Appendix A Notice of Preparation/Initial Study

Appendices

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CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

Notice of Preparation of an Environmental Impact Report
Proposed Warehouse Buildings Project, Development Plan 15-12 and Tentative Parcel Map 348, City of Industry

Public Notice: The City of Industry ("COI") is the Lead Agency under the California Environmental Quality Act ("CEQA") for the proposed project identified below and will prepare an Environmental Impact Report ("EIR") to analyze potential environmental impacts that may result from the project.

Project Title: Proposed Warehouse Buildings Project, Development Plan 15-12 and Tentative Parcel Map 348, City of Industry.

Project Location: The 28.9 acre, vacant project site is located at the southeast corner of Azusa Avenue and Chestnut Street. The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry. The project site consists of APNs 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The project site is zoned Industrial and Commercial and is surrounded by Industrially zoned property.

Project Description: The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use. Construction would begin upon project approval by COI and is expected to require approximately 12 months. It is anticipated that construction would occur from February 2016 through February 2017.

Probable Environmental Effects of the Project: Based on the Initial Study prepared for the project, the project could potentially result in significant impacts related to the following environmental issues: Air quality, greenhouse gas emissions, cultural resources, hazards and hazardous materials, noise, and transportation and traffic.

Public Review: The Initial Study is available for a 30-day review period beginning October 23, 2015 and ending November 23, 2015. Copies of the Initial Study are available for review on the COI's website at http://www.cityofindustry.org and at the following location:

City of Industry Planning Department
15625 East Stafford Street #100
City of Industry, CA 91744

Written comments on the proposed project must be received no later than 5 PM on November 23, 2015; send comments to the attention of Brian James, Planning Director, at the address listed below. Comments may also be submitted via email to bdjames@cityofindustry.org; include the name of the project in the subject heading.

For more information, please check the COI's website provided above, or contact Brian James, Planning Director, at (626) 333-2211.

City of Industry
15625 East Stafford Street #100
City of Industry, CA 91744

October 2015 | Initial Study

PROPOSED WAREHOUSE BUILDINGS

Development Plan 15-12 and Tentative Parcel Map 348, City of Industry

Prepared for:

City of Industry
Contact: Brian James, Planning Director
15625 East Stafford, Suite 100
City of Industry, California 91774-0366
626.333.2211

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PLACEWORKS

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1. Introduction

CT Realty Investors, the project applicant, is seeking approval of a Development Plan (No. 15-12) and Tentative Parcel Map 348 for the construction of five tilt-up industrial buildings on 28.9 acres on the southeast corner of Azusa Avenue and Chestnut Street in the City of Industry.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary action requested and subsequent development could have a significant impact on the environment. This analysis will also provide the City of Industry with information to document the potential impacts of the proposed project.

1.1 PROJECT LOCATION

The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County, California. The City of Industry extends approximately 14 miles east-west across the southern San Gabriel Valley (see Figure 1, *Regional Location*). The San Gabriel Valley extends east-west from near central Los Angeles on the west to the eastern Los Angeles County boundary, and is bounded to the north by the San Gabriel Mountains and to the south by the Puente Hills. The project site is on the northwest side of the City of Industry. Regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the Azusa Avenue interchange.

The project site is on the southeast corner of Azusa Avenue and Chestnut Street (see Figure 2*, Local Vicinity*). The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry. The site is 28.9 acres and consists of portions of Los Angeles County Tax Assessor Parcel Numbers (APN) 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project site comprises nine parcels that were previously developed, but it is currently vacant except for a billboard at the corner of Railroad Street and Azusa Avenue. Past uses of the site include Utility Trailer Manufacturing Company (UTMC), Transit Mixed Concrete Company (TMCC), and agricultural use, including strawberry production. The project site is accessible from Chestnut Street on the north, Azusa Avenue on the west, and Railroad Street on the south. The project site contains miscellaneous road base and cement paved areas. There are a few trees lining the perimeter of the project site as well as miscellaneous ground cover throughout. The eastern portion of the project site was previously used as an aggregate processing and storage facility. An aggregate stockpile is in the west-central portion of the site.

1.2.2 Surrounding Land Use

The project site is situated in an industrial area occupied primarily by warehouses, manufacturing facilities, and various businesses (see Figure 3, *Aerial Photograph*).

Adjacent businesses/features include:

- North – Public right-of-way, followed by San Jose Creek Channel.
- East – Industrial Recycling Facility.
- South – Industrial warehouse distribution building and office buildings.
- West – Public right-of-way, followed by multiple industrial warehouse distribution buildings.

Adjacent property zoning :

- North – Industrial (I)
- East – Industrial (I)
- South – Industrial (I), Commercial (C)
- West – Industrial (I)

1.3 PROJECT DESCRIPTION

1.3.1 Demolition

The project site contains no buildings and is covered with miscellaneous road base and cement paved areas. There are a few trees lining the perimeter of the project site as well as miscellaneous ground cover throughout. An existing aggregate stockpile is in the west-central portion of the site. The project would not involve the demolition of any existing structures. Concrete pavement, aggregate base and piles, and trees and groundcover would be removed as part of site grading activities. It is anticipated that these materials would be transported off-site and recycled by a local waste management firm.

1.3.2 Construction

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building (see Figure 4, *Site Plan*). The proposed buildings are identified as A through E, with a total combined building area of 614,597 square feet. Table 1 provides a summary of building and site characteristics for the five warehouse buildings. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall.

Table 1 Building and Site Characteristics Summary

Building	Bldg A	Bldg B	Bldg C	Bldg D	Bldg E	Project Totals
Warehouse	127,100	176,716	104,227	62,271	39,383	509,697
Office Space	28,500	47,400	11,000	10,000	8,000	104,900
Total (sq. ft.)	155,600	224,116	115,227	72,271	47,383	614,597
Building Height (ft.)	38'	50'	36'	34'	34'	_
Dock Doors	18	27	14	7	5	_
Dock Screen Wall Height (ft.)	12'	8'	8'	_	6'	_
Parking (spaces)	206	279	170	114	81	850
Bicycle Parking (spaces)	18	9	9	9	9	54
Landscaped Area (sq. ft.)	44,772	64,462	28,374	17,742	27,708	183,058
Site Area (acres)	7.17	10.28	5.41	3.36	2.6	29

The buildings would occupy approximately 49 percent of the 28.9-acre area. The new parcels would be accessed via single use driveways that measure 26 to 45 feet wide. The driveways would accommodate all truck and employee traffic entering and exiting the site. Site properties would be secured with 8-foot-high wrought-iron fences or solid walls as noted in Table 1.

Low points in each truck loading bay would have catch basins and sump pumps for stormwater collection and removal. A trash enclosure containing a trash bin and a recycling bin would be provided near the loading docks of each building, and pad-mounted electrical transformers would be installed to service each building.

1.3.3 Operation

The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use.

1.3.4 Project Phasing

The proposed project would have a single construction phase. Construction would begin upon project approval by the City of Industry and is expected to require approximately 12 months to complete. It is anticipated that construction would occur from February 2016 through February 2017. Operation of the warehouse/office buildings would commence shortly thereafter.

1.4 EXISTING ZONING AND GENERAL PLAN

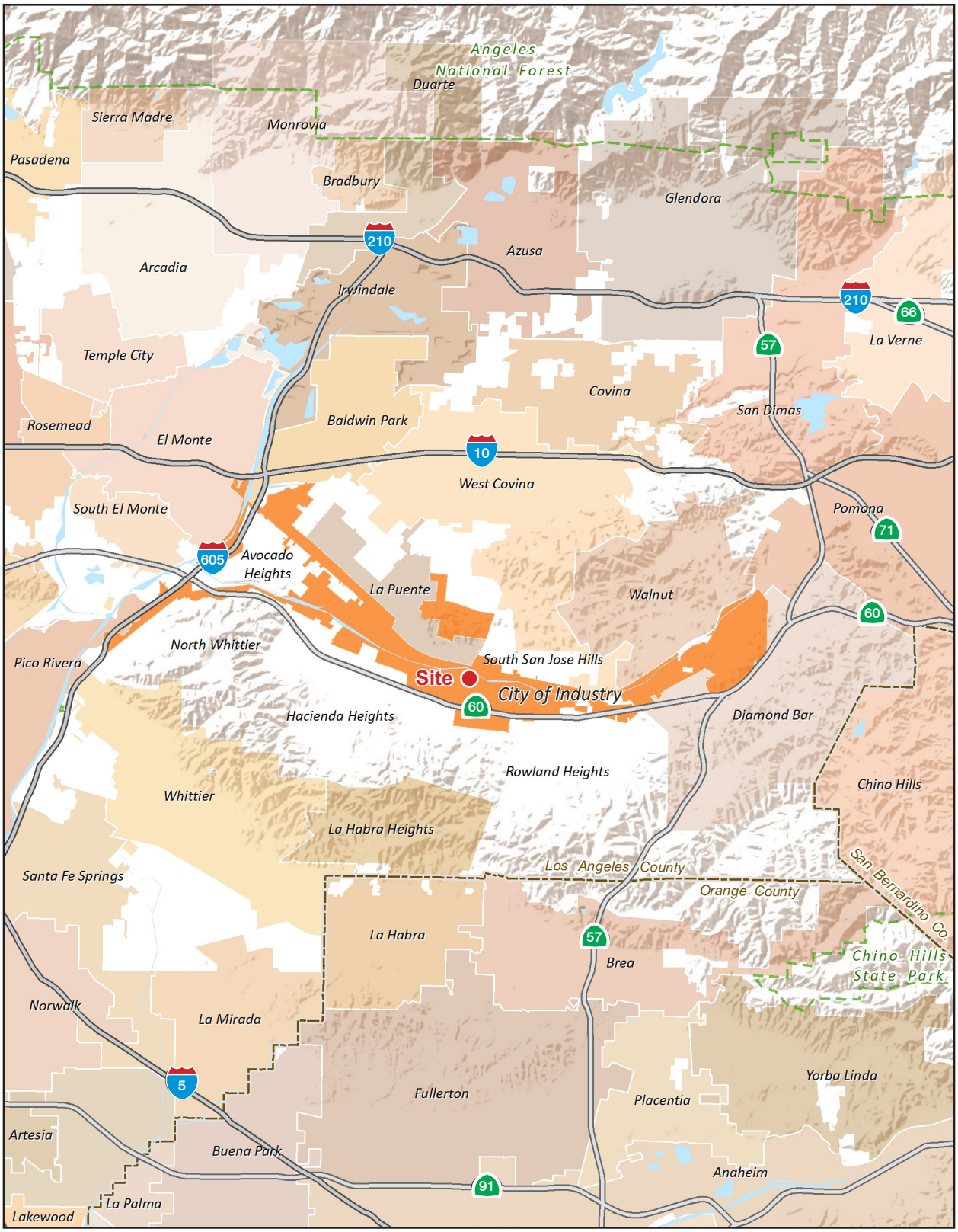
The proposed project would be constructed on Los Angeles County APNs 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The existing zoning for the project site is Industrial (I) with a small portion of the site at the southwest corner zoned Commercial (C). The General Plan land use designation is

Employment. Accordingly, the proposed project would be consistent with the General Plan and is allowed under the current zoning designation.

1.5 CITY ACTION REQUESTED

CT Realty Investors, the project applicant, is seeking approval of a Development Plan (No. 15-12) and Tentative Parcel Map 348 for the subdivision and construction of five tilt-up industrial buildings on 28.9 acres on the southeast corner of Azusa Avenue and Chestnut Street. The proposed assigned addresses of the project site are 17300 Chestnut Street, and 850, 880, 888, and 890 unnamed public street, City of Industry. The proposed project is consistent with the existing General Plan land use and current zoning designations. The project would require the City of Industry to approve a tentative parcel map and the development plan, including a design review.

Figure 1 - Regional Location



Note: Unincorporated county areas shown in white.

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Scale (Miles)

Source: ESRI, 2015.

1. Introduction

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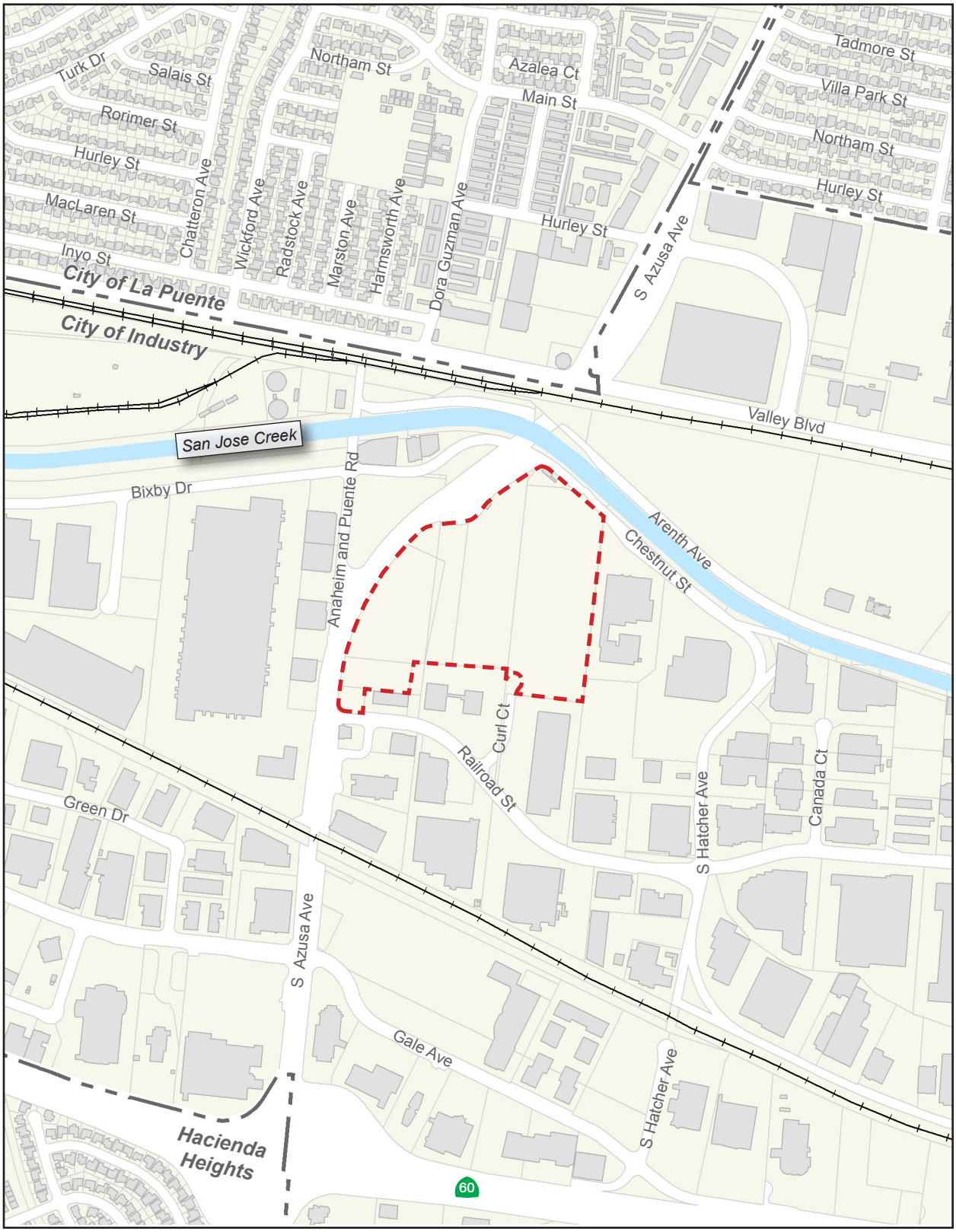
Figure 2 - Local Vicinity



Project Site City Boundary

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Scale (Feet)

Source: ESRI, 2015.

1. Introduction

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Figure 3 - Aerial Photograph

Project Site

City Boundary

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Scale (Feet)

Source: Google Earth Pro, 2015

1. Introduction

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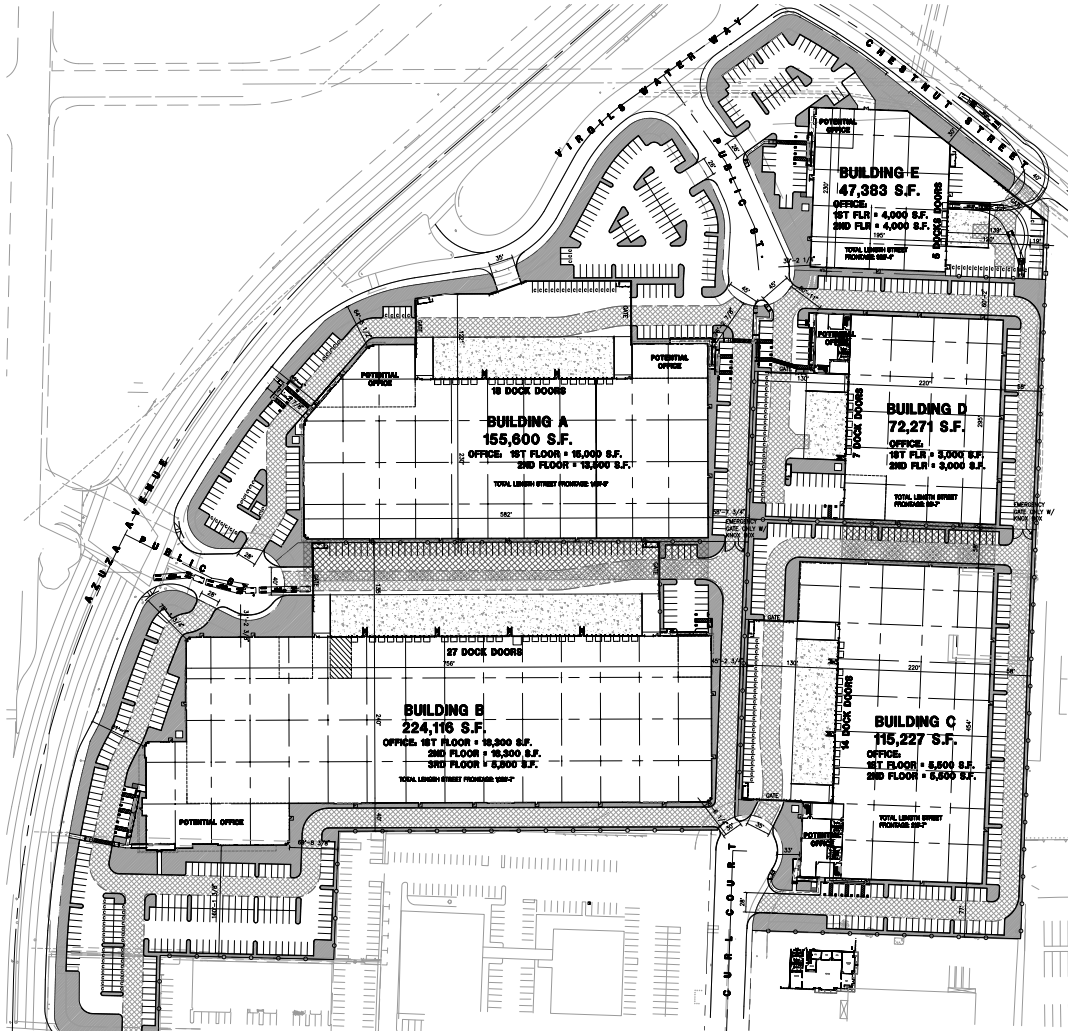
Figure 4 - Site Plan

1. Introduction



PROJECT INFORMATION

Owner / Applicant
CT REALTY INVESTORS
65 ENTERPRISE,
ALISO VIEJO, CA
TEL: (949) 431–6422
FAX: (949) 431–6400

Civil Engineer
THIENES ENGINEERING, INC.
14349 FIRESTONE BLVD.
LA MIRADA, CA 90638
TEL: (714) 521–4811
CONTACT: KENNETH PETERSON

Architect
HPA, INC.
18831 BARDEEN AVE. SUITE #100
IRVINE, CA 92612
TEL: (949) 862–2122
CONTACT: INKON KIM

Assessor's Parcel Number
8264–024–909
8264–025–903
8264–025–904
8264–025–908
8264–025–911
8264–025–914
8264–025–915
8264–025–917
8264–025–918

Construction Type:
BUILDING A, B & C:
III–B CONSTRUCTION TYPE
S–1 & B OCCUPANCY (SPECULATIVE)
FULLY SPRINKLED, 4 SIDE YARDS UNLIMITED BUILDING AREA

BUILDING D & E:
III–B CONSTRUCTION TYPE
S–1 OCCUPANCY (SPECULATIVE)
FULLY SPRINKLED, 4 SIDE YARDS GREATER THAN 40'=78,750 S.F.

Building Address
17300 CHESTNUT STREET
948 SOUTH AZUSA AVE
CITY OF INDUSTRY, CA

Zoning
SUBJECT SITE AS TO TITLE COMMITMENT NO:
NCS–700769–SA1 IS ZONED:
"I" INDUSTRIAL ZONE PER CITY OF INDUSTRY ZONING MAP

SUBJECT SITE AS TO TITLE COMMITMENT NO.:
NCS–727573–ONT1 IS ZONED:
"C" COMMERCIAL ZONE PER CITY OF INDUSTRY ZONING MAP

PROJECT DATA

	BLDG. A	BLDG. B	BLDG. C	BLDG. D	BLDG. E	TOTAL
SITE AREA						
in s.f.	312,416	447,884	235,684	146,538	113,335	1,255,857 s.f.
in acres	7.17	10.28	5.41	3.36	2.60	28.83 ac
BUILDING AREA						
Building Footprint	142,100	200,016	109,727	69,271	43,383	564,497 s.f.
office - 1st floor	15,000	18,300	5,500	3,000	4,000	45,800 s.f.
office - 2nd floor	13,500	18,300	5,500	3,000	4,000	44,300 s.f.
office - 3rd floor		5,800				5,800 s.f.
warehouse office		5,000				5,000 s.f.
warehouse	127,100	176,716	104,227	66,271	39,383	513,697 s.f.
TOTAL	155,600	224,116	115,227	72,271	47,383	614,597 s.f.
COVERAGE	49.8%	50.0%	48.9%	49.3%	41.8%	48.9%
AUTO PARKING REQUIRED						
Warehouse						
0-25K @ 1/500 s.f.	50	50	50	50	50	250 stalls
25K-100K @ 1/750 s.f.	100	100	100	64	30	394 stalls
Above 100K @ 1/1,000 s.f.	56	125	16	n/a	n.a	197 stalls
TOTAL	206	275	166	114	80	841 stalls
AUTO PARKING PROVIDED						
standard (9' x 19')	158	240	138	86	61	683 stalls
handicap (9' x 19')	7	8	6	5	4	30 stalls
compact (8' x 16') 20% max.	41 *19.9%*	31 *11.1%*	26 *15.3%*	23 *20%*	15 *18.8%*	137 stalls
TOTAL	206	279	170	114	80	849 stalls
ZONING ORDINANCE FOR CITY						
Indstrial - I						
MAXIMUM FLOOR AREA RATION						
F.A.R. - .50						
SETBACK						
front / Street - 30' from the curb line of any street or highway, whether the street is improved or not						
LANDSCAPE REQUIREMENT						
in percentage	12%	12%	12%	12%	12%	12%
LANDSCAPE PROVIDED						
in s.f.	44,772	64,462	28,374	17,742	27,708	183,058 s.f.
in percentage	14.3%	14.4%	12.0%	12.1%	24.4%	14.6%

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Scale (Feet)

Source: HPA Architecture, 2015

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Proposed Warehouse Buildings Project

2. **Lead Agency Name and Address:**
City of Industry
15625 East Stafford, Suite 100
P.O. Box 3366
City of Industry, CA 91744-0366

3. **Contact Person and Phone Number:**
Brian James, Planning Director
626.333.2211

4. **Project Location:**
The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County, California. The project site is on the northwest side of the City. Regional access is from the Pomona Freeway via the Azusa Avenue interchange.

The project site is on the southeast corner of Azusa Avenue and Chestnut Street. The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street. The site is 28.9 acres and consists of portions of Los Angeles County Tax Assessor Parcel Numbers 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918.

5. **Project Sponsor's Name and Address:**
CT Realty Investors
65 Enterprise
Aliso Viejo, CA 92656

6. **General Plan Designation:** Employment

7. **Zoning:** Industrial (I)

8. **Description of Project:**
The proposed project involves the subdivision of a 28.9-acre site into 5 separate parcels, and the development of each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would have a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts including, Chestnut Street, public street off of Virgil Waters Way, public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall and would occupy approximately 49 percent of the 28.9-acre area. The new parcels would be accessed via single use driveways that would measure 26 to 45 feet wide. The driveways would accommodate all truck and employee traffic entering and exiting the site. Site properties would be secured with 8-foot-high wrought-iron fences and solid screen walls ranging from 6 to 12 feet high. The

2. Environmental Checklist

buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use.

The proposed project would have a single construction phase. Construction would begin upon project approval by the City of Industry and is expected to require approximately twelve months to complete. It is anticipated that construction would occur from February 2016 through February 2017. Operation of the warehouse/office buildings would commence shortly thereafter.

9. Surrounding Land Uses and Setting:

Adjacent businesses/features include:

- North – Public right-of-way, followed by San Jose Creek Channel.
- East – Industrial Recycling Facility.
- South – Industrial warehouse distribution building and office buildings.
- West – Public right-of-way, followed by multiple industrial warehouse distribution buildings.

