
	Reconstruct Existing NB Shared Left Through Lane as 1st Through Lane			$144,860	
	Construct 1st SB Left Turn Lane			$50,000	
	Reconstruct Existing EB Right Turn Lane as 1st Through Lane			$144,860	
	Construct 2nd and 3rd EB Through Lane			$579,440	
	Construct 1st WB Left Turn Lane			$50,000	
	Construct 1st and 2nd WB Through Lane			$579,440	
		$0		**$1,998,600**	**$1,998,600**
Cleveland Av. (NS) at:					
• Schleisman Rd. (EW)	Install a traffic signal			$400,000	
	Construct 1st NB Left Turn Lane			$50,000	
	Restripe SB Shared Left Through Turn Lane as 1st Exclusive Left Turn Lane			$10,000	
	Reconstruct 1st SB Through Lane			$289,720	
	Construct 1st SB Right Turn Lane with Overlap Phase			$75,000	
	Construct 1st EB Left Turn Lane			$50,000	
	Construct 1st, 2nd, and 3rd EB Through Lane			$869,160	
	Reconstruct Existing WB Right Turn Lane as 1st Through Lane			$144,860	
	Construct 2nd WB Through Lane			$289,720	
		$0		**$2,178,460**	**$2,178,460**
Hamner Av. (NS) at:					
• Schleisman Rd. (EW)	Construct 3rd NB Through Lane			$289,720	
	Construct 3rd SB Through Lane			$289,720	
	Construct 2nd and 3rd EB Through Lane			$579,440	
		$0		**$1,158,880**	**$1,158,880**
I-15 Fwy. SB Ramps (NS) at:					
• Schleisman Rd. (EW)	New Interchange			$2,500,000	
		$0		**$2,500,000**	**$2,500,000**
I-15 Fwy. NB Ramps (NS) at:					
• Schleisman Rd. (EW)	New Interchange			$2,500,000	
		$0		**$2,500,000**	**$2,500,000**
TOTAL ON SITE IMPROVEMENTS (AT 100% COST)		**$0**		**$489,720**	**$489,720**
TOTAL OFF-SITE AND ON-SITE IMPROVEMENT COSTS		**$19,685,020**		**$24,428,520**	**$44,113,540**
TOTAL OFF-SITE IMPROVEMENT COSTS		**$19,685,020**		**$23,938,800**	**$43,623,820**

[1] DIF Source Notation:C=Citywide, P=Preserve, # refers to specific "TR" # in each program

[2] On-Site Improvement

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TABLE 5 (Page 1 of 3)

NON-DIF PROGRAM COSTS PROJECT FAIR SHARE BY JURISDICTION

INTERSECTION	TOTAL NON-DIF COST	PEAK HOUR	EXISTING TRAFFIC	BUILDOUT WITHOUT PROJECT	BUILDOUT WITH PROJECT	BUILDOUT PROJECT TRAFFIC	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	(A) AM PROJECT COST SHARE	(B) PM PROJECT COST SHARE	FAIR SHARE	CALTRANS[1]	CHINO HILLS	CHINO	ONTARIO	EASTVALE	NORCO	CORONA
Central Av. (NS) at:																		
• SR-71 Fwy. SB Ramps (EW)	$50,000																	
		AM	2,965	4,497	4,504	7	1,539	0.43%	$215	$245	$245	$245	$245					
		PM	3,308	5,011	5,019	8	1,711	0.49%										
SR-71 Fwy. SB Ramps (NS) at:																		
• Pine Av. (EW)	$0																	
		AM	626	1,940	2,014	75	1,388	5.38%	$0	$0	$0	$0	$0					
		PM	555	2,230	2,314	84	1,759	4.76%										
SR-71 Fwy. NB Ramps (NS) at:																		
• Pine Av. (EW)	$0																	
		AM	387	2,711	2,843	132	2,456	5.39%	$0	$0	$0	$0	$0					
		PM	247	2,565	2,715	150	2,468	6.07%										
El Prado Rd. (NS) at:																		
• Pine Av. (EW)	$0																	
		AM	0	2,310	2,442	132	2,442	5.42%	$0	$0	$0			$0				
		PM	0	2,200	2,350	150	2,350	6.38%										
Euclid Av. (SR-83) (NS) at:																		
• Schaefer Av. (EW) [Chino]	$144,860																	
		AM	2,536	4,411	4,437	26	1,901	1.39%	$2,016	$2,025	$2,025	$2,025		$2,025				
		PM	2,489	4,786	4,819	33	2,330	1.40%										
• Schaefer Av. (EW) [Ontario]	$144,860																	
		AM	2,536	4,411	4,437	26	1,901	1.39%	$2,016	$2,025	$2,025	$2,025			$2,025			
		PM	2,489	4,786	4,819	33	2,330	1.40%										
• Edison Av. (EW) [Chino]	$534,580																	
		AM	3,078	6,339	6,378	39	3,300	1.17%	$6,279	$6,617	$6,617	$6,617		$6,617				
		PM	3,032	6,967	7,016	49	3,984	1.24%										
• Edison Av. (EW) [Ontario]	$534,580																	
			3,078	6,339	6,378	39	3,300	1.17%	$6,279	$6,617	$6,617	$6,617			$6,617			
			3,032	6,967	7,016	49	3,984	1.24%										
• Eucalyptus Av. (EW) [Chino]	$389,720																	
		AM	2,301	4,315	4,375	60	2,074	2.87%	$11,192	$8,636	$11,192	$11,192		$11,192				
		PM	1,995	5,198	5,271	73	3,276	2.22%										
• Eucalyptus Av. (EW) [Ontario]	$289,720																	
		AM	2,301	4,315	4,375	60	2,074	2.87%	$8,320	$6,420	$8,320	$8,320			$8,320			
		PM	1,995	5,198	5,271	73	3,276	2.22%										
• Merrill Av. (EW) [Chino]	$0																	
		AM	2,614	4,301	4,360	59	1,746	3.36%	$0	$0	$0	$0		$0				
		PM	2,207	4,930	5,003	73	2,796	2.60%										
• Merrill Av. (EW) [Ontario]	$75,000																	
		AM	2,614	4,301	4,360	59	1,746	3.36%	$2,518	$1,947	$2,518	$2,518			$2,518			
		PM	2,207	4,930	5,003	73	2,796	2.60%										
• Kimball Av. (EW)	$185,000																	
		AM	2,535	4,672	4,745	73	2,210	3.29%	$6,093	$5,447	$6,093	$6,093		$6,093				
		PM	2,005	4,919	5,007	88	3,002	2.94%										
• Bickmore Av. (EW)	$320,000																	
		AM	1,870	3,632	3,658	26	1,788	1.48%	$4,736	$3,950	$4,736	$4,736		$4,736				
		PM	1,574	4,180	4,213	33	2,639	1.23%										
• Pine Av. (EW)	$160,000																	
		AM	2,480	5,248	5,471	223	2,991	7.46%	$11,933	$9,438	$11,933	$11,933		$11,933				
		PM	2,338	6,183	6,424	241	4,086	5.90%										
Euclid Av. (SR-83)/Butterfield Ranch Rd. (NS) at:																		
• SR-71 Fwy. SB Off-Ramp/Shady View Dr. (EW)	$389,720																	
		AM	3,543	5,365	5,375	10	1,832	0.57%	$2,211	$6,852	$6,852	$6,852	$6,852					
		PM	1,677	2,821	2,841	20	1,164	1.76%										
Sultana Av. (NS) at:																		
• Pine Av. (EW)	$1,079,440																	
		AM	0	2,680	2,935	255	2,935	8.69%	$93,857	$74,791	$93,857			$93,857				
		PM	0	3,800	4,083	283	4,083	6.93%										

TABLE 5 (Page 2 of 3)

NON-DIF PROGRAM COSTS PROJECT FAIR SHARE BY JURISDICTION

INTERSECTION	TOTAL NON-DIF COST	PEAK HOUR	EXISTING TRAFFIC	BUILDOUT WITHOUT PROJECT	BUILDOUT WITH PROJECT	BUILDOUT PROJECT TRAFFIC	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	(A) AM PROJECT COST SHARE	(B) PM PROJECT COST SHARE	FAIR SHARE	CALTRANS[1]	CHINO HILLS	CHINO	ONTARIO	EASTVALE	NORCO	CORONA
Mill Creek Rd. (NS) at:																		
• Kimball Av. (EW)	$0																	
		AM	527	1,281	1,333	52	806	6.45%	$0	$0	$0			$0				
		PM	259	803	867	64	608	10.56%										
Chino Corona Rd./Mill Creek Rd. (NS) at:																		
• Pine Av. (EW)	$75,000																	
		AM	1,362	3,484	3,832	348	2,470	14.09%	$10,564	$9,491	$10,564			$10,564				
		PM	1,496	4,213	4,607	394	3,111	12.65%										
Cucamonga Av. (NS) at																		
• Chino Corona Rd. (EW)	$440,000																	
		AM	592		1,175	354	583	60.72%	$267,170	$312,837	$312,837			$312,837				
		PM	652		1,216	401	564	71.10%										
• Northerly Cucamonga Avenue Site Access (EW)[1]	$200,000																	
		AM	0		362	269	362	74.31%	$148,619	$172,674	$172,674			$172,674				
		PM	0		344	297	344	86.34%										
• Southerly Cucamonga Avenue Site Access (EW)	$200,000																	
		AM	0		280	184	280	65.71%	$131,429	$158,893	$158,893			$158,893				
		PM	0		253	201	253	79.45%										
West Preserve Loop (NS) at:																		
• Pine Av. (EW)	$484,580																	
		AM	1,221	3,322	3,329	7	2,108	0.31%	$1,521	$1,629	$1,629			$1,629				
		PM	1,064	3,546	3,555	8	2,491	0.34%										
North West Site Access (NS) at:																		
• Chino Corona Rd. (EW)[1]	$100,000																	
		AM	0		791	105	791	13.27%	$13,274	$15,764	$15,764			$15,764				
		PM	0		812	128	812	15.76%										
Main St. (NS) at:																		
• Bickmore Av. (EW)	$0																	
		AM	0	436	471	35	473	7.39%	$0	$0	$0			$0				
		PM	0	1,021	1,045	24	1,047	2.31%										
• Pine Av. (EW)	$0																	
		AM	0	3,069	3,130	61	3,134	1.96%	$0	$0	$0			$0				
		PM	0	3,451	3,516	65	3,521	1.85%										
Main St. / North East Site Access (NS) at:																		
• Chino Corona Rd. (EW)[1]	$739,720																	
		AM	0		1,119	302	1,119	26.99%	$199,638	$201,513	$201,513			$201,513				
		PM	0		1,472	401	1,472	27.24%										
East Preserve Loop (NS) at:																		
• Pine Av. (EW)	$0																	
		AM	0	3,059	3,079	20	3,079	0.64%	$0	$0	$0			$0				
		PM	0	3,521	3,554	33	3,554	0.92%										
Hellman Av. (NS) at:																		
• Kimball Av. (EW)	$704,440																	
		AM	0	2,230	2,282	52	2,282	2.28%	$16,049	$10,246	$16,049			$16,049				
		PM	0	3,909	3,967	58	3,967	1.45%										
• Pine Av./Schleisman Rd. (EW) [Chino]	$2,648,320																	
		AM	1,329	4,431	4,537	106	3,208	3.30%	$87,404	$69,354	$87,404			$87,404				
		PM	1,016	5,549	5,671	122	4,655	2.62%										
• Pine Av./Schleisman Rd. (EW)[Eastvale]	$679,440																	
		AM	1,329	4,431	4,537	106	3,208	3.30%	$22,424	$17,793	$22,424					$22,424		
		PM	1,016	5,549	5,671	122	4,655	2.62%										
• Chino Corona Rd./Chandler St. (EW)	$1,049,440																	
		AM	868	2,343	2,546	202	1,678	12.06%	$126,541	$91,714	$126,541			$126,541				
		PM	782	3,134	3,359	225	2,577	8.74%										
• River Rd. (EW)	$594,860																	
		AM	568	1,930	2,015	85	1,447	5.88%	$34,979	$26,825	$34,979			$34,979				
		PM	508	2,380	2,468	88	1,960	4.51%										

TABLE 5 (Page 3 of 3)

NON-DIF PROGRAM COSTS PROJECT FAIR SHARE BY JURISDICTION

INTERSECTION	TOTAL NON-DIF COST	PEAK HOUR	EXISTING TRAFFIC	BUILDOUT WITHOUT PROJECT	BUILDOUT WITH PROJECT	BUILDOUT PROJECT TRAFFIC	TOTAL NEW TRAFFIC	PROJECT % OF NEW TRAFFIC	(A) AM PROJECT COST SHARE	(B) PM PROJECT COST SHARE	FAIR SHARE	CALTRANS[1]	CHINO HILLS	CHINO	ONTARIO	EASTVALE	NORCO	CORONA
Archibald St. (NS) at:																		
• Schleisman Rd. (EW)	$339,720																	
		AM	1,837	3,890	3,956	66	2,119	3.12%	$10,610	$9,274	$10,610					$10,610		
		PM	1,734	4,619	4,700	81	2,966	2.73%										
• River Rd. (EW)	$525,000																	
		AM	1,593	2,804	2,889	85	1,296	6.56%	$34,455	$26,649	$34,455					$34,455		
		PM	1,615	3,268	3,357	88	1,742	5.08%										
River Rd. (NS) at:																		
• Bluff St. (EW)	$889,160																	
		AM	1,671	2,812	2,898	86	1,227	7.01%	$62,343	$45,660	$62,343						$62,343	
		PM	1,727	3,360	3,449	88	1,722	5.14%										
Lincoln Av. (NS) at:																		
• SR-91 Fwy. EB Ramps (EW)	$50,000																	
		AM	2,633	3,803	3,820	17	1,187	1.43%	$717	$696	$717	$717						$717
		PM	2,756	3,349	3,357	8	601	1.39%										
Harrison Av. (NS) at:																		
• Schleisman Rd. (EW)	$1,813,740																	
		AM	997	3,166	3,213	46	2,216	2.09%	$37,918	$31,763	$37,918					$37,918		
		PM	860	4,045	4,101	57	3,241	1.75%										
Sumner Av. (NS) at:																		
• Schleisman Rd. (EW)	$1,998,600																	
		AM	864	3,148	3,195	46	2,331	1.99%	$39,717	$33,377	$39,717					$39,717		
		PM	798	4,140	4,197	57	3,399	1.67%										
Cleveland Av. (NS) at:																		
• Schleisman Rd. (EW)	$2,178,460																	
		AM	823	2,893	2,933	40	2,110	1.88%	$40,994	$33,023	$40,994					$40,994		
		PM	437	3,581	3,629	48	3,192	1.52%										
Hamner Av. (NS) at:																		
• Schleisman Rd. (EW)	$1,158,880																	
		AM	1,657	3,308	3,348	40	1,691	2.35%	$27,212	$16,219	$27,212					$27,212		
		PM	1,900	5,309	5,357	48	3,457	1.40%										
I-15 Fwy. SB Ramps (NS) at:																		
• Schleisman Rd. (EW)	$2,500,000																	
		AM	0	2,040	2,066	26	2,066	1.24%	$30,890	$27,401	$30,890	$30,890				$30,890		
		PM	0	2,855	2,887	32	2,887	1.10%										
I-15 Fwy. NB Ramps (NS) at:																		
• Schleisman Rd. (EW)	$2,500,000																	
		AM	0	2,101	2,120	19	2,120	0.89%	$22,295	$18,801	$22,295	$22,295				$22,295		
		PM	0	2,579	2,599	20	2,599	0.75%										
OFF-SITE NON-DIF PROJECT FAIR CONTRIBUTION TOTAL	**$26,166,840**								**$1,417,890**	**$1,380,243**	**$1,631,451**	**$123,075**	**$7,096**	**$1,275,301**	**$19,481**	**$266,514**	**$62,343**	**$717**

[1] CALTRANS costs also shown for relevant local agency.