Adjacent Property Zoning:

- North – Industrial (I)
- East – Industrial (I)
- South – Industrial (I), Commercial (C)
- West – Industrial (I)

10. Other Public Agencies Whose Approval Is Required:

- Los Angeles County Fire Department
- Los Angeles County Public Works Department
- Los Angeles County Building Department
- South Coast Air Quality Management District
- State Water Resource Control Board

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities/Service Systems	☒ Mandatory Findings of Significance

2.3 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g. the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analysis Used.** Identify and state where they are available for review.

   b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

2. Environmental Checklist

c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074?	X			
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

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2. Environmental Checklist

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3. Environmental Analysis

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The project site is situated in a highly urbanized area of the City of Industry, and adjacent properties are generally developed with buildings similar in appearance to the proposed industrial structures. The San Gabriel Mountains to the north and Puente Hills to the south provide the greatest opportunities for scenic vistas in the City of Industry. However, views of these two ranges are largely obscured at the site by existing development. Construction of the 34-foot-high to 50-foot-high industrial buildings would not significantly alter open spaces or scenic vistas in the vicinity of the site. Therefore, no impact would occur. This section will not be discussed further in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site consists of a vacant, undeveloped, partially paved property in a fully urbanized area of the City of Industry and does not contain any scenic resources. The site does not contain historic buildings or rock outcrops, and only nonsensitive tree species are present along the site perimeter. Additionally, the project site is not adjacent to or near a state scenic highway. The nearest officially designated state scenic highway is SR-91 (Caltrans 2012a), which is alongside the Santa Ana River over 12 miles to the southeast. Therefore, no impact would occur. This section will not be discussed further in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The proposed project would not degrade the existing visual character or quality of the project site and its surroundings. The project would infill an existing industrial warehouse area, and the height (max. 50 feet), mass, and design of the buildings would be similar to existing industrial buildings along the south, east, and west sides of the project site (see Figure 3, *Aerial Photograph*). Building materials and neutral colors would be selected so that the buildings would not conflict or be incompatible with the existing character of the site surroundings. Exterior signage would be limited to minimal corporate identification. Therefore, no impact to the visual character or quality of the site and its surroundings would occur. This section will not be discussed further in the EIR.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed project would introduce new sources of light at the project site, including building and loading dock/docking bay lights, parking area lights, and security lighting. Nighttime lighting would be installed to accommodate safety and security while minimizing impacts on surrounding areas. However, the new sources of lighting have the potential to increase nighttime light and glare in the project area.

The lighting to be installed would be consistent with, and similar to, existing lighting in the adjacent industrial/commercial areas adjacent to the site.

The City of Industry ensures that the lighting of new developments is installed according to all applicable lighting requirements and guidelines through its Development Plan review process. All lighting would be designed, arranged, directed, or shielded to preventing excess illumination and light spillover onto adjoining land uses. Parking area lighting would be the minimum necessary that is consistent with the City's requirements and guidelines. In addition, the building exterior would not contain significant amounts of glass or reflective construction materials that could impose distracting glare on residents and passersby. Therefore, project impacts associated with light and glare are not expected to be significant. This section will not be discussed further in the EIR.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site has no agricultural resources and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2015). In addition, there are no agricultural uses in the vicinity of the site. Therefore, the proposed project would not convert farmland to nonagricultural uses and no impact would occur. This section will not be discussed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site has no agricultural resources and is not zoned for agricultural use. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of farmland not designated as Prime Farmland; the project site is not under a Williamson Act contract. Therefore, no impact would occur. This section will not be discussed further in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code

Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is in a fully urbanized area of the City of Industry and does not lie within or adjacent to forest land or timberland. The site is zoned for industrial use, and project development would not change the zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur. This section will not be discussed further in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is zoned for industrial use. There is no forest land on or near the project site, and no forest land would be converted to nonforest use. Therefore no impact would occur. This section will not be discussed further in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed project has no agricultural or forest resources and is not designated as Farmland, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2015). Therefore, the proposed project would not convert Farmland to nonagricultural uses or forest land to nonforest use. No impact would occur. This section will not be discussed further in the EIR.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The City of Industry is in the South Coast Air Basin (SoCAB) and is subject to the air quality management plan (AQMP) prepared by the South Coast Air Management District (SCAQMD). Buildout of the proposed project would generate additional traffic volumes in the area, resulting in an increase of air pollutant emissions. Therefore, the proposed project could result in potentially significant impacts to air quality. The EIR will assess the proposed project's consistency with the AQMP and identify mitigation measures as necessary.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The project site is in the SoCAB, which is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National ambient air quality standards (AAQS), nonattainment for coarse inhalable particulate matter (PM_{10}) under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. Development of the

3. Environmental Analysis

proposed project may impact air quality during construction and operation of planned uses and would generate an increase in vehicle trips. Air pollutant emissions associated with the increase in stationary and mobile sources of air pollution within the planning area may exceed the SCAQMD regional significance thresholds and contribute to the current nonattainment status of the SoCAB. The EIR will evaluate the potential for buildout of the proposed project to generate significant air quality impacts. Mitigation measures will be identified as necessary.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The SoCAB is designated as nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the National and/or California AAQS. Buildout of the proposed project would increase existing levels of criteria air pollutants generated by the proposed land uses and could contribute to the nonattainment status of the SoCAB. The EIR will evaluate air quality impacts of the proposed project.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and elderly). Future development pursuant to implementation of the proposed project may expose existing and/or new sensitive receptors to substantial pollutant concentrations. The EIR will evaluate the potential for construction and operation of the proposed project to exceed SCAQMD's localized significance threshold in accordance with SCAQMD's guidance methodology. Mitigation measures will be identified as necessary.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Warehousing and office operations would not result in the types of odors generated by the aforementioned land uses. Additionally, the proposed project would be

subject to and required to comply with SCAQMD Rule 402, which would minimize potential odor-related nuisances. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, impacts associated with operation- and construction-generated odors would be less than significant and no mitigation measures are necessary. This issue will not be discussed further in the EIR.

3.4 BIOLOGICAL RESOURCES

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. The project site has been previously graded, and there are no native habitats, sensitive natural communities, or riparian habitats on or in its vicinity. The area surrounding the project site is a highly urbanized and built-out area of the City of Industry that is devoted primarily to industrial uses. Therefore, there would be no adverse impacts on candidate, sensitive, or special status species, either directly or via modification of an existing habitat. This section will not be discussed further in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Sensitive natural communities provide habitat for sensitive animal or plant species. No such communities exist on or in the vicinity of the project site. Riparian habitats are those occurring along the banks of rivers and streams. There are no riparian features on or adjacent to the project site. Therefore, no impact is anticipated. This section will not be discussed further in the EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. There are no wetlands on or adjacent to the project site. Therefore, no impact is anticipated. This section will not be discussed further in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Wildlife corridors are typically made up of undeveloped wildlife areas and open space between larger patches of wildlife habitat. The project site is a vacant, undeveloped, partially paved lot surrounded by

developed urban land uses. It does not contain or support wildlife habitat or nursery use, and is not used for overland wildlife movement. No impact would occur. This section will not be discussed further in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site and surrounding area do not contain biological resources that are protected by any local policies or ordinances, such as a tree preservation policy or ordinance. The City of Industry Municipal Code does not contain ordinances protecting trees or other biological resources on private property. No impact would occur. This section will not be discussed further in the EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is located in a developed, disturbed, urban environment and is surrounded by contiguous development. It is not within an adopted Habitat Conservation Plan area designated by the United States Fish and Wildlife Service (USFWS 2015b), or within a Natural Community Conservation Plan area designated by the California Department of Fish and Wildlife (CDFW 2015). Nor is the project site within an existing or proposed Significant Ecological Area (SEA)[1] designated by the County of Los Angeles (LACDRP 2015). The nearest designated SEA is the Rio Hondo College Wildlife Sanctuary, which is approximately 6.7 miles west of the project site. No impact would occur. This section will not be discussed further in the EIR.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

[1] Significant Ecological Areas (SEAs) are ecologically important land and water areas designated by Los Angeles County. SEAs are not preserves; however, development projects proposed in SEAs are subject to increased environmental and design review with the aim of balancing development with ecological resources.

Although the project site has had business activity, there has been relatively minor ground disturbance. Therefore, potential impacts to historical resources will be evaluated in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. Although the project site has had business activity, there has been relatively minor ground disturbance. Therefore, potential impacts to archaeological resources will be evaluated in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. No unique paleontological and geologic resources are known to exist within or near the project site. The site is relatively flat and surrounded by developed land; there are no exposed rock formations or other unique geological features on or near the site. However, there has been relatively minor ground disturbance of the site. Therefore, potential impacts to paleontological or unique geologic resources will be evaluated in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No human remains are known to exist within the project site. Given the past ground disturbance and current condition of the site, it is very unlikely that any human remains would be uncovered during project construction. However, California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within a project site, disturbance of the site shall halt until the county coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The proposed project would be required to adhere to existing laws regarding the discovery of human remains; therefore, no impact would occur. This section will not be discussed further in the EIR.

e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in § 21074?

Potentially Significant Impact. Section 21074 defines tribal cultural resource as either of the following:

1. Site features, places, cultural landscapes, sacred places, and objects of cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

b. Included in a local register of historical resources as defined in subdivision (k) of section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of section 5024.1. In applying the criteria set forth in subdivision (c) of section 5024.1, lead agency shall consider the significance of the resource to a California Native American tribe.

The Gabrieleño Band of Mission Indians: Kizh Nation was provided with notification of the proposed project in both a letter and email dated August 5, 2015. The Soboba Band of Luiseño Indians (SBLI) was also provided with notification of the proposed project in both a letter and email dated August 5, 2015. Communication from SBLI was received on August 5, 2015, in which they deferred issues with respect to consultation to the Kizh Nation.

Potential impacts to tribal cultural resources will be addressed in the EIR.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Fault rupture impacts can occur when a structure is situated on top of an active fault that produces surface displacement during an earthquake event. The project site is not located within an Alquist-Priolo Earthquake Fault Zone,[2] as delineated by the California Geological Survey, nor is it situated on or near any known active fault. Two potentially active faults, the Walnut Creek and San Jose faults, are approximately 2 miles northwest and 3.5 miles northeast of the site, respectively (CGS 2010; CGS 2015). Potentially active faults are defined as those where surface rupture has occurred during the past 1,600,000 years.

The Walnut Creek Fault is classified as a Quaternary fault (age undifferentiated). A technical study of this northeast-trending fault concluded that there is no geomorphic evidence (i.e., visible surface expressions) for the existence of the fault, which is known to be present only in the subsurface alluvium of the San Jose Hills northwest of the site (Smith 1977). Rather, the presence of the fault is suggested by groundwater level differences and petroleum exploration data. Because the known active and potentially active faults do not cross the site, project development would not expose people or structures to substantial hazards arising from surface rupture of a known active fault. Compliance with the latest

[2] The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes.

version of the California Building Code (see following response) would mitigate impacts related to seismic activity to an acceptable level, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Similar to the rest of southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity. Major active faults near the project site include the Whittier, Cucamonga, Chino and Puente Hills[3] faults (CGS 2015). More regionally, the San Andreas Fault is capable of producing an earthquake that could cause significant damage at the site. Each of these faults is classified as active, with strong seismic capabilities. Lesser faults that are closer to the site include the Walnut Creek and San Jose faults. The expected ground-motion characteristics of future earthquakes in the region depend on the distance to the epicenter and magnitude of the earthquake, as well as the soil profile of the site.

Based on the available data, the impacts associated with ground shaking at the project site would not be greater than at other sites in seismically active southern California. Structures for human occupancy must be designed to meet or exceed California Building Code (CBC) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors that include occupancy type, the types of soil and rock on-site, and the strength of ground motion with specified probability of occurring at the site. The project would have a geotechnical investigation conducted per CBC requirements; the geotechnical investigation would calculate seismic design parameters that must be used in the design of the proposed buildings.

The City of Industry's Building Regulations are found in Title 15 of the City's municipal code (Buildings and Construction). Chapter 15.04 (Building Code) adopts the most recent version of the Los Angeles County Building Code[4] by reference. The proposed project would be required to adhere to the provisions of the Los Angeles County Building Code, which are imposed on project developments during the City's building plan check and Development Plan review process. Compliance with the requirements of the Los Angeles County Building Code for structural safety during a seismic event would reduce hazards from strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to unconsolidated, saturated sand or silt deposits that lose their load-supporting capability when subjected to intense shaking. Like much of the available land in the City of Industry, the project site is in an area that is underlain by unconsolidated sediments that include interbedded silts, sands, and gravel. The thickness of these unconsolidated sediments beneath the site has not been determined. Unconsolidated silts, sands, and gravel may produce surface cracking, differential settlement, and, depending upon groundwater depth, liquefaction during high-intensity seismic ground shaking.

[3] Also known as the Puente Hills blind thrust system.
[4] The Los Angeles County Building Code is a customized amendment of the California Building Code.

3. Environmental Analysis

The California Geological Survey, a branch of the State Department of Conservation, has a mandate to identify and map the state's most prominent earthquake hazards pursuant to the Seismic Hazards Mapping Act of 1990. These hazards include areas where earthquakes are likely to cause shaking, liquefaction, or ground failure. In 1999, the California Geological Survey updated existing seismic hazard maps for portions of southern California, including the area that encompasses the City of Industry. The updated map that covers the project site (Baldwin Park 7.5-minute quadrangle) indicates that the site is in a state-mapped liquefaction zone, which is defined as follows:

> Areas where historic occurrence of liquefaction or local geological, geotechnical, or groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. (CDC 1999)

Cities, counties, or another local permitting authority must regulate certain development "projects" within these seismic hazard zones. If a project site is in one of these zones, development permits must be withheld until the geological and soil conditions of the project site are investigated and appropriate mitigation measures, if necessary, are incorporated into development plans.

Future workers or site visitors potentially could be subjected to impacts due to seismically induced liquefaction. However, the new structures proposed for the site would be constructed in accordance with grading and engineering standards outlined in the Los Angeles County and California Building Codes, which would help safeguard the structures from liquefaction that might occur during future seismic events. Additionally, as a standard procedure by the City of Industry, grading and soil compaction requires the preparation of site-specific grading plans, soils and geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), and hydrology studies, which are required to be submitted to the City for review and approval prior to the commencement of any grading activities.[5] Based on the available information, impacts due to seismic-related ground failure and construction of the proposed project are anticipated to be less than significant. No mitigation measures are necessary. This section will not be discussed further in the EIR.

iv) Landslides?

No Impact. As discussed in the previous section, the California Department of Conservation is mandated by the Seismic Hazards Act of 1990 to identify and map the state's most prominent earthquake hazards, including hazard areas that are at risk for earthquake-induced landslides. If a project site is located in one of the landslide hazard areas, the City of Industry is required to prepare a geotechnical report defining and delineating landslide hazards in the project area. Based on the Baldwin Park 7.5-minute quadrangle map (CDC 1999), the proposed project site is not in a mapped landslide hazard area and is not subject to landslide hazards. Moreover, the project site and surrounding land are virtually flat. Therefore, no impact related to landslide hazards would occur. This section will not be discussed further in the EIR.

[5] However, if the City finds that no undue hazard exists, based on previous studies conducted in the immediate vicinity of the project site, the preparation of the geotechnical report may be waived.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be accelerated dramatically by ground-disturbing activities if effective erosion control measures are not used. The project site and surrounding area are in a highly urbanized area that is virtually flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site.

Project construction would entail grading activities that would temporarily disturb surface soils on-site and potentially result in the erosion of exposed areas of soil. Since the project site is greater than one acre, it would be subject to National Pollution Discharge Elimination System (NPDES) requirements. Under the NPDES, a Storm Water Pollution Prevention Plan (SWPPP) would be required, along with best management practices (BMPs) designed to prevent erosion and siltation during the project's construction phase. Categories of BMPs typically used in SWPPPs are described in Table 2.

Table 2 Construction Best Management Practices

Category	Purpose	Examples
Water erosion controls	Cover and/or bind soil surfaces to prevent soil particles from being detached and transported by water.	Mulch, geotextiles, mats, hydroseeding, earth dikes, and swales.
Sediment controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basins; and cleaning measures such as street sweeping.
Wind erosion controls	The aims and methods of wind erosion control are similar to those of erosion control described above.	Same as water erosion controls above.
Tracking controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; tire washing or brushing at entrances/exits.
Non-stormwater management controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations (e.g., paving, grinding, concrete curing and finishing, etc.) in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; and concrete finishing.
Waste management and controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid and hazardous wastes.

Source: CASQA 2003.

The project applicant would also be required to adhere to the applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry Municipal Code, which contains requirements to preserve water quality and prevent erosion during construction. In particular, Section 13.16.070(C) requires that stormwater runoff control measures during construction be adequate to accomplish the following:

- Retain on-site sediments generated on or brought to the project site using treatment control or BMPs
- Retain construction-related materials and wastes, spills, and residues at the project site and prevent discharges to the streets, municipal storm drain, receiving water, or adjacent properties
- Contain non-stormwater runoff from equipment and vehicle washing at the project site
- Control erosion from slopes and channels through the use of effective BMPs, such as limitation of grading during the wet season, inspection of graded areas during rain events, planting and maintenance of vegetation on slopes, and covering any slopes susceptible to erosion.

After project completion, the project site would be developed with warehouse buildings, parking areas, driveways, and landscape improvements, and would contain minimal exposed soil. Properly designed drainage systems, irrigation controls, and landscaping would minimize the opportunity for soil erosion and the loss of topsoil. Adherence to the NPDES requirements, SWPPP and related BMPs, and City's stormwater and urban runoff pollution regulations would result in a less than significant impact. No mitigation measures are necessary. This section will not be discussed further in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Hazards related to liquefaction and landslides are addressed in Sections 3.6.a.iii and 3.6.a.iv, respectively. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The risk of lateral spreading at the project site is negligible due to the relatively flat terrain. Compliance with recommendations in the geotechnical investigation for minimizing liquefaction hazards would also reduce hazards from lateral spreading.

The major cause of ground subsidence is withdrawal of groundwater. Groundwater levels in the Puente Subbasin of the San Gabriel Groundwater Basin, which underlies the project site, are managed by the Puente Basin Watermaster to avoid groundwater withdrawals exceeding recharges. The project would not require direct groundwater withdrawal, nor would it involve or allow significant groundwater recharge.

Collapsible soils shrink upon being wetted, subjected to a load, or both. The project geotechnical investigation would include recommendations for grading and preparation of soil so that it is suitable for construction, including soil classification, compaction density, and moisture content. Compliance with such recommendations would reduce hazards from collapsible soils. Based on the foregoing, impacts related to lateral spreading, subsidence, and collapsible soils would be less than significant. This section will not be discussed further in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils, with respect to engineering properties, are soils that upon wetting and drying will alternately expand and contract, causing problems for foundations of buildings and

other structures. The proposed project would be subject to established engineering standards regarding soil compaction and would include testing of soil samples for expansion potential as part of the geotechnical evaluation. Any actions to minimize hazards from expansive soils would be implemented during construction. Impacts would be less than significant. This section will not be discussed further in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Development of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. The new buildings would be connected to an existing sewer in the adjacent roadway via one or more service lines. Therefore, no impact would occur. This section will not be discussed further in the EIR.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), which address GHG emissions on a statewide and cumulative basis. The proposed project's construction activities, operation, and increase in vehicle traffic have the potential to generate GHG emissions that could significantly impact the environment. The EIR will evaluate the potential for the proposed project to generate a substantial increase in GHG emissions. Mitigation measures will be identified as necessary.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Assembly Bill 32, the Global Warming Solution Act of 2006 (AB 32), requires the state to reduce GHG emissions by 1990 levels by 2020. The California Air Resources Board (CARB) adopted the Scoping Plan to identify state regulations and programs that would be adopted by state agencies to achieve the 1990 target of AB 32. Also, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy identifies the per capita GHG reduction goals for the SCAG region. In addition, the City of Industry is in the process of adopting a Climate Action Plan. The EIR will evaluate consistency of the proposed project with the overall GHG reduction goals of AB 32, SB 375, and the City of Industry's proposed Climate Action Plan, if available.

3.8 HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. The public and environment could be exposed to hazardous materials during the construction and operational phases of the project, as discussed in the following sections.

Construction Phase

Project-related construction activities would require the use of hazardous materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. On-site construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard or environmental threat. These activities would also be short term or one time in nature.

Additionally, the use, transport, and disposal of hazardous materials during the project construction phase (estimated seven months) would have to conform to the laws and regulations of several federal, state, and local agencies, including the United States Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Occupational Safety & Health Administration (Cal-OSHA), California Department of Transportation (Caltrans), and Los Angeles County Fire Department (LACFD). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are handled in an appropriate manner, and would minimize the potential for safety or environmental impacts. For example, spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material cleaned up in a prescribed manner. Any contaminated waste encountered during construction is required to be remediated so that it does not pose a risk to construction workers or future occupants of the site.

Operational Phase

Although the tenants and activities of the new industrial warehouse/office buildings have not been identified, warehouse operations typically involve the use of small amounts of hazardous materials in building and landscape maintenance (e.g., solvents, cleaning agents, paints, pesticides). When used correctly, these materials would not result in a significant hazard to surrounding uses. Additionally, depending on the nature of the warehouse operations, significant quantities of hazardous materials could be moved into and out of the warehouse and stored for various periods of time. Such activities would be governed by local, state, and federal laws and regulations of several agencies, including EPA, DTSC, Cal-OSHA, Caltrans, and LACFD, to ensure that any such hazardous materials are used and handled in an appropriate manner. Businesses that store hazardous materials above minimum amounts are required to file a Business Plan with the LACFD,[6]

[6] The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

which includes a materials inventory and an emergency response plan. Additionally, strict adherence to all emergency response plan requirements set forth by the City of Industry would be required during project operation. Routine use, transport, or storage of hazardous materials during project construction and operation would not cause significant hazards to the public or the environment, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The use, storage, and disposal of hazardous materials by the project would comply with existing regulations of several agencies, as described in the previous section. Project construction and operational workers would be trained on the proper use, storage, and disposal of hazardous materials. Construction projects and warehouse operations typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. Project personnel would request assistance from the LACFD immediately in the event of a release of hazardous materials larger than on-site personnel were able to contain and clean up. Emergency response procedures would be outlined in the contingency plan of a Business Plan if hazardous materials above threshold quantities were stored in the buildings. With these safeguards in place, impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. A health risk assessment (HRA) will be prepared to determine if toxic air emissions associated with operational activities at the facility (i.e., diesel truck emissions) could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. (see Appendix C). The nearest sensitive receptors include the two residences approximately 510 feet northwest of the project site. If operational emissions from the warehouse/office facility do not pose a risk to residents northwest of the site, then there also would be no risk to sensitive receptors that are located at greater distances. The closest school is Wedgeworth Elementary School, which is 0.6 miles southwest of the project site. The HRA will evaluate both carcinogenic and noncarcinogenic health risks. This section will be further discussed in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. California Government Code Section 65962.5 specifies that the DTSC, California Department of Health Services, State Water Quality Control Board (SWRCB), and local enforcement agencies compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has

migrated. The project site is not included on a list of hazardous materials sites compiled pursuant to this legal requirement.

A Phase I Environmental Site Assessment (Phase I) was prepared for the site in September 2014 (Stantec, 2014). The Phase I concluded that a review of regulatory and historical records, a visual inspection of the site and surrounding area did not identify any recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions which are likely to impact the property. However, the project site was identified as overlying the San Gabriel Valley Area 4, National Priorities List, groundwater plume site. The report indicated that, based on the location of the plume and the shallow depth to groundwater (approximately 30 feet below ground surface), there is a potential that soil vapor may exist in the subsurface at levels of concern to commercial development. The report further indicated that a soil and soil vapor investigation was recommended to determine if there is an impact to the site from total petroleum hydrocarbons and volatile organic compounds at levels of concern. This section will be evaluated further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not within an area covered by an airport land use plan or within 2 miles of a public airport or public-use airport. The nearest public airport is El Monte Airport, approximately 8 miles northwest of the site (Airnav 2015). Therefore, project development would not cause aviation-related hazards for people working in the project area and no impact would occur. This section will not be discussed further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Pacific Palms Resort (1 Industry Hills Parkway) operates a heliport approximately 0.9 miles north of the project site (Airnav 2015). The site is currently zoned for industrial use, and project development would not exacerbate existing safety hazards associated with current operations at the heliport. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14, § 91.119). Helicopter takeoffs and landings at nearby heliports occur infrequently and are at a sufficient distance from the site that they would not pose a hazard to on-site workers. No impact would occur. This section will not be discussed further in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The existing emergency response plan in the County of Los Angeles is the Operational Area Emergency Response Plan (ERP) approved by the County Board of Supervisors in 1998. The ERP identifies county agencies and other entities that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies as well as county agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily

functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Further assessments of potential hazards and county resources available for responding to hazards are in the County of Los Angeles All-Hazard Mitigation Plan (AHMP) adopted by the County Board of Supervisors in June 2005. The AHMP includes a vulnerability analysis for many types of hazards, including earthquakes, floods, fires, and man-made hazards such as terrorism and civil unrest; goals and objectives for strategies for mitigating hazards; proposed strategies and actions for reducing vulnerability to identified hazards; and lists of facilities and equipment available for responding to disasters.

The proposed project would be required to provide the necessary on- and off-site access and circulation improvements for emergency vehicles and services during the construction and operational phases, subject to City of Industry and LACFD approval. The access and circulation features of the proposed development project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles from Azusa Avenue, Curl Court, and Virgil Waters Way. As shown on Figure 4, *Site Plan*, the warehouse/office buildings would be accessible via three driveways along Azusa Avenue, Curl Court and Virgil Waters Way, which would provide fire truck access per LACFD standards.