[2] Cost does not include On-Site Improvements.

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Table 6
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Summary of LOS by Individual Turning Movements for Interim Year Conditions
AM Peak Hour

= Project causes or worsens deficiency

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Central Av. / El Prado Rd													
- Without Project	TS	D	C	C	E	C	C	A	A	D	D	D	B
- With Project	TS	D	C	C	E	C	C	A	A	D	D	D	B
Central Av. / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	B	A	--	B	A	--	--	--	A	--	B
- With Project	TS	--	B	A	--	B	A	--	--	--	A	--	B
Central Av. / SR-71 Fwy. SB Ramps													
- Without Project	TS	--	C	A	--	A	A	A	A	C	--	--	--
- With Project	TS	--	C	A	--	A	A	A	A	C	--	--	--
SR-71 Fwy. SB Ramps / Pine Av.													
- Without Project	TS	--	--	--	D	D	C	--	D	C	E	A	--
- With Project	TS	--	--	--	D	D	C	--	D	C	F	B	--
SR-71 Fwy. NB Ramps / Pine Av.													
- Without Project	AWS	B	B	B	--	--	--	D	F	--	--	C	F
- With Project	AWS	B	B	B	--	--	--	D	F	--	--	C	F
-w/o Project With Improvements	TS	D	E	E	--	--	--	E	A	--	--	B	D
- w/ Project With Improvements	TS	D	E	E	--	--	--	F	A	--	--	B	D
El Prado Rd. / Kimball Av.													
- Without Project	TS	A	D	D	C	A	A	D	D	A	E	D	A
- With Project	TS	A	D	D	C	A	A	D	D	A	E	D	A
El Prado Rd. / Pine Av.													
- Without Project	CSS	--	--	--	F	--	F	B	--	--	--	--	--
- With Project	CSS	--	--	--	F	--	F	B	--	--	--	--	--
-w/o Project With Improvements	TS	--	--	--	D	--	D	D	A	--	--	C	A
- w/ Project With Improvements	TS	--	--	--	D	--	D	D	A	--	--	C	A
Mountain Av. / Kimball Av.													
- Without Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
- With Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
Mountain Av. / Bickmore Av.													
- Without Project	CSS	--	--	--	A	--	--	--	--	--	B	--	B
- With Project	CSS	--	--	--	A	--	--	--	--	--	B	--	B
Euclid Av. (SR-83) / Schaefer Av.													
- Without Project	TS	E	B	A	D	C	A	C	C	C	D	D	C
- With Project	TS	E	B	A	D	C	A	C	C	C	D	D	C
Euclid Av. (SR-83) / Edison Av.													
- Without Project	TS	F	C	B	D	F	C	B	B	B	B	F	F
- With Project	TS	F	D	B	D	F	C	B	B	B	B	F	F
-w/o Project With Improvements	TS	F	C	B	D	D	C	E	D	D	D	D	C
- w/ Project With Improvements	TS	F	C	B	C	C	C	E	C	D	D	E	C
Euclid Av. (SR-83) / Eucalyptus Av.													
- Without Project	TS	F	C	B	D	F	C	E	D	F	D	F	F
- With Project	TS	F	C	B	D	F	C	E	D	F	D	F	F
-w/o Project With Improvements	TS	E	C	B	C	D	C	D	C	C	C	E	C
- w/ Project With Improvements	TS	E	C	B	C	D	C	D	C	C	C	E	C
Euclid Av. (SR-83) / Merrill Av.													
- Without Project	TS	--	C	A	A	F	--	--	--	--	F	--	F
- With Project	TS	--	C	A	A	F	--	--	--	--	F	--	F
-w/o Project With Improvements	TS	--	B	A	A	A	--	--	--	--	D	--	B
- w/ Project With Improvements	TS	--	B	A	A	B	--	--	--	--	D	--	B

Table 6
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Summary of LOS by Individual Turning Movements for Interim Year Conditions
AM Peak Hour

= Project causes or worsens deficiency

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Euclid Av. (SR-83) / Kimball Av.													
- Without Project	TS	F	D	B	F	F	F	F	B	B	E	E	C
- With Project	TS	F	E	C	F	F	F	F	B	B	E	E	C
-w/o Project With Improvements	TS	E	C	C	D	D	D	D	D	D	E	C	D
- w/ Project With Improvements	TS	E	C	C	D	D	C	C	D	D	E	C	C
Euclid Av. (SR-83) /Bickmore Av.													
- Without Project	CSS	C	--	--	B	--	--	F	F	D	F	F	F
- With Project	CSS	C	--	--	B	--	--	F	F	D	F	F	F
-w/o Project With Improvements	TS	C	C	B	C	B	B	C	C	C	C	C	C
- w/ Project With Improvements	TS	C	C	B	C	B	B	C	C	C	C	C	C
Euclid Av. (SR-83) /Pine Av.													
- Without Project	TS	E	F	D	F	F	C	A	A	A	F	F	A
- With Project	TS	E	F	E	F	F	D	A	A	A	F	F	A
-w/o Project With Improvements	TS	D	C	A	D	D	D	E	D	A	C	D	C
- w/ Project With Improvements	TS	D	D	A	D	D	D	D	D	A	C	D	C
Euclid Av. (SR-83) / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	B	A	B	A	--	--	--	--	C	--	A
- With Project	TS	--	B	A	C	A	--	--	--	--	C	--	A
Euclid Av. (SR-83)/Butterfield Ranch Rd. / SR-71 Fwy. SB Off-Ramp													
- Without Project	TS	--	F	B	F	A	A	D	D	D	E	--	F
- With Project	TS	--	F	B	F	A	A	D	D	D	E	--	F
-w/o Project With Improvements	TS	--	A	A	F	A	A	F	F	D	E	--	E
- w/ Project With Improvements	TS	--	B	A	F	A	A	F	F	D	E	--	E
Sultana Av. / Pine Av.													
- Without Project	CSS	--	--	--	B	--	B	A	--	--	--	--	--
- With Project	CSS	--	--	--	C	--	C	A	--	--	--	--	--
Mill Creek Rd. / Kimball Av.													
- Without Project	CSS	C	--	A	--	--	--	--	--	--	A	--	--
- With Project	CSS	D	--	A	--	--	--	--	--	--	A	--	--
-w/o Project With Improvements	TS	B	--	A	--	--	--	--	B	B	C	B	--
- w/ Project With Improvements	TS	B	--	A	--	--	--	--	C	C	C	B	--
Mill Creek Rd. / Bickmore Av.													
- Without Project	AWS	A	A	A	A	A	A	A	A	A	B	B	B
- With Project	AWS	B	B	B	A	A	A	A	A	A	C	C	C
Chino Corona Rd. / Pine Av.													
- Without Project	TS	F	A	C	A	A	D	A	C	A	D	C	C
- With Project	TS	F	B	B	A	D	D	A	D	A	D	F	F
-w/o Project With Improvements	TS	F	A	C	A	A	D	A	C	C	D	D	D
- w/ Project With Improvements	TS	C	D	D	A	D	D	A	D	E	E	D	D
Cucamonga Av. / Chino Corona Rd.													
- Without Project	AWS	--	A	A	B	B	B	A	A	--	B	B	B
- With Project	AWS	--	F	F	E	E	E	B	B	--	E	E	E
- w/ Project With Improvements	TS	A	D	D	E	B	B	D	C	A	C	D	D
West Preserve Loop / Bickmore Av.													
- Without Project	AWS	B	B	B	A	A	A	A	A	A	A	A	A
- With Project	AWS	B	B	B	A	A	A	A	A	A	A	A	A
West Preserve Loop / Pine Av.													
- Without Project	TS	D	D	D	E	D	D	A	A	A	A	D	D
- With Project	TS	D	D	D	E	D	D	A	A	A	A	D	D

Table 6
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Summary of LOS by Individual Turning Movements for Interim Year Conditions
AM Peak Hour

= Project causes or worsens deficiency

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Main St. / Kimball Av.													
- Without Project	AWS	B	--	A	--	--	--	--	A	A	A	A	--
- With Project	AWS	B	--	A	--	--	--	--	A	A	A	A	--
Main St. / Preserve Loop													
- Without Project	AWS	A	A	A	A	A	A	A	A	A	A	A	A
- With Project	AWS	A	A	A	A	A	A	A	A	A	A	A	A
Main St. / Bickmore Av.													
- Without Project	CSS	A	--	--	A	--	--	A	A	A	A	A	A
- With Project	CSS	A	--	--	A	--	--	A	A	A	A	A	A
Main St. / Pine Av.													
- Without Project	CSS	F	F	F	E	E	E	B	--	--	A	--	--
- With Project	CSS	F	F	F	E	E	E	B	--	--	A	--	--
-w/o Project With Improvements	TS	D	D	D	D	D	D	D	B	B	D	B	B
- w/ Project With Improvements	TS	D	D	D	D	D	D	D	B	B	D	B	B
Main St. / Chino Corona Rd.													
- Without Project	CSS	--	--	--	B	--	--	A	--	--	--	--	--
- With Project	CSS	--	--	--	--	--	--	A	--	--	A	--	--
East Preserve Loop / Bickmore Av.													
- Without Project	CSS	A	A	A	--	--	--	A	--	--	A	--	--
- With Project	CSS	A	A	A	--	--	--	A	--	--	A	--	--
East Preserve Loop / Pine Av.													
- Without Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
- With Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
Hellman Av. / Kimball Av.													
- Without Project	CSS	A	--	--	A	--	--	B	B	B	C	C	C
- With Project	CSS	A	--	--	A	--	--	B	B	B	C	C	C
-w/o Project With Improvements	TS	B	B	B	B	B	B	C	B	B	C	B	B
- w/ Project With Improvements	TS	B	B	B	B	B	B	C	B	B	C	B	B
Hellman Av. / Pine Av./Schleisman Rd.													
- Without Project	CSS	F	F	F	F	F	F	B	--	--	A	--	--
- With Project	CSS	F	F	F	F	F	F	B	--	--	A	--	--
-w/o Project With Improvements	TS	D	D	D	C	D	D	D	C	C	C	C	C
- w/ Project With Improvements	TS	D	D	D	C	D	D	D	C	C	C	C	C
Hellman Av. / Chino Corona Rd./Chandler St.													
- Without Project	CSS	A	--	--	A	--	--	F	F	B	F	F	F
- With Project	CSS	A	--	--	A	--	--	F	F	B	F	F	F
-w/o Project With Improvements	TS	C	B	B	C	C	C	C	C	C	C	C	C
- w/ Project With Improvements	TS	C	C	C	C	C	C	C	C	C	C	C	C
Hellman Av. / River Rd.													
- Without Project	CSS	C	--	A	--	--	--	--	--	--	A	--	--
- With Project	CSS	C	--	B	--	--	--	--	--	--	A	--	--
Archibald St. / Schleisman Rd.													
- Without Project	TS	F	D	C	D	F	F	E	F	E	C	F	F
- With Project	TS	F	D	C	D	F	F	E	F	E	C	F	F
-w/o Project With Improvements	TS	D	C	C	C	C	C	D	E	D	C	D	D
- w/ Project With Improvements	TS	D	D	C	C	C	D	D	E	D	C	D	D
Archibald St. / Chandler St.													
- Without Project	TS	D	C	C	D	D	D	D	C	C	D	D	C
- With Project	TS	D	C	C	D	D	D	D	C	C	D	D	C
Archibald St. / River Rd.													
- Without Project	CSS	C	--	--	--	--	--	F	--	C	--	--	--
- With Project	CSS	C	--	--	--	--	--	F	--	D	--	--	--
-w/o Project With Improvements	TS	C	A	A	A	C	B	C	A	D	A	A	A
- w/ Project With Improvements	TS	D	A	A	A	C	B	C	A	D	A	A	A

Summary of LOS by Individual Turning Movements for Interim Year Conditions
AM Peak Hour

= Project causes or worsens deficiency

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
River Rd. / Bluff St.													
- Without Project	TS	A	B	B	A	A	A	D	D	D	D	D	D
- With Project	TS	A	B	B	A	A	A	D	D	D	D	D	D
River Rd. / Country Club Ln./Second St.													
- Without Project	TS	C	C	C	D	C	B	C	C	B	C	C	C
- With Project	TS	C	C	C	D	C	B	C	C	B	C	C	C
Lincoln Av. / Pomona Rd.													
- Without Project	TS	C	B	B	D	C	C	E	C	B	D	D	D
- With Project	TS	C	B	B	D	C	C	E	C	B	D	D	D
Lincoln Av. / SR-91 Fwy. EB Ramps													
- Without Project	TS	C	B	C	E	B	A	A	C	A	C	C	D
- With Project	TS	C	B	C	E	B	A	A	C	A	C	C	D
Harrison Av. / Schleisman Rd.													
- Without Project	AWS	B	C	B	D	D	D	C	C	B	F	F	B
- With Project	AWS	B	C	B	D	D	D	D	D	B	F	F	B
-w/o Project With Improvements	TS	D	D	C	D	D	D	D	C	C	C	C	C
- w/ Project With Improvements	TS	D	D	C	D	D	D	D	C	C	C	C	C
Sumner Av. / Schleisman Rd.													
- Without Project	AWS	F	F	F	C	C	C	C	C	C	D	D	D
- With Project	AWS	F	F	F	C	C	C	C	C	C	E	E	E
- With improvements	TS	D	C	C	C	C	C	D	D	D	C	D	D
- w/ Project With Improvements	TS	D	C	C	C	C	C	D	D	D	C	D	D
Cleveland Av. / Schleisman Rd.													
- Without Project	AWS	F	F	F	F	F	F	C	C	C	C	C	C
- With Project	AWS	F	F	F	F	F	F	C	C	C	C	C	C
-w/o Project With Improvements	TS	D	C	C	C	C	C	D	C	C	D	D	D
- w/ Project With Improvements	TS	D	C	C	C	C	C	D	C	C	D	D	D
Hamner Av. / Schleisman Rd.													
- Without Project	TS	D	C	C	D	C	C	D	D	D	D	C	C
- With Project	TS	D	C	C	D	C	C	D	D	D	D	C	C
I-15 Fwy. SB Ramps / Limonite Av.													
- Without Project	TS	--	--	--	C	D	C	--	C	D	B	A	--
- With Project	TS	--	--	--	C	D	C	--	C	D	B	A	--
I-15 Fwy. SB Ramps / Schleisman Rd.													
- Without Project	TS	--	--	--	B	A	B	--	B	A	C	B	--
- With Project	TS	--	--	--	B	A	B	--	B	A	C	B	--
I-15 Fwy. NB Ramps / Limonite Av.													
- Without Project	TS	C	A	C	--	--	--	A	A	--	--	C	B
- With Project	TS	C	A	C	--	--	--	A	A	--	--	C	B
I-15 Fwy. NB Ramps / Schleisman Rd.													
- Without Project	TS	C	A	C	--	--	--	C	A	--	--	B	B
- With Project	TS	C	A	C	--	--	--	C	A	--	--	B	B

[1] CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

= Project creates or worsens deficiency

Table 7
(Page 1 of 4)