The proposed project would be required to go through the City's Development Plan review and permitting process and would incorporate all applicable design and safety features in City of Industry and LACFD regulations necessary to accommodate local emergency services (adequate access roads, emergency exits, fire hydrants, etc.). Furthermore, existing emergency access to surrounding properties would not be altered or disrupted under the proposed project, and off-site roadway modifications would not be necessary. Finally, the proposed project would not require full road closures or otherwise impact the functionality of surrounding roads that are used as public safety access routes. Therefore, the project would not impair implementation of or physically interfere with the ERP, and no impact would occur. This section will not be discussed further in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is in a highly urbanized and built-out area of the City of Industry. No fire hazard severity zones are mapped within or near the project site by the California Department of Forestry and Fire Prevention (CAL FIRE 2015). Therefore, no significant risk of loss, injury, or death involving wildland fires would occur as a result of the proposed project. This section will not be discussed further in the EIR.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Impacts to water quality could potentially occur during the construction and operational phases of the project, as discussed in the following sections.

3. Environmental Analysis

Construction Phase

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. In the Los Angeles metropolitan area, where the City of Industry is located, the SWRCB is the permitting authority, while the Los Angeles Regional Water Quality Control Board (RWQCB) provides local oversight and permit enforcement. The project applicant would also be required to adhere to applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry Municipal Code. For example, Section 13.16.070 (Construction Activity Storm Water Measures) contains construction activity stormwater requirements to preserve water quality and prevent erosion in the City.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is about 28.9 acres and, therefore, project construction would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities, and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Categories of BMPs typically used in SWPPPs are described in Table 6 in Section 3.6.b. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels, and no mitigation measures are necessary.

Operational Phase

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking areas, driveways, and truck loading bays that could be carried off-site. Project design features would address the anticipated and expected pollutants of concern during the project's operational phase. On-site landscaping, which comprises approximately 14.6 percent of the total project site, would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would also serve a water treatment function. The project would include features such as curbs, gutters, and catch basins, including catch basins with sump pumps in each truck loading bay. The project would also include source control BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source.

Requirements for waste discharges potentially affecting stormwater from project operations are set forth in the City of Industry's Ordinance No. 683, adopted on August 8, 2002, which implements the Los Angeles Countywide Standard Urban Stormwater Mitigation Plan (SUSMP) adopted by the Los Angeles RWQCB by Resolution No. R-00-02, as modified by the SWRCB's Order WQ 2001-11 and RWQCB Order No. R4-01-182. Ordinance No. 683 is incorporated in its entirety as Chapter 13.17 (Standard Urban Stormwater Mitigation Plan Implementation) of the City of Industry Municipal Code. SUSMP requirements include

minimizing stormwater pollutants and limiting peak post-project stormwater runoff rates to no greater than predevelopment rates where increased runoff could increase downstream erosion.

Municipal Code Chapter 13.17 applies to new development involving parking lots of 5,000 square feet or more or having 25 or more parking spaces and potentially exposed to stormwater runoff. The proposed project would be subject to the code requirements. As part of the permitting process, such facilities are required to comply with stormwater BMPs listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against impacts to water quality would be incorporated in a project-specific SUSMP that is submitted to the City of Industry staff for review and approval as part of the Development Plan review process. The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction. Table 3 summarizes some of the source control BMPs that are potentially applicable to this project.

Table 3 Source Control Best Management Practices for Stormwater Runoff

Description	Comments/Basis
Catch basin inspection	Catch basins/CDS units would be inspected and accumulated debris and litter would be removed on a regular basis.
Landscape practices	Management of landscaped areas would include minimizing fertilizer and pesticide application, proper education and training for landscaping/maintenance workers, efficient irrigation design, and vegetation of slopes with native or drought tolerate species known to control erosion, in accordance with City code requirements (Section 13.17.070).
Roof runoff controls	Excess roof runoff would be directed to landscaped areas, as feasible.
Efficient irrigation	Irrigation to landscaped areas would be optimized so that excess runoff to the street and storm drain does not occur.
Storm drain signage	Newly constructed storm drains and catch basins would be stenciled in accordance with City code requirements (Section 13.17.080).
Trash storage areas and litter control	Trash storage areas would be isolated from contact with stormwater flows originating outside the storage area and surrounded with a barrier sufficient to prevent trash from being transported out of the storage area by stormwater flow in accordance with City code requirements (Section 13.17.100).
Loading docks	Loading docks would be provided with overhead covering that prevents the entry of stormwater or would divert stormwater away from the loading docks in accordance with City code requirements (Section 13.17.130).
Enclosed storage of hazardous materials	Hazardous materials, such as fertilizers and pesticides, would be stored indoors or under roof cover to prevent contact with rainwater. Materials that could leak or spill, such as oil, would be provided with secondary containment.

BMPs for similar City of Industry warehouse development projects have included the incorporation of continuous deflection separation (CDS) units to screen and separate debris, oil, and other pollutants from stormwater runoff prior to discharge to the storm drain. Following construction, the City of Industry typically assumes responsibility for the operation and maintenance of the CDS through an agreement with the property owner. This provides assurance that the units are properly maintained and continue to function as designed. Proper maintenance of stormwater control systems would also be governed by the City's municipal code. For example, Section 13.16.060(A) requires that persons who operate parking lots with more

than 25 spaces exposed to stormwater "use BMPs to reduce the discharge of pollutions to the maximum extent practicable. Such measures may include regular sweeping or other measures, if effective."

Through the Development Plan site review process, the City of Industry would ensure that the project complies with various statutory requirements necessary to achieve regional water quality objectives and protect groundwater and surface waters from pollution by contaminated storm water runoff. Compliance with City Municipal Code Chapter 13.17 and BMPs approved by the City Engineer would ensure that water quality impacts from project operations are less than significant. This section will not be discussed further in the EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site is located above the Puente Subbasin of the San Gabriel Groundwater Basin. Groundwater levels in the Puente Subbasin of the San Gabriel Groundwater Basin are managed by the Puente Basin Watermaster to avoid groundwater withdrawals exceeding recharges. Rowland Water District (RWD) would provide water to the project development. Nearly 20 percent of RWD's water supply comes from groundwater that is pumped from wells in the Puente Subbasin; the remaining 80 percent comes from imported water (RWD 2014). RWD projects that the service area would use 1,200 acre-feet of water per year from the Puente Subbasin of the San Gabriel Basin in 2020 (HDR 2011). The groundwater would account for about 6 percent of the projected water supply in 2020. Water demand for the proposed project is estimated to be 42,153 gallons per day (see Section 3.17.b). Based on the 2020 projections, about 6 percent of that total, or about 2,572 gallons per day, would be from local groundwater, which translates to about 0.24 percent of the projected groundwater demand in 2020. This incremental additional water demand would not significantly impact groundwater supplies or levels, and no mitigation measures are necessary.

The project site is not used for intentional groundwater recharge, and the construction and operation of the warehouse/office buildings would have little impact on local groundwater recharge. The project landscaped areas could provide opportunities for minor amounts of local groundwater recharge via percolation, and site pavement would impede percolation; however, such changes would not affect regional groundwater levels or supplies. This section will not be discussed further in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

No Impact. At project completion, the entire site would be developed with five buildings, parking areas, driveways, and landscaping. As such, there would be little opportunity for site drainage to result in substantial on-site or off-site erosion or siltation. During project construction, implementation of BMPs in accordance with the project SWPPP and compliance with City of Industry regulations for stormwater control would minimize the possibility for erosion from the site, as discussed in Section 3.9.a. The project would not result

in the alteration of any watercourse near the site. Therefore, no impact would occur. This section will not be discussed further in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. To ensure that the stormwater runoff anticipated from the site is properly controlled, the project applicant would be required to adhere to applicable provisions outlined in City of Industry Municipal Code Chapter 13.17, which implements the Los Angeles Countywide SUSMP, as explained in Section 3.9.a. As part of the permitting process, the project would be required to comply with stormwater BMPs listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against flooding would be incorporated in a project-specific SUSMP that is submitted to the City of Industry staff for review and approval as part of the Development Plan review process. The project-specific SUSMP would contain supporting hydrologic calculations and infiltration studies to demonstrate that any increase in stormwater runoff from the site does not exceed the carrying capacity of the local storm drain system, consistent with City of Industry Municipal Code Section 13.17.120 (Design Standards for Best Management Practices). The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction.

Compliance with City Municipal Code Chapter 13.17 and BMPs approved by the City Engineer during the Development Plan review process would ensure that impacts related to stormwater runoff volumes and potential flooding are less than significant. This section will not be discussed further in the EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project impacts related to stormwater control and management are addressed in Section 3.9.d and would be less than significant. Project impacts related to the quality of stormwater runoff are addressed in Section 3.9.a and would be less than significant. This section will not be discussed further in the EIR.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Project impacts related to water quality are addressed in Section 3.9.a and would be less than significant. This section will not be discussed further in the EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve construction of any housing units. Furthermore, a flood hazard map prepared by the Federal Emergency Management Agency (FEMA 2015) indicates that the project site is in Zone X, which does not include designated 100-year and 500-year flood zones. Therefore, no impact would occur. This section will not be discussed further in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As stated above, the project site is not within a 100-year or 500-year flood hazard area (FEMA 2015). Development of the proposed project would not impede or redirect flood flows, since there is no potential for flood flows to travel through or near the project site. Therefore, no impact would occur. This section will not be discussed further in the EIR.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. Four dams have been identified in the San Gabriel River Watershed upstream from the City of Industry—Puddingstone Dam, Santa Fe Dam, Thompson Creek Dam, and Whittier Narrows Dam. The project site is not located in the flood inundation areas associated with the failure of any of these dams (California Emergency Management Agency 2007). No impacts are associated with flooding as a result of the failure of a levee or dam. This section will not be discussed further in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Although there are no large water tanks in the area that could impact the project site, there are dams in the region that could create flooding impacts. As noted above, the project site is not located in an identified flood inundation area due to dam failure, and no impact would occur.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project site is approximately 21 miles inland from the Pacific Ocean and lies at an approximate elevation of 380 feet above mean sea level; thus, impacts from tsunamis are considered negligible and no impact would occur.

Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site and surroundings are relatively flat and contain no abrupt changes in elevation. As indicated in Section 3.6.a.iv, the site is not in a mapped landslide hazard area. Additionally, there are no substantial slopes on or in the immediate vicinity of the site with the potential to result in mudflow impacts. In the absence of slopes, the potential for mudslides to affect the proposed project is considered negligible, and no impact would occur. This section will not be discussed further in the EIR.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The project site is in an existing industrial area of the City of Industry. Established commercial and industrial businesses, including similar warehouse buildings, surround the site on three sides; Azusa Avenue and a vacant lot separates the site from residential homes on the northwest (see Figure 3, *Aerial*

Photograph). Construction of the proposed industrial warehouse/office buildings would infill the area with a compatible land use development and would not physically divide or encroach upon any established residential community. Therefore, no impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The existing zoning for the project site is mostly Industrial (I), although the southwest parcel at the corner of Azusa Avenue and Railroad Street is zoned Commercial (C). The General Plan land use designation is Employment. The proposed development of the site with industrial warehouse/office buildings would be consistent with the General Plan and is allowed under the zoning designation. Project implementation would not change existing land uses or require a change of the existing land use designations or regulations. Due to the largely industrial character of the site's surroundings, the proposed project would not conflict, or be incompatible, with the existing character of the surrounding area. Because the project would not conflict with any applicable land use plan, policy, or regulation, no impact would occur. This section will not be discussed further in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As explained in Section 3.4.f, the project site is not within or near a Habitat Conservation Plan area (USFWS 2015b) or Natural Community Conservation Plan area (CDFW 2015). No impact would occur. This section will not be discussed further in the EIR.

3.11 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. According to California Geologic Survey, there are no lands within the City of Industry designated by the State Mining and Geology Board as being of regional or statewide significance (City of Industry 2012). Project development would not cause a loss of availability of mineral resources of value to the region and residents of the state. No impact would occur. This section will not be discussed further in the EIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is not designated as a mining site in the City of Industry General Plan (2014), and the project would not cause a loss of availability of a designated mining site. No impact would occur. The section will not be discussed further in the EIR.

3.12 NOISE

The generation of noise associated with the proposed project would occur over the short-term for site construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in the following analyses, which correspond to the CEQA Guidelines.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The project may result in exposure to or generation of noise levels in excess of established standards. This issue will be evaluated in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The project may result in generation of excessive groundborne vibration or groundborne noise levels. This issue will be evaluated in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The project may result in ambient noise levels in the project vicinity above levels existing without the project. This issue will be evaluated in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The project may result in temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This issue will be evaluated in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not in an area covered by an airport land use plan or within two miles of a public airport or public-use airport. The project is well beyond any airport's 60 dBA CNEL zone. Therefore, the proposed project would not expose people to excessive aircraft noise levels, and no impacts are anticipated. This issue will not be evaluated further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is beyond any 60 dBA CNEL noise contour. Further, helicopter take-offs and landings are infrequent and at sufficient distances from the project site that they would not expose workers

employed in the industrial warehouse/office to excessive noise levels. No impacts are anticipated, and this issue will not be evaluated further in the EIR.

3.13 POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed project involves the development of new warehouse/office buildings and does not include the construction of new homes or the extension of infrastructure such as roads or sewers. Therefore, it would not directly or indirectly induce population growth in the area. The project would generate temporary construction and operational employment. Projected employment densities for various land uses vary widely, depending on the location and actual business activities. In general, employment densities for warehouse use range from one employee per 1,000 to 7,500 square feet of building space, while office space job densities are more on the order of one employee per 150 to 500 square feet of building space. For Los Angeles County, estimates developed by the Southern California Association of Governments are approximately one employee for 1,500 square feet of warehouse space and one employee for 400 square feet of low-rise office space (Natelson Company 2001). Using these values, a project warehouse space of 509,697 square feet and office space of 104,900 square feet yield an estimated 603 jobs for the developed project.[7]

The Southern California Association of Governments estimates that employment in the City of Industry will increase from 84,070 in 2008 to 88,404 in 2035, or 4,334 additional jobs (SCAG 2012a). The unemployment rate in Los Angeles County in December 2013 was estimated at 9.2 percent (EDD 2014). Thus, it is expected that the project would absorb workers from the regional labor force and would not attract new workers into the region. Impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site consists of an undeveloped lot and a parking lot. There are no residences on the project site. Therefore, existing housing would not be involved, and replacement housing would not be needed. No impact would occur. This section will not be discussed further in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Implementation of the proposed project would not displace people, nor would it require the construction of replacement housing. No impact would occur. This section will not be discussed further in the EIR.

[7] (509,697/1,500 = 340 warehouse jobs) + (104,900/400 = 263 office jobs) = 603 total jobs

3.14 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Fire Department (LACFD) for fire protection services. The City is served by Division 8, Battalion 12 of the LACFD, which mans and operates six fire stations (Fire Station's #26, 43, 87, 91, 118, and 145). Battalion 12 also provides fire protection services to Rowland Heights, La Puente, La Mirada, and Hacienda Heights. The nearest fire station to the project site is Fire Station #118 at 17056 Gale Avenue in the City of Industry, about 0.4 miles southwest of the site.

The proposed project does not include housing or any new infrastructure that would substantially increase the area population or service area boundaries. Development of the project could result in a slight increase in calls for fire protection and emergency medical service. However, considering the existing firefighting resources available in and near the City of Industry, project impacts on fire protection are not expected to occur, and the LACFD would continue to provide adequate service to the project area. Such small increases in demand would also not require the LACFD to build new or expanded stations, or to obtain additional staff or equipment.

The City involves the LACFD in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. Therefore, all site and building improvements proposed under the project would be subject to review and approval by LACFD prior to building permit and certificate of occupancy issuance. Furthermore, the City of Industry imposes standard conditions of approval during the Development Plan review process that require City Council review and approval. As a standard condition of approval, the following standard condition would be imposed on the project: "The applicant shall construct adequate fire protection facilities to the satisfaction of LACFD." Therefore, impacts on fire protection services would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

b) Police protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Sheriff's Department (LASD) for law enforcement and crime prevention services. The LASD has a patrol station in the City of Industry at 150 Hudson Avenue, approximately 2.1 miles northwest of the project site. This station is responsible for providing police services to the cities of Industry, La Puente, and La Habra Heights and the unincorporated Los Angeles County communities of East and West Valinda, Bassett/North Whittier, and Hacienda Heights.

Development of the proposed project could result in a slight increase in calls for police protection service. However, no new public safety issues would result from implementation of the proposed project.

Development of the project is not expected to cause a need for new or expanded police facilities or additional officers. The LASD would continue to provide adequate service to the project area. Therefore, no significant increases in police protection services would occur, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

c) Schools?

No Impact. The project site is in the Rowland Unified School District. Demand for public services such as schools is generally based on population. The proposed industrial warehouse/office project does not involve residential development and would not induce population growth. Therefore, the project would not increase the demand on local schools and no impact would occur. This section will not be discussed further in the EIR.

d) Parks?

No Impact. The proposed project does not involve park development or displacement. Demand for parks is determined by the population of the parks' service areas. The project would not add residences or cause an increase in the population of the surrounding community. Therefore, the project would not increase the demand for parks and no impact would occur. This section will not be discussed further in the EIR.

e) Other public facilities?

No Impact. The proposed project would not directly or indirectly lead to an increase in population in the project area. Additionally, the proposed project would not require the use or maintenance of other public facilities, such as libraries. Therefore, no impact to other public facilities would occur. This section will not be discussed further in the EIR.

3.15 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The demand for parks is determined by changes in housing and population. The proposed project would not involve the development of any housing and would not directly or indirectly induce population or increase demand on parks and recreational resources. Therefore, no impact would occur. This section will not be discussed further in the EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The proposed project would not develop recreational facilities and would not require the development of such facilities. No impact would occur. This section will not be discussed further in the EIR.

3.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. An analysis was conducted to evaluate the impacts of the proposed project on the study area circulation system. The results of the analysis are summarized in the following sections.

Construction Phase

Implementation of the project would require site preparation, building construction, and paving/landscaping of the completed site. Because the site is relatively flat, it would not require major grading that would entail numerous truck trips for soil import or export. The anticipated level of construction would not result in a significant traffic impact because it would be temporary (i.e., 12 months) and no substantial excavation or soil import/export would occur. The staging area for construction equipment would be accommodated on-site. Project construction would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Operational Phase

Local access is provided via Railroad Street, Curl Court, Azusa Avenue, Virgil Waters Way, and Chestnut Street. Azusa Avenue is a six-lane divided arterial road that provides access to SR-60 and several industrial uses in the City of Industry and would provide access to the proposed site. Azusa Avenue carries an average daily traffic volume of 56,585, and vehicles were observed to travel at speeds of approximately 45 miles per hour in front of the project site. Railroad Street is a four-lane road that provides east-west access in the City and connects Azusa Avenue to Curl Court and Chestnut Street. Railroad Street carries an average daily traffic volume of 16,800. Curl Court is a two-lane cul-de-sac that provides additional site access from Railroad Street (see Figure 2, *Local Vicinity*). Chestnut Street is a two-lane road that provides local access in the City and passes underneath Azusa Avenue. Chestnut Street carries an average daily traffic volume of 2,700. Virgil Waters Way is a two-lane road that connects Azusa Avenue and Chestnut Street. Continuous sidewalks are present on both sides of Azusa Avenue, Railroad Street, and Curl Court, and on one side of Virgil Waters Way and Chestnut Street. No dedicated bike lanes are on Azusa Avenue, Railroad Street, Curl Court, Virgil Waters Way, or Chestnut Street.

Once operational, the proposed project would result in an increase in traffic volumes on the roadways in the vicinity of the project. The study area roadway that would be most directly affected by this traffic is Azusa Avenue, which would provide direct access to the sites. To evaluate project impacts on local traffic, trip generation rates attributable to the project were determined for daily and peak hour traffic. Morning peak hour traffic occurs between the hours of 7:00 AM and 9:00 AM, and evening peak hour traffic occurs between the hours of 4:00 PM to 6:00 PM.

The proposed project's trip generation was based on trip generation rates established for the warehousing land use category in the Institute of Transportation Engineers' Trip Generation Manual (ITE 2012). Because the project is an industrial use, passenger car equivalent (PCE) factors were applied. Truck volumes were converted to passenger-car-equivalent (PCE) volumes to reflect the fact that trucks take up more room on the road than automobiles and are typically slower during acceleration and deceleration. Based on Los Angeles County Congestion Management Program (CMP) guidelines,[8] the following PCE factors were applied:

- 2 axle trucks = 1.5 PCE
- 3 axle trucks = 2.0 PCE
- 4+ axle trucks = 3.0 PCE

To apply the PCE factors, the proposed project's vehicle mix was estimated based on the City of Fontana Truck Trip Generation Study (2005). The vehicle mix assumed for warehousing uses is:

- Automobiles = 79.6 percent
- 2 axle trucks = 3.5 percent
- 3 axle trucks = 4.6 percent
- 4+ axle trucks = 12.3 percent.

As shown in Table 4, the total trip generation for the project is estimated to generate a total of 2,188 daily vehicle trips, of which 447 would be truck trips[9] and the remainder would be passenger car trips. This total number of vehicle trips converts to 2,867 PCE trips using the factors identified above. Of this total, 243 PCE trips would occur during the morning weekday peak hour, and 259 PCE trips would occur during the evening weekday peak hour.

Table 4 Project Trip Generation

Category	Daily Traffic	AM Peak Hour Traffic			PM Peak Hour Traffic		
		Total Traffic	Trips In	Trips Out	Total Traffic	Trips In	Trips Out
Trip Generation Rates[1]							
Warehousing (ITE Code 150)	3.56	0.30	0.24	0.06	0.32	0.08	0.24
Generated Traffic Volumes							
Project Trips (vehicles)[2]	2,188	185	146	39	197	49	148
Project Trips (PCE)[3]	2,867	243	192	51	259	65	194

PCE = Passenger car equivalent
1 Trip generation rates based on ITE Trip Generation Manual, 9th Edition (2012). Rate units are trips per 1,000 square feet of building space.
2 Assumes a total project size of 614,597 square feet of warehouse uses. Vehicle trips are then calculated as trip generation rates x (614,597 ÷ 1,000).
3 PCE trips calculated using the assumptions outlined above, with the light industrial warehousing mix.

The Congestion Management Program for the County of Los Angeles states that the minimum project-added traffic that is needed before an intersection has to be studied is 50 two-way trips in either the morning

[8] Los Angeles County CMP guidelines were used for PCE factors.
[9] Using the assumptions stated in the text, truck trips are assumed to contribute 20.4 percent of project vehicle trips, resulting in an estimated 447 truck trips per day (0.204 x 2,188 = 447).

or evening weekday peak hour. This is consistent with most local jurisdictions, which require traffic impact studies for projects that generate more than 50 peak hour trips. Mainline freeway monitoring locations must also be analyzed for projects that would add 150 or more trips during either the morning or evening weekday peak hour. The project (Buildings A, B, C, D and E combined) generates a maximum of 382 trips during weekday peak hours (i.e., an average of 1.6 trips for approximately each minute during the peak hours) that would be distributed along the circulation system. Based on the traffic study performed for the project, only one intersection in the study area, Azusa Avenue at Gale Avenue during evening peak hour, currently operates at an unacceptable level of service. The intersection presents a potentially significant impact and will be further discussed in the EIR.

Nonmotorized Transportation and Transit

The project may generate nonmotorized travel because the proposed warehouses may result in additional pedestrians and bicycles in the project area. With regard to public transit, the Los Angeles Metropolitan Transit Authority (Metro) operates Line 194 along Valley Boulevard, and the nearest bus stop at Valley Boulevard is located approximately 450 feet from the project site. In addition, Foothill Transit operates routes 280, M-194, 281, 285, 497, 495, and 493 in the site vicinity. All streets in the project vicinity have sidewalks along at least one side of the street; on Azusa Avenue, Railroad Street and Curl Court, the sidewalks are continuous on both sides of the streets. The proposed project would not adversely affect the performance of these transit or nonmotorized transportation facilities and would not conflict with any plans or policies relative to these transportation modes.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Los Angeles County Congestion Management Program (CMP) was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis (TIA) guidelines, a significant impact may result and a traffic impact analysis is required under the conditions listed on the following page.

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP mainline freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the Pomona Freeway (SR 60) approximately 0.5 miles to the south. The nearest CMP arterial roadway to the site is Azusa Avenue adjacent to the west. As indicated above, the proposed project would result in a maximum of 382 trips during weekday peak hours (i.e., an average of 1.6 trips for approximately each minute during the peak hours) that would be distributed along the circulation system. Based on the traffic study performed for the project, only one intersection, Azusa Avenue at Gale

Avenue during evening peak hour, operates at an unacceptable level of service. This issue will be reviewed further in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project involves construction and operation of industrial/warehouse buildings with a height of less than 50 feet, which would not result in a change in air traffic patterns or an increase in air traffic levels. There are no airports in the immediate project vicinity and the proposed project would not create any structures that could interfere with air travel or air safety. The project would not increase or alter air traffic, and no impact would occur. This issue will not be reviewed further in the EIR.