Summary of LOS by Individual Turning Movements for Interim Year Conditions
PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Central Av. / El Prado Rd													
- Without Project	TS	C	C	B	D	B	B	C	C	C	D	A	B
- With Project	TS	C	C	B	D	B	B	C	C	C	D	A	B
Central Av. / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	B	A	--	B	A	--	--	--	A	--	B
- With Project	TS	--	B	A	--	B	A	--	--	--	A	--	B
Central Av. / SR-71 Fwy. SB Ramps													
- Without Project	TS	--	C	A	--	C	A	A	--	C	--	--	--
- With Project	TS	--	C	A	--	C	A	A	--	C	--	--	--
SR-71 Fwy. SB Ramps / Pine Av.													
- Without Project	TS	--	--	--	B	B	A	--	D	C	D	B	--
- With Project	TS	--	--	--	B	B	A	--	D	C	D	B	--
SR-71 Fwy. NB Ramps / Pine Av.													
- Without Project	AWS	B	B	B	--	--	--	B	F	--	--	C	D
- With Project	AWS	B	B	B	--	--	--	B	F	--	--	C	E
-w/o Project With Improvements	TS	C	C	C	--	--	--	C	A	--	--	A	B
- w/ Project With Improvements	TS	C	C	C	--	--	--	C	A	--	--	A	B
El Prado Rd. / Kimball Av.													
- Without Project	TS	A	D	D	C	A	A	C	D	D	D	A	C
- With Project	TS	A	D	D	C	A	A	C	D	D	D	A	C
El Prado Rd. / Pine Av.													
- Without Project	CSS	--	--	--	F	--	F	A	--	--	--	--	--
- With Project	CSS	--	--	--	F	--	F	A	--	--	--	--	--
-w/o Project With Improvements	TS	--	--	--	C	--	C	C	C	--	--	C	B
- w/ Project With Improvements	TS	--	--	--	C	--	C	C	C	--	--	C	B
Mountain Av. / Kimball Av.													
- Without Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
- With Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
Mountain Av. / Bickmore Av.													
- Without Project	CSS	--	--	--	A	--	--	--	--	--	B	--	B
- With Project	CSS	--	--	--	A	--	--	--	--	--	B	--	B
Euclid Av. (SR-83) / Schaefer Av.													
- Without Project	TS	D	C	A	F	B	B	D	E	C	D	D	C
- With Project	TS	D	C	A	F	B	B	D	E	C	D	D	C
Euclid Av. (SR-83) / Edison Av.													
- Without Project	TS	E	D	C	F	C	C	C	D	B	B	C	C
- With Project	TS	E	D	B	F	C	C	C	D	B	B	C	C
-w/o Project With Improvements	TS	E	D	C	E	C	C	E	D	C	E	D	C
- w/ Project With Improvements	TS	D	C	B	D	B	C	D	D	C	E	D	C
Euclid Av. (SR-83) / Eucalyptus Av.													
- Without Project	TS	F	F	C	D	F	C	E	C	F	D	D	D
- With Project	TS	F	F	C	D	F	C	E	C	F	D	D	D
-w/o Project With Improvements	TS	D	D	C	D	D	C	C	C	C	D	D	C
- w/ Project With Improvements	TS	E	D	C	D	D	C	C	C	C	D	D	D
Euclid Av. (SR-83) / Merrill Av.													
- Without Project	TS	--	B	A	A	A	--	--	--	--	D	--	D
- With Project	TS	--	B	A	A	A	--	--	--	--	D	--	D
-w/o Project With Improvements	TS	--	A	A	A	A	--	--	--	--	D	--	D
- w/ Project With Improvements	TS	--	B	A	A	A	--	--	--	--	D	--	D
Euclid Av. (SR-83) / Kimball Av.													
- Without Project	TS	E	F	C	F	D	C	F	B	B	B	B	C
- With Project	TS	D	F	C	F	D	C	F	B	B	B	B	B
-w/o Project With Improvements	TS	C	C	C	C	C	B	D	C	C	C	C	E
- w/ Project With Improvements	TS	C	C	C	E	C	A	D	C	D	D	C	D

Table 7
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Summary of LOS by Individual Turning Movements for Interim Year Conditions
PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Euclid Av. (SR-83) /Bickmore Av.													
- Without Project	CSS	B	--	--	C	--	--	F	F	D	F	F	F
- With Project	CSS	B	--	--	C	--	--	D	D	D	F	F	F
-w/o Project With Improvements	TS	C	C	C	C	C	C	D	C	C	C	C	C
- w/ Project With Improvements	TS	C	C	C	C	C	C	D	C	C	C	C	C
Euclid Av. (SR-83) /Pine Av.													
- Without Project	TS	C	B	F	F	B	B	F	F	A	D	D	C
- With Project	TS	D	B	F	F	C	B	F	F	A	F	F	C
-w/o Project With Improvements	TS	C	C	A	D	C	C	C	D	A	D	C	C
- w/ Project With Improvements	TS	C	D	A	E	C	C	D	D	A	E	C	C
Euclid Av. (SR-83) / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	B	A	C	A	--	--	--	--	C	--	A
- With Project	TS	--	B	A	C	A	--	--	--	--	C	--	A
Euclid Av. (SR-83)/Butterfield Ranch Rd. / SR-71 Fwy. SB Off-Ramp													
- Without Project	TS	--	C	C	C	B	A	B	B	B	C	--	C
- With Project	TS	--	C	C	C	B	A	B	B	B	C	--	C
-w/o Project With Improvements	TS	--	C	C	C	B	A	B	B	B	C	--	B
- w/ Project With Improvements	TS	--	C	C	C	B	A	B	B	B	C	--	B
Sultana Av. / Pine Av.													
- Without Project	CSS	--	--	--	C	--	C	A	--	--	--	--	--
- With Project	CSS	--	--	--	E	--	E	A	--	--	--	--	--
Mill Creek Rd. / Kimball Av.													
- Without Project	CSS	B	--	A	--	--	--	--	--	--	A	--	--
- With Project	CSS	B	--	A	--	--	--	--	--	--	A	--	--
-w/o Project With Improvements	TS	B	--	B	--	--	--	--	A	A	C	A	--
- w/ Project With Improvements	TS	B	--	B	--	--	--	--	B	B	C	A	--
Mill Creek Rd. / Bickmore Av.													
- Without Project	AWS	A	A	A	A	A	A	A	A	A	A	A	A
- With Project	AWS	A	A	A	A	B	B	B	B	B	A	A	A
Chino Corona Rd. / Pine Av.													
- Without Project	TS	F	A	C	A	A	D	A	F	A	D	A	A
- With Project	TS	F	C	C	A	D	D	A	F	A	E	A	A
-w/o Project With Improvements	TS	E	A	C	A	A	D	A	C	C	D	B	B
- w/ Project With Improvements	TS	E	C	C	A	D	D	A	B	C	E	A	A
Cucamonga Av. / Chino Corona Rd.													
- Without Project	AWS	A	A	A	C	C	C	B	B	--	A	A	A
- With Project	AWS	C	C	C	F	F	F	B	B	--	B	B	B
- w/ Project With Improvements	TS	C	D	D	D	B	B	D	C	--	D	E	E
West Preserve Loop / Bickmore Av.													
- Without Project	AWS	A	A	A	A	A	A	A	A	A	A	A	A
- With Project	AWS	A	A	A	A	A	A	A	A	A	A	A	A
West Preserve Loop / Pine Av.													
- Without Project	TS	D	D	D	E	D	D	A	B	B	A	A	A
- With Project	TS	D	D	D	E	D	D	A	B	B	A	A	A
Main St. / Kimball Av.													
- Without Project	AWS	A	--	A	--	--	--	--	A	A	A	A	--
- With Project	AWS	A	--	A	--	--	--	--	A	A	A	A	--
Main St. / Preserve Loop													
- Without Project	AWS	A	A	--	A	A	A	A	A	A	A	A	A
- With Project	AWS	A	A	--	A	A	A	A	A	A	A	A	A
Main St. / Bickmore Av.													
- Without Project	CSS	A	--	--	A	--	--	B	B	B	B	B	B
- With Project	CSS	A	--	--	A	--	--	B	B	B	B	B	B

Table 7
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Summary of LOS by Individual Turning Movements for Interim Year Conditions
PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Main St. / Pine Av.													
- Without Project	CSS	E	E	E	F	F	F	A	--	--	B	--	--
- With Project	CSS	E	E	E	F	F	F	A	--	--	B	--	--
-w/o Project With Improvements	TS	D	D	D	D	D	D	C	D	D	D	C	C
- w/ Project With Improvements	TS	D	D	D	D	D	D	C	C	C	D	C	C
Main St. / Chino Corona Rd.													
- Without Project	CSS	--	--	--	B	--	B	--	--	--	--	--	--
- With Project	CSS	B	--	B	D	--	D	--	--	--	A	--	--
East Preserve Loop / Bickmore Av.													
- Without Project	CSS	A	A	A	B	B	B	--	--	--	A	--	--
- With Project	CSS	A	A	A	B	B	B	--	--	--	A	--	--
East Preserve Loop / Pine Av.													
- Without Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
- With Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
Hellman Av. / Kimball Av.													
- Without Project	CSS	A	--	--	A	--	--	D	D	D	E	E	E
- With Project	CSS	A	--	--	A	--	--	D	D	D	E	E	E
-w/o Project With Improvements	TS	C	C	C	B	B	B	C	C	C	C	B	B
- w/ Project With Improvements	TS	C	C	C	B	B	B	C	C	C	C	B	B
Hellman Av. / Pine Av./Schleisman Rd.													
- Without Project	CSS	F	F	F	F	F	F	A	--	--	B	--	--
- With Project	CSS	F	F	F	F	F	F	A	--	--	B	--	--
-w/o Project With Improvements	TS	C	D	D	C	D	D	C	C	C	C	C	C
- w/ Project With Improvements	TS	C	D	D	C	D	D	C	C	C	C	B	B
Hellman Av. / Chino Corona Rd./Chandler St.													
- Without Project	CSS	A	--	--	A	--	--	F	F	B	F	F	F
- With Project	CSS	A	--	--	A	--	--	F	F	B	F	F	F
-w/o Project With Improvements	TS	C	C	C	C	D	D	C	C	C	C	C	C
- w/ Project With Improvements	TS	E	C	C	D	D	D	C	D	D	C	C	C
Hellman Av. / River Rd.													
- Without Project	CSS	C	--	B	--	--	--	--	--	--	--	--	--
- With Project	CSS	C	--	B	--	--	--	--	--	--	--	--	--
Archibald St. / Schleisman Rd.													
- Without Project	TS	D	D	C	E	F	F	C	F	C	D	F	F
- With Project	TS	D	D	C	E	F	F	C	F	C	D	F	F
-w/o Project With Improvements	TS	D	E	C	D	D	D	C	D	C	D	E	E
- w/ Project With Improvements	TS	D	E	C	D	D	D	C	D	C	D	E	E
Archibald St. / Chandler St.													
- Without Project	TS	D	C	C	D	C	C	D	C	C	D	C	C
- With Project	TS	D	C	C	D	C	C	D	C	C	D	C	C
Archibald St. / River Rd.													
- Without Project	CSS	B	--	--	--	--	--	F	--	F	--	--	--
- With Project	CSS	B	--	--	--	--	--	F	--	F	--	--	--
-w/o Project With Improvements	TS	D	C	A	A	D	B	B	A	D	A	A	A
- w/ Project With Improvements	TS	D	C	A	A	D	B	B	A	D	A	A	A
River Rd. / Bluff St.													
- Without Project	TS	A	A	A	A	A	A	D	D	D	D	D	D
- With Project	TS	A	A	A	A	A	A	D	D	D	D	D	D
River Rd. / Country Club Ln./Second St.													
- Without Project	TS	C	C	C	D	C	B	C	C	B	C	C	C
- With Project	TS	C	C	C	D	C	B	C	C	B	C	C	C
Lincoln Av. / Pomona Rd.													
- Without Project	TS	D	B	B	D	C	C	C	C	C	F	D	D
- With Project	TS	D	B	B	D	C	C	C	C	C	F	D	D
Lincoln Av. / SR-91 Fwy. EB Ramps													
- Without Project	TS	C	B	C	C	B	B	C	C	C	D	D	C
- With Project	TS	C	B	C	C	B	B	C	C	C	D	D	C

Table 7
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Summary of LOS by Individual Turning Movements for Interim Year Conditions
PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Harrison Av. / Schleisman Rd.													
- Without Project	AWS	B	B	B	C	C	C	F	F	B	E	E	B
- With Project	AWS	B	C	B	C	C	C	F	F	B	F	F	B
-w/o Project With Improvements	TS	D	D	D	D	D	D	C	C	C	D	C	C
- w/ Project With Improvements	TS	D	D	D	D	D	D	D	C	C	E	C	C
Sumner Av. / Schleisman Rd.													
- Without Project	AWS	C	C	C	C	C	B	E	E	D	C	C	C
- With Project	AWS	C	C	C	C	C	B	F	E	E	D	D	D
- With improvements	TS	D	D	D	D	D	D	C	C	C	D	C	C
- w/ Project With Improvements	TS	D	D	D	D	D	D	D	D	D	D	C	C
Cleveland Av. / Schleisman Rd.													
- Without Project	AWS	C	C	C	C	C	C	D	D	D	B	B	B
- With Project	AWS	C	C	C	C	C	C	E	E	E	B	B	B
-w/o Project With Improvements	TS	C	C	C	C	C	C	C	C	C	C	C	C
- w/ Project With Improvements	TS	C	C	C	C	C	C	C	C	C	C	C	C
Hamner Av. / Schleisman Rd.													
- Without Project	TS	D	C	C	D	C	C	E	D	D	E	C	C
- With Project	TS	D	D	C	D	D	C	E	D	D	E	C	C
I-15 Fwy. SB Ramps / Limonite Av.													
- Without Project	TS	--	--	--	C	--	C	--	C	C	B	A	--
- With Project	TS	--	--	--	C	--	C	--	C	C	B	A	--
I-15 Fwy. SB Ramps / Schleisman Rd.													
- Without Project	TS	--	--	--	B	--	B	--	B	A	C	B	--
- With Project	TS	--	--	--	B	--	B	--	B	A	C	B	--
I-15 Fwy. NB Ramps / Limonite Av.													
- Without Project	TS	C	--	C	--	--	--	B	B	--	--	C	B
- With Project	TS	C	--	C	--	--	--	B	B	--	--	C	B
I-15 Fwy. NB Ramps / Schleisman Rd.													
- Without Project	TS	B	--	B	--	--	--	C	A	--	--	B	B
- With Project	TS	B	--	B	--	--	--	C	A	--	--	B	B