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Less Than Significant Impact: Access to the site would be provided by Railroad Street, Curl Court, Azusa Avenue, Virgil Waters Way, and Chestnut Street. Azusa Avenue is a six-lane divided arterial road that provides access to SR-60 and several industrial uses in the City of Industry and would provide access to the proposed site. Railroad Street is a four-lane road that provides east-west access in the City and connects Azusa Avenue to Curl Court and Chestnut Street. Curl Court is a two-lane cul-de-sac that provides additional site access from Railroad Street. Chestnut Street is a two-lane road that provides local access in the City and passes underneath Azusa Avenue. Virgil Waters Way is a two-lane road that connects Azusa Avenue and Chestnut Street.

As shown on Figure 4, *Site Plan*, Building A would be accessible via four driveway entrances, Building B would be accessible via four driveway entrances, Building C would be accessible via two driveway entrances, Building D would be accessible via two driveway entrances, and Building E would be accessible via two driveway entrances. The driveways would measure 26 to 45 feet wide, and would accommodate all truck and employee traffic entering and exiting the project site.

Since the site would be easily accessible from the surrounding streets and the minimum peripheral visibility would be maintained per the Caltrans HDM, no mitigation measures would be necessary in regards to site access.

The increased levels of traffic, pedestrians, and vehicular turning movements at the site access driveways and nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. As shown on Exhibit N of the Traffic Impact Study (RK Engineering Group 2015), signage would be installed at the exits of each driveway to clearly indicate stop signs and where a right turn only is permitted. Based on a review of Exhibit N, these impacts would not be significant, since the roadways, site access driveways, and traffic control features would be consistent with applicable City of Industry standards as well as the California Department of Transportation's California Manual on Uniform Traffic Control Devices (Caltrans 2014). The signage indicated in Exhibit N would be included as a project design feature and a condition of approval. With implementation of this project design feature and compliance with conditions of approval, the project would not substantially increase hazards due to a design feature or incompatible uses, and impacts would be less than significant.

3. Environmental Analysis

e) Result in inadequate emergency access?

No Impact. The access and circulation features at the proposed development project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the project site using the three driveway entrances on Curl Court, three driveway entrances on Azusa Avenue, five driveway entrances on Virgil Waters Way, a driveway entrance on Chestnut Avenue, and a driveway entrance on Railroad Street. As shown on Figure 4, *Site Plan*, Building A would be accessible via four driveway entrances, Building B would be accessible via four driveway entrances, Building C would be accessible via two driveway entrances, Building D would be accessible via two driveway entrances, and Building E would be accessible via two driveway entrances. The driveways would measure 26 to 45 feet wide. These driveways would provide fire access, striped per LACFD standards, to all sides of the building. All emergency access features are subject to and must satisfy the City of Industry design requirements and be approved by the LACFD. No impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed development project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities. The sidewalks in front of the building along Chestnut Street, Virgil Waters Way, Azusa Avenue, Railroad Street, and Curl Court would remain accessible to pedestrians. Pedestrian sidewalks and crosswalks are available in the project vicinity to provide convenient and safe pedestrian access to nearby bus stops on Azusa Avenue. Bike racks with a minimum capacity of nine bicycles per rack would be installed at each building site for employee and visitor use. The proposed office would provide a bulletin board, display, or kiosk displaying:

- Current maps, routes and schedules for public transit routes serving the site.
- Telephone numbers for referrals on transportation information, including numbers for the regional ridesharing agency and local transit operators.
- Ridesharing promotional material supplied by commuter-oriented organizations.
- Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
- A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site.

The proposed project would not conflict with policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, and the project would not decrease the performance or safety of such facilities. No impact would occur.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The project would not develop a land use that requires on-site wastewater treatment separate from the treatment provided by the Los Angeles County Sanitation Districts (LACSD). Relatively small volumes of wastewater from restrooms, office kitchens, and cleaning activities would be sewered and directed to the nearest LACSD treatment plant for routine treatment prior to discharge. Wastewater treatment requirements for discharges to stormwater from project construction are discussed in Section 3.6.b. The project would prepare and implement a SWPPP in compliance with the General Construction Permit. Wastewater treatment requirements for discharges to stormwater from project operations are discussed in Section 3.9.a. The project would comply with City of Industry Municipal Code requirements governing wastewater discharges and no impact would occur. This section will not be discussed further in the EIR.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project site does not currently contain any buildings or facilities that generate wastewater or demand supplied water. As shown in Table 5, the proposed project would generate an estimated 33,723 gallons per day (gpd) of wastewater and demand an estimated 42,153 gpd of water. An analysis of the impacts of these demands on water and wastewater treatment facilities is presented in the discussions that follow the table.

Table 5 Forecast Project Wastewater Generation and Water Demand

Proposed Project Use	Area in Square Feet	Wastewater Generation, Gallons Per Day		Water Demand, Gallons Per Day	
		Per 1,000 Square Feet[1]	Total	Per 1,000 Square Feet[2]	Total
Warehouse	509,697	25	12,743	31.25	15,928
Office	104,900	200	20,980	250	26,225
Total	614,597	—	33,723	—	42,153

[1] LACSD 2007.
[2] Estimated as 125 percent of wastewater generation.

Water Demand

Rowland Water District (RWD) would provide water to the project development. Nearly 20 percent of RWD's water supply comes from groundwater that is pumped from wells in the Puente Subbasin; the remaining 80 percent comes from imported water (RWD 2014).

As shown in Table 5, the proposed project is forecast to demand 42,153 gallons of potable water per day. The water demand would be associated with employee activities (i.e., bathroom and kitchen facilities), maintenance/cleaning activities, and landscape irrigation. The proposed project would be required to

conform to Chapter 13.18 (Water Efficient Landscapes) of the City of Industry Municipal Code and with the City's Water Efficient Landscape Guidelines. For example, one of the City's water efficiency measures states that water usage should be minimized through the planting of native and low-water species and the utilization of water-efficient and drip irrigation systems.

By 2020, the RWD's total water supply from groundwater, imported water purchases, and recycled water is projected to be 19,700 acre-feet per year (about 6.4 billion gallons), compared to a projected water demand of 18,484 acre-feet per year (HDR 2011). The project's water demand of 42,153 gpd[10] would constitute approximately 0.26 percent of this total demand. RWD expects to have adequate water supplies to meet demands in its service area for the next 20 years under average, single, and multiple dry years (HDR 2011). The project applicant would be required to obtain a "will-serve" letter from RWD to ensure that sufficient water supply is available to serve the project. Given the relatively small project water demand, RWD would not be required to build new or expand existing water treatment facilities to meet the project's incremental increase in water demand, and no impact would occur. This issue will be not be reviewed further in the EIR.

Wastewater Treatment Demand

Wastewater treatment for the City of Industry, including the project site, is provided though the Los Angeles County Sanitation Districts (LACSD), whose purpose is to construct, operate, and maintain facilities that collect, treat, recycle, and dispose of domestic and industrial wastewater. Individual districts operate and maintain their own portions of the collection system. There are 24 independent districts serving Los Angeles County; the City of Industry is located in portions of Districts 15, 18, and 21. Cities are responsible for collection of wastewater through local lines, which feed to major trunk lines that vary from 8 inches to 144 inches in diameter. The San Jose Creek Water Reclamation Plant (WRP), with a treatment capacity of 100 million gallons per day (mgd), serves the City of Industry (LACSD 2014a). It provides primary, secondary, and tertiary treatment that yields approximately 42 mgd of reclaimed water for use in groundwater recharge and irrigation; the remainder is discharged to the San Gabriel River.

As shown in Table 5, the proposed project is forecast to generate approximately 33,723 gpd of wastewater. Wastewater effluent generated by the project would be primarily associated with the sanitary needs of the on-site facility employees (i.e., bathroom and lunchroom). With a wastewater treatment capacity of 100 mgd, the San Jose Creek WRP has sufficient capacity to manage this incremental volume. Additionally, the City of Industry imposes standard conditions of approval on Development Plans that require City Council review and approval. As a standard condition of approval, the following condition would be imposed on the proposed project: "The applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hookup of utilities." Therefore, project implementation would not result in the need for the construction or expansion of new wastewater treatment facilities and impacts would be less than significant. No mitigation measures are necessary. This section will not be discussed further in the EIR.

[10] 7,787 gallons/day x 365 days/year ÷ 325,760 gallons/acre-foot = 47.3 acre-feet/year.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would not require the construction or expansion of facilities to manage stormwater flow; the existing curb and gutter collection system and storm drains have sufficient capacity to manage current and projected runoff from the site (see Section 3.9.d). No impact would occur. This section will not be discussed further in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. An estimate of the project water demand is provided in Section 3.17.b. The project applicant would be required to obtain a "will-serve" letter from the RWD to ensure that sufficient water is available to serve the project. Receipt of such a letter would confirm that water supplies are adequate and impacts would be less than significant. No mitigation measures are necessary. This section will not be discussed further in the EIR.

e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. An estimate of the project wastewater treatment demand is provided in Section 3.17.b. The existing LACSD wastewater treatment facility has sufficient capacity to meet the incremental wastewater volume expected to be generated by the project. Impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The LACSD provides solid waste disposal services to the City of Industry, including the project site. Solid waste generated by the proposed project would be processed by one or more facilities that currently serve the waste management needs of the community, including the Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, and Commerce Refuse-to-Energy Facility. Despite the recent closure of the local Puente Hills Landfill in October 2013, the LACSD has indicated that the network of existing waste management facilities is adequate to meet the region's needs in the short-term. Long-term waste disposal needs would be met by exporting solid waste to the Mesquite Regional Landfill in Imperial County by rail via the Puente Hills Intermodal Facility, which is nearing completion in the City of Industry. The Puente Hills Intermodal Facility would be able to handle up to 8,000 tons per day of solid waste, while the Mesquite Regional Landfill, with a 100-year capacity, would be permitted to accept 20,000 tons per day (LACSD 2014b).

Solid waste would be generated during both the construction and operational phases of the proposed project. The volume of solid waste generated during construction would be relatively minor, since project development would not require the demolition of existing buildings or infrastructure. Once operational, the project would generate solid waste at a rate typical of warehouse/office operations, as summarized in Table 6.

3. Environmental Analysis

Table 6 Forecast Project Solid Waste Generation

Proposed Project Use	Estimated Number of Employees[1]	Solid Waste Generation Pounds per Day	
		Pounds per Employee per Day[2]	Total
Warehouse	340	13.82	4,699
Office	263	1.24	327
Total	603	—	5,026

[1] See Section 3.13.a.
[2] CalRecycle 2011.

As shown in Table 6, the proposed project is forecast to generate approximately 5,026 pounds per day (lb/day) of solid waste. The project would be required to adhere to the City of Industry's waste reduction measures. For example, as outlined in Section 17.36.060.Z (Recycling Bin Enclosures) of the City of Industry Municipal Code, all industrial buildings are required to provide a recycling bin enclosed storage area. The project includes a trash enclosure and recycling area. The design of the trash enclosure would be subject to City review and approval as part of the Development Plan review process. Additionally, the proposed project would be required to comply with the provisions of the 2013 Green Building Standards Code (California Code of Regulations Title 24, Part 11), which outlines requirements for construction waste reduction, material selection, and natural resource conservation.

The LACSD's existing and proposed solid waste disposal capacity is adequate to accommodate the incremental volume of solid waste that would be generated by the proposed project and would not require the development of additional landfill capacity beyond that which is already planned. Therefore, project impacts would be less than significant, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The United States Environmental Protection Agency administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In the State of California, Assembly Bill (AB) 939—the Integrated Solid Waste Management Act of 1989, Public Resources Code 40050 et seq.—required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county, or provide a plan to transform or divert its waste. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

The proposed project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including those listed above. More specifically, the proposed project would not affect the City of Industry's ability to continue to meet the required AB 939 waste diversion requirements as it has in the past (CalRecycle 2012). For example, the proposed project would help the City achieve its source reduction, recycling, and waste stream diversion goals for solid waste through the provision and use of

an on-site recycling bin, as noted in Section 3.17.f. Therefore, no impact would occur. This section will not be discussed further in the EIR.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Project approval would allow the development of industrial warehouse buildings to replace a parking lot and undeveloped land in a fully urbanized area of the City of Industry. The project site has been previously disturbed and no wildlife habitats are present on the site. Additionally, the surrounding area is built out with commercial, industrial, and residential uses, and there are no undeveloped areas in the vicinity of the project site. Natural communities and populations of rare or threatened plant or animal species do not exist on or near the project site and would therefore not be impacted. Additionally, the site does not meet the criteria to be considered historically significant. However, based on communications from the Gabrieleño Band of Mission Indians – Kizh Nation, the project site is located within its traditional use territory. Potential impacts to tribal cultural resources will be evaluated further in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. Project approval would allow the development of industrial warehouse buildings to replace a paved parking lot in a fully urbanized area of the City of Industry. The proposed project would be consistent with the long-term goals of developing the project site with industrial uses in accordance with the City's General Plan. Therefore, the project would not weigh short-term goals above the long-term environmental goals of the City. Additionally, the environmental issues relevant to the project are very localized and confined to the immediate project area. Project development would not result in impacts that are individually limited but cumulatively considerable, as defined above. Therefore, no significant cumulatively considerable impacts are anticipated to result from the proposed project.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. This Initial Study reviewed the proposed project's potential impacts to aesthetics, air quality, noise, traffic, public health and safety, and other environmental issues. Potential impacts related to air quality, greenhouse gases, traffic, hazards and hazardous materials, and noise were indicated. These issues will be evaluated in the EIR.

3. Environmental Analysis

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4. Consultant Recommendation

Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Industry prepare an Environmental Impact Report for this project. We find that with the project may have potentially significant impacts related to air quality, greenhouse gases, traffic, hazards and hazardous materials, noise, archaeological resources, and tribal cultural resources. We recommend that the third category be selected for the City's determination (see Section 5, *Lead Agency Determination*).

10/21/15
Date

Dwayne Mears, AICP, for PlaceWorks

4. Consultant Recommendation

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5. Lead Agency Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	10/20/15 *Date*
BRIAN JAMES *Printed Name*	City of Industry *For*

5. Lead Agency Determination

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Appendix A Air Quality and Greenhouse Gas Technical Memorandum

Appendix

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TECHNICAL MEMORANDUM

DATE	September 4, 2015
TO	City of Industry
ADDRESS	15625 East Stafford, Suite 100, City of Industry, California 91774-0366
CONTACT	Brian James, Planning Director
FROM	Nicole Vermilion, Associate Principal, Air Quality & Greenhouse Gas Services Stephanie Chen, Planner, Air Quality/GHG & Transportation & Noise
SUBJECT	Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Operation of the Proposed Industrial Building Project
PROJECT NUMBER	IND-07.137

This Air Quality and Greenhouse Gas (GHG) Emissions Technical Memorandum provides a screening-level assessment of potential criteria air pollutant and GHG emissions impacts from operation of the Proposed Industrial Building Project, Development Plan 15-12 and Tentative Parcel Map 348 (proposed project). The air quality and GHG emissions analysis evaluates the regional operational criteria air pollutant and GHG emissions impacts of the proposed project compared to the significance criteria adopted by the South Coast Air Quality Management District (SCAQMD).

Project Location

The approximately 29-acre project site is on the southeast corner of Azusa Avenue and Chestnut Street in the City of Industry in Los Angeles County. The project site is bounded by public right-of-way and San Jose Creek Channel to the north, residences to the northwest, public right-of-way and multiple industrial warehouse distribution buildings to the west, an industrial recycling facility to the east, and an industrial warehouse distribution building and office buildings to the south.

Project Description

The City of Industry proposes to subdivide the 29-acre site into five separate parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings have a total combined building area of 614,597 square feet.

Thresholds of Significance

REGIONAL CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's

website.[1] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess the impacts of a project on air quality. SCAQMD has adopted regional operational emissions thresholds to determine a project's cumulative impact on air quality in the South Coast Air Basin. Table 1 lists SCAQMD's regional operational phase significance thresholds.

Table 1 SCAQMD Operational Phase Significance Thresholds

Air Pollutant	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	55 lbs/day
Nitrogen Oxides (NO_X)	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day
Particulates (PM_{10})	150 lbs/day
Particulates ($PM_{2.5}$)	55 lbs/day

Source: SCAQMD 2015.

GREENHOUSE GAS SIGNIFICANCE THRESHOLDS

SCAQMD has adopted a significance threshold of 10,000 metric tons of carbon dioxide–equivalent ($MTCO_2e$) emissions per year for permitted (stationary) sources for which SCAQMD is the lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions under CEQA, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting in September 2010 (Meeting No. 15), SCAQMD identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

» **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

» **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or that have no applicable GHG reduction plan, SCAQMD requires an assessment of GHG emissions. SCAQMD proposes a "bright-line" screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. These thresholds are based on a review of the Governor's Office of Planning and Research database of CEQA projects. A review of 711 CEQA projects showed that 90 percent of CEQA projects would exceed the bright-line thresholds above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

» **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

[1] SCAQMD's Air Quality Significance Thresholds are current as of March 2015 and can be found at http://www.aqmd.gov/ceqa/hdbk.html.

» **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD has identified an efficiency target for projects that exceed the screening threshold. The current recommended approach is per capita efficiency targets. SCAQMD does not recommend use of a percentage emissions reduction target, but identified a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan level projects (i.e., program-level projects such as general plans). Service population is defined as the sum of the residential and employment populations generated by a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[2] For the purpose of this project, if project-related emissions exceed the bright-line screening threshold of 3,000 $MTCO_2e$ per year, project emissions would be compared to the per capita target of 4.8 $MTCO_2e$/year/SP. If the per capita efficiency target is exceeded, GHG emissions would be considered potentially significant in the absence of mitigation measures.

Methodology

Project-related air pollutant emissions were quantified using the most recent air quality analysis model, California Emissions Estimator Model (CalEEMod), version 2013.2.2. The proposed project impacts are compared to the regional criteria air pollutant significance thresholds and greenhouse gas significance thresholds adopted by the SCAQMD. For the screening-level assessment, energy sources, water/wastewater generation, and waste disposal are based on CalEEMod defaults. Trip generation and fleet mix are based on the CT Industry Center Traffic Impact Study (RK Engineering Group 2015). Truck trip length and passenger vehicle trip length for the City of Industry are based on the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) model for model year 2020 (Iteris 2015).

Operational Phase Air Quality Impacts

Long-term criteria air pollutant emissions associated with the project would be generated by equipment used onsite and truck idling (area sources), natural gas for heating (energy sources), and trips generated by the proposed warehouse/office building (transportation sources). Regional daily criteria air pollutants generated by the project are shown in Table 2, *Maximum Daily Operational Phase Regional Emissions*.

[2] SCAQMD took the 2020 statewide GHG reduction target for land-use-only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

Table 2 Maximum Daily Operational Phase Regional Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	21	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation[1]	11	57	140	<1	25	7
Off Road[2]	6	55	37	<1	5	4
Total Emissions	37	**112**	178	<1	30	11
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	**Yes**	No	No	No	No

Source: CalEEMod Version 2013.2.2.

Notes: Highest winter or summer emissions. Columns may not add up to totals due to rounding. **Bold**: Exceeds threshold.

[1] Transportation emissions based on truck trip generation and fleet mix from the CT Industry Center Traffic Impact Study (RK Engineering Group, Inc. 2015). Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model for model year 2020 (Iteris 2015). CalEEMod assumes 10 minutes of idling per truck (5 minutes per truck trip).

[2] Assumes 20 diesel-powered forklifts at the warehouses operating for 4 hours per shift, with 3 work shifts per day. Assumes that the warehouse would not accommodate cold-storage, and therefore would not have transportation refrigeration units onsite.

As shown in the table, except for NO_X, air pollutant emissions generated from operation-related activities would be less than their respective SCAQMD regional significance threshold values. The highest NO_X emissions would be from vehicle trips generated by the proposed warehouse/office buildings. Emissions from this sector alone exceed the SCAQMD NO_X significance threshold. The second highest emissions are from use of diesel-powered equipment onsite. Mitigation that requires use of electric-powered forklifts would reduce these off-road emissions. However, no feasible mitigation measures would reduce on-road transportation sources below the SCAQMD NO_X significance threshold.

Greenhouse Gas Impacts

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used onsite, consumer products, coatings), water/wastewater generation, and waste disposal. Project-related GHG emissions are shown in Table 3.

Table 3 Project-Related GHG Emissions

Source	$MTCO_2e$/year	Percent of Project Total
Area	<1	<1%
Energy	829	11%
Transportation[1]	5,613	72%
Off Road[2]	556	7%
Waste	263	3%
Water	496	6%
Total Emissions	**7,757**	100%
SCAQMD's Bright-Line Threshold	3,000	NA
Exceeds Bright-Line Threshold?	**Yes**	NA
Employees[3]	602	—
$MTCO_2e$/Service Population	**12.9 $MTCO_2e$/SP**	—
2020 Efficiency Metric	4.8 $MTCO_2e$/SP	—
Exceeds Efficiency Metric?	**Yes**	—

Source: CalEEMod, Version 2013.2.2.

Notes: $MTCO_2e$: metric tons of carbon dioxide equivalent. Does not include 30-year amortized construction emissions because this data is not yet available. Columns may not add up to totals due to rounding. **Bold**: Exceeds threshold. Assumes implementation of the 2016 California Green Building Standards Code and 2016 Building and Energy Efficiency Standards. The 2016 Building and Energy Efficiency Standards are 33.5 percent more energy efficient than the 2008 Standards for non-residential buildings.

1 Transportation emissions based on truck trip generation and fleet mix from the CT Industry Center Traffic Impact Study (RK Engineering Group 2015). Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model for model year 2020 (Iteris 2015). CalEEMod assumes 10 minutes of idling per truck (5 minutes per truck trip).

2 Assumes 20 forklifts at the warehouse operating for 4 hours per shift, with 3 work shifts per day. Assumes that the warehouse would not accommodate cold-storage, and therefore would not have transportation refrigeration units onsite.

3 Assumes one employee for 1,500 square feet of warehouse space and one employee for 400 square feet of low-rise office space—i.e., 509,697 warehouse square feet / 1,500 + 104,900 square feet / 400 = 602 employees (Natelson Company 2001).

As shown in the table, the proposed project at buildout would generate 7,757 $MTCO_2e$ emissions per year, which exceeds the SCAQMD's bright-line threshold of 3,000 $MTCO_2e$. The vehicle trips generated by the proposed warehouse/office buildings would generate the most GHG emissions.

Conclusion

The air quality and GHG emissions from operation of the proposed project would exceed SCAQMD's significance thresholds. Therefore, impacts would be significant and unavoidable.

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Appendix – Operational CalEEMod Outputs

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Appendix B Phase I Environmental Site Assessment

Appendix

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

Vacant Property
1733 East Chestnut Street And
942 South Azusa Avenue
City of Industry, California

Stantec Project No: 185803306

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Executive Summary

The target property consists of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site"). The Site is currently vacant and fenced and is divided into two portions. There are soil stock piles and construction debris located on each of the parcels. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Subsurface structures (concrete pads and utilities) are still visible on the site. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete. Stantec observed staining and possible drains pathways in the southeast corner of the Site.

In a previous Phase I Environmental Site Assessment, Gradient Engineering Inc. identified a nearby leaking underground storage tank (LUST) and the presence of a groundwater plume beneath the Site as recognized environmental conditions (RECs) to the Site. Gradient recommended conducting a file review to determine if the LUST had been remediated and recommended the continuation of groundwater sampling at the Site. Stantec has determined that the LUST has been remediated and is no longer a REC to the Site.

The subject properties have a long history of manufacturing and agricultural uses. Based on the assessment discussed in the following text several recognized environmental conditions (RECs) have been identified that will require further assessment to determine if impact to the site has occurred at levels that would warrant further assessment or remedial action for commercial development to occur.

The published groundwater monitoring data indicates that volatile organic compound (VOC) impact exists below the subject Site. The data indicates that the source of the groundwater impact appears to be primarily from up-gradient off-Site sources. Based on that conclusion the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB) issued closure to the Site for groundwater impacts and is not requiring further assessment or action. There appears to be an error in the data base based on the documented closure stating there is an open SLIC case on groundwater for the Site. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation that no open file exists.

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM E-1527-13 (and Final Rule 40 CFR Part 312 et seq.) with

respect to the Site. Any exceptions to, or deletions from, this practice are described in Section 1.2 of this report. This assessment has of the following RECs in connection with the Site:

942 S. Azusa Avenue

- **Historical Waste Oil UST:** A waste oil underground storage tank (UST) was removed in 1988 from the Site and confirmation soil samples were collected and analyzed for total petroleum hydrocarbons (TPH). No TPH impact was detected, but the County of Los Angeles Department of Public Works (CLADPW) never granted closure for the UST. However, the data did not indicate that additional analysis for volatile organic compounds (VOCs) or soil vapor samples were collected at the time of removal. Stantec recommends collecting soil and soil vapor samples to be analyzed for VOCs in the area of the UST to verify no impact exists. Then, Stantec recommends after obtaining the additional sample results the data be submitted to the CLADPW to obtaining regulatory closure for the UST.

- **Historical Diesel USTs:** Two diesel USTs were removed from the Site in 1996 and the USTs were granted closure by the CLADPW. However, no soil vapor samples were collected when the tanks were removed and a portion of the over excavation of the tank pits was not completed because it would have impacted the structural integrity of a nearby building. Therefore, Stantec recommends collecting soil and soil vapor samples in the area of the two historical diesel USTs to be analyzed for TPH and VOCs to evaluate if further removals are required prior to Site development.

17300 Chestnut Street

- **Historical Hazardous Storage Areas:** Stantec identified the presence of 2 historic hazardous storage areas at the Site. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the storage areas to be analyzed for VOCs.