[1] CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

= Project creates or worsens deficiency

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Table 8
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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions AM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Central Av. / El Prado Rd													
- Without Project	TS	C	C	B	E	B	B	--	--	D	E	E	D
- With Project	TS	C	C	B	E	B	B	--	--	D	E	E	D
Central Av. / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	A	A	--	A	A	--	--	--	A	--	B
- With Project	TS	--	A	A	--	A	A	--	--	--	A	--	B
Central Av. / SR-71 Fwy. SB Ramps													
- Without Project	TS	--	B	A	--	A	A	A	A	B	--	--	--
- With Project	TS	--	B	A	--	A	A	A	A	B	--	--	--
-w/o Project With Improvements	TS	--	A	A	--	A	A	B	B	B	--	--	--
- w/ Project With Improvements	TS	--	A	A	--	A	A	B	B	B	--	--	--
SR-71 Fwy. SB Ramps / Pine Av.													
- Without Project	TS	--	--	--	D	D	B	--	D	B	E	A	--
- With Project	TS	--	--	--	E	E	C	--	E	C	E	A	--
-w/o Project With Improvements	TS	--	--	--	C	C	C	--	C	B	C	A	--
- w/ Project With Improvements	TS	--	--	--	C	C	C	--	C	B	C	A	--
SR-71 Fwy. NB Ramps / Pine Av.													
- Without Project	AWS	B	B	B	--	--	--	C	F	--	--	F	F
- With Project	AWS	B	B	B	--	--	--	C	F	--	--	F	F
-w/o Project With Improvements	TS	D	D	D	--	--	--	E	A	--	--	A	C
- w/ Project With Improvements	TS	D	D	D	--	--	--	E	A	--	--	A	C
El Prado Rd. / Kimball Av.													
- Without Project	TS	A	D	D	C	A	A	D	D	A	E	D	A
- With Project	TS	A	D	D	C	A	A	D	D	A	E	D	A
El Prado Rd. / Pine Av.													
- Without Project	CSS	--	--	--	F	--	F	B	--	--	--	--	--
- With Project	CSS	--	--	--	F	--	F	C	--	--	--	--	--
-w/o Project With Improvements	TS	--	--	--	C	--	C	D	A	--	--	B	B
- w/ Project With Improvements	TS	--	--	--	C	--	C	D	A	--	--	B	B
Mountain Av. / Kimball Av.													
- Without Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
- With Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
Mountain Av. / Bickmore Av.													
- Without Project	CSS	--	--	--	A	--	--	--	--	--	B	--	A
- With Project	CSS	--	--	--	A	--	--	--	--	--	B	--	A
Euclid Av. (SR-83) / Schaefer Av.													
- Without Project	TS	E	C	B	E	D	B	C	C	C	E	E	C
- With Project	TS	D	C	B	D	D	B	C	C	B	E	E	C
-w/o Project With Improvements	TS	E	C	B	E	D	B	C	C	C	E	E	C
- w/ Project With Improvements	TS	E	C	B	E	D	B	C	C	C	E	E	C
Euclid Av. (SR-83) / Edison Av.													
- Without Project	TS	F	D	C	F	F	C	B	B	A	B	F	F
- With Project	TS	F	C	C	F	F	C	B	B	B	B	F	F
-w/o Project With Improvements	TS	E	C	B	D	C	C	E	C	C	E	D	C
- w/ Project With Improvements	TS	F	C	B	D	C	C	E	C	C	E	D	C
Euclid Av. (SR-83) / Eucalyptus Av.													
- Without Project	TS	F	C	B	D	F	C	E	D	F	D	E	E
- With Project	TS	F	C	B	D	F	C	E	D	F	D	E	E
-w/o Project With Improvements	TS	D	C	B	D	D	C	D	D	A	D	E	D
- w/ Project With Improvements	TS	E	C	B	D	D	C	D	D	A	D	E	D
Euclid Av. (SR-83) / Merrill Av.													
- Without Project	TS	--	B	A	A	D	--	--	--	--	E	--	E
- With Project	TS	--	C	B	B	D	--	--	--	--	E	--	E
-w/o Project With Improvements	TS	--	C	B	B	B	--	--	--	--	D	--	C
- w/ Project With Improvements	TS	--	C	B	B	B	--	--	--	--	D	--	C

Table 8
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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions AM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Euclid Av. (SR-83) / Kimball Av.													
- Without Project	TS	F	C	B	E	D	F	F	C	C	F	F	C
- With Project	TS	F	C	C	E	D	F	F	C	C	F	F	C
-w/o Project With Improvements	TS	E	C	C	D	C	A	D	D	D	D	D	A
- w/ Project With Improvements	TS	E	C	C	D	C	A	D	D	E	D	D	A
Euclid Av. (SR-83) /Bickmore Av.													
- Without Project	CSS	C	--	--	B	--	--	F	F	D	F	F	F
- With Project	CSS	C	--	--	B	--	--	F	F	D	F	F	F
-w/o Project With Improvements	TS	D	C	C	D	C	C	D	C	C	D	D	D
- w/ Project With Improvements	TS	D	C	C	D	C	C	D	C	C	D	D	D
Euclid Av. (SR-83) /Pine Av.													
- Without Project	TS	E	F	E	F	F	D	A	A	A	F	F	A
- With Project	TS	D	F	F	F	F	D	A	A	A	F	F	A
-w/o Project With Improvements	TS	D	D	A	E	D	C	E	D	A	C	D	B
- w/ Project With Improvements	TS	D	D	A	E	D	C	D	C	A	E	C	C
Euclid Av. (SR-83) / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	B	A	B	A	--	--	--	--	C	--	A
- With Project	TS	--	B	A	B	A	--	--	--	--	C	--	A
Euclid Av. (SR-83)/Butterfield Ranch Rd. / SR-71 Fwy. SB Off-Ramp													
- Without Project	TS	--	F	A	F	A	A	D	D	D	E	--	F
- With Project	TS	--	F	A	F	A	A	D	D	D	E	--	F
-w/o Project With Improvements	TS	--	A	A	F	A	A	F	F	D	E	--	E
- w/ Project With Improvements	TS	--	B	A	F	A	A	F	F	D	E	--	E
Sultana Av. / Pine Av.													
- Without Project	CSS	--	--	--	F	--	F	C	--	--	--	--	--
- With Project	CSS	--	--	--	F	--	F	D	--	--	--	--	--
-w/o Project With Improvements	TS	--	--	--	D	--	D	E	A	--	--	A	A
- w/ Project With Improvements	TS	--	--	--	D	--	D	E	A	--	--	B	B
Mill Creek Rd. / Kimball Av.													
- Without Project	CSS	F	--	B	--	--	--	--	--	--	A	--	--
- With Project	CSS	F	--	B	--	--	--	--	--	--	A	--	--
-w/o Project With Improvements	TS	B	--	A	--	--	--	--	C	C	C	B	--
- w/ Project With Improvements	TS	B	--	A	--	--	--	--	C	C	C	B	--
Mill Creek Rd. / Bickmore Av.													
- Without Project	AWS	A	A	A	A	A	A	A	A	A	B	B	B
- With Project	AWS	B	B	B	A	A	A	A	A	A	C	C	C
Chino Corona Rd. / Pine Av.													
- Without Project	TS	F	A	C	A	A	D	A	B	A	E	F	F
- With Project	TS	F	C	C	A	D	D	A	C	A	E	F	F
-w/o Project With Improvements	TS	E	A	C	A	A	E	A	C	C	D	B	B
- w/ Project With Improvements	TS	E	C	C	A	E	E	A	C	C	D	B	B
Cucamonga Av. / Chino Corona Rd.													
- Without Project	AWS	--	A	A	B	B	B	A	A	--	B	B	B
- With Project	AWS	--	B	B	D	D	D	B	B	--	D	D	D
- w/ Project With Improvements	TS	A	C	C	D	B	B	C	B	A	C	C	C
West Preserve Loop / Bickmore Av.													
- Without Project	AWS	C	C	C	A	A	A	A	A	A	A	A	A
- With Project	AWS	C	C	C	A	A	A	A	A	A	A	A	A
West Preserve Loop / Pine Av.													
- Without Project	TS	F	F	F	D	D	D	A	A	A	A	F	F
- With Project	TS	F	F	F	D	D	D	A	A	A	A	F	F
-w/o Project With Improvements	TS	E	F	F	D	E	E	F	A	A	D	B	B
- w/ Project With Improvements	TS	E	F	F	D	E	E	F	A	A	D	B	B
Main St. / Kimball Av.													
- Without Project	AWS	B	--	A	--	--	--	--	B	A	B	B	--
- With Project	AWS	B	--	A	--	--	--	--	B	A	B	B	--

Table 8
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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions AM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Main St. / Preserve Loop													
- Without Project	AWS	A	A	A	A	A	A	B	A	A	A	A	A
- With Project	AWS	A	A	A	A	A	A	B	A	A	A	A	A
Main St. / Bickmore Av.													
- Without Project	CSS	B	B	B	B	B	B	A	--	--	A	--	--
- With Project	CSS	A	--	--	A	--	--	B	B	B	B	B	B
-w/o Project With Improvements	AWS	A	A	A	A	A	A	A	A	A	A	A	A
- w/ Project With Improvements	AWS	A	A	A	A	A	A	A	A	A	A	A	A
Main St. / Pine Av.													
- Without Project	CSS	F	F	F	F	F	F	D	--	--	A	--	--
- With Project	CSS	F	F	F	F	F	F	D	--	--	A	--	--
-w/o Project With Improvements	TS	D	D	D	D	E	E	E	B	B	C	B	B
- w/ Project With Improvements	TS	D	E	E	D	E	E	E	B	B	C	B	B
Main St. / Chino Corona Rd.													
- Without Project	CSS	--	--	--	C	--	--	A	--	--	--	--	--
- With Project	CSS	C	C	C	F	F	--	A	--	--	A	--	--
- w/ Project With Improvements	TS	--	--	--	C	B	--	C	A	A	D	C	C
East Preserve Loop / Bickmore Av.													
- Without Project	CSS	A	A	A	--	--	--	A	--	--	A	--	--
- With Project	CSS	A	A	A	--	--	--	A	--	--	A	--	--
East Preserve Loop / Pine Av.													
- Without Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
- With Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
-w/o Project With Improvements	TS	E	D	D	D	D	D	D	B	B	D	E	E
- w/ Project With Improvements	TS	E	D	D	D	D	D	D	B	B	D	E	E
Hellman Av. / Kimball Av.													
- Without Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
- With Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
-w/o Project With Improvements	TS	D	C	C	C	D	D	C	C	A	D	C	C
- w/ Project With Improvements	TS	D	C	C	C	D	D	D	C	A	D	C	C
Hellman Av. / Pine Av./Schleisman Rd.													
- Without Project	CSS	F	F	F	F	F	F	F	--	--	A	--	--
- With Project	CSS	F	F	F	F	F	F	F	--	--	A	--	--
-w/o Project With Improvements	TS	E	C	C	D	C	D	E	C	B	D	D	B
- w/ Project With Improvements	TS	E	C	C	D	C	D	E	C	C	D	D	C
Hellman Av. / Chino Corona Rd./Chandler St.													
- Without Project	CSS	A	--	--	B	--	--	F	F	B	F	F	F
- With Project	CSS	A	--	--	B	--	--	F	F	B	F	F	F
-w/o Project With Improvements	TS	C	B	B	D	C	C	D	D	D	D	D	D
- w/ Project With Improvements	TS	C	C	C	D	C	C	E	C	C	D	C	C
Hellman Av. / River Rd.													
- Without Project	CSS	F	--	B	--	--	--	--	--	--	A	--	--
- With Project	CSS	F	--	B	--	--	--	--	--	--	A	--	--
-w/o Project With Improvements	TS	D	--	D	--	--	--	--	A	A	D	B	--
- w/ Project With Improvements	TS	D	--	D	--	--	--	--	A	A	D	B	--
Archibald St. / Schleisman Rd.													
- Without Project	TS	F	F	D	E	F	F	E	F	D	B	F	F
- With Project	TS	F	F	D	E	F	F	E	F	D	B	F	F
-w/o Project With Improvements	TS	F	D	C	D	D	E	F	C	C	D	D	D
- w/ Project With Improvements	TS	F	D	C	D	D	E	F	C	C	D	D	D
Archibald St. / Chandler St.													
- Without Project	TS	D	C	C	D	C	C	D	C	C	D	D	C
- With Project	TS	D	C	C	D	C	C	D	C	C	D	D	C

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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions AM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Archibald St. / River Rd.													
- Without Project	CSS	F	--	--	--	--	--	F	--	D	--	--	--
- With Project	CSS	F	--	--	--	--	--	F	--	F	--	--	--
-w/o Project With Improvements	TS	C	A	--	--	D	C	D	--	A	--	--	--
- w/ Project With Improvements	TS	C	A	--	--	D	C	D	--	A	--	--	--
River Rd. / Bluff St.													
- Without Project	TS	A	F	F	D	A	A	D	D	D	D	D	D
- With Project	TS	A	F	F	F	A	A	D	D	D	D	D	D
-w/o Project With Improvements	TS	D	D	D	D	C	C	D	D	D	D	D	D
- w/ Project With Improvements	TS	D	D	D	D	C	C	D	D	D	D	D	D
River Rd. / Country Club Ln./Second St.													
- Without Project	TS	D	D	C	E	C	B	C	C	B	C	D	D
- With Project	TS	D	D	C	E	C	B	C	C	B	C	D	D
Lincoln Av. / Pomona Rd.													
- Without Project	TS	D	C	C	D	D	D	E	D	B	D	D	D
- With Project	TS	E	C	C	D	E	E	E	D	B	D	D	D
Lincoln Av. / SR-91 Fwy. EB Ramps													
- Without Project	TS	D	F	E	F	C	A	A	C	A	C	C	F
- With Project	TS	D	F	E	F	C	A	A	C	A	C	C	F
-w/o Project With Improvements	TS	C	C	C	F	B	A	A	C	A	D	D	E
- w/ Project With Improvements	TS	C	C	C	F	B	A	A	C	A	D	D	E
Harrison Av. / Schleisman Rd.													
- Without Project	AWS	C	C	C	F	F	F	F	F	B	F	F	B
- With Project	AWS	C	C	C	F	F	F	F	F	B	F	F	B
-w/o Project With Improvements	TS	E	D	D	E	E	E	E	C	C	D	C	C
- w/ Project With Improvements	TS	E	D	D	E	E	E	E	C	C	D	C	C
Sumner Av. / Schleisman Rd.													
- Without Project	AWS	F	F	F	D	D	C	F	F	F	F	F	F
- With Project	AWS	F	F	F	D	D	C	F	F	F	F	F	F
- With improvements	TS	F	D	D	D	E	E	F	C	C	D	D	D
- w/ Project With Improvements	TS	F	D	D	D	E	E	F	C	C	D	D	D

Table 8
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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions AM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Cleveland Av. / Schleisman Rd.													
- Without Project	AWS	F	F	F	F	F	F	F	F	F	C	F	F
- With Project	AWS	F	F	F	F	F	F	F	F	F	C	F	F
-w/o Project With Improvements	TS	E	D	D	D	D	C	E	C	C	D	D	D
- w/ Project With Improvements	TS	E	D	D	D	D	C	E	C	D	D	D	D
Hamner Av. / Schleisman Rd.													
- Without Project	TS	D	D	C	D	D	D	D	D	D	D	D	D
- With Project	TS	D	D	C	D	D	D	D	D	D	D	D	D
- With improvements	TS	E	D	D	D	D	D	D	C	C	E	C	C
- w/ Project With Improvements	TS	D	D	D	D	D	D	D	D	D	D	D	D
I-15 Fwy. SB Ramps / Limonite Av.													
- Without Project	TS	--	--	--	C	E	D	--	C	E	B	A	--
- With Project	TS	--	--	--	D	E	D	--	C	D	B	A	--
I-15 Fwy. SB Ramps / Schleisman Rd.													
- Without Project	TS	--	--	--	B	--	B	--	C	A	C	B	--
- With Project	TS	--	--	--	B	--	B	--	C	A	B	B	--
I-15 Fwy. NB Ramps / Limonite Av.													
- Without Project	TS	C	--	C	--	--	--	A	A	--	--	D	C
- With Project	TS	D	--	C	--	--	--	B	A	--	--	D	C
I-15 Fwy. NB Ramps / Schleisman Rd.													
- Without Project	TS	D	--	C	--	--	--	D	A	--	--	C	B
- With Project	TS	D	--	C	--	--	--	D	A	--	--	C	B