- **Historical Clarifier:** Stantec identified the presence of a clarifier at the Site. Stantec has not found any information regarding the removal of the clarifier. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the clarifier to be analyzed for VOCs.

- **Historical Spray Booths:** Stantec identified the presence of several spray booths at the Site. Soil vapor extraction systems were installed in 1995 to combat VOCs coming from the Site, one of which was in the vicinity of one of the booths. However, Stantec was unable to find soil vapor data collected after the

extraction system was removed. Therefore, Stantec recommends collecting soil and soil vapor samples in the vicinity of the historical spray booths to be analyzed for VOCs.

- **Historical Machine and Maintenance Shops:** Stantec identified the presence of a machine shop and two maintenance buildings. Stantec recommends collecting soil and soil vapor samples in the vicinity of the historical machine and maintenance shops to be analyzed for TPH, VOCs and metals.

- **Surface Staining:** Stantec observed surface staining near the southeast corner of the Site during the Site walk. Stantec recommends collecting soil and soil vapor samples in this area to determine if this staining has impacted the subsurface of the Site.

- **NPL Groundwater Plume:** Stantec has determined that the Site overlays a groundwater plume identified as the San Gabriel Valley (Area 4) Groundwater beneath the Site is known to be impacted with tetrachloroethylene (PCE) and trichloroethylene (TCE). As stated above the Site was found to be not contributing to this impact and the CRWQCB issued closure to this facility for this impact. However, due to the shallow depth to groundwater, there is a potential that soil vapor off gassing from groundwater may exist in the subsurface at levels of concern to commercial development. Stantec therefore recommends in accordance with the vapor encroachment analysis required by ASTM 13 standard to conduct a vapor survey for the Site to determine if impact does exist at levels of concern.

In addition, Stantec has identified the following non-ASTM issues on the Site:

- **Stock Piles:** Stantec observed two stockpiles on the Site during the course of Site reconnaissance. According to information on file with the CRWQCB these stock piles are related to a California Transit (CalTrans) project on Railroad Street just south of the Site. Stantec recommends contacting Caltrans to determine how to proceed with the removal of the piles before Site development commences.

- **Monitoring Wells:** Stantec observed a monitoring well along the eastern edge of the Site. Stantec also noted four additional monitoring wells in the documents on file with local agencies. Stantec recommends determining the case status of the Site as a PRP and if allowed, abandon any wells left on the Site prior to development.

The Federal AAI rule and ASTM E1527-13 require that the Phase I ESA report includes the following declarations by the Environmental Professional who completed the assessment.

1. *I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR §312.10.*

2. *I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR §312 (see Appendix H).*

Signature: _____
Name (printed): Kyle Emerson, C.E.G. 1271
Title: Managing Principal Geologist
Date: September 26, 2014

1.0 INTRODUCTION

1.1 OBJECTIVE

This Phase I Environmental Site Assessment (ESA) was performed in accordance with the practices identified in the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation E1527-13 and Title 40 of the Code of Federal Regulations (CFR), Part 312, which specifies standards and practices for "all appropriate inquiries" (AAI) required for persons seeking to establish certain defenses to or protections from liability under the Federal Comprehensive Environmental Response, Cleanup and Liability Act (CERCLA). The Federal rule 40 CFR 312.11(a) identifies a Phase I ESA completed in accordance with the E1527-13 practice as one way to achieve compliance with requirements of the AAI rule.

The objective of this Phase I ESA was to identify Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Environmental Conditions (HRECs), as defined under ASTM E-1527-13. As defined in ASTM E1527-13, a REC is:

The presence or likely presence of any hazardous substances or petroleum products in, on or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

As defined in ASTM E1527-13, an HREC is:

A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls). Before calling the past release an HREC, the EP must determine whether the past release is a REC at the time the Phase I ESA is conducted (e.g., if there has been a change in the regulatory criteria).

As defined in ASTM E1527-13, a CREC is:

A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory

authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).

1.2 SCOPE OF WORK

This assessment has been performed in a manner which complies with requirements of our Consulting Services Agreement, with All Appropriate Inquiries (AAI) Final Rule 40 CFR Part 312, with ASTM Practice E1527-13, and with the Statement of Limitations presented in Section 7.0 of this report. In the event of any conflict between the terms and conditions of this report and the terms and conditions of the consulting services agreement between CT Realty Investors and Stantec Consulting Services Inc., the consulting services agreement shall control.

The scope of services did not include an assessment of overall environmental regulatory compliance, any subsurface investigation (including soil or groundwater sampling, exploratory boreholes or other investigative techniques to quantify potentially identified hazardous materials), and asbestos, lead-based paint, mold, or radon gas surveys.

1.3 RELIANCE AND CONTACT INFORMATION

This Phase I ESA report has been prepared for the exclusive use of CT Realty Investors, its lender, and equity partners. No other person or entity may rely on the information presented in the report without the expressed written consent of Stantec. Any use of this Phase I ESA report constitutes acceptance of the terms and conditions under which it was prepared. Stantec's responsibility extends only to its client and Stantec is not liable or responsible to any other parties who may obtain the Phase I ESA report.

1.4 SIGNIFICANT DATA GAPS

Significant data gaps as defined in the AAI final rule and ASTM E 1527-13 standard include missing or unattainable information that may impact the identification of releases or contamination on the subject property such as lack of response from agencies or the user of the report failing to provide relevant information. Identified data gaps, if any, are discussed under the appropriate sections of this report. Stantec identified no significant data gaps in connection with its performance of a Phase I Environmental Site Assessment for the Site.

2.0 SITE DESCRIPTION

2.1 SITE NAME AND LOCATION

The target property consists of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site").

The Assessor Parcel Numbers (APNs) for the Site are 8264-025-903, 8264-025-904, 8264-024-909, 8264-025-914, 8264-025-915, 8264-024-917, 8264-025-918 and 8264-025-908.

2.2 SITE VICINITY

The Site is located within a mixed use commercial and industrial area of the City of Industry. Surrounding properties to the Site include the following:

North: Chestnut Street followed by a drainage channel and then Arenth Avenue
South: Commercial buildings and a recycling facility
East: A trucking and rigging contractor operating out of a warehouse
West: Azusa Avenue followed by several industrial buildings.

The location of the Site is shown on Figure 1, Site Location Map. Surrounding property usage is shown on Figure 2, Site Map.

2.3 STRUCTURES, ROADS, AND OTHER RELEVANT IMPROVEMENTS TO THE SITE

The Site is currently a vacant lot which is fenced and is divided into two portions. There are soil stock piles in each of the fenced sections. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete.

A photographic log of current site conditions is attached in Appendix A and a Site Plan showing the present day configuration is shown on Figure 2 attached.

2.4 ENVIRONMENTAL LIENS

Stantec was provided with a lien search from EDR. Stantec identified no environmental liens or land use limitations associated with the Site.

2.5 CURRENT PROPERTY USE

The Site is currently vacant.

3.0 PROPERTY RECONNAISSANCE

3.1 PROPERTY OBSERVATIONS

Mr. Ryan McDaniel, Staff Geologist with Stantec, performed a reconnaissance of the Site on August 29, 2014. Weather conditions during the reconnaissance were clear and no weather related restrictions were encountered.

The purpose of the reconnaissance was to identify existing conditions and land uses that may suggest potential environmental impacts to the Site. Such conditions, to the extent visible and accessible, include storage, disposal and treatment of solid and/or hazardous waste, storage tanks and other chemical containers, odors, pools of liquid, staining, drains, sumps, pits, ponds, lagoons, septic systems, wells, unusual soil disturbance, stressed vegetation, and electrical transformers.

Field notes of the property reconnaissance are detailed further in the remainder of this report. Photographs taken of the Site are included in Appendix A.

The Site is currently a vacant lot which is fenced and is divided into two portions. There are soil stock piles in each of the fenced sections. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete. Stantec observed staining and possible drains pathways in the southeast corner of the Site.

3.1.1 Surface Drainage

The Site is relatively flat with a slight gradient to the north. Runoff from most of the property is likely to flow into several storm water retaining ponds located throughout the Site during a storm event. At the time of the site inspection, Stantec observed no improper discharge from the Site.

3.1.2 Surface Water and Wetlands

No surface ponds, pits, or lagoons were located on the Site at the time of the site inspection. According to the Environmental Data Resources report (Appendix B) reviewed by Stantec, the Site is not located in a wetland area or flood zone.

3.1.3 Hazardous Materials Storage Areas

Hazardous materials are those that are manufactured and could have an adverse effect on human health or the environment. Hazardous materials could include but are not limited to: hazardous substances as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); hazardous wastes as defined by the Resource Conservation and Recovery Act (RCRA); and petroleum products.

The Site is vacant with the exception of two stock piles. No hazardous materials are stored on the Site.

3.1.4 Subsurface Structures

Stantec observed a PVC pipe along the eastern boundary of the Site that is most likely monitoring well MW-3 which was regularly sampled during the 1990's. Stantec also observed what appear to be two additional wells near the intersection of Virgil Waters Way and Chestnut Street. In addition, Stantec observed a concrete pad near the southwest corner of the Site with several PVC pipes protruding from the surface that had been cut roughly 6 inches above the concrete pad. Stantec recommends abandoning all wells on the Site.

3.2 STORAGE TANKS

Review of regulatory agency databases for the property and surrounding area performed by Environmental Data Resources (EDR) and review of local agency records indicated four (4) historical USTs on the Site. One was located at the 17300 Chestnut Street address in addition to a dip tank used for coating trailer parts with Tectyl 127B (which contains aluminum and volatile petroleum hydrocarbons). The tank was a 1,000 gallon gasoline tank located in the northeast portion of the Site. The tank was removed in 1987 and one soil sample was collected from beneath the Site. The sample was analyzed for total petroleum hydrocarbons (TPH). No TPH was reported in the sample Closure was granted that same year by the County of Los Angeles Department of Public Works (CLADPW). The tectyl tank was removed in 1992. According to a closure report issued by Harding Lawson Associates (HLA) in 1992, the 478 gallon dip tank was 10 feet, 8 feet of which were below ground surface, and was in a secondary containment structure. Two samples were collected from the bottom of the excavation that were analyzed for pH, VOCs, and metals. VOCs were not reported in the samples and the levels of metals and TRPH were determined by HLA to be naturally occurring. CLADPW granted closure for the dip tank in 1993. Stantec has determined that the historical presence of the dip tank and 1,000 gallon UST at 17300 Chestnut St. do not pose RECs to the Site because they were granted closure by the CLADPW.

Three (3) USTs were located at the 942 South Azusa Avenue address. The USTs consisted of a 500 gallon waste oil UST that was removed in 1988 and two 7,500 gallon diesel USTs that were removed in in 1996. Levine Fricke oversaw the removal of the waste oil UST and the subsequent over excavation. The final samples reported levels of non-detect to 5.47 parts per million (ppm) of TPH. The UST was never granted closure by CLADPW.

The two diesel USTs were removed along with 3 groundwater monitoring wells in 1996 following a quarterly groundwater report that confirmed contaminant levels were below State maximum contaminant levels. Due to the presence of an adjacent building not all of the impacted soil could be removed from the UST excavation. These USTs were granted closure by CLADPW and the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB). Additionally, Stantec observed no USTs or ASTs at the Site.

Stantec recommends collecting soil vapor samples in the location of the waste oil UST given the lack of VOC sampling analysis at the time of removal. Stantec also recommends soil and soil vapor sampling adjacent to the former diesel USTs due the residual impact not removed due to the adjacent building.

3.3 POLYCHLORINATED BIPHENYLS (PCBS)

Electrical transformers, hydraulic equipment capacitors, fluorescent light fixtures, and similar equipment may contain polychlorinated biphenyls (PCBs) in the hydraulic fluids or dielectric insulating fluids within the units. The federal Toxic Substances Control Act (TSCA) generally prohibited the domestic manufacture of PCBs after 1979. There is, however, potential that the dielectric fluid in electrical and hydraulic equipment manufactured and constructed prior to that date contains PCBs.

No equipment was located onsite that would utilize PCBs.

3.4 LEAD-BASED PAINT (LBP)

Concern for lead-based paint (LBP) is primarily related to residential structures. The EPA's Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR Part 745) defines LBP as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight.

The risk of lead toxicity in LBP varies based upon the condition of the paint and the year of its application. The U.S. Department of Housing and Urban Development (HUD) has identified the following risk factors:

- The age of the dwelling as follows:
  The maximum risk is from paint applied before 1950.

There is severe risk from paint applied from 1950 to 1960.
There is moderate risk from deteriorated paint applied from 1960 to 1970.
There is slight risk from the paint that is intact but applied after 1977.

- The condition of the painted surfaces.
- The presence of children and certain types of households in the building.
- Previously reported cases of lead poisoning in the building or area.

Due to the absence of structures on the property, LBP is not likely to be present at the Site. Therefore, Stantec recommends no further investigation of this issue.

3.5 ASBESTOS-CONTAINING MATERIALS (ACMS)

Asbestos can be found in many applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of other materials commonly used in construction. The greatest asbestos-related human health risks are associated with friable asbestos, which is ACM that can be reduced to powder by hand pressure. Friable asbestos can become airborne and be inhaled, and has been associated with specific types of respiratory disease. The manufacturing and use of asbestos in most building products was curtailed during the late 1970s.

Due to the absence of structures on the property, ACMs are not likely to be present at the Site. Therefore, Stantec recommends no further investigation of this issue.

3.6 SOLID WASTE DISPOSAL ISSUES

Small amounts of debris and trash were scattered across the Site. Stantec recommends removal of debris including the pieces of farming equipment prior to site development.

3.7 PESTICIDE ISSUES

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

3.8 RADON GAS

Radon is an odorless, tasteless and invisible gas produced by the decay of naturally occurring uranium in soil and water. Radon is a form of ionizing radiation and an

identified carcinogen. Radon in air is ubiquitous. Radon is found in outdoor air and in the indoor air of buildings of all kinds. The U.S. EPA has determined that exposure to 4.0 pCi/L of radon gas on a regular basis increases the risk of lung cancer.

The Site is located in an area designated as Federal EPA Radon Zone Level 2 with a predicted average indoor screening level less 4 pCi/L but greater than 2 pCi/L. According to the EDR report, 20 of the 20 sites tested in the 91748 zip code (area of the Site) exhibited levels below 4 pCi/L. The average first floor radon concentration in the area of the Site is 0.711 pCi/L. The information regarding this determination is contained in the EDR report attached as Appendix B. Based on this data, the Site lies within an area of low radon risk, radon is unlikely to represent an environmental concern to the Site, and no further assessment is recommended.

3.9 OIL WELLS

Stantec reviewed the Digital Online Mapping System (DOMS) provided on the Department of Oil, Gas, and Geothermal Resources (DOGGR) website in an effort to evaluate if there are any known oil wells in the Site vicinity. According to the DOMS, the nearest oil well is located over half a mile away. Therefore, Stantec concludes that oil wells are unlikely to represent an environmental condition and recommends no further investigation of this issue.

3.10 ENVIRONMENTAL SETTING

The Site is located in Los Angeles County. The area is located within the Peninsular Ranges Geomorphic Province, which includes northwest-southeast trending mountain ranges and valleys that have been developed by the San Andreas Fault system (California Geological Survey [CGS], 2002). The stratigraphy underlying the Site consists primarily of recent-age alluvium (CDMG, 1965).

The Site is at an elevation of approximately 382 feet above mean sea level. The regional topographic gradient is to the west (USGS, 1966).

The closest mapped recently active fault is the Whittier Fault located approximately 3.5 miles south (CGS, 2010). According to official maps of California, the Site is not located within an Alquist-Priolo (AP) Earthquake Fault Zone boundary or a liquefaction zone (CDMG, 2000).

The Site is located within the San Gabriel Valley Groundwater Basin. The basin is constrained by faulting to the north and east, and bedrock core complexes to the south and west. Several aquifers are present in the basin and water-bearing units consist of alluvium up to 4,100 feet thick and the San Pedro Formation up to 2,000 feet in thickness (Department of Water Resources [DWR], 2004). A report for a facility

approximately 0.7 miles to the east states that expected depth to groundwater is between 28 and 34 feet below ground surface (bgs) (SWRCB, 2014) with gradient estimated to follow topography to the northwest.

3.11 ADJACENT SITE RECONNAISSANCE

Stantec conducted an area reconnaissance to identify adjacent properties of potential environmental concern. Observations of these properties were restricted to those areas readily observable from the public right-of-way. If deemed appropriate, file reviews for properties considered likely to have impacted the Site were conducted. The surrounding area consists of a trucking warehouse to the east, several office buildings to the South and Azusa Avenue to the west (see Figure 2). None of the adjacent properties represent a REC to the Site.

3.12 SITE INTERVIEW

The AAI final rule requires that a Site interview be conducted with the property owner or Site occupant that is most familiar with the Site. Because the Site was vacant land and the property owner was not available, no interview could be performed. As a result, this is considered a data gap as defined by AAI. However, Stantec concludes that sufficient information was collected from observations made during the Site reconnaissance, from the EDR report, and from agency contacts, file reviews, and former environmental reports such that the data gap is unlikely to have impacted the conclusions or recommendations of this report. Therefore, this lack of information does not hinder our "ability to identify conditions indicative of releases or threatened releases" (AAI, 2006) and does not represent a significant data gap.

3.13 USER PROVIDED INFORMATION

Prior to initiating the Site reconnaissance during the previous Phase I ESA, Stantec requested information relevant to performance of this Phase I ESA with a written questionnaire submitted to the user of this report. Per ASTM E1527-13, the user is responsible for providing known information relevant to the environmental condition of the Site. A copy of the questionnaire was completed by Mr. Marc Belluomini of The Olson Company and is provided in Appendix D. The significant information provided by the user is summarized below.

1. Information on Environmental Cleanup Liens on Subject Property? **No**
2. Information on Subject property Activity or Use Limitations (including Institutional and Engineering Controls)? **No**
3. Specialized knowledge or experience of the User: **No**
4. Relationship of the purchase price/rent to fair market value of the Subject Property if it were not contaminated? **Does not believe purchase price has been reduced from fair market value.**

5. Commonly known or reasonably ascertainable information about the Subject Property? **None.**
6. The degree of obviousness or the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation? **None.**

3.14 SPECIALIZED KNOWLEDGE OR EXPERIENCE

The Federal AAI rule (40 CFR §312.28) and ASTM E1527-13 require that all appropriate inquiry must take into account relevant and applicable specialized knowledge and experience on the part of the User regarding the Site, the area surrounding the Site, the conditions of adjoining properties, and any other experience relevant to identifying RECs on the Site.

Mr. Belluomini is familiar with the Site and knows of no additional RECs associated with the Site.

3.15 PURCHASE PRICE VS. PROPERTY VALUE

The Federal AAI rule (40 CFR §312.29) and ASTM E1527-13 require that persons seeking defense to or protection from liability under CERCLA must take into account the relationship of the purchase price to the fair market value of the property if it were not contaminated to assess whether or not the differential is due to the presence of releases or threatened releases of hazardous substances. This portion of the inquiry is the responsibility of the User, and the User has the option of sharing or not sharing this information with the Environmental Professional performing the Phase I ESA.

Stantec has not performed an independent evaluation of the purchase price of the property and its relationship to fair market value. Stantec submitted a written questionnaire to the User (identified in Section 3.14) inquiring about the User's knowledge regarding the relationship of the purchase price to the fair market value of the property if it were not contaminated.

Mr. Belluomini believes the purchase price reflects fair market value and has not been reduced due to any environmental issues.

4.0 PUBLIC RECORD REVIEW SECTION

4.1 FEDERAL, STATE AND TRIBAL ENVIRONMENTAL RECORDS

A regulatory agency database search report was obtained from a third-party environmental database search firm (Environmental Data Resources/EDR). A complete copy of the database search report, including the date the report was prepared, the date the information was last updated, and the definition of databases searched, is provided in Appendix B.

4.1.1 Database Assessment Criteria

Research into environmental regulatory agency database listings was performed by a third-party environmental regulatory agency database search firm. The purpose of the review was to identify reported environmental issues for the Site and other properties in the vicinity. The database search firm utilized the more stringent of the approximate minimum search distances specified in the Scope of Work for each of the referenced Federal and state environmental databases. The definition of the databases searched and the associated search distances from the Site are identified in the regulatory agency database search report.

The regulatory agency database search report lists a number of sites identified as "unmappable." The database search firm was unable to confirm the physical locations of these sites relative to the Site or to assess whether they were located within the designated search radii. Stantec independently reviewed the locations of these "unmappable" sites, to the extent possible, using various maps and our knowledge of the Site area. Any of the "unmappable" sites determined to be within the designated search radii were included in our evaluation of the various listed sites potential to result in a recognized environmental condition relative to the Site.

Stantec reviewed the results of the database search report to note reported release sites in the vicinity of the Site that were considered to have a potential to have adversely impacted the Site (i.e., are known to have or are expected to result in recognized environmental conditions). Reported release sites identified in the regulatory agency database search report were evaluated with respect to the nature and extent of a given release, the distance of the reported release site from the Site, the stratigraphy of soils, the expected soil permeability, and the topographic position of a reported release site with respect to known or expected local and/or regional groundwater flow direction. Per ASTM E1527-13, in circumstances where considered warranted, more extensive file reviews of adjoining properties were conducted to gather additional information regarding their potential to have affected the Site.

Those release sites that were considered likely to have impacted the Site are identified in the report as recognized environmental conditions, as defined in ASTM 1527. Sites that were listed in the database search report, but not identified as a release site (for example, a site listed as a hazardous waste generator but not as having had a release), and sites that were listed as being "closed" were considered unlikely to have impacted the Site or to represent an environmental concern to the Site. The justification for sites being considered unlikely to have affected the subject property (Site) is contained in the appropriate sections below.

4.1.2 Site Listing Review

The Site is listed as Utility Trailer Manufacturing Co. and is cross referenced in the EMI, RCRA NonGen, SLIC, Hist UST, Sweeps UST, WIP, Los Angeles Co. HMS, and WDS environmental databases. The Site is in the UST databases because there was a single UST installed on the Site in 1955. However, there are no related releases reported for the tank.

The Site is included in the SLIC database due to an unknown release to groundwater. The case is currently open for site assessment. There appears to be an error in the data base based on the documented closure. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation. Area Listing Review

The database evaluations in this section include a consideration of the regional geology and hydrogeology discussed in Section 3.11. Groundwater in the vicinity of the Site is expected to be approximately 30 feet below ground surface (bgs) and to flow generally to the northwest.

Generally, reported release sites located within ¼ mile were considered to have a potential to represent an environmental concern to the Site. Facilities which were listed in the database search report but not identified as a release site, such as a hazardous waste generator or recycling facility, were not considered unlikely to represent an environmental concern to the Site.

The complete database listings of records detailed above prepared by EDR and a map showing the location of the search radius relative to the Site is presented in Appendix B. The result of Stantec's review of area sites identified in the EDR report, by database listing, is discussed below.

NPL database

This includes listings of facilities on the National Priority List for remediation across the country. These Sites receive federal funding to undergo remediation.

> **San Gabriel Valley (Area 4)** is located at Stimson Avenue and Old Valley Boulevard in La Puente. EDR has mapped the extent of the remediation area to include the entire Site. This area is cross-referenced in the CERCLIS, US Eng. Controls, ROD, ICIS, and PRP databases. The area is on the final NPL list for tetrachloroethylene (PCE) and trichloroethylene (TCE) in groundwater.

Due to the shallow depth to groundwater, Stantec recommends conducting a vapor survey of the Site to determine if the vadose zone of the Site has been affected by the PCE and TCE vapors coming off of groundwater.

LUST database

This includes listings for facilities with reported releases from current or former USTs. Based on the EDR report, there are two listed facilities within an eighth mile of the Site.

> **Tosco/Unocal/Tony's 76 Station** is located at 948 Azusa Avenue which is listed as 75 feet west southwest and of the Site. It is cross-listed in the UST, Hist. Cortese, and RCRA databases. It is listed for a release of gasoline affecting an aquifer used for drinking water and the case is eligible for closure. It is listed as having undergone remediation. Due to media affected and case status, this facility is considered unlikely to represent an environmental concern to the Site.

> **Rod's Food Products/Bay Valley Foods** is located at 17380 Railroad Street which is approximately 364 feet south of the Site and up-gradient with respect to groundwater flow. It is cross-listed in the NPDES, WIP, HIST CORTESE, RCRA-SQG, CA FID UST, SWEEPS UST, UST and HIST UST databases. It is listed for a release of gasoline affecting groundwater that underwent remediation and the case is now closed. Due to location with respect to distance from the Site, media affected and case status, this facility is considered unlikely to represent an environmental concern to the Site.

Due to case status, media affected or distance, these facilities are considered unlikely to represent an environmental concern to the Site.

ENVIROSTOR database

This includes listings for facilities with contamination or facilities that there may be reason to investigate. This database is kept by the Department of Toxic Substances Controls (DTSC). Based on the EDR report, there is one listed facility within an eighth mile of the Site.

Northrop Architectural Systems is located at 999 S Hutcher which is listed as 546 feet east southeast of the Site. The facility is listed as requiring corrective action. Due to the location relative to groundwater flow and the lack of information provided by the database, this facility is considered unlikely to represent an environmental concern to the Site.

RCRA databases

The RCRA-SQG database identifies facilities that generate, transport, store, treat and/or dispose of hazardous materials between 100 kg and 1,000 kg of hazardous waste per month. The RCRA-LQG database identifies facilities that generate, transport, store, treat and/or dispose of hazardous materials greater than 1,000 kg of hazardous waste per month. The RCRA-NonGen database identifies facilities that do not currently generate hazardous materials. Based on the EDR report, there are five (5) RCRA facilities within an eighth mile radius of the Site.

Carrier Corporation is located at 935 S. Azusa Avenue, which is approximately 87 feet west southwest of the Site. This is an SQG listing. This facility is cross-listed in the CA FID UST, Hist. UST, SWEEPS UST and Notify 65 databases. No releases are reported for this facility. Two USTs were installed at the facility in 1956; however, there are no reported releases for the tanks.

Somitex Prints of California is located at 17355 Railroad St which is approximately 133 feet south of the Site and is cross-listed in the LA Co. Site Mitigation, EMI, WIP, WDS and ENVIROSTOR databases. No releases or violations are reported for this facility.

Web Masters Incorporated is located at 17300 Railroad Street which is approximately 231 feet south southwest of the Site and is cross-listed in the FINDS and WIP databases. No releases are reported for this facility.

Carrier Transicold of Southern CA is located at 1015 S. Azusa Avenue which is approximately 308 west southwest of the Site. This is a SQG facility and is cross-listed in the AST database. No releases or violations are reported at this facility.

MG Engineering is located at 17251 Chestnut Street which is approximately 357 feet north northwest of the Site. This is an LQG facility and is cross-listed in the EDR US Hist. Auto Stat database. No releases or violations are reported at this facility.

Due to a lack of any reported releases, location with respect to groundwater flow and/or distance, these facilities are considered unlikely to represent an environmental concern to the Site. Stantec recommends no further investigation regarding any of these facilities.

UST databases

This includes listings for several databases that report historical and current USTs. Based on the EDR report, there is one listed facility within an eighth mile of the Site not discussed under other databases.

> **Halbert Bros Inc/Chromalloy American Corp.** is located at 17400 Chestnut Street which is approximately 388 feet east northeast of the Site. No releases are reported for this facility.

Due to a lack of any reported releases and location with respect to groundwater flow, this facility is considered unlikely to represent an environmental concern to the Site.

EDR US Hist Auto Stat.

Based on the EDR report, there is one (1) site within an eighth-mile radius of the Site not discussed under other databases. Due to the lack of reported releases and/or violations, and due to distance, these facilities are considered unlikely to represent an environmental concern to the Site.

"Unmappable" sites

Twenty (20) "unmappable sites" were listed in the EDR report and their locations were reviewed by Stantec. Due to distance, the "unmappable sites" are considered unlikely to represent an environmental concern to the Site.

4.2 CITY, COUNTY AND STATE RECORDS REVIEW

4.2.1 Los Angeles Department of Public Works – Building and Safety

Stantec viewed available records with the Los Angeles Department of Public Works, Building and Safety division, which houses all building records for the City of Industry. LADPW B&S had records pertaining to the removal of a dip tank, the installation of a spray booth and a permit for industrial wastewater discharge. Removal of the dip tank is further outlined below.

4.2.2 Los Angeles County Department of Public Works (LADPW)

Stantec searched the records on file at the Los Angeles County Department of Public Works to determine whether any documents were on file for the address of the Site, which was listed under 942 S. Azusa Avenue and 17300 Chestnut Street. The following records were on file for the Site:

<u>17300 Chestnut Street</u>

- 10/14/1987: Closure granted for a 1,000 gallon UST

- 1993: Closure granted for dip tank that was removed in 1992
- Violation for industrial materials left outside and not removed when facility was closed

942 South Azusa Avenue

- 1988: References to a UST that was removed with oversight
- 1996: Closure granted for two 1,000 gallon USTs removed in that year. The report did state that the case had been transferred to the water board due to the possible contamination of groundwater. In addition, the closure letter stated that some samples reported levels above 100 milligrams/kilogram (mg/kg) of TPH but further excavation was not possible because it would have impacted the structural integrity of an adjacent structure.
- May, 1997: Closure granted by California Regional Water Quality Control Board for the two tanks removed the previous year
- June, 1997: Three groundwater well abandonments granted by the water board and then abandoned
- The Waste oil UST was removed but closure was not received from the CLSDPW.

However, no vapor survey was completed on the Site to determine if the tanks affected the soil vapor below the Site. Therefore, Stantec considers the historical presence of the USTs at 942 S. Azusa a REC to the Site and recommends soil and soil vapor samples in the vicinity of the three historical USTs to determine if the subsurface has been impacted.

4.2.3 Regional Water Quality Control Board (RWQCB), Los Angeles Region (4)

A request was made to the RWQCB regarding files for the Site. Stantec reviewed several groundwater reports for the 17300 Chestnut St. property. The files show that the Site is no longer adding to the groundwater plume beneath the Site. Stantec reviewed records on file with RWQCB for the Site. The Water Boards had records pertaining to a storm water runoff violation from 2002 and a set of groundwater reports from 1988 to 1993. These reports outlined the extent of VOC contamination coming from the Site. EDR records state that the CRWQCB granted closure for groundwater contamination stating that VOC sources had been adequately defined. This record stated that there were no further requirements by CRWQCB. However, research on the Geotracker website indicates that there is an open case for the 17300 Chestnut Street address pertaining to a leaking tank from 1965. Yet this leak is quantified as not posing an immediate human health threat. There appears to be an error in the data base based on the documented closure stating there is an open SLIC case on groundwater for the

Site. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation that no open file exists.

According to records on file, the stock piles on the Site are related to a California Transit (CalTrans) project on Railroad Street just south of the Site. Stantec recommends contacting Caltrans to determine how to proceed with the removal of the piles before Site development commences.

Several maps depicting the historical layout of the 17300 Chestnut Street property were included with the groundwater reports. These maps depict 3 maintenance buildings, 6 paint booths, 2 hazardous storage areas, a wash basin, a TCA still and a clarifier. None of these features have been addressed by a previous report and so Stantec has identified all of these features as RECs to the Site. Stantec recommends collecting soil and soil vapor samples in these areas to determine if the subsurface has been influenced by these features.

4.2.4 Summary of Findings from Environmental Records Review

Based on the data described above, the review of government environmental records identified evidence of a REC for the Site – the presence of USTs at the 942 South Azusa Ave. address with no accompanying soil vapor data. In addition, there was no closure letter granted for the waste oil UST. Stantec also identified the historical presence of a clarifier, spray booths, hazardous storage areas, and several maintenance buildings at the 17300 Chestnut St. address as RECs to the Site. Stantec recommends collecting soil and soil vapor data in the areas of these features to determine if these features have impacted soil or soil vapor below the Site to a level greater than California Human Health Screening Levels for commercial properties allow.

5.0 HISTORICAL RECORDS REVIEW

5.1 AERIAL PHOTOGRAPHIC REVIEW

Aerial photographs for the Site and surrounding areas were obtained from EDR to evaluate historical usage of the site and adjacent properties. The photographs were also reviewed to evaluate any discernible evidence of potential sources of negative environmental impact at the site. The general activity on a property and land use changes can often be discerned from the type and layout of structures visible in aerial photographs and maps; however, specific elements of a site operation cannot normally be determined.

The following aerial photographs of the Site and surrounding areas were examined during Stantec's historical investigations.

1. **Year: 1928**
   The entire Site is being used as an orchard. Most of the surrounding properties are also being utilized as agricultural land, with major roadways shown though likely unpaved. There is a stream to the north of the Site as well as what appears to be two residences.

2. **Year: 1938**
   The central portion of the Site has been cleared of agriculture but the northern, eastern and western portions of the Site are still agricultural land. There are several clearings within the cleared portion near the center of the Site. The remaining Site vicinity appears similar to the previous photograph.

3. **Year: 1948**
   There is a new structure in the center of the Site, along the edge of the cleared area. There remaining portions of the Site and surrounding area appears similar to the previous image.

4. **Year: 1952**
   The majority of the Site has been cleared with the exception of the northwest corner which still appears to be agricultural land. The clearing that surrounds the single structure in the center of the Site has been expanded. The surrounding properties have also been cleared of most their orchards.

5. **Year: 1964**
   There is a newly constructed warehouse in the northeast portion of the Site. The warehouse appears to have 3 smaller buildings surrounding it. There are also

several small structures in the clearing near the center of the Site. The southwest portion of the Site appears to be a parking and storage area unrelated to the warehouse. The northwest portion of the Site is still an orchard. The central portion of the Site is still predominantly an empty field, possibly some sort of agricultural land. There are several other new warehouses surrounding the Site. There are two buildings on the property to the east, one to the southwest, a larger one to the south and a large warehouse with two smaller buildings to the west.

6. **Year: 1970/1972**
   The large warehouse on the Site has been expanded. The western portion of the Site still appears to be agricultural. The central portion of the Site is still vacant. Development in the vicinity has become denser, mostly as industrial space but with scattered commercial properties including what appears to be a gas station to the southwest of the Site. The creek to the north has been lined with concrete and the road the street has been expanded.

7. **Year: 1981**
   The Site appears relatively unchanged except for the trees in the western portion of the Site have been removed and there appears to be some sort of test track in the center of the Site that used to be an empty field. There also appears to be a parking area just north of the track. The remainder of the Site and surrounding area appears similar to the previous photograph.

8. **Year: 1989**
   The Site appears similar to the previous image. The adjoining properties appear similar to the previous photograph with the exception of the property directly to the south which has a new warehouse.

9. **Year: 1995**
   The Site and surrounding properties appear similar to the previous historical photograph.

10. **Year: 2005**
    The entire Site has been cleared of all structures. The eastern, central and southwestern portions of the Site appear to be covered in gravel. The western portion which was most recently the orchard now appears to be covered in grass. The surrounding properties appear similar to the previous photograph.

11. **Year: 2009/2010**
    The Site still appears vacant but it appears that there are vehicles parked on the Site and there are several mounds of earth near the eastern boundary of the Site. The vicinity appears similar to the previous photograph.

12. **Year: 2012**
    The Site and vicinity appear similar to the previous photograph.

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

5.2 FIRE INSURANCE MAPS

Sanborn Fire Insurance Maps were not available for the Site.

5.3 HISTORICAL TOPOGRAPHIC MAP REVIEW

Available historical topographic maps were requested from Environmental Data Resources for the Site and surrounding properties.

1. **Year: 1894/1901/1904**
   The site vicinity appears to be undeveloped and no site detail is visible. The city of Puente is depicted to the west of the Site.

2. **Year: 1927**
   The Site is shown as vacant. Some of the major roadways are in place including Pomona Boulevard to the north and Anaheim-Puente Road to the west. The Rowland School is shown northwest of the Site. Rain lines are depicted north and south of the Site but neither is adjacent.

3. **Year: 1953**
   The northwest portion of the Site is shaded to designate agricultural land. There is also a small structure near the eastern boundary of the Site. No other features are depicted on the Site. The surrounding area is either vacant or agricultural land. The city of Puente to the west is shaded to represent an urban area.

4. **Year: 1966**
   The western portion of the Site still appears to be utilized as agricultural land. There are several new structures in the eastern portion of the Site including one

large industrial warehouse surrounded by three smaller buildings. There is a substation depicted to the north of the Site on the other side of Chestnut Street. There are also several other new industrial warehouses on the properties to the east and west.

5. **Year: 1972/1981**
   The western portion of the Site is no longer being utilized as agricultural land. The large warehouse on the Site has an addition along the southern wall. There is also a new drainage channel to the north of the Site.

Based on review of available historical topographic maps, the Site was vacant through 1927 then agricultural and industrial until 1972. The current configuration of the Site is not shown on any maps. The surrounding area was developed sometime between 1953 the 1960s. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

5.4 CITY DIRECTORY

Stantec reviewed the historical city directory abstract provided by EDR. City directories were available from 1975 until 2013. The Site location is listed as Skanska and Utility Trailer Manufacturing in 2008 and 1975. Azusa Western Inc. is also listed on the Site in 1975 under the 942 S. Azusa Avenue address.

Addresses for selected neighboring properties were listed in the EDR City Directory. The listings were for industrial and commercial properties such as a printing company, and a gas station. The gas station is discussed above in section 4.1.3 and does not pose a REC to the Site.

No RECs were identified in the city directories. A copy of the complete City Directory Abstract is provided in Appendix C.

5.5 FORMER REPORTS

Stantec was provided with the following report regarding the Site:

Gradient Engineers Inc., *Phase I Environmental Site Assessment*, dated December 20, 2001

This report identified the Site as an active truck trailer manufacturing plant. Gradient identified the following RECs for the Site:

- The Site has been identified as a potential responsible party (PRP) for a regional groundwater contamination plume. RWQCB issued a no further action letter but other agencies may choose to make their own determination

- The gas station located to the south of the Site has been identified as having a leaking underground storage tank (LUST).

At the time, Gradient recommended continuing groundwater monitoring as required. In addition, Gradient recommended that if the buildings on Site were to be torn down, a qualified contractor should be used to dispose of the building materials because the structures likely contained Asbestos and lead based paints.

5.6 OTHER HISTORICAL SOURCES

Stantec was not provided with any other historical sources relating to the Site.

5.7 SUMMARY OF FINDINGS FROM HISTORICAL RECORDS REVIEW

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

Through the review of the Gradient Engineers Inc. Phase I Environmental Site Assessment and agency documents, Stantec has determined that the Site is overlays a groundwater plume identified as the San Gabriel Valley (Area 4) Groundwater beneath the Site is known to be impacted with tetrachloroethylene (PCE) and trichloroethylene (TCE). Due to the shallow depth to groundwater, there is a potential that soil vapor may exist in the subsurface at levels of concern to commercial development. Stantec therefore recommends in accordance with the vapor encroachment analysis required by ASTM 13 standard to conduct a vapor survey for the Site to determine if impact does exist at levels of concern. Stantec then recommends determining if the Site is still deemed a possible responsible party (PRP) for the plume.

6.0 POTENTIAL FOR VAPOR ENCROACHMENT

Additionally, consideration of the migration of hazardous substances and petroleum products in all phases including solid, liquid, or vapor is required by the ASTM E1527-13 standard. As stated in Section 2.1 of ASTM E1527-13:

Vapor migration must be considered no differently than contaminated groundwater migration in the Phase I investigation. While E2600-10 provides an industry consensus methodology to assess vapor migration, use of E2600-10 methodology is not required to achieve compliance with AAI – an EP may use alternative methodology as deemed appropriate, but this must be documented in the Phase I report (i.e., it must be "capable of being reconstructed by an EP other than the EP responsible for the Phase I").

As presented below, analysis of the potential for onsite or offsite releases to have affected the Site via migration through soil, groundwater or soil vapor was performed with consideration given to media affected, distance from the Site, remedial actions taken, type of contaminants, subsurface conditions, and location of the source relative to groundwater gradient.

Based on the data described above, review of adjacent properties, and available environmental records, vapor intrusion at the Site is considered possible based on the following:

- A release of gasoline is reported for a property within an eighth of a mile up-gradient of the Site with respect to groundwater flow. Although the case is now closed, no vapor data has been collected at that facility and groundwater was known to have reported VOCs during groundwater monitoring;
- Depth to groundwater is estimated to be 25 to 30 feet bgs;
- The Site appears to have been used for manufacturing and had multiple spray booths, a dip tank and a clarifier;
- Previous reports indicate multiple USTs on the Site and no accompanying vapor data.

Therefore, Stantec recommends a soil vapor survey at the Site to determine whether releases or potential releases from properties in the vicinity/historical use of the Site have affected the Site.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The target property consists of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site"). The Site is currently vacant and fenced and is divided into two portions. There are soil stock piles and construction debris located on each of the parcels. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Subsurface structures (concrete pads and utilities) are still visible on the site. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete. Stantec observed staining and possible drains pathways in the southeast corner of the Site.

In a previous Phase I Environmental Site Assessment, Gradient Engineering Inc. identified a nearby leaking underground storage tank (LUST) and the presence of a groundwater plume beneath the Site as recognized environmental conditions (RECs) to the Site. Gradient recommended conducting a file review to determine if the LUST had been remediated and recommended the continuation of groundwater sampling at the Site. Stantec has determined that the LUST has been remediated and is no longer a REC to the Site.

The subject properties have a long history of manufacturing and agricultural uses. Based on the assessment discussed in the following text several recognized environmental conditions (RECs) have been identified that will require further assessment to determine if impact to the site has occurred at levels that would warrant further assessment or remedial action for commercial development to occur.

The published groundwater monitoring data indicates that volatile organic compound (VOC) impact exists below the subject Site. The data indicates that the source of the groundwater impact appears to be primarily from up-gradient off-Site sources. Based on that conclusion the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB) issued closure to the Site for groundwater impacts and is not requiring further assessment or action. There appears to be an error in the data base based on the documented closure stating there is an open SLIC case on groundwater for the Site. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation that no open file exists.

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM E-1527-13 (and Final Rule 40 CFR Part 312 et seq.) with respect to the Site. Any exceptions to, or deletions from, this practice are described in

Section 1.2 of this report. This assessment has of the following RECs in connection with the Site:

942 S. Azusa Avenue

- **Historical Waste Oil UST:** A waste oil underground storage tank (UST) was removed in 1988 from the Site and confirmation soil samples were collected and analyzed for total petroleum hydrocarbons (TPH). No TPH impact was detected, but the County of Los Angeles Department of Public Works (CLADPW) never granted closure for the UST. However, the data did not indicate that additional analysis for volatile organic compounds (VOCs) or soil vapor samples were collected at the time of removal. Stantec recommends collecting soil and soil vapor samples to be analyzed for VOCs in the area of the UST to verify no impact exists. Then, Stantec recommends after obtaining the additional sample results the data be submitted to the CLADPW to obtaining regulatory closure for the UST.

- **Historical Diesel USTs:** Two diesel USTs were removed from the Site in 1996 and the USTs were granted closure by the CLADPW. However, no soil vapor samples were collected when the tanks were removed and a portion of the over excavation of the tank pits was not completed because it would have impacted the structural integrity of a nearby building. Therefore, Stantec recommends collecting soil and soil vapor samples in the area of the two historical diesel USTs to be analyzed for TPH and VOCs to evaluate if further removals are required prior to Site development.

17300 Chestnut Street

- **Historical Hazardous Storage Areas:** Stantec identified the presence of 2 historic hazardous storage areas at the Site. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the storage areas to be analyzed for VOCs.

- **Historical Clarifier:** Stantec identified the presence of a clarifier at the Site. Stantec has not found any information regarding the removal of the clarifier. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the clarifier to be analyzed for VOCs.

- **Historical Spray Booths:** Stantec identified the presence of several spray booths at the Site. Soil vapor extraction systems were installed in 1995 to combat VOCs coming from the Site, one of which was in the vicinity of one of the booths. However, Stantec was unable to find soil vapor data collected after the extraction system was removed. Therefore, Stantec recommends collecting soil

and soil vapor samples in the vicinity of the historical spray booths to be analyzed for VOCs.

- **Historical Machine and Maintenance Shops:** Stantec identified the presence of a machine shop and two maintenance buildings. Stantec recommends collecting soil and soil vapor samples in the vicinity of the historical machine and maintenance shops to be analyzed for TPH, VOCs and metals.

- **Surface Staining:** Stantec observed surface staining near the southeast corner of the Site during the Site walk. Stantec recommends collecting soil and soil vapor samples in this area to determine if this staining has impacted the subsurface of the Site.

- **NPL Groundwater Plume:** Stantec has determined that the Site overlays a groundwater plume identified as the San Gabriel Valley (Area 4) Groundwater beneath the Site is known to be impacted with tetrachloroethylene (PCE) and trichloroethylene (TCE). As stated above the Site was found to be not contributing to this impact and the CRWQCB issued closure to this facility for this impact. However, due to the shallow depth to groundwater, there is a potential that soil vapor off gassing from groundwater may exist in the subsurface at levels of concern to commercial development. Stantec therefore recommends in accordance with the vapor encroachment analysis required by ASTM 13 standard to conduct a vapor survey for the Site to determine if impact does exist at levels of concern.

In addition, Stantec has identified the following non-ASTM issues on the Site:

- **Stock Piles:** Stantec observed two stockpiles on the Site during the course of Site reconnaissance. According to information on file with the CRWQCB these stock piles are related to a California Transit (CalTrans) project on Railroad Street just south of the Site. Stantec recommends contacting Caltrans to determine how to proceed with the removal of the piles before Site development commences.

Monitoring Wells: Stantec observed a monitoring well along the eastern edge of the Site. Stantec also noted four additional monitoring wells in the documents on file with local agencies. Stantec recommends determining the case status of the Site as a PRP and if allowed, abandon any wells left on the Site prior to development.

8.0 LIMITATIONS

The conclusions and recommendations contained in this report/assessment are based upon professional opinions with regard to the subject matter. These opinions have been arrived at in accordance with currently accepted hydrogeologic and engineering standards and practices applicable to this location and existing at this time. The use of this report is subject to the following limitations:

1. The data and findings presented in this report are valid as of the dates when the investigations were performed. The passage of time, manifestation of latent conditions or occurrence of future events may require further exploration at the site, analysis of the data, and reevaluation of the findings, observations, and conclusions expressed in the report.

2. The data reported and the findings, observations, and conclusions expressed in the report are limited by the Scope of Work, budgetary constraints, site access and schedule, as defined in the contract with Stantec.

3. This report is based, in part, on unverified information supplied to Stantec by third party sources, such as regulatory agencies, prior owners or operators of the property, analytical laboratories, subcontractors, etc. Whereas efforts may have been made to substantiate this third party information, Stantec cannot guarantee the completeness or accuracy of this information.

4. The findings, observations and conclusions expressed by Stantec in this report are not, and should not be considered an opinion concerning the compliance of any past or present owner or operator of the Site with any Federal, state or local law or regulation.

5. No warranty or guarantee, whether expressed or implied, is made with respect to the data or the reported findings, observations, and conclusions, which are based solely upon Site conditions in existence at the time of investigation.

6. Stantec Reports present professional opinions and findings of a scientific and technical nature. While attempts were made to relate the data and findings to applicable environmental laws and regulations, the report shall not be construed to offer legal opinion as to the requirements of, nor compliance with, environmental laws, rules, regulations or policies of federal, state or local governmental agencies. Issues raised by the report should be reviewed by appropriate legal counsel.

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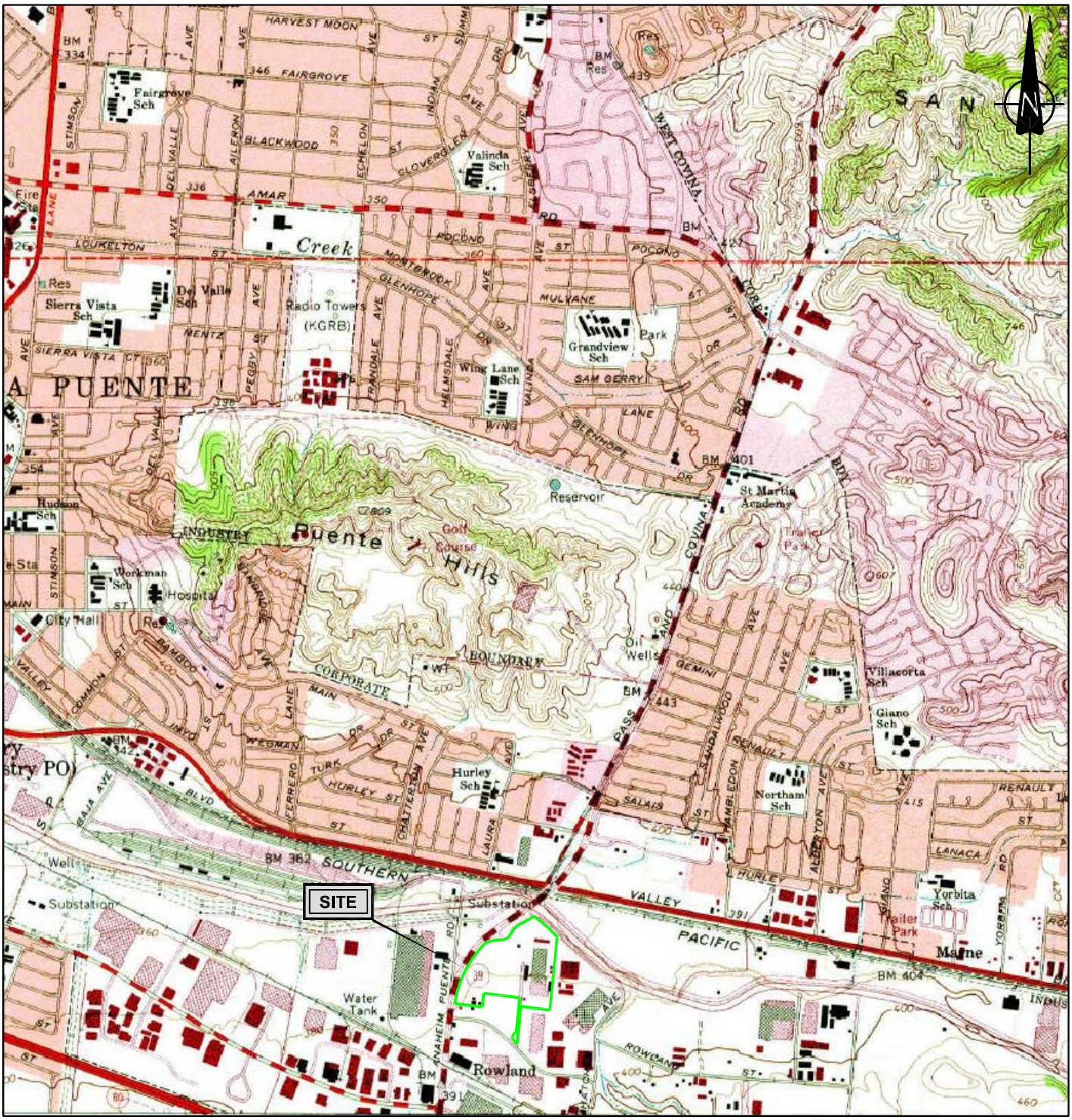
FIGURES



NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SITE LOCATION MAP PROPERTIES 30 AND 58, 1733 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	Project No.: 185803306	Fig. No.:	Stantec
	Scale: AS SHOWN	1	
	Date: 14/09/24		
	Dwn. By: CD DM SC2014090009		
Client: CT REALTY	App'd By: DM		

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0 200 400 600 FT

SCALE : AS SHOWN

NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SITE MAP PROPERTIES 30 AND 58, 1733 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	Project No.: 185803306	Fig. No.:	Stantec
	Scale: AS SHOWN	2	
	Date: 14/09/25		
	Dwn. By: CD DM SC2014090013		
Client: CT REALTY	App'd By: DM		

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APPENDIX A
PHOTOGRAPHIC RECORD

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 1

General view across the Site.