[1] CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

= Project creates or worsens deficiency

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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Central Av. / El Prado Rd													
- Without Project	TS	C	D	C	D	B	B	D	D	D	E	A	C
- With Project	TS	C	D	C	D	B	B	D	D	D	E	A	C
Central Av. / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	B	A	--	B	A	--	--	--	A	--	B
- With Project	TS	--	B	A	--	B	A	--	--	--	A	--	B
Central Av. / SR-71 Fwy. SB Ramps													
- Without Project	TS	--	C	A	--	C	A	A	--	D	--	--	--
- With Project	TS	--	C	A	--	D	A	A	--	D	--	--	--
-w/o Project With Improvements	TS	--	B	A	--	B	A	A	--	A	--	--	--
- w/ Project With Improvements	TS	--	B	A	--	B	A	A	--	A	--	--	--
SR-71 Fwy. SB Ramps / Pine Av.													
- Without Project	TS	--	--	--	C	C	A	--	E	C	E	C	--
- With Project	TS	--	--	--	C	C	A	--	E	C	F	C	--
-w/o Project With Improvements	TS	--	--	--	B	B	B	--	C	B	C	A	--
- w/ Project With Improvements	TS	--	--	--	B	B	B	--	C	B	C	A	--
SR-71 Fwy. NB Ramps / Pine Av.													
- Without Project	AWS	B	B	B	--	--	--	B	F	--	--	F	F
- With Project	AWS	B	B	B	--	--	--	B	F	--	--	F	F
-w/o Project With Improvements	TS	D	D	D	--	--	--	D	A	--	--	A	A
- w/ Project With Improvements	TS	D	D	D	--	--	--	D	A	--	--	A	A
El Prado Rd. / Kimball Av.													
- Without Project	TS	A	D	D	C	A	A	C	D	D	D	A	C
- With Project	TS	A	D	D	C	A	A	C	D	D	D	A	C
El Prado Rd. / Pine Av.													
- Without Project	CSS	--	--	--	F	--	F	A	--	--	--	--	--
- With Project	CSS	--	--	--	F	--	F	A	--	--	--	--	--
-w/o Project With Improvements	TS	--	--	--	D	--	D	C	C	--	--	C	C
- w/ Project With Improvements	TS	--	--	--	E	--	E	D	D	--	--	C	C
Mountain Av. / Kimball Av.													
- Without Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
- With Project	TS	B	--	B	--	--	--	--	B	B	C	A	--
Mountain Av. / Bickmore Av.													
- Without Project	CSS	--	--	--	A	--	--	--	--	--	B	--	A
- With Project	CSS	--	--	--	A	--	--	--	--	--	B	--	A
Euclid Av. (SR-83) / Schaefer Av.													
- Without Project	TS	D	F	B	F	C	B	C	F	C	C	C	C
- With Project	TS	D	F	B	F	C	B	C	F	C	C	C	C
-w/o Project With Improvements	TS	D	D	B	F	B	B	D	D	C	D	D	C
- w/ Project With Improvements	TS	D	D	B	F	B	B	D	D	C	D	D	C
Euclid Av. (SR-83) / Edison Av.													
- Without Project	TS	E	F	D	F	C	C	B	F	B	B	F	F
- With Project	TS	E	F	D	F	C	C	B	F	B	B	F	F
-w/o Project With Improvements	TS	E	C	C	F	C	C	D	F	C	F	D	C
- w/ Project With Improvements	TS	E	D	D	F	C	C	D	D	C	F	D	C
Euclid Av. (SR-83) / Eucalyptus Av.													
- Without Project	TS	F	F	C	D	F	C	E	C	F	D	D	D
- With Project	TS	F	F	C	D	F	C	E	C	F	D	D	D
-w/o Project With Improvements	TS	D	C	B	D	C	C	D	E	A	D	E	D
- w/ Project With Improvements	TS	D	C	B	D	C	C	D	E	A	D	F	D
Euclid Av. (SR-83) / Merrill Av.													
- Without Project	TS	--	B	A	A	A	--	--	--	--	D	--	D
- With Project	TS	--	B	A	A	A	--	--	--	--	D	--	D
-w/o Project With Improvements	TS	--	C	A	A	A	--	--	--	--	D	--	D
- w/ Project With Improvements	TS	--	D	A	A	A	--	--	--	--	D	--	D

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Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Euclid Av. (SR-83) / Kimball Av.													
- Without Project	TS	E	F	C	F	D	C	F	B	B	C	C	C
- With Project	TS	D	F	C	F	D	C	F	B	B	C	C	C
-w/o Project With Improvements	TS	D	D	D	F	C	A	E	D	D	D	D	A
- w/ Project With Improvements	TS	D	D	B	F	C	A	E	D	D	D	D	A
Euclid Av. (SR-83) /Bickmore Av.													
- Without Project	CSS	B	--	--	F	--	--	F	F	D	F	F	F
- With Project	CSS	B	--	--	F	--	--	F	F	D	F	F	F
-w/o Project With Improvements	TS	D	C	B	E	C	C	D	C	C	D	D	D
- w/ Project With Improvements	TS	D	C	B	E	C	C	D	C	C	D	D	D
Euclid Av. (SR-83) /Pine Av.													
- Without Project	TS	D	B	F	F	B	B	F	F	A	F	F	D
- With Project	TS	D	C	F	F	B	B	F	F	A	F	F	D
-w/o Project With Improvements	TS	D	D	A	E	C	C	D	D	A	E	C	D
- w/ Project With Improvements	TS	D	C	A	E	C	C	D	D	A	E	C	D
Euclid Av. (SR-83) / SR-71 Fwy. NB Ramps													
- Without Project	TS	--	A	A	C	A	--	--	--	--	C	--	A
- With Project	TS	--	A	A	C	A	--	--	--	--	C	--	A
Euclid Av. (SR-83)/Butterfield Ranch Rd. / SR-71 Fwy. SB Off-Ramp													
- Without Project	TS	--	C	B	C	B	A	C	C	B	C	--	C
- With Project	TS	--	C	B	C	B	A	C	C	B	C	--	C
-w/o Project With Improvements	TS	--	C	C	C	B	A	B	B	B	C	--	B
- w/ Project With Improvements	TS	--	D	D	E	C	A	B	B	B	D	--	D
Sultana Av. / Pine Av.													
- Without Project	CSS	--	--	--	F	--	F	B	--	--	--	--	--
- With Project	CSS	--	--	--	F	--	F	B	--	--	--	--	--
-w/o Project With Improvements	TS	--	--	--	E	--	E	D	A	--	--	A	A
- w/ Project With Improvements		--	--	--	E	--	E	D	A	--	--	A	A
Mill Creek Rd. / Kimball Av.													
- Without Project	CSS	C	--	A	--	--	--	--	--	--	A	--	--
- With Project	CSS	C	--	A	--	--	--	--	--	--	A	--	--
-w/o Project With Improvements	TS	C	--	B	--	--	--	--	A	A	C	A	--
- w/ Project With Improvements	TS	C	--	B	--	--	--	--	A	A	C	A	--
Mill Creek Rd. / Bickmore Av.													
- Without Project	AWS	A	A	A	B	A	A	D	D	D	B	B	B
- With Project	AWS	B	B	B	B	B	B	E	E	E	B	B	B
Chino Corona Rd. / Pine Av.													
- Without Project	TS	F	A	D	A	A	D	A	F	A	E	A	A
- With Project	TS	F	C	C	A	D	D	A	F	A	E	B	B
-w/o Project With Improvements	TS	F	A	C	A	A	D	A	E	B	E	A	A
- w/ Project With Improvements	TS	F	D	D	A	E	E	A	D	B	E	A	A
Cucamonga Av. / Chino Corona Rd.													
- Without Project	AWS	A	A	A	C	C	C	A	A	--	B	B	B
- With Project	AWS	B	B	B	F	F	F	B	B	--	B	B	B
- w/ Project With Improvements	TS	C	D	D	C	C	C	C	C	A	C	D	D
West Preserve Loop / Bickmore Av.													
- Without Project	AWS	B	B	B	B	B	B	C	C	C	A	A	A
- With Project	AWS	B	B	B	B	B	B	C	C	C	A	A	A
West Preserve Loop / Pine Av.													
- Without Project	TS	F	F	F	E	E	E	A	F	F	A	A	A
- With Project	TS	F	F	F	E	E	E	A	F	F	A	A	A
-w/o Project With Improvements	TS	E	F	F	E	F	F	D	A	A	F	B	B
- w/ Project With Improvements		E	F	F	E	F	F	D	A	A	F	B	B
Main St. / Kimball Av.													
- Without Project	AWS	C	--	A	--	--	--	--	A	A	B	B	--
- With Project	AWS	C	--	A	--	--	--	--	A	A	B	B	--

Table 9
(Page 3 of 4)

Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Main St. / Preserve Loop													
- Without Project	AWS	A	A	A	B	B	A	B	A	A	A	A	A
- With Project	AWS	A	A	A	B	B	A	B	A	A	A	A	A
Main St. / Bickmore Av.													
- Without Project	CSS	C	C	C	F	F	F	A	--	--	A	--	--
- With Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
-w/o Project With Improvements	AWS	B	B	B	B	B	B	C	C	C	B	B	B
- w/ Project With Improvements	AWS	B	B	B	C	C	C	C	C	C	B	B	B
Main St. / Pine Av.													
- Without Project	CSS	F	F	F	F	F	F	B	--	--	C	--	--
- With Project	CSS	F	F	F	F	F	F	B	--	--	C	--	--
-w/o Project With Improvements	TS	D	E	E	F	F	F	D	B	B	D	A	A
- w/ Project With Improvements	TS	D	E	E	F	F	F	D	B	B	E	A	A
Main St. / Chino Corona Rd.													
- Without Project	CSS	--	--	--	C	--	C	--	--	--	--	--	--
- With Project	CSS	E	E	E	F	F	F	--	--	--	A	--	--
- w/ Project With Improvements	TS	F	D	D	C	B	B	A	B	B	D	A	A
East Preserve Loop / Bickmore Av.													
- Without Project	CSS	B	--	B	C	C	C	--	--	--	A	--	--
- With Project	CSS	B	--	B	C	C	C	--	--	--	A	--	--
East Preserve Loop / Pine Av.													
- Without Project	CSS	A	--	--	A	--	--	--	--	--	A	--	--
- With Project	CSS	A	--	--	A	--	--	F	F	F	F	F	F
-w/o Project With Improvements	TS	E	D	D	E	D	D	D	E	E	E	B	B
- w/ Project With Improvements	TS	E	D	D	E	D	D	D	E	E	E	B	B
Hellman Av. / Kimball Av.													
- Without Project	CSS	E	--	--	B	--	--	F	F	F	F	F	F
- With Project	CSS	E	--	--	B	--	--	F	F	F	F	F	F
-w/o Project With Improvements	TS	E	B	B	D	D	D	D	F	B	E	D	D
- w/ Project With Improvements	TS	F	C	C	D	E	E	D	E	B	D	C	C
Hellman Av. / Pine Av./Schleisman Rd.													
- Without Project	CSS	F	F	F	F	F	F	C	--	--	C	--	--
- With Project	CSS	F	F	F	F	F	F	C	--	--	D	--	--
-w/o Project With Improvements	TS	D	C	C	E	C	C	D	C	B	D	D	C
- w/ Project With Improvements	TS	D	C	C	F	C	C	E	C	C	D	D	C
Hellman Av. / Chino Corona Rd./Chandler St.													
- Without Project	CSS	B	--	--	B	--	--	F	F	F	F	F	F
- With Project	CSS	B	--	--	B	--	--	F	F	F	F	F	F
-w/o Project With Improvements	TS	D	D	D	E	D	D	D	D	D	D	C	C
- w/ Project With Improvements	TS	E	D	D	E	E	E	D	E	E	C	C	C
Hellman Av. / River Rd.													
- Without Project	CSS	F	--	E	--	--	--	--	--	--	A	--	--
- With Project	CSS	F	--	E	--	--	--	--	--	--	A	--	--
-w/o Project With Improvements	TS	D	--	D	--	--	--	--	D	D	A	A	--
- w/ Project With Improvements	TS	D	--	D	--	--	--	--	D	D	A	A	--
Archibald St. / Schleisman Rd.													
- Without Project	TS	D	F	D	F	F	F	C	F	C	D	F	F
- With Project	TS	D	F	D	F	F	F	C	F	C	D	F	F
-w/o Project With Improvements	TS	D	E	D	F	D	D	D	D	D	D	D	D
- w/ Project With Improvements	TS	D	E	D	F	D	D	D	D	D	D	D	D
Archibald St. / Chandler St.													
- Without Project	TS	E	C	C	D	C	C	D	C	C	E	C	C
- With Project	TS	D	C	C	D	C	C	D	C	C	D	D	D

Table 9
(Page 4 of 4)

Summary of LOS by Individual Turning Movements for General Plan Buildout Year (2030) Conditions PM Peak Hour

Intersection	TRAFFIC CONTROL[1]	LOS By Turning Movement											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Archibald St. / River Rd.													
- Without Project	CSS	D	--	--	--	--	--	F	--	F	--	--	--
- With Project	CSS	D	--	--	--	--	--	F	--	F	--	--	--
-w/o Project With Improvements	TS	D	A	--	--	C	B	D	--	A	--	--	--
- w/ Project With Improvements	TS	D	A	--	--	C	B	D	--	A	--	--	--
River Rd. / Bluff St.													
- Without Project	TS	A	E	E	F	B	B	C	C	C	C	C	C
- With Project	TS	A	D	D	F	A	A	D	D	D	D	D	D
-w/o Project With Improvements	TS	D	C	C	E	C	C	D	D	D	D	D	D
- w/ Project With Improvements	TS	D	C	C	E	C	C	D	D	D	D	D	D
River Rd. / Country Club Ln./Second St.													
- Without Project	TS	D	D	C	D	C	B	C	C	B	D	D	D
- With Project	TS	D	D	C	D	C	B	C	C	B	D	D	D
Lincoln Av. / Pomona Rd.													
- Without Project	TS	E	C	C	D	D	D	F	E	C	D	D	D
- With Project	TS	F	C	C	D	D	D	E	E	D	D	D	D
Lincoln Av. / SR-91 Fwy. EB Ramps													
- Without Project	TS	C	B	D	D	B	B	C	C	C	E	E	C
- With Project	TS	D	C	D	D	B	B	D	D	D	E	E	D
-w/o Project With Improvements	TS	C	B	D	D	B	B	C	C	C	D	D	B
- w/ Project With Improvements	TS	C	B	D	D	B	B	C	C	C	D	D	B
Harrison Av. / Schleisman Rd.													
- Without Project	AWS	B	C	B	F	F	F	F	F	B	F	F	B
- With Project	AWS	B	C	B	F	F	F	F	F	B	F	F	B
-w/o Project With Improvements	TS	E	D	D	F	D	D	D	C	C	F	C	C
- w/ Project With Improvements	TS	E	D	D	F	D	D	D	C	C	F	C	C
Sumner Av. / Schleisman Rd.													
- Without Project	AWS	E	E	E	E	E	C	F	F	F	F	F	F
- With Project	AWS	E	E	E	E	E	C	F	F	F	F	F	F
- With improvements	TS	E	D	D	E	E	E	E	C	C	E	D	D
- w/ Project With Improvements	TS	E	D	D	E	E	E	E	C	C	E	D	D
Cleveland Av. / Schleisman Rd.													
- Without Project	AWS	F	F	F	F	F	F	F	F	F	B	C	C
- With Project	AWS	F	F	F	F	F	F	F	F	F	B	D	D
-w/o Project With Improvements	TS	D	D	D	D	F	D	D	D	D	D	D	D
- w/ Project With Improvements	TS	D	D	D	D	F	D	D	D	D	D	D	D
Hamner Av. / Schleisman Rd.													
- Without Project	TS	D	F	D	E	F	C	E	F	F	F	C	C
- With Project	TS	D	F	C	D	F	C	F	F	F	F	C	C
- With improvements	TS	D	D	C	D	D	C	F	E	E	F	D	D
- w/ Project With Improvements	TS	D	D	C	D	D	C	F	E	E	F	D	D
I-15 Fwy. SB Ramps / Limonite Av.													
- Without Project	TS	--	--	--	C	--	D	--	D	B	A	A	--
- With Project	TS	--	--	--	C	--	D	--	D	B	A	A	--
I-15 Fwy. SB Ramps / Schleisman Rd.													
- Without Project	TS	--	--	--	B	--	B	--	C	A	C	B	--
- With Project	TS	--	--	--	B	--	B	--	C	A	C	B	--
I-15 Fwy. NB Ramps / Limonite Av.													
- Without Project	TS	C	--	D	--	--	--	B	B	--	--	D	C
- With Project	TS	D	--	D	--	--	--	B	B	--	--	D	C
I-15 Fwy. NB Ramps / Schleisman Rd.													
- Without Project	TS	B	--	D	--	--	--	E	C	--	--	E	C
- With Project	TS	B	--	F	--	--	--	C	B	--	--	F	C