Photograph No. 2

General view across the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 3

General view across the Site.

Photograph No. 4

View of soil stockpiles near the central portion of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 5

Additional view of soil stockpile near the central portion of the Site.

Photograph No. 6

View of surface staining near the SEC of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 7

View of concrete pad with protruding PVC pipes near the SWC of the Site.

Photograph No. 8

General view of concrete trenching in the SEC of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 9

View of miscellaneous debris.

Photograph No. 10

General view of storm water retaining ponds located at the Site.

APPENDIX B
ENVIRONMENTAL DATABASE REPORT

Stantec

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.2s
August 11, 2014

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBC-ASH

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

17300 EAST CHESTNUT ST
ROWLAND HEIGHTS, CA 91748

COORDINATES

Latitude (North):	34.0056000 - 34˚ 0' 20.16''
Longitude (West):	117.9265000 - 117˚ 55' 35.40''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	414442.0
UTM Y (Meters):	3762969.2
Elevation:	382 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34117-A8 BALDWIN PARK, CA
Most Recent Revision:	1981
South Map:	33117-H8 LA HABRA, CA
Most Recent Revision:	1981

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120505
Source:	USDA

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
UTILITY TRAILER MFG CO. 17300 E. CHESTNUT ST. INDUSTRY, CA 91748	EMI	N/A
UTILITY TRAILER MFG CO 17300 E CHESTNUT STREET LA PUENTE, CA 91748	RCRA NonGen / NLR SLIC Facility Status: Open - Site Assessment HIST UST SWEEPS UST WIP Facility Status: Active LOS ANGELES CO. HMS EMI WDS	CAD990739252

EXECUTIVE SUMMARY

UTILITY TRAILER MANUFACTURING COM HAZNET N/A
17300 E CHESTNUT STREET
CITY OF INDUSTRY, CA 91749

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US INST CONTROL..... Sites with Institutional Controls
LUCIS..... Land Use Control Information System

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

INDIAN UST ..... Underground Storage Tanks on Indian Land
FEMA UST ..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
WMUDS/SWAT ..... Waste Management Unit Database

Local Lists of Hazardous waste / Contaminated Sites

US CDL ..... Clandestine Drug Labs
HIST Cal-Sites ..... Historical Calsites Database
SCH ..... School Property Evaluation Program
Toxic Pits ..... Toxic Pits Cleanup Act Sites
CDL ..... Clandestine Drug Labs
US HIST CDL ..... National Clandestine Laboratory Register

Local Land Records

LIENS 2 ..... CERCLA Lien Information
LIENS ..... Environmental Liens Listing
DEED ..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ..... Hazardous Materials Information Reporting System
CHMIRS ..... California Hazardous Material Incident Report System
LDS ..... Land Disposal Sites Listing
MCS ..... Military Cleanup Sites Listing
SPILLS 90 ..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS ..... Incident and Accident Data
DOD ..... Department of Defense Sites
FUDS ..... Formerly Used Defense Sites
CONSENT ..... Superfund (CERCLA) Consent Decrees

EXECUTIVE SUMMARY

UMTRA	Uranium Mill Tailings Sites
US MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System
RMP	Risk Management Plans
CA BOND EXP. PLAN	Bond Expenditure Plan
UIC	UIC Listing
NPDES	NPDES Permits Listing
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
LA Co. Site Mitigation	Site Mitigation List
DRYCLEANERS	Cleaner Facilities
ENF	Enforcement Action Listing
INDIAN RESERV	Indian Reservations
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
EPA WATCH LIST	EPA WATCH LIST
PRP	Potentially Responsible Parties
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
2020 COR ACTION	2020 Corrective Action Program List
US FIN ASSUR	Financial Assurance Information
Financial Assurance	Financial Assurance Information Listing
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
MWMP	Medical Waste Management Program Listing
COAL ASH DOE	Steam-Electric Plant Operation Data
HWT	Registered Hazardous Waste Transporter Database

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR US Hist Cleaners	EDR Exclusive Historic Dry Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: Also known as Superfund, the National Priority List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund program. The source of this database is the U.S. EPA.

A review of the NPL list, as provided by EDR, and dated 10/25/2013 has revealed that there is 1 NPL site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

Federal CERCLIS list

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 10/25/2013 has revealed that there are 2 CERCLIS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MINI STORAGE DRUMS	17295 E. VALLEY BLVD	N 1/8 - 1/4 (0.131 mi.)	H33	102

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1

CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1 RCRA-TSDF site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/11/2014 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOSCO 30941	948 AZUSA AVE	W 0 - 1/8 (0.016 mi.)	B8	65
MG ENGINEERING	17251 CHESTNUT ST.	NNW 0 - 1/8 (0.068 mi.)	F20	80

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/11/2014 has revealed that there are 11 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOMITEX PRINTS OF CA, INC	***17355 RAILROAD ST***	***S 0 - 1/8 (0.025 mi.)***	***C10***	***69***
WEB MASTERS INCORPORATED	***17300 RAILROAD ST***	***SSW 0 - 1/8 (0.044 mi.)***	***D14***	***76***
CARRIER TRANSICOLD OF SOUTHERN	1015 S AZUSA AVE	WSW 0 - 1/8 (0.058 mi.)	E16	78
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AEROSPACE RIVET MFG CORP.	***17425 RAILROAD ST.***	***SSE 1/8 - 1/4 (0.134 mi.)***	***J37***	***107***
CAL-MOLD INC	***17438 E RAILROAD***	***SSE 1/8 - 1/4 (0.168 mi.)***	***J50***	***122***
PRIME EQUIPMENT NO 701	999 S HATCHER BLDG B	SE 1/8 - 1/4 (0.173 mi.)	51	125

Lower Elevation	Address	Direction / Distance	Map ID	Page
TONYS 76 SVC	948 S AZUSA	WSW 0 - 1/8 (0.012 mi.)	B5	55
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***
PUENTE PLAZA CLEANERS	***17251 E VALLEY BL***	***NNW 1/8 - 1/4 (0.162 mi.)***	***46***	***119***
PACIFIC MOTOR TRUCKING CO	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N55***	***128***

Federal institutional controls / engineering controls registries

US ENG CONTROLS: A listing of sites with engineering controls in place.

A review of the US ENG CONTROLS list, as provided by EDR, and dated 03/19/2014 has revealed that there is 1 US ENG CONTROLS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 06/05/2014 has revealed that there are 10 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOMITEX PRINTS OF CALIFORNIA Status: Refer: Other Agency	17355 RAILROAD STREET	S 0 - 1/8 (0.025 mi.)	C11	74
NORTHRUP ARCHITECTURAL SYSTEMS Status: Inactive - Action Required	999 S. HUTCHER AVE.	ESE 0 - 1/8 (0.103 mi.)	29	97
AIR PRODUCTS POLYMERS LP Status: Refer: Other Agency	***17801 ARENTH AV***	***E 1/2 - 1 (0.561 mi.)***	***79***	***178***
WHITCOMB PLATING Status: Inactive - Action Required	***655 S ALDERTON***	***E 1/2 - 1 (0.664 mi.)***	***82***	***190***
CREFTCON INDUSTRIES Status: Refer: Other Agency	***900 S. AJAX AVENUE***	***ESE 1/2 - 1 (0.699 mi.)***	***83***	***194***

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA PUENTE DUMP Status: Refer: Other Agency	147 NORTH AZUZA AVENUE	NNE 1/2 - 1 (0.908 mi.)	86	201
SAFE PLATING, INC. Status: Refer: Other Agency	***18001 PLATING, INC.***	***SE 1/2 - 1 (0.953 mi.)***	***87***	***202***

Lower Elevation	Address	Direction / Distance	Map ID	Page
BDP CO. Status: Refer: Other Agency	***855 ANAHEIM-PUENTE ROAD***	***WNW 1/8 - 1/4 (0.132 mi.)***	***I35***	***104***
PAC FOUNDRIES-INDUSTRY Status: Refer: RWQCB	***16800 CHESTNUT ST***	***WNW 1/2 - 1 (0.587 mi.)***	***80***	***185***
WALNUT CREEK ENERGY PARK Status: No Further Action	***911 BIXBY DR***	***W 1/2 - 1 (0.785 mi.)***	***84***	***196***

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 05/19/2014 has revealed that there are 3 SWF/LF sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***
VALLEY VISTA SERVICES INC.	***17445 E RAILROAD ST***	***SSE 1/8 - 1/4 (0.163 mi.)***	***J47***	***121***
MAXIM LIGHTING	***999 HATCHER***	***SSE 1/4 - 1/2 (0.364 mi.)***	***68***	***145***

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 06/16/2014 has revealed that there are 12 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC Status: Completed - Case Closed	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
RODS FOOD PRODUCTS Status: Open - Eligible for Closure	17380 E RAILROAD ST	S 0 - 1/8 (0.069 mi.)	C25	92
ARCO #3087 Status: Completed - Case Closed	***1215 AZUSA AVE S***	***SSW 1/4 - 1/2 (0.366 mi.)***	***69***	***149***
CANADA BRAKE SHOE SERVICE CO Status: Completed - Case Closed	***17639 ROWLAND ST***	***SE 1/4 - 1/2 (0.380 mi.)***	***Q70***	***151***
CANADA BRAKE SHOE SERVICE CO	17639 ROWLAND ST	SE 1/4 - 1/2 (0.380 mi.)	Q71	152

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALTA DENA CERTIFIED DAIRY INC Status: Completed - Case Closed	***17637 E VALLEY BLVD***	***ENE 1/4 - 1/2 (0.387 mi.)***	***R72***	***154***
ALTA DENA DAIRY Status: Open - Site Assessment	***17637 VALLEY BLVD***	***ENE 1/4 - 1/2 (0.389 mi.)***	***R74***	***164***
THRIFTY #306 Status: Open - Remediation	447 AZUSA AVE S	NNE 1/4 - 1/2 (0.421 mi.)	S75	168

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOSCO - 76 STATION #5621 Status: Open - Eligible for Closure	948 AZUSA AVE S	WSW 0 - 1/8 (0.014 mi.)	B6	56
B. D. P. - CARRIER CORPORATION	***855 ANAHEIM-PUENTE RD***	***WNW 1/8 - 1/4 (0.131 mi.)***	***I32***	***100***
PACIFIC MOTOR TRUCKING	17525 ARENTH AVE	E 1/8 - 1/4 (0.209 mi.)	N57	132
LA PUENTE GAS STA & FOOD MART Status: Open - Remediation	***17227 VALLEY BLVD E***	***NNW 1/8 - 1/4 (0.213 mi.)***	***O59***	***133***

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 06/16/2014 has revealed that there are 6 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JOHNSON CONTROLS Facility Status: Open - Site Assessment	16981 E. GALE AVE.	WSW 1/4 - 1/2 (0.444 mi.)	T76	177
UNICAL ENTERPRISES Facility Status: Open - Site Assessment	***16960 E. GALE AVE.***	***WSW 1/4 - 1/2 (0.475 mi.)***	***T77***	***177***
GORHAM BRONZE FACILITY Facility Status: Open - Site Assessment	16961 EAST GALE AVE.	WSW 1/4 - 1/2 (0.490 mi.)	T78	178

Lower Elevation	Address	Direction / Distance	Map ID	Page
B. D. P. - CARRIER CORPORATION Facility Status: Open - Remediation	***855 ANAHEIM-PUENTE RD***	***WNW 1/8 - 1/4 (0.131 mi.)***	***I32***	***100***
CARRIER SOUTHERN CALIFORNIA Facility Status: Open - Site Assessment	***16900 CHESTNUT ST.***	***WNW 1/8 - 1/4 (0.188 mi.)***	***53***	***127***
PACIFIC MOTOR TRUCKING CO Facility Status: Open - Site Assessment	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N55***	***128***

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 06/16/2014 has revealed that there are 4 UST

sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RODS FOOD PRODUCTS	17380 RAILROAD ST	S 0 - 1/8 (0.069 mi.)	C23	84
INGRAM PAPER COMPANY	17411 VALLEY BLVD	NNE 1/8 - 1/4 (0.134 mi.)	K38	109

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOSCO/UNOCAL #30941	948 S AZUSA AVE	WSW 0 - 1/8 (0.012 mi.)	B4	55
HALBERT BROS INC	***17400 E CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G26***	***93***

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1015 S AZUSA AVE	WSW 0 - 1/8 (0.058 mi.)	E17	79

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 06/16/2014 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
AM RECYCLING	17305 VALLEY BLVD	N 0 - 1/8 (0.123 mi.)	H31	99

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN: San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

A review of the AOCONCERN list, as provided by EDR, and dated 03/30/2009 has revealed that there is 1 AOCONCERN site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY		0 - 1/8 (0.000 mi.)	0	15

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 4 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
INGRAM PAPER	***17411 VALLEY BLVD***	***NNE 1/8 - 1/4 (0.134 mi.)***	***K39***	***109***
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 9 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ROD'S FOOD PRODUCTS, INC.	***17380 RAILROAD ST***	***S 0 - 1/8 (0.069 mi.)***	***C22***	***82***
WESTERN ARCHITECTURAL SYSTEMS	***999 HATCHER AVE***	***SE 1/8 - 1/4 (0.136 mi.)***	***L40***	***110***
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***
CHROMALLOY AMERICAN CORPORATIO	***17400 CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G28***	***95***
BDP COMPANY.	855 ANAHEIM PUENTE RD	WNW 1/8 - 1/4 (0.132 mi.)	I34	103
PACIFIC MOTOR TRUCKING CO	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N54***	***127***
PACIFIC MOTOR TRUCKING COMPANY	17525 ARENTH AVE	E 1/8 - 1/4 (0.209 mi.)	N56	131
M. MUWALLA'S ARCO	17227 VALLEY BLVD	NNW 1/8 - 1/4 (0.213 mi.)	O60	142

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 7 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
INGRAM PAPER	***17411 VALLEY BLVD***	***NNE 1/8 - 1/4 (0.134 mi.)***	***K39***	***109***
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***
WEST COAST LABEL	***1127 HATCHER AVE***	***SSE 1/8 - 1/4 (0.239 mi.)***	***P64***	***144***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***
HALBERT BROS INC	***17400 E CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G26***	***93***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA PUENTE GAS STA & FOOD MART	***17227 VALLEY BLVD E***	***NNW 1/8 - 1/4 (0.213 mi.)***	***O59***	***133***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

ROD: Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid the cleanup.

A review of the ROD list, as provided by EDR, and dated 11/25/2013 has revealed that there is 1 ROD site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 10 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
THRIFTY #305	362 AZUSA	NNE 1/4 - 1/2 (0.295 mi.)	67	145
ARCO #3087	***1215 AZUSA AVE S***	***SSW 1/4 - 1/2 (0.366 mi.)***	***69***	***149***
CANADA BRAKE SHOE SERVICE CO	***17639 ROWLAND ST***	***SE 1/4 - 1/2 (0.380 mi.)***	***Q70***	***151***
ALTA DENA CERTIFIED DAIRY INC	***17637 E VALLEY BLVD***	***ENE 1/4 - 1/2 (0.387 mi.)***	***R72***	***154***
THRIFTY #306	447 AZUSA	NNE 1/4 - 1/2 (0.388 mi.)	S73	163

Lower Elevation	Address	Direction / Distance	Map ID	Page
76 PRODUCTS STATION #5621	948 AZUSA	WSW 0 - 1/8 (0.014 mi.)	B7	65
B. D. P. COMPANY	855 ANAHEIMPUENTE	WNW 1/8 - 1/4 (0.140 mi.)	I45	119
PACIFIC MOTOR TRUCKING CO	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N55***	***128***
LA PUENTE GAS STA & FOOD MART	***17227 VALLEY BLVD E***	***NNW 1/8 - 1/4 (0.213 mi.)***	***O59***	***133***

EXECUTIVE SUMMARY

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there are 2 Notify 65 sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THOMPSON PETROLEUM	17721 E. RAILROAD STREE	SE 1/2 - 1 (0.601 mi.)	81	190

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***

WIP: Well Investigation Program case in the San Gabriel and San Fernando Valley area.

A review of the WIP list, as provided by EDR, and dated 07/03/2009 has revealed that there are 21 WIP sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOMITEX PRINTS OF CALIFORNIA Facility Status: Historical	***17355 RAILROAD ST***	***S 0 - 1/8 (0.025 mi.)***	***C12***	***75***
WEB MASTERS, INC. Facility Status: Historical	17300 RAILROAD ST	SSW 0 - 1/8 (0.044 mi.)	D13	76
ENGINEERING MODEL ASSOCIATES Facility Status: Historical	1020 S WALLACE PL	SW 0 - 1/8 (0.050 mi.)	15	78
ROD'S FOOD PRODUCTS, INC. Facility Status: Historical	***17380 RAILROAD ST***	***S 0 - 1/8 (0.069 mi.)***	***C22***	***82***
CAL MOLD, INC Facility Status: Historical	17425 RAILROAD ST	SSE 1/8 - 1/4 (0.134 mi.)	J36	107
WESTERN STEEL SALES INC. Facility Status: Historical	999 S HATCHER AVE	SE 1/8 - 1/4 (0.136 mi.)	L42	114
NORTHROP ARCHITECTURAL SYS (H. Facility Status: Historical	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L43***	***114***
L.A. CROWN INTERNATIONAL CO.	1100 S AZUSA AVE	SW 1/8 - 1/4 (0.165 mi.)	M48	122
RUSSEL STANLEY WEST, INC.	1100 S AZUSA AVE	SW 1/8 - 1/4 (0.165 mi.)	M49	122
FLORART-RELIANCE TRADING Facility Status: Historical	17455 RAILROAD ST	SSE 1/8 - 1/4 (0.182 mi.)	J52	126
JAMES METALS Facility Status: Historical	1123 S HATCHER AVE	SSE 1/8 - 1/4 (0.237 mi.)	P62	143
HART TOOL COMPANY Facility Status: Historical	1123 S HATCHER AVE	SSE 1/8 - 1/4 (0.237 mi.)	P63	144
GHENCHI MANUFACTURING Facility Status: Historical	1135 S HATCHER AVE	SSE 1/8 - 1/4 (0.246 mi.)	P65	145
PERFECTION MFG., INC. Facility Status: Historical	17074 GREEN DR	WSW 1/8 - 1/4 (0.250 mi.)	66	145

Lower Elevation	Address	Direction / Distance	Map ID	Page
G.S. BATTERY, INC. Facility Status: Historical	17253 CHESTNUT ST	NNW 0 - 1/8 (0.067 mi.)	F18	79

Lower Elevation	Address	Direction / Distance	Map ID	Page
M.G. ENGINEERING CO. Facility Status: Historical	17251 CHESTNUT ST	NNW 0 - 1/8 (0.068 mi.)	F19	80
L.A. WATER TREATMENT CORP. Facility Status: Historical	17400 E CHESTNUT ST	ENE 0 - 1/8 (0.073 mi.)	G27	94
CHROMALLOY AMERICAN CORPORATIO Facility Status: Historical	***17400 CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G28***	***95***
BDP CO. Facility Status: Historical	***855 ANAHEIM-PUENTE ROAD***	***WNW 1/8 - 1/4 (0.132 mi.)***	***I35***	***104***
CARRIER SOUTHERN CALIFORNIA Facility Status: Active	***16900 CHESTNUT ST.***	***WNW 1/8 - 1/4 (0.188 mi.)***	***53***	***127***
PACIFIC MOTOR TRUCKING CO Facility Status: Active	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N54***	***127***

PROC: A listing of certified processors.

A review of the PROC list, as provided by EDR, and dated 06/16/2014 has revealed that there is 1 PROC site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 05/27/2014 has revealed that there are 2 HWP sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NORTHROP ARCHITECTURAL SYS (H.	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L43***	***114***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KIM LIGHTING	***16555 E GALE AVE***	***W 1/2 - 1 (0.884 mi.)***	***85***	***199***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk

Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 4 EDR US Hist Auto Stat sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	17321 VALLEY BLVD	N 0 - 1/8 (0.114 mi.)	H30	99

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	17251 CHESTNUT ST	NNW 0 - 1/8 (0.068 mi.)	F21	82
Not reported	17227 VALLEY BLVD	NNW 1/8 - 1/4 (0.213 mi.)	O58	133
Not reported	17211 INYO ST	NNW 1/8 - 1/4 (0.235 mi.)	O61	143

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 20 records.

Site Name	Database(s)
FEDEX HD POMONA INDUSTRY	NPDES
PACIFIC MOTOR TRUCKING, SOUTHERN P	CA FID UST, SWEEPS UST
LA PUENTE DUMP	CERC-NFRAP
VALLEY LAND DEVELOPMENT COMPANY	SWF/LF
CITY OF INDUSTRY/ENGINEERING	HAZNET
INDUSTRY SHERATON	HAZNET
CITY OF INDUSTRY	HAZNET
INDUSTRY URBAN DEV AGENCY	HAZNET
CITY OF INDUSTRY - URBAN DEVELOPME	HAZNET
INDUSTRY URBAN DEVELOPMENT AGENCY	HAZNET
INDUSTRY URBAN DEVELOPMENT AGENCY	HAZNET
CALGON CORPORATION - CITY OF INDUS	TSCA
INDUCTION TECH	WIP
FORMER UTILITY TRAILOR	WIP
ARMIN PLASTICS CORPORATION	WIP
BIRTCHER/CITY IND.REDEVELOPMEN	WIP
CEMEX, INC.	US MINES
VULCAN MATERIALS CO.	US MINES
CROWN CITY FURNITURE, JAMESTOW	EMI
INDUSTRY EQP RENTALS INC	EMI

overview MAP - 4032295.2s

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	CT City of Industry Chestnut Azusa	CLIENT:	Stantec
ADDRESS:	17300 East Chestnut St Rowland Heights CA 91748	CONTACT:	Ryan Mcdaniel
		INQUIRY #:	4032295.2s
LAT/LONG:	34.0056 / 117.9265	DATE:	August 11, 2014 12:45 pm

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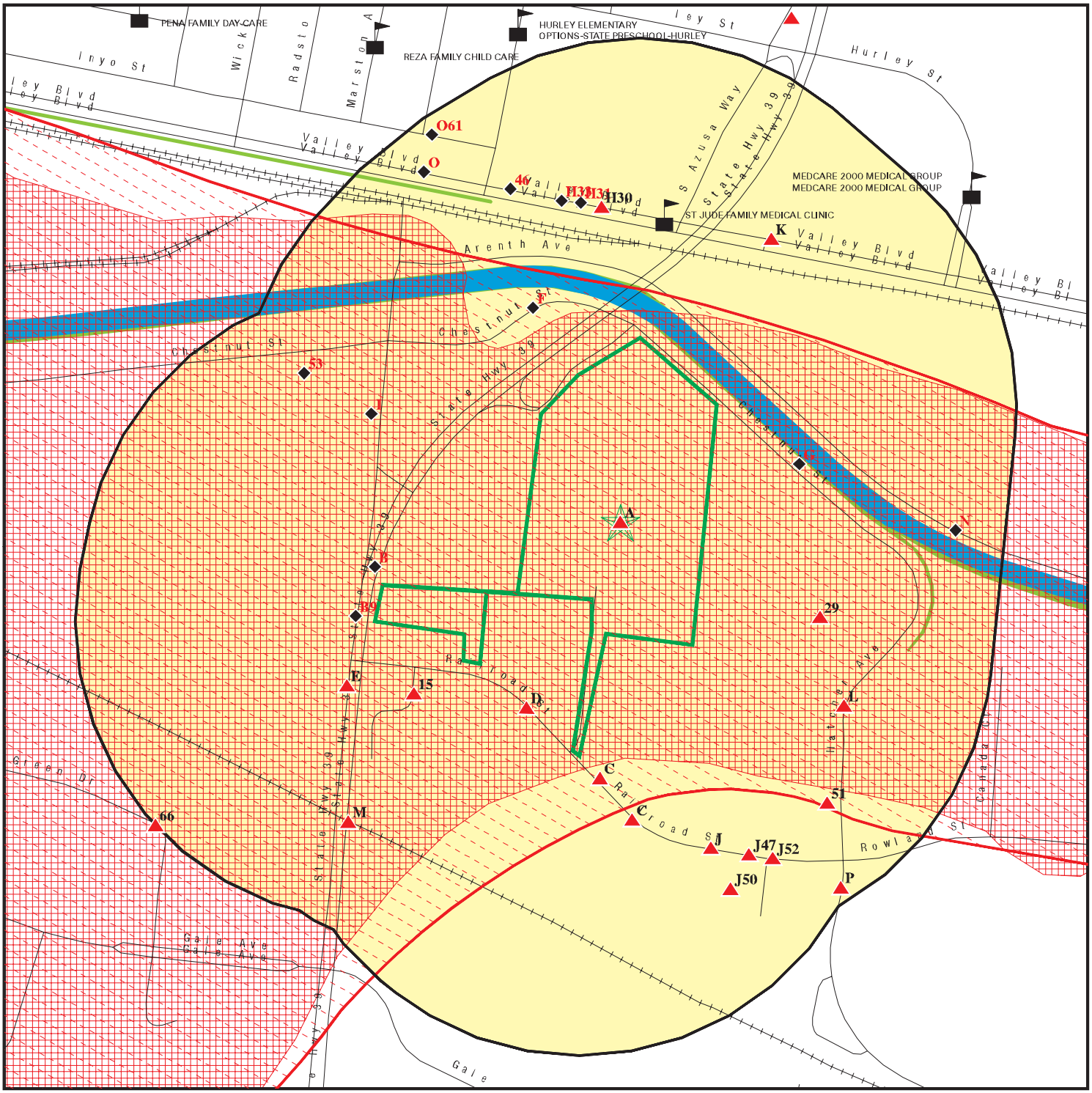
detail MAP - 4032295.2s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	CT City of Industry Chestnut Azusa	CLIENT:	Stantec
ADDRESS:	17300 East Chestnut St Rowland Heights CA 91748	CONTACT:	Ryan Mcdaniel
		INQUIRY #:	4032295.2s
LAT/LONG:	34.0056 / 117.9265	DATE:	August 11, 2014 12:46 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		1	0	0	0	NR	1
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS	0.500		1	1	0	NR	NR	2
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	1	0	0	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	1	0	NR	NR	1
Federal RCRA generators list								
RCRA-LQG	0.250		2	0	NR	NR	NR	2
RCRA-SQG	0.250		6	5	NR	NR	NR	11
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.500		1	0	0	NR	NR	1
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		2	1	0	7	NR	10
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	2	1	NR	NR	3
State and tribal leaking storage tank lists								
LUST	0.500		3	3	6	NR	NR	12

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC	0.500	1	0	3	3	NR	NR	7
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		3	1	NR	NR	NR	4
AST	0.250		1	0	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
SWRCY	0.500		1	0	0	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
AOCONCERN	1.000		1	0	0	0	NR	1
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250		2	2	NR	NR	NR	4
HIST UST	0.250	1	3	6	NR	NR	NR	10
SWEEPS UST	0.250	1	3	4	NR	NR	NR	8
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250	1	0	1	NR	NR	NR	2
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		1	0	0	0	NR	1
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		2	3	5	NR	NR	10
CUPA Listings	0.250		0	0	NR	NR	NR	0
Notify 65	1.000		1	0	0	1	NR	2
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
LOS ANGELES CO. HMS	TP	1	NR	NR	NR	NR	NR	1
WIP	0.250	1	8	13	NR	NR	NR	22
ENF	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	1	NR	NR	NR	NR	NR	1
EMI	TP	2	NR	NR	NR	NR	NR	2
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
WDS	TP	1	NR	NR	NR	NR	NR	1
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PROC	0.500		0	1	0	NR	NR	1
MWMP	0.250		0	0	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWP	1.000		0	1	0	1	NR	2
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR US Hist Auto Stat	0.250		2	2	NR	NR	NR	4
EDR US Hist Cleaners	0.250		0	0	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 Target Property — **UTILITY TRAILER MFG CO.**, **17300 E. CHESTNUT ST.**, **INDUSTRY, CA 91748** — **EMI** — **S106841940**, **N/A**

Site 1 of 3 in cluster A

Actual: 382 ft.

EMI:

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	B
Total Organic Hydrocarbon Gases Tons/Yr:	31
Reactive Organic Gases Tons/Yr:	27
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

A2 Target Property — **UTILITY TRAILER MFG CO**, **17300 E CHESTNUT STREET**, **LA PUENTE, CA 91748** — **RCRA NonGen / NLR**, **SLIC**, **HIST UST**, **SWEEPS UST**, **WIP**, **LOS ANGELES CO. HMS**, **EMI**, **WDS** — **1000287353**, **CAD990739252**

Site 2 of 3 in cluster A

Actual: 382 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/01/1996
Facility name:	UTILITY TRAILER MFG CO
Facility address:	17300 E CHESTNUT STREET LA PUENTE, CA 91748
EPA ID:	CAD990739252
Mailing address:	P O BOX 1299 CITY OF INDUSTRY, CA 91749
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner

UTILITY TRAILER MFG CO (Continued) **1000287353**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/0001
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 04/10/1981
Site name: UTILITY TRAILER MFG CO
Classification: Large Quantity Generator

Violation Status: No violations found

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 06/30/2002
Global Id: SL603798673
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.005165
Longitude: -117.926113
Case Type: Cleanup Program Site
Case Worker: AHS
Local Agency: Not reported
RB Case Number: 105.0295
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

UTILITY TRAILER MFG CO (Continued) **1000287353**

HIST UST:

Region:	STATE
Facility ID:	00000055632
Facility Type:	Other
Other Type:	MFG. FACILITY
Total Tanks:	0001
Contact Name:	MFG. FACILITY
Telephone:	8189651541
Owner Name:	UTILITY TRAILER MFG. CO.
Owner Address:	17300 E. CHESTNUT
Owner City,St,Zip:	INDUSTRY, CA 91749
Tank Num:	001
Container Num:	01
Year Installed:	1955
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

SWEEPS UST:

Status:	Active
Comp Number:	13574
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

WIP:

Region:	4
File Number:	105.0295
File Status:	**Active**
Staff:	AHSU
Facility Suite:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	013231-013543
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	0000T6407
Permit Status:	Removed

UTILITY TRAILER MFG CO (Continued) **1000287353**

Region: LA
Facility Id: 013256-013574
Facility Type: Not reported
Facility Status: Removed
Area: 6H
Permit Number: Not reported
Permit Status: Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	290
Reactive Organic Gases Tons/Yr:	170
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	154
Reactive Organic Gases Tons/Yr:	64
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	41
Reactive Organic Gases Tons/Yr:	31
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0

UTILITY TRAILER MFG CO (Continued) **1000287353**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	47
Reactive Organic Gases Tons/Yr:	37
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC

UTILITY TRAILER MFG CO (Continued) **1000287353**

Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

CA WDS:

Facility ID:	4 19I009083
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	UTILITY TRAILER MANUFACTURING
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported

UTILITY TRAILER MFG CO (Continued) **1000287353**

Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

A3 Target Property **UTILITY TRAILER MANUFACTURING COMPANY** **HAZNET** **S113019638**
17300 E CHESTNUT STREET **N/A**
CITY OF INDUSTRY, CA 91749

Site 3 of 3 in cluster A

Actual: 382 ft.

HAZNET:

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	1.25
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Transfer Station
Tons:	0.45
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541

UTILITY TRAILER MANUFACTURING COMPANY (Continued) **S113019638**

Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	2.06
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Treatment, Tank
Tons:	0.22
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	2.75
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

Areas of Concern **SAN GABRIEL VALLEY** **AOCONCERN** **CCA0000001**
N/A

LOS ANGELES (County), CA

< 1/8
1 ft.

AOCONCERN:
area where VOC contamination is at or above the MCL as designated by region 9 EPA office

NPL	**SAN GABRIEL VALLEY (AREA 4)**	**NPL**	**1000114960**
Region	**STIMSON AVE & OLD VALLEY BLVD**	**CERCLIS**	**CAD980817985**
	LA PUENTE, CA 91744	**US ENG CONTROLS**	
< 1/8		**ROD**	
1 ft.		**ICIS**	
		PRP	

NPL:

EPA ID:	CAD980817985
EPA Region:	09
Federal:	N
Final Date:	1984-05-08 00:00:00

Category Details:

NPL Status:	Currently on the Final NPL
Category Description:	Depth To Aquifer-<= 10 Feet
Category Value:	1
NPL Status:	Currently on the Final NPL
Category Description:	Distance To Nearest Population-> 0 And <= 1/4 Mile
Category Value:	10

Site Details:

Site Name:	SAN GABRIEL VALLEY (AREA 4)
Site Status:	Final
Site Zip:	91744
Site City:	LA PUENTE
Site State:	CA
Federal Site:	No
Site County:	LOS ANGELES
EPA Region:	09
Date Proposed:	09/08/83
Date Deleted:	Not reported
Date Finalized:	05/08/84

Substance Details:

NPL Status:	Currently on the Final NPL
Substance ID:	Not reported
Substance:	Not reported
CAS #:	Not reported
Pathway:	Not reported
Scoring:	Not reported
NPL Status:	Currently on the Final NPL
Substance ID:	U210
Substance:	TETRACHLOROETHENE
CAS #:	127-18-4
Pathway:	GROUND WATER PATHWAY
Scoring:	4
NPL Status:	Currently on the Final NPL
Substance ID:	U228
Substance:	TRICHLOROETHYLENE (TCE)
CAS #:	79-01-6
Pathway:	GROUND WATER PATHWAY
Scoring:	4

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Summary Details:

Conditions at listing September 1983): San Gabriel Valley Area 4) is a ground water plume that runs along the axis of the San Jose Creek in the San Gabriel ground water basin in La Puenta, Los Angeles County, California. The plume is about1 mile long and 1 mile wide. Ground water is contaminated with trichloroethylene TCE) and perchloroethylene PCE), according to analyses by State agencies and local water companies. Many public wells in the area exceed the EPA SuggestedNo Adverse Response Levels SNARL) for TCE and PCE. Approximately 100,000 people are affected. Cities and public water companies in the area have tested to ensure that their water supplies contain less than 5 parts per billion ppb) of TCE, alevel considered safe for human consumption. When alternative methods of reducing the TCE level below 5 ppb are not effective, wells are removed from service. Status June 1984):
A supplemental sampling program of contaminated wells will begin soon to get a snapshot view of the degree of contamination. The State Department of Health Services and EPA are preparing to initiate a remedial investigation/ feasibility study to determine the aerial and vertical extent of contamination and to develop alternatives for treatment and management of the problem. EPA continues its investigation to identify sources of the contamination. This site, along with the three other San Gabriel Valley sites, was added tothe NPL in May 1984 because it involves a serious problem that required taking immediate remedial action.

Site Status Details:

NPL Status:	Final
Proposed Date:	09/08/1983
Final Date:	05/08/1984
Deleted Date:	Not reported

Narratives Details:

NPL Name:	SAN GABRIEL VALLEY (AREA 4)
City:	LA PUENTE
State:	CA

CERCLIS:

Site ID:	0902091
EPA ID:	CAD980817985
Facility County:	LOS ANGELES
Short Name:	SAN GABRIEL VALLEY (AREA
Congressional District:	32
IFMS ID:	098V
SMSA Number:	4480
USGC Hydro Unit:	18070106
Federal Facility:	Not a Federal Facility
DMNSN Number:	30.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Groundwater
Site Settings Code:	SU

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

NPL Status: Currently on the Final NPL
DMNSN Unit Code: SQMI
RBRAC Code: Not reported
RResp Fed Agency Code: Not reported
Non NPL Status: Not reported
Non NPL Status Date: / /
Site Fips Code: 06037
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):

Contact ID: 13001930.00000
Contact Name: Raymond Chavira
Contact Tel: (415) 947-4218
Contact Title: Remedial Project Manager (RPM)
Contact Email: Not reported

Contact ID: 13003854.00000
Contact Name: Leslie Ramirez
Contact Tel: (415) 972-3978
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Sharon Murray
Contact Tel: (415) 972-4250
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

CERCLIS Site Alias Name(s):

Alias ID: 101
Alias Name: SAN GABRIEL VALLEY (AREA 4)
Alias Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Alias Comments: Not reported
Site Description: The Puente Valley Operable Unit (PVOU) is located within the southeastern portion of the San Gabriel Valley, approximately 25 miles from the Pacific Coast, in eastern Los Angeles County. Located within the San Gabriel Valley is the San Gabriel Basin. The majority of the groundwater pumped from the main San Gabriel Basin is used for drinking water, supplied to the public by purveyors that are regulated as public water supply systems. Land use at the site includes industrial, commercial, and residential. The San Gabriel Valley has been the subject of environmental investigation since 1979 when groundwater contaminated with volatile organic compounds (VOCs) was first identified. In May 1984, four broad areas of contamination within the basin were listed as San Gabriel Areas 1 through 4 on the Environmental Protection Agency's (EPA's) National Priorities List (NPL). EPA subsequently divided the basin into eight operable units (OUs) to provide a means of describing

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

hydrogeology and contaminant distribution, and planning remedial activities in the basin. In May 1993, EPA sent Special Notice letters to 58 potentially responsible parties (PRPs), requesting that these parties present a good faith offer to perform the remedial investigation/feasibility study (RI/FS) for the PVOU. Forty-two of these PRPs formed the Puente Valley Steering Committee (PVSC), and in September 1993 entered into an administrative order on consent (AOC) with EPA to conduct the RI/FS. Also in September 1993, EPA issued a unilateral administrative order (UAO) to two PRPs, Goe Engineering and Diversey Corporation, that failed to present a good faith offer. Diversey Corporation completed the activities that the UAO required in 1996, and the PVSC and EPA completed the RI/FS in May 1997. PRPs in the EL Monte and South El Monte OUs have entered into AOCs to perform the RI/FS for their respective OUs. EPA also issued UAOs to two parties in the El Monte OU. In the Baldwin Park OU, EPA issued a ROD in March 1993. After the Interim ROD was signed, and Special Notice letters were sent out, the PRPs were unable to make a unified offer for all of the work (i.e., shallow zone and intermediate zone cleanup, and Mid-Valley monitoring). In an effort to keep the cleanup process moving forward as expeditiously as possible, EPA carved out implementation of the remedy such that the intermediate and shallow zone work would be conducted by two different PRP groups or parties. An Explanation of Significant Differences (ESD) addressing the emerging contaminants perchlorate and 1,4-dioxane at OU 1 was completed on June 14, 2005.

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	04/01/80
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, No Fund Money
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	ISSUE REQUEST LETTERS (104E)
Date Started:	/ /
Date Completed:	08/01/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	SITE INSPECTION
Date Started:	03/01/83
Date Completed:	09/01/83
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE

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Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	SITE INSPECTION
Date Started:	03/01/83
Date Completed:	09/01/83
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	HAZARD RANKING SYSTEM PACKAGE
Date Started:	/ /
Date Completed:	09/01/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	09/01/83
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	PROPOSAL TO NATIONAL PRIORITIES LIST
Date Started:	/ /
Date Completed:	09/08/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: ISSUE REQUEST LETTERS (104E)
Date Started: / /
Date Completed: 01/01/84
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: FINAL LISTING ON NATIONAL PRIORITIES LIST
Date Started: / /
Date Completed: 05/08/84
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: ISSUE REQUEST LETTERS (104E)
Date Started: / /
Date Completed: 12/30/88
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 010
Action: Notice Letters Issued
Date Started: / /
Date Completed: 05/07/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	012
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	06/07/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	004
Action:	ISSUE REQUEST LETTERS (104E)
Date Started:	/ /
Date Completed:	06/08/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	014
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	07/09/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	017
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	09/20/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	019
Action:	Notice Letters Issued
Date Started:	/ /

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed: 10/12/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 020
Action: Notice Letters Issued
Date Started: / /
Date Completed: 12/05/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 021
Action: Notice Letters Issued
Date Started: / /
Date Completed: 12/06/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 022
Action: Notice Letters Issued
Date Started: / /
Date Completed: 12/07/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: Notice Letters Issued
Date Started: / /
Date Completed: 02/07/91
Priority Level: Not reported
Operable Unit: SITEWIDE

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: Notice Letters Issued
Date Started: / /
Date Completed: 03/06/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: Notice Letters Issued
Date Started: / /
Date Completed: 03/15/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 013
Action: Notice Letters Issued
Date Started: / /
Date Completed: 07/03/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 015
Action: Notice Letters Issued
Date Started: / /
Date Completed: 07/09/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 018
Action: Notice Letters Issued
Date Started: / /
Date Completed: 09/26/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMOVAL ASSESSMENT
Date Started: 12/27/91
Date Completed: 12/27/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: RISK/HEALTH ASSESSMENT
Date Started: / /
Date Completed: 09/16/92
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: ECOLOGICAL RISK ASSESSMENT
Date Started: / /
Date Completed: 09/16/92
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	001
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	01/12/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	02/12/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	006
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	04/09/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	011
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	05/07/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	Special Notice Issued
Date Started:	/ /

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed: 05/26/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMEDIAL INVESTIGATION/FEASIBILITY STUDY NEGOTIATIONS
Date Started: 05/26/93
Date Completed: 09/30/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 09/30/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Special Notice Issued
Date Started: / /
Date Completed: 02/03/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/30/84
Date Completed: 07/01/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 01/30/89
Date Completed: 07/01/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
Action: Notice Letters Issued
Date Started: / /
Date Completed: 04/13/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: Notice Letters Issued
Date Started: / /
Date Completed: 04/20/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 009
Action: Notice Letters Issued
Date Started: / /
Date Completed: 05/05/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	016
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	08/18/95
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started:	09/30/93
Date Completed:	12/20/96
Priority Level:	Not reported
Operable Unit:	CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility:	Responsible Party
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Original Action Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	/ /
Date Completed:	07/02/97
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	/ /
Date Completed:	02/25/98
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started:	12/20/96

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed: 09/30/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: New Action Resulting from Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: RECORD OF DECISION
Date Started: / /
Date Completed: 09/30/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 09/14/99
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 10/01/99
Date Completed: 09/28/00
Priority Level: Search Complete, Viable PRPs
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 09/13/01
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 09/28/00
Date Completed: 09/27/01
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 09/28/00
Date Completed: 03/21/02
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 03/21/02
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 011
Action: Lodged By DOJ
Date Started: / /
Date Completed: 05/16/02
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	002
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	07/31/03
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	Explanation Of Significant Differences
Date Started:	/ /
Date Completed:	06/14/05
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	005
Action:	CONSENT DECREE
Date Started:	08/22/03
Date Completed:	06/25/05
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	REMEDIAL DESIGN
Date Started:	09/27/01
Date Completed:	07/25/05
Priority Level:	Not reported
Operable Unit:	CD, RD/RA SHALLOW ZONE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Original Action Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	CONSENT DECREE
Date Started:	06/11/03
Date Completed:	09/08/05

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 07/25/05
Date Completed: 02/27/06
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Responsible Party
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: New Action Resulting from Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: Lodged By DOJ
Date Started: / /
Date Completed: 04/24/06
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: CONSENT DECREE
Date Started: 07/25/05
Date Completed: 04/28/06
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: Lodged By DOJ
Date Started: / /
Date Completed: 11/02/06
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: Lodged By DOJ
Date Started: / /
Date Completed: 11/02/06
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
Action: CONSENT DECREE
Date Started: 09/26/06
Date Completed: 01/29/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: CONSENT DECREE
Date Started: 09/26/06
Date Completed: 04/17/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: Lodged By DOJ
Date Started: / /
Date Completed: 08/30/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

For detailed financial records, contact EDR for a Site Report.:

Action Code:	007
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	11/29/07
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	009
Action:	CONSENT DECREE
Date Started:	07/27/07
Date Completed:	12/26/07
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	CONSENT DECREE
Date Started:	08/21/07
Date Completed:	02/05/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	009
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	09/02/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Not reported
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	010
Action:	CONSENT DECREE
Date Started:	/ /
Date Completed:	10/27/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	COMMUNITY INVOLVEMENT
Date Started:	05/01/84
Date Completed:	10/28/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	004
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	02/11/09
Priority Level:	Not reported
Operable Unit:	CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	012
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	02/25/09
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	011
Action:	CONSENT DECREE
Date Started:	09/29/08
Date Completed:	04/27/09

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 03/29/02
Date Completed: 07/21/09
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: CONSENT DECREE
Date Started: 09/29/08
Date Completed: 08/21/09
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 09/24/09
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Notice of Intent by All Parties
Date Started: / /
Date Completed: 09/29/09
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: FIVE-YEAR REVIEW
Date Started: / /
Date Completed: 03/02/11
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: CONSENT DECREE
Date Started: 04/22/03
Date Completed: 05/25/11
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 010
Action: Lodged By DOJ
Date Started: / /
Date Completed: 05/25/11
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 09/29/08
Date Completed: 09/13/11
Priority Level: Not reported
Operable Unit: RD/RA BENCHMARK TECHNOLOGY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	004
Action:	UNILATERAL ADMIN ORDER
Date Started:	/ /
Date Completed:	09/13/11
Priority Level:	Not reported
Operable Unit:	RD/RA BENCHMARK TECHNOLOGY
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	013
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	03/12/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	COST RECOVERY NEGOTIATIONS
Date Started:	10/15/11
Date Completed:	03/20/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	012
Action:	CONSENT DECREE
Date Started:	12/14/12
Date Completed:	05/08/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	013
Action:	CONSENT DECREE
Date Started:	03/20/13

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed:	06/20/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	014
Action:	CONSENT DECREE
Date Started:	/ /
Date Completed:	09/11/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started:	02/27/06
Date Completed:	/ /
Priority Level:	Not reported
Operable Unit:	CD, RD/RA SHALLOW ZONE
Primary Responsibility:	Responsible Party
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started:	07/21/09
Date Completed:	/ /
Priority Level:	Not reported
Operable Unit:	CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility:	Responsible Party
Planning Status:	Primary
Urgency Indicator:	Long Term Action
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	004
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started:	09/26/11
Date Completed:	/ /
Priority Level:	Not reported
Operable Unit:	RD/RA BENCHMARK TECHNOLOGY
Primary Responsibility:	Responsible Party
Planning Status:	Primary

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Federal Register Details:
Fed Register Date: 05/08/84
Fed Register Volume: 49
Page Number: 19480

Fed Register Date: 09/08/83
Fed Register Volume: 48
Page Number: 40674

Click this hyperlink while viewing on your computer to access
3347 additional US CERCLIS Financial: record(s) in the EDR Site Report.

US ENG CONTROLS:
EPA ID: CAD980817985
Site ID: 0902091
Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
EPA Region: 09
County: LOS ANGELES
Event Code: Not reported
Actual Date: 03/31/2005

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Biological Treatment, (N.O.S.)

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Carbon Adsorption

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Ion Exchange

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: UV Oxidation

Action ID: 001

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Air Stripping

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Carbon Adsorption

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Discharge

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Extraction

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Monitoring

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Natural Attenuation

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Pump And Treat

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Treatment, (N.O.S.)

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

ROD:

Full-text of USEPA Record of Decision(s) is available from EDR.

ICIS:

Enforcement Action ID:	09-2013-2520
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	LEVAN SPECIALTY COMPANY, INC CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9

Enforcement Action ID:	09-2013-2520
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	LEVAN SPECIALTY COMPANY, INC CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9

Enforcement Action ID:	09-2013-2519
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	JOHN D. WILLIAMS, TRUSTEE OF THE JULIA A. FISHER LIVING TRUST CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9

Enforcement Action ID:	09-2013-2519
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	JOHN D. WILLIAMS, TRUSTEE OF THE JULIA A. FISHER LIVING TRUST CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2513
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: BENTLEY PRINCE STREET, INC.
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2513
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: BENTLEY PRINCE STREET, INC.
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2517
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: PUENTE VALLEY OU UNILATERAL ADMIN ORDER FOR RD/RA
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2517
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: PUENTE VALLEY OU UNILATERAL ADMIN ORDER FOR RD/RA
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

	LA PUENTE, CA 91744
Enforcement Action Type:	CERCLA 106 AO For Resp Action/Imm Haz
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2009-2529
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	PUENTE VALLEY OU ACCESS ORDER TO LOS ANGELES COUNTY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	CERCLA 104E5A AO For Access And/Or Info
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2009-2529
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	PUENTE VALLEY OU ACCESS ORDER TO LOS ANGELES COUNTY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	CERCLA 104E5A AO For Access And/Or Info
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2008-2531
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	PUENTE VALLEY SITE, VALLEY PROCTOR CD FOR COST RECOVERY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2008-2531
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	PUENTE VALLEY SITE, VALLEY PROCTOR CD FOR COST RECOVERY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2506
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: PUENTE VALLEY CD W/ NORTHRUP GRUMMAN FOR RD/RA AND COST RECOVERY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2506
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: PUENTE VALLEY CD W/ NORTHRUP GRUMMAN FOR RD/RA AND COST RECOVERY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0141
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (CREFTCON ET AL.)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0141
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (CREFTCON ET AL.)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0127
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (TELEDYNE)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0127
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (TELEDYNE)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2006-0264
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (SAINT GOBAIN)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2006-0264
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (SAINT GOBAIN)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

EPA Region #: 9

Enforcement Action ID: 09-2005-0030
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL - SALTIRE INDUSTRIAL (NATIONAL CASE) (BANKRUPTCY)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2005-0030
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL - SALTIRE INDUSTRIAL (NATIONAL CASE) (BANKRUPTCY)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2003-0101
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL / PUENTE VALLEY OU
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2003-0101
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL / PUENTE VALLEY OU
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Enforcement Action ID: 09-2003-0050
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: EXIDE TECHNOLOGIES BANKRUPTCY (NC)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2003-0050
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: EXIDE TECHNOLOGIES BANKRUPTCY (NC)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2002-0035
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL / PUENTE VALLEY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2002-0035
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL / PUENTE VALLEY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

PRP:
PRP name: A & J