[1] CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

= Project creates or worsens deficiency

U:\UcJobs_08100-08500_08200\08266\Excel\[08266-06 Ltr Rpt.xlsx]LOS Turn Move AM GP Buildout

ATTACHMENT A

CONCEPT IMPROVEMENT PLANS

EXHIBIT A

EUCLID AVENUE AND PINE AVENUE
CONCEPTUAL 3RD SOUTHBOUND LANE IMPROVEMENT
(CONSISTENT WITH LANE DROP 1/2 MILE TO THE SOUTH)

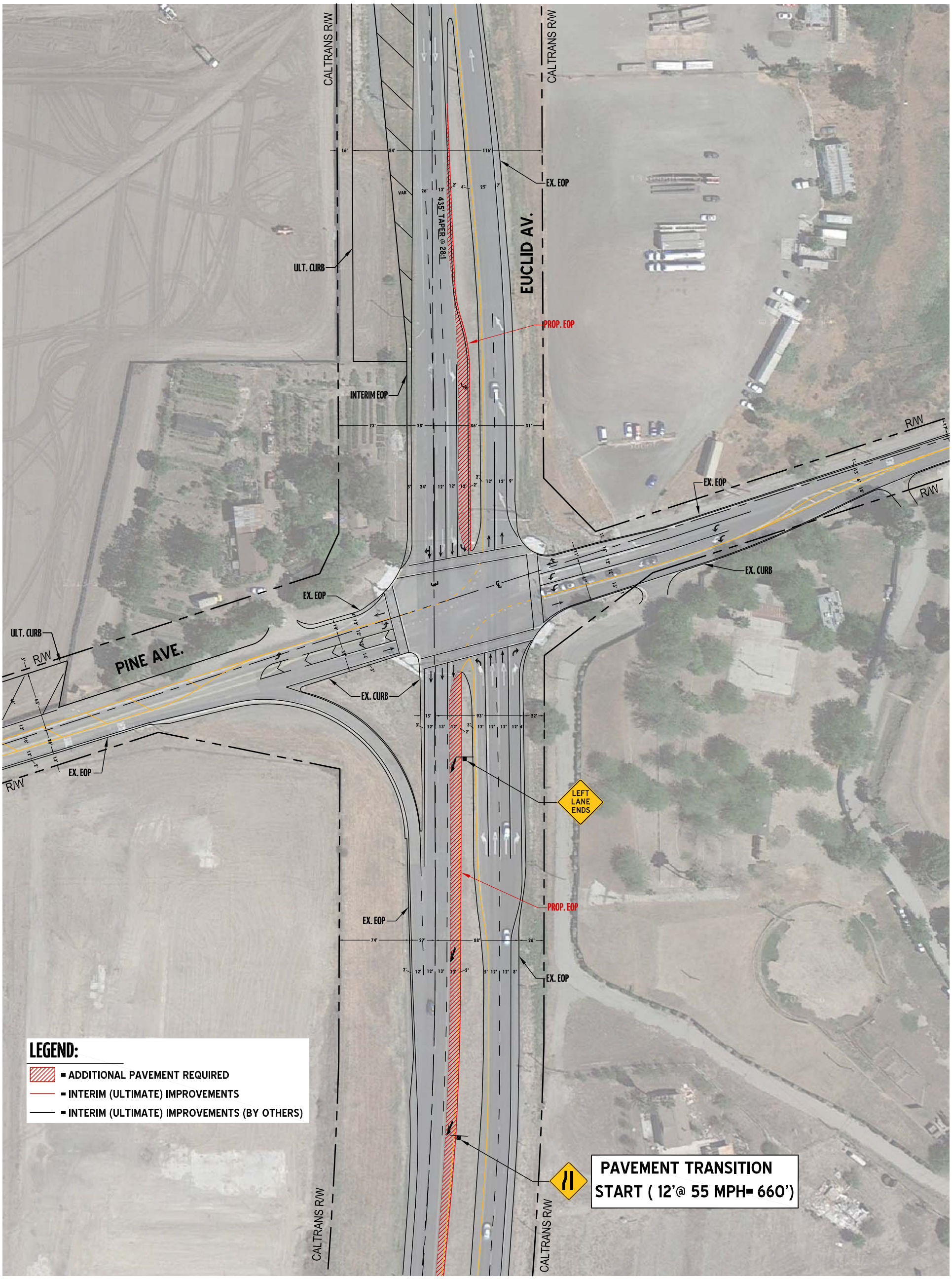
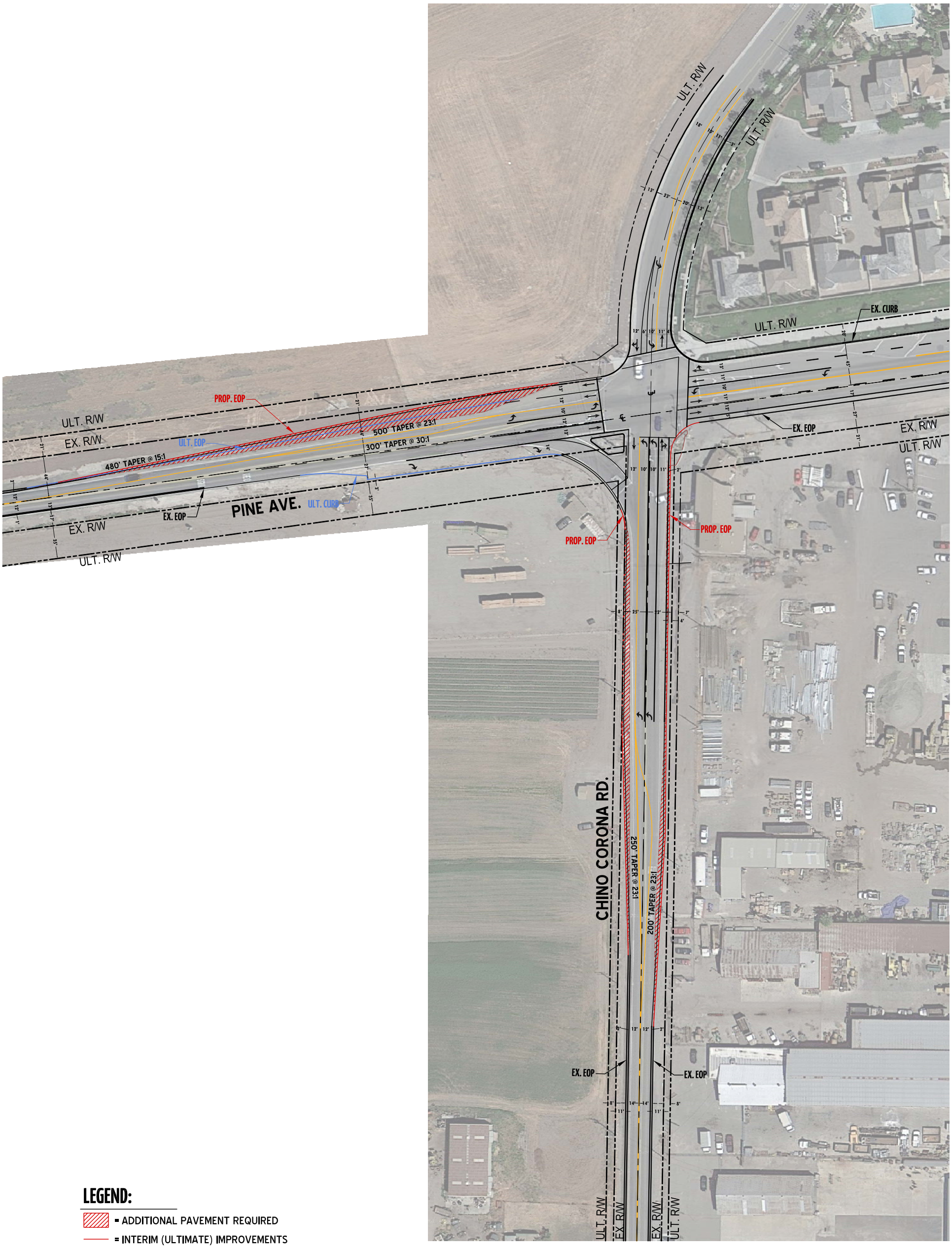


EXHIBIT B

CHINO CORONA ROAD AND PINE AVENUE CONCEPTUAL 2ND NORTHBOUND LEFT TURN LANE AND 2ND WESTBOUND THROUGH LANE IMPROVEMENT



LEGEND:

- = ADDITIONAL PAVEMENT REQUIRED
- = INTERIM (ULTIMATE) IMPROVEMENTS
- = INTERIM (ULTIMATE) IMPROVEMENTS (BY OTHERS)

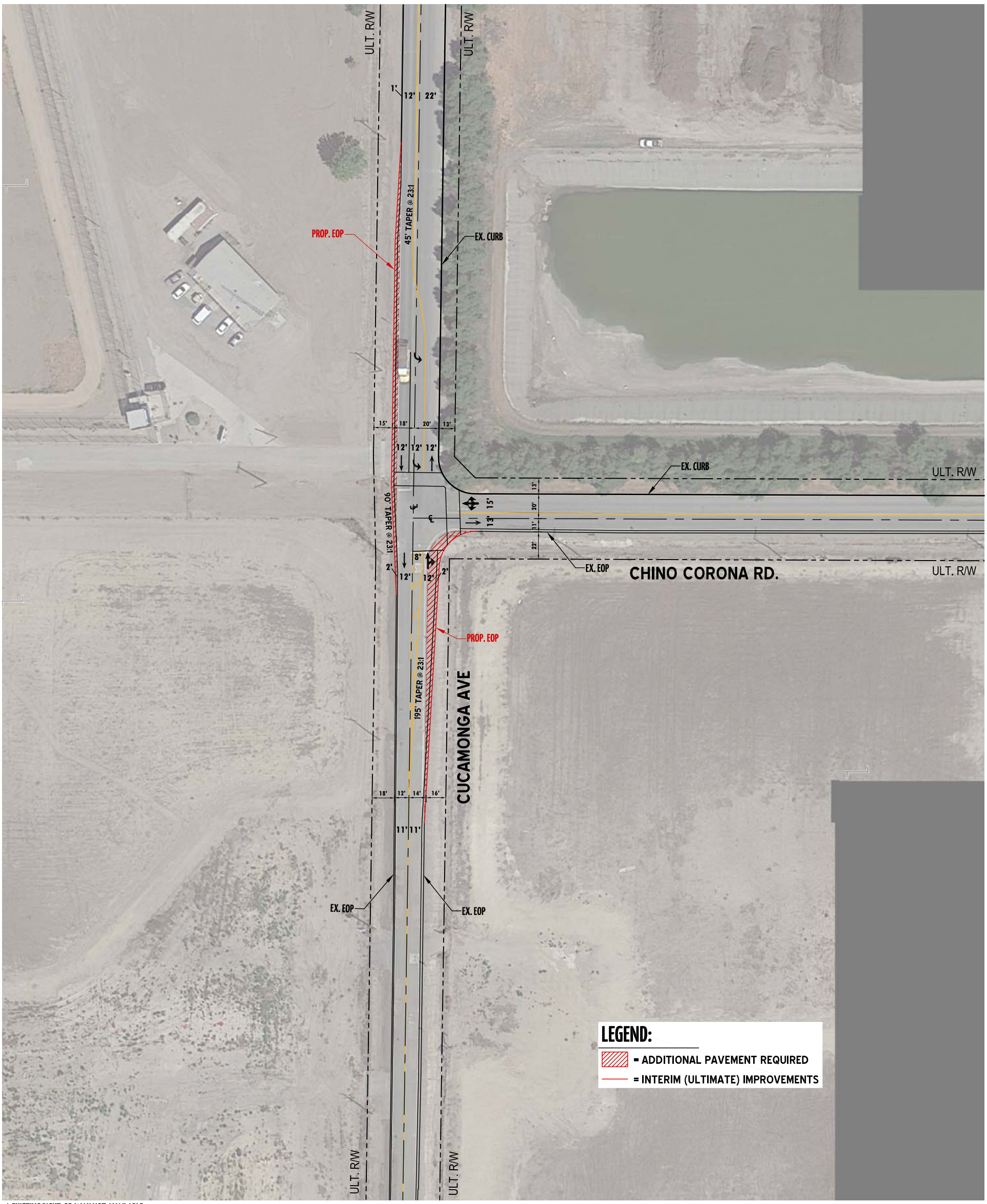
N

0 100' 200'

SCALE: 1" = 100'

EXHIBIT C

CUCAMONGA AVENUE AND CHINO CORONA ROAD CONCEPTUAL SOUTHBOUND LEFT TURN LANE AND ADDITION OF WEST LEG IMPROVEMENT



* EXISTING RIGHT-OF-WAY NOT AVAILABLE.

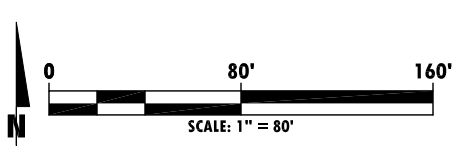
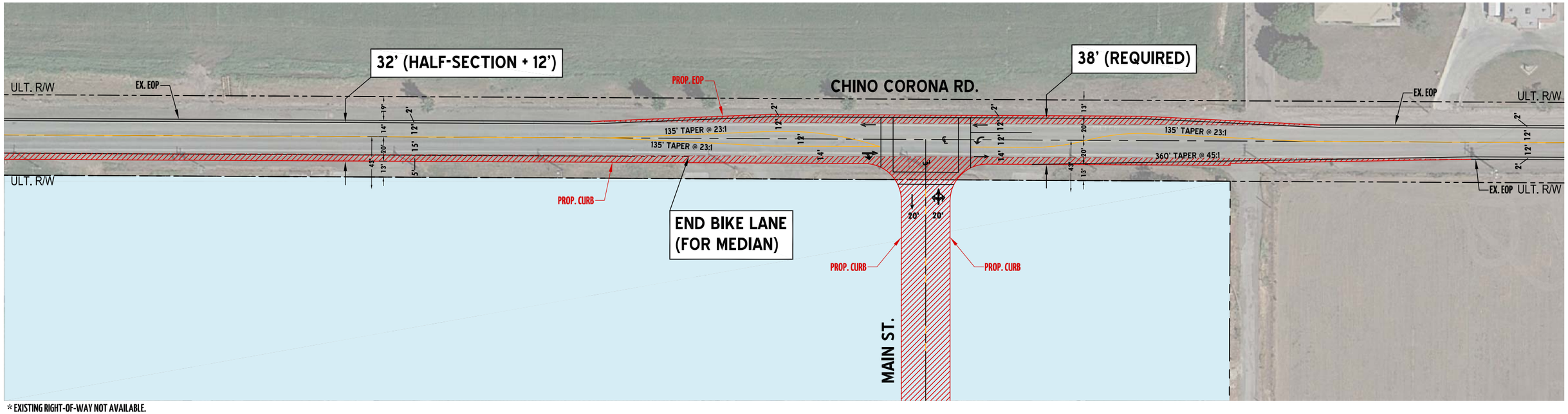


EXHIBIT D

MAIN STREET AND CHINO CORONA ROAD
CONCEPTUAL WESTBOUND LEFT TURN LANE AND ADDITION OF SOUTH LEG IMPROVEMENT



* EXISTING RIGHT-OF-WAY NOT AVAILABLE.

LEGEND:

= ADDITIONAL PAVEMENT REQUIRED

= INTERIM (ULTIMATE) IMPROVEMENTS

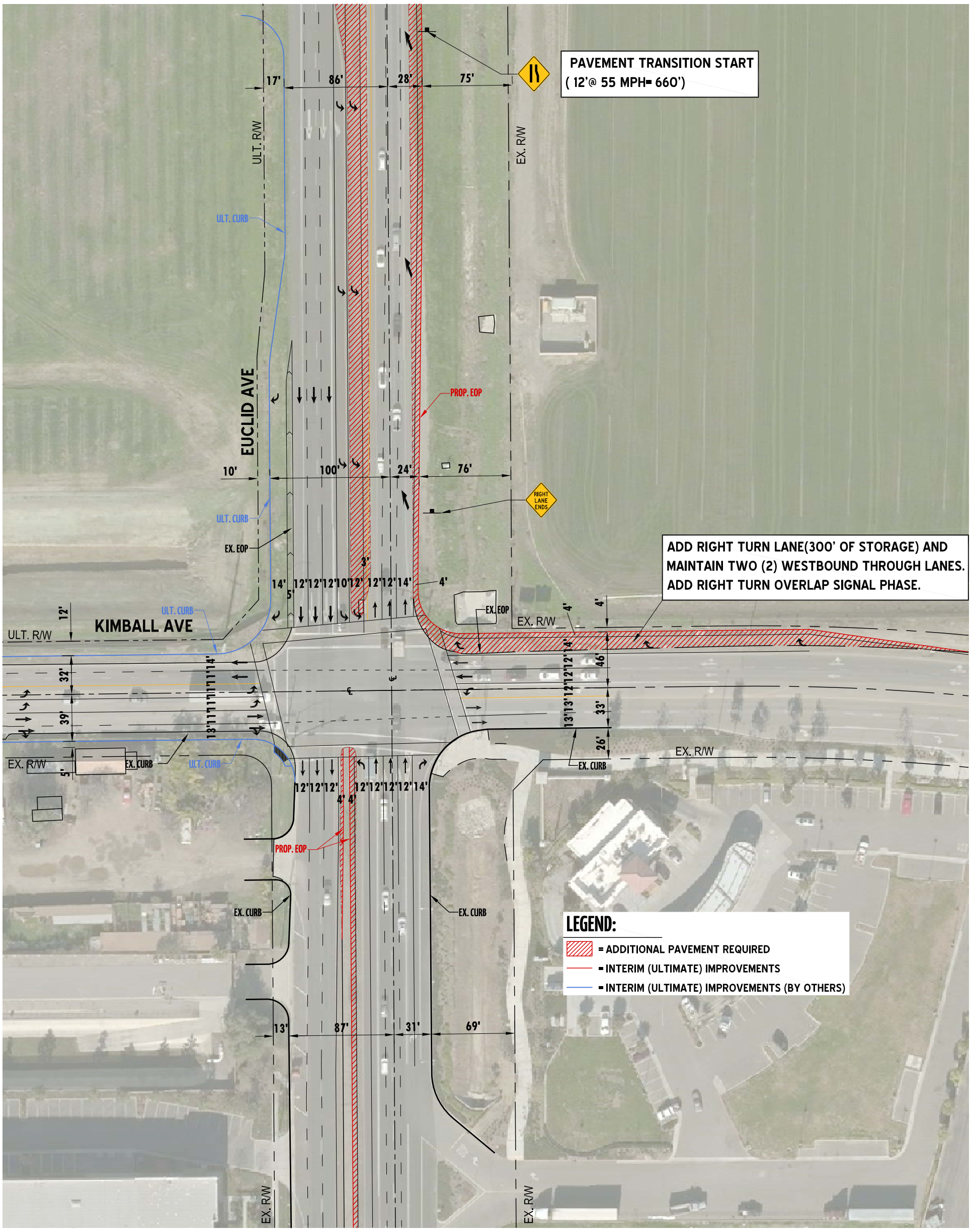
N

0 80' 160'

SCALE: 1" = 80'

EXHIBIT E

EUCLID AVENUE AND KIMBALL AVENUE
CONCEPTUAL NORTHBOUND AND SOUTHBOUND THROUGH LANE IMPROVEMENT
ALTERNATIVE 1 - NO WEST SIDE WIDENING



0 80' 160'

SCALE: 1" = 80'

ATTACHMENT B

CITY OF CHINO DEVELOPMENT IMPACT FEE PROGRAM EXCERPTS

Schedule 5.1

City of Chino
2003 Development Impact Cost Calculation
Allocation of Project Cost Estimates
Bridges, Signals and Thoroughfares

Line #	Description	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs From New Development in the Entire City: Percent Need	Construction Needs From New Development in the Entire City: Apportioned Dollar Cost
TR-01	Widen Bridge along Philadelphia over San Antonio Channel	$119,795	0.00%	$0	100.00%	$119,795
TR-03	Widen Bridge along Pipeline Avenue over State Route 60	$1,711,345	0.00%	$0	100.00%	$1,711,345
TR-05	Construct Traffic Signal at the Intersection of El Prado/Kimball	$176,168	0.00%	$0	100.00%	$176,168
TR-06	Construct Traffic Signal at the Intersection of Fern/Riverside	$178,183	0.00%	$0	100.00%	$178,183
TR-07	Construct Traffic Signal at the Intersection of Magnolia/Walnut	$178,183	0.00%	$0	100.00%	$178,183
TR-08	Construct Traffic Signal at the Intersection of Monte Vista/Walnut	$178,183	0.00%	$0	100.00%	$178,183
TR-09	Construct Traffic Signal at the Intersection of Oaks/Walnut	$178,183	0.00%	$0	100.00%	$178,183
TR-10	Construct Traffic Signal at the Intersection of Pipeline/Walnut	$178,183	85.88%	$153,016	14.12%	$25,167
TR-11	Construct Traffic Signal at the Intersection of Riverside/San Antonio	$178,183	0.00%	$0	100.00%	$178,183
TR-13	Construct Traffic Signal at the Intersection of Edison/Fern	$178,183	0.00%	$0	100.00%	$178,183
TR-15	Construct Traffic Signal at Intersection of the CHP Office/Monte Vista (West)	$60,400	0.00%	$0	100.00%	$60,400
TR-16	Construct a Traffic Control Center Communications Expansion - Phase 2	$243,615	0.00%	$0	100.00%	$243,615
TR-17	Construct a Traffic Control Center Communications Expansion - Phase 3	$243,615	0.00%	$0	100.00%	$243,615
TR-20	Construct Left Turn Phasing at the Intersection of Walnut/Ramona	$80,535	0.00%	$0	100.00%	$80,535
TR-21	Widen Pine, West City Limit/Euclid	$961,123	47.63%	$457,783	52.37%	$503,340
TR-22	Widen East End, Philadelphia/State Route 60	$84,688	0.00%	$0	100.00%	$84,688
TR-23	Widen Fern, Chino/Edison	$210,898	0.00%	$0	100.00%	$210,898
TR-24	Widen El Prado, Central/Pine	$1,000,000	0.00%	$0	100.00%	$1,000,000
TR-25	Acquire ROW and Widen Chino, Pipeline/Euclid	$4,482,218	0.00%	$0	100.00%	$4,482,218
TR-26	Acquire ROW and Widen Edison/Grand, Ramona/Cypress	$3,965,525	0.00%	$0	100.00%	$3,965,525
TR-28	Acquire ROW and Widen Mountain, 560' north of SR 60/Riverside	$1,294,863	0.00%	$0	100.00%	$1,294,863
TR-29	Acquire ROW and Widen Riverside Drive, Pipeline/Fern	$4,777,330	0.00%	$0	100.00%	$4,777,330
TR-31	Mountain Avenue, Bickmore to El Prado	$347,303	0.00%	$0	100.00%	$347,303
TR-33	Central Avenue, Philadelphia to Walnut	$2,013,348	0.00%	$0	100.00%	$2,013,348
TR-34	Pine Avenue Connection, El Prado Road to State Route 71	$8,000,000	80.00%	$6,400,000	20.00%	$1,600,000
TR-35	Construct Traffic Signal Improvements at the Intersection of Schafer/Magnolia	$75,500	0.00%	$0	100.00%	$75,500
TR-36	Construct Traffic Signal Improvements at the Intersection of Edison/Magnolia	$25,168	0.00%	$0	100.00%	$25,168
TR-37	Construct Traffic Signal at the Intersection of Kimball/El Prado	$140,935	0.00%	$0	100.00%	$140,935
TR-38	Construct Left Turn Traffic Signal Phasing at the Intersection of Central/Chino	$80,000	0.00%	$0	100.00%	$80,000
TR-39	Construct Traffic Signal at the Intersection of Pipeline/Miguel	$105,700	0.00%	$0	100.00%	$105,700
TR-40	Construct Traffic Signal at the Intersection of Central Avenue and "A" Street	$187,500	0.00%	$0	100.00%	$187,500
TR-41	Construct Traffic Signal at the Intersection of Edison Avenue and Oaks Avenue	$187,500	0.00%	$0	100.00%	$187,500

City of Chino
2003 Development Impact Cost Calculation
Allocation of Project Cost Estimates
Bridges, Signals and Thoroughfares

Line #	Description	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs From New Development in the Entire City: Percent Need	Construction Needs From New Development in the Entire City: Apportioned Dollar Cost
TR-42	Construct Traffic Signal at the Intersection of "A" Street and Campus Drive	$187,500	0.00%	$0	100.00%	$187,500
TR-43	Construct Traffic Signal at the Intersection of Eucalyptus Avenue and Mountain	$187,500	0.00%	$0	100.00%	$187,500
TR-44	Construct Traffic Signal at the Intersection of Edison Avenue and Mountain Ave	$187,500	0.00%	$0	100.00%	$187,500
TR-45	Construct Traffic Signal at the Intersection of Euclid Avenue and Eucalyptus Av	$187,500	0.00%	$0	100.00%	$187,500
TR-46	Construct 4,000 linear feet of traffic signal interconnect along Edison Avenue	$125,000	0.00%	$0	100.00%	$125,000
TR-47	Construct 12,400 linear feet of secondary roadway (two lanes + median) in Colle	$2,287,500	0.00%	$0	100.00%	$2,287,500
TR-48	Construct "A" Street in College Park	$1,575,000	0.00%	$0	100.00%	$1,575,000
TR-49	Construct a Bridge along Eucalyptus Avenue over the Cypress Channel	$625,000	0.00%	$0	100.00%	$625,000
	SUB-TOTAL ESTIMATED NEW PROJECT COSTS	$37,184,853	18.85%	$7,010,799	81.15%	$30,174,054
LESS:	City-wide Transportation (et.al.) Impact Fee Fund (220) Balance	($2,202,363)	0.00%	$0	100.00%	($2,202,363)
	East Chino Signal Impact Fee Fund (220) Balance	($224,418)	0.00%	$0	100.00%	($224,418)
	East Chino Intersection Impact Fee Fund (220) Balance	($41,805)	0.00%	$0	100.00%	($41,805)
	East Chino Bridges Impact Fee Fund (220) Balance	($9,852)	0.00%	$0	100.00%	($9,852)
	SUB-TOTAL (FUND 220) ADJUSTMENTS	($2,478,438)	0.00%	$0	100.00%	($2,478,438)
	Total - Traffic (et. al.) Capital Project Needs	$34,706,415	20.20%	$7,010,799	79.80%	$27,695,616
						Forward to Schedule 5.2

NOTES:
1. Costs distribution based upon Institute of Transportation Engineers "Trip Generation" statistics.

City of Chino, Sub-area II (The Preserve)
2003-04 Development Impact Fee Calculation
Allocation of Project Cost Estimates
Bridges, Signals and Thoroughfares with Trip/Length Nexus

			CMP Construction Needs From All Development Development in Sub-area II		Construction Needs From New Business Development in Sub-area II		Construction Needs From New Residential Development in Sub-area II	
Line #	Description	Estimated Cost	Percent Need (Note 2)	Apportioned Dollar Cost (Note 2)	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
TR-30	Construct Off-site Road Improvements, Pine - Euclid/El Prado	$1,066,000	0.00%	$0	35.30%	$376,298	64.70%	$689,702
TR-31	Construct Off-site Road Improvements, Euclid - Merrill/SR-71	$2,282,000	0.00%	$0	35.30%	$805,546	64.70%	$1,476,454
TR-32	Construct Off-site Road Improvements, Pine - El Prado/SR-71	$1,501,000	0.00%	$0	35.30%	$529,853	64.70%	$971,147
TR-33	Intersection Improvements at Central Avenue and Edison Avenue	$9,000	0.00%	$0	0.00%	$0	100.00%	$9,000
TR-34	Intersection Improvements at of Central Avenue and El Prado Road	$152,000	0.00%	$0	0.00%	$0	100.00%	$152,000
TR-35	Intersection Improvements at El Prado Road and Kimball Avenue	$64,000	0.00%	$0	0.00%	$0	100.00%	$64,000
TR-36	Intersection Improvements at El Prado Road and Pine Avenue.	$287,000	0.00%	$0	35.30%	$101,311	64.70%	$185,689
TR-37	Intersection Improvements at Mountain Avenue and Walnut Avenue	$121,000	0.00%	$0	0.00%	$0	100.00%	$121,000
TR-38	Intersection Improvements at Mountain Avenue and Riverside Avenue	$11,000	0.00%	$0	0.00%	$0	100.00%	$11,000
TR-39	Intersection Improvements at Euclid Avenue and Riverside Avenue	$292,000	0.00%	$0	35.30%	$103,076	64.70%	$188,924
TR-40	Intersection Improvements at Euclid Avenue and Edison Avenue	$649,000	0.00%	$0	35.30%	$229,097	64.70%	$419,903
TR-41	Intersection Improvements at Euclid Avenue and Merrill Avenue	$388,000	0.00%	$0	35.30%	$136,964	64.70%	$251,036
TR-42	Intersection Improvements at Euclid Avenue and Kimball Avenue	$1,098,000	0.00%	$0	35.30%	$387,594	64.70%	$710,406
TR-43	Intersection Improvements at Euclid Avenue and Bickmore Avenue	$567,000	0.00%	$0	35.30%	$200,151	64.70%	$366,849
TR-44	Intersection Improvements at Euclid Avenue and Pine Avenue	$997,000	0.00%	$0	35.30%	$351,941	64.70%	$645,059
TR-45	Intersection Improvements at Hellman Avenue and Merrill Avenue	$345,000	0.00%	$0	35.30%	$121,785	64.70%	$223,215
TR-46	Intersection Improvements at Hellman Avenue and Kimball Avenue	$858,000	0.00%	$0	35.30%	$302,874	64.70%	$555,126
TR-47	Intersection Improvements at Hellman Avenue and Pine Avenue	$1,480,000	0.00%	$0	35.30%	$522,440	64.70%	$957,560
TR-48	Intersection Improvements at Hellman Avenue and Chandler Street	$1,041,000	0.00%	$0	35.30%	$367,473	64.70%	$673,527
TR-49	Intersection Improvements at Chandler Avenue and Main Street	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-50	Signal (50%) at Intersection of "B" Street at Hellman Avenue	$80,000	0.00%	$0	0.00%	$0	100.00%	$80,000
TR-51	Signal (100%) at Intersection of "B" Street at Main Street	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-52	Signal (100%) at Intersection of "B" Street at Chino-Corona Road	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-53	Signal (100%) at Intersection of Pine Avenue at Loop Road East	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-54	Signal (100%) at Intersection of Pine Avenue at Main Street	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-55	Signal (100%) at Intersection of Pine Avenue at Loop Road West	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-56	Signal (100%) at Intersection of Pine Avenue at Chino-Corona Road	$160,000	0.00%	$0	100.00%	$160,000	0.00%	$0
TR-57	Signal (100%) at Intersection of Pine Avenue at Bon View Avenue	$160,000	0.00%	$0	100.00%	$160,000	0.00%	$0
TR-58	Signal (100%) at Intersection of Pine Avenue at Sultana Avenue	$160,000	0.00%	$0	100.00%	$160,000	0.00%	$0

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City of Chino, Sub-area II (The Preserve)
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Bridges, Signals and Thoroughfares with Trip/Length Nexus

Line #	Description	Estimated Cost	CMP Construction Needs From All Development Development in Sub-area II: Percent Need (Note 2)	CMP Construction Needs From All Development Development in Sub-area II: Apportioned Dollar Cost (Note 2)	Construction Needs From New Business Development in Sub-area II: Percent Need	Construction Needs From New Business Development in Sub-area II: Apportioned Dollar Cost	Construction Needs From New Residential Development in Sub-area II: Percent Need	Construction Needs From New Residential Development in Sub-area II: Apportioned Dollar Cost
TR-01	Construct "A" Street as a Commercial Collector	$716,000	0.00%	$0	0.00%	$0	100.00%	$716,000
TR-02	Construct "B" Street as a Local Collector	$1,107,000	0.00%	$0	0.00%	$0	100.00%	$1,107,000
TR-03	Construct Bickmore Street as a Local Collector	$727,000	0.00%	$0	0.00%	$0	100.00%	$727,000
TR-04	Construct Bon View Avenue as a Local Collector	$798,000	0.00%	$0	35.30%	$281,694	64.70%	$516,306
TR-05	Construct Chino-Corona Road as a Local Collector	$1,830,000	0.00%	$0	0.00%	$0	100.00%	$1,830,000
TR-06	Construct Cucamonga Avenue as a Local Collector	$1,121,000	0.00%	$0	0.00%	$0	100.00%	$1,121,000
TR-07	Construct Walker Avenue as a Local Collector	$308,000	0.00%	$0	0.00%	$0	100.00%	$308,000
TR-08	Construct Carpenter Street as a Local Collector w/Transit	$858,000	0.00%	$0	0.00%	$0	100.00%	$858,000
TR-09	Construct Bickmore Street as a Local Collector w/Transit and Paseo	$1,724,000	0.00%	$0	0.00%	$0	100.00%	$1,724,000
TR-10	Construct Cucamonga Avenue as a Local Collector w/Paseo	$1,242,000	0.00%	$0	0.00%	$0	100.00%	$1,242,000
TR-11	Construct Loop Road East as a Local Collector w/Paseo	$1,554,000	0.00%	$0	0.00%	$0	100.00%	$1,554,000
TR-12	Construct Loop Road West as a Local Collector w/Paseo	$1,924,000	0.00%	$0	0.00%	$0	100.00%	$1,924,000
TR-13	Construct Main Street as a Commercial Collector w/Paseo	$472,000	0.00%	$0	0.00%	$0	100.00%	$472,000
TR-14	Construct Bickmore Avenue as a Local Collector w/Transit	$1,510,000	0.00%	$0	35.30%	$533,030	64.70%	$976,970
TR-15	Construct Loop Road East as a Local Collector w/Paseo & Transit	$1,083,000	0.00%	$0	0.00%	$0	100.00%	$1,083,000
TR-16	Construct Loop Road West as a Local Collector w/Paseo & Transit	$634,000	0.00%	$0	0.00%	$0	100.00%	$634,000
TR-17	Construct Bon View Avenue as a Commercial Collector	$383,000	0.00%	$0	0.00%	$0	100.00%	$383,000
TR-18	Construct Remington Street as a Commercial Collector	$1,093,000	0.00%	$0	35.30%	$385,829	64.70%	$707,171
TR-19	Construct Walker Avenue as a Commercial Collector	$1,553,000	0.00%	$0	35.30%	$548,209	64.70%	$1,004,791
TR-20	Construct Sultana Avenue as a Commercial Collector w/Paseo	$598,000	0.00%	$0	35.30%	$211,094	64.70%	$386,906
TR-21	Construct Sultana Avenue as a Commercial Collector w/Transit & Paseo	$771,000	0.00%	$0	35.30%	$272,163	64.70%	$498,837
TR-22	Construct Main Street as a Main Street Collector	$2,390,000	0.00%	$0	0.00%	$0	100.00%	$2,390,000
TR-23	Construct West Half of Hellman Avenue	$3,361,000	0.00%	$0	0.00%	$0	100.00%	$3,361,000
TR-24	Construct East Half of Euclid Avenue Parkway & Median Landscaping	$474,000	0.00%	$0	0.00%	$0	100.00%	$474,000
TR-25	Transit System Interim Landscaping	$820,000	0.00%	$0	0.00%	$0	100.00%	$820,000
TR-26	Pine Street & Main Street Intersection	$2,000,000	0.00%	$0	0.00%	$0	100.00%	$2,000,000
TR-27	Construct Hellman Avenue from Merrill Avenue to N/O Kimball	$2,249,000	0.00%	$0	35.30%	$793,897	64.70%	$1,455,103
TR-28	Construct Kimball Avenue, from Euclid Avenue to Hellman Avenue	$5,963,000	0.00%	$0	35.30%	$2,104,939	64.70%	$3,858,061
TR-29	Construct Pine Avenue, from Euclid Avenue to Hellman Avenue	$7,052,000	0.00%	$0	35.30%	$2,489,356	64.70%	$4,562,644

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			CMP Construction Needs From All Development Development in Sub-area II		Construction Needs From New Business Development in Sub-area II		Construction Needs From New Residential Development in Sub-area II	
Line #	Description	Estimated Cost	Percent Need (Note 2)	Apportioned Dollar Cost (Note 2)	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
TR-59	Signal (50%) at Intersection of Bickmore Avenue at Hellman Avenue	$80,000	0.00%	$0	0.00%	$0	100.00%	$80,000
TR-60	Signal (100%) at Intersection of Bickmore Avenue at Main Street	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-61	Signal (100%) at Intersection of Bickmore Avenue at Chino-Corona Road	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-62	Signal (100%) at Intersection of Bickmore Avenue at Bon View Avenue	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-63	Signal (100%) at Intersection of Bickmore Avenue at Sultana Avenue	$160,000	0.00%	$0	100.00%	$160,000	0.00%	$0
TR-64	Signal (100%) at Intersection of Kimball Avenue at Walker Avenue	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-65	Signal (100%) at Intersection of Kimball Avenue at Main Street	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-66	Signal (100%) at Intersection of Kimball Avenue at Loop Road East	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-67	Signal (100%) at Intersection of Kimball Avenue at Chino-Corona Road	$160,000	0.00%	$0	100.00%	$160,000	0.00%	$0
TR-68	Signal (100%) at Intersection of Kimball Avenue at Bon View Avenue	$160,000	0.00%	$0	100.00%	$160,000	0.00%	$0
TR-69	Signal (100%) at Intersection of Kimball Avenue at Campus Avenue	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-70	Signal (50%) at Intersection of Merrill Avenue at Bon View Avenue	$80,000	0.00%	$0	0.00%	$0	100.00%	$80,000
TR-71	Signal (50%) at Intersection of Merrill Avenue W/O Bon View Avenue	$80,000	0.00%	$0	0.00%	$0	100.00%	$80,000
TR-72	Signal (50%) at Intersection of Merrill Avenue at Walker Avenue	$80,000	0.00%	$0	0.00%	$0	100.00%	$80,000
TR-73	Signal (50%) at Intersection of Remington Street at Hellman Avenue	$80,000	0.00%	$0	0.00%	$0	100.00%	$80,000
TR-74	Signal (100%) at Intersection of Remington Street at Walker Avenue	$160,000	0.00%	$0	0.00%	$0	100.00%	$160,000
TR-75	Intelligent Transportation System Communication Master Plan and Infrastructure	$1,000,000	0.00%	$0	35.30%	$353,000	64.70%	$647,000
TR-76	Eleven Gateway Monuments	$3,300,000	0.00%	$0	35.30%	$1,164,900	64.70%	$2,135,100
TR-77	CIW Landscape Screening	$198,000	0.00%	$0	0.00%	$0	100.00%	$198,000
TR-78	Miscellaneous Land Acquisition	$4,500,000	0.00%	$0	35.30%	$1,588,500	64.70%	$2,911,500
TR-79	CMP - Improve Pipeline/Chino Hills Pkwy Intersection (Chino Hills area)	$78,000	100.00%	$78,000	0.00%	$0	0.00%	$0
TR-80	CMP - Improve River Road at Corydon (Corona Area)	$201,000	100.00%	$201,000	0.00%	$0	0.00%	$0
TR-81	CMP - Improve Intersection of Archibald @ Riverside (Ontario area)	$6,000	100.00%	$6,000	0.00%	$0	0.00%	$0
TR-82	CMP - Improve Three Intersection along Archibald Avenue (Riverside County are	$1,726,000	100.00%	$1,726,000	0.00%	$0	0.00%	$0
TR-83	CMP - Improve Two Intersection along Hamner Avenue (Riverside County area)	$463,000	100.00%	$463,000	0.00%	$0	0.00%	$0
TR-84	CMP - Improve Kimball, Hellman to Archibald (Riverside County area)	$1,999,000	100.00%	$1,999,000	0.00%	$0	0.00%	$0
TR-85	CMP - Improve Intersection of Grove at Edison (San Bernardino County area)	$364,000	100.00%	$364,000	0.00%	$0	0.00%	$0
TR-86	CMP - Improve Intersection of Walker at Edison (San Bernardino County area)	$328,000	100.00%	$328,000	0.00%	$0	0.00%	$0
TR-87	CMP - Improve Two Intersections along Archibald (San Bernardino County area)	$413,000	100.00%	$413,000	0.00%	$0	0.00%	$0

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Line #	Description	Estimated Cost	CMP Construction Needs From All Development Development in Sub-area II: Percent Need (Note 2)	CMP Construction Needs From All Development Development in Sub-area II: Apportioned Dollar Cost (Note 2)	Construction Needs From New Business Development in Sub-area II: Percent Need	Construction Needs From New Business Development in Sub-area II: Apportioned Dollar Cost	Construction Needs From New Residential Development in Sub-area II: Percent Need	Construction Needs From New Residential Development in Sub-area II: Apportioned Dollar Cost
TR-88	CMP - Improve Hellman, Eucalyptus to Merrill (San Bernardino County area)	$1,091,000	100.00%	$1,091,000	0.00%	$0	0.00%	$0
TR-89	CMP - Improve EB SR-60 Ramp at Mountain Avenue	$115,000	100.00%	$115,000	0.00%	$0	0.00%	$0
TR-90	CMP - Improve EB and WB SR-60 Ramps At Euclid Avenue	$492,000	100.00%	$492,000	0.00%	$0	0.00%	$0
TR-91	CMP - Improve EB and WB SR-60 Ramps at Grove Avenue	$228,000	100.00%	$228,000	0.00%	$0	0.00%	$0
TR-92	CMP - Improve EB SR-60 Ramp at Vineyard Avenue	$40,000	100.00%	$40,000	0.00%	$0	0.00%	$0
TR-93	CMP - Improve the Intersection of Hellman Avenue and Eucalyptus Avenue	$1,091,000	100.00%	$1,091,000	0.00%	$0	0.00%	$0
TR-94	CMP - Improve SB I-15 Ramp at Eucalyptus Avenue	$3,000	100.00%	$3,000	0.00%	$0	0.00%	$0
TR-95	CMP - Improve NB and SB I-15 and Second Street (Norco)	$100,000	100.00%	$100,000	0.00%	$0	0.00%	$0
TR-96	CMP - Improve NB and SB SR-60 Ramps at Haven Avenue	$44,000	100.00%	$44,000	0.00%	$0	0.00%	$0
TR-97	CMP - Improve SB I-15 Ramp at Galena Avenue	$3,000	100.00%	$3,000	0.00%	$0	0.00%	$0
TR-98	CMP - Improve SB SR-71 Ramp at Chino Hills Parkway	$32,000	100.00%	$32,000	0.00%	$0	0.00%	$0
TR-99	CMP - Improve SB I-15 Ramp at Limonite Avenue	$272,000	100.00%	$272,000	0.00%	$0	0.00%	$0
TR-100	CMP - Improve the Intersection of Grove Avenue and Merrill Avenue	$10,000	100.00%	$10,000	0.00%	$0	0.00%	$0
TR-101	CMP - Improve the Intersection of Grove Avenue and Kimball Avenue	$575,000	100.00%	$575,000	0.00%	$0	0.00%	$0
TR-102	CMP - Improve the Intersection of Grove Avenue and Bickmore Avenue	$73,000	100.00%	$73,000	0.00%	$0	0.00%	$0
TR-103	CMP - Improve the Intersection of Grove Avenue and Pine Avenue	$388,000	100.00%	$388,000	0.00%	$0	0.00%	$0
	SUB-TOTAL ESTIMATED NEW PROJECT COSTS	$82,336,000	100.00%	$10,135,000	0.00%	$16,223,014	0.00%	$55,977,986
	LESS: Adjustments (none)	$0	0.00%	$0	100.00%	$0	100.00%	$0
	SUB-TOTAL ADJUSTMENTS	$0	0.00%	$0	100.00%	$0	100.00%	$0
	Total - Traffic (et. al.) Capital Project Needs	$82,336,000	12.31%	$10,135,000	19.70%	$16,223,014	67.99%	$55,977,986
	Residential Acrage Coverage	To Schedule 5.3	64.70%	$6,557,345				
	Business Acrage Coverage	To Schedule 5.3	35.30%	$3,577,655				

NOTES:

1. Costs distribution based upon Institute of Transportation Engineers "Trip Generation" statistics and SANDAG trip distance data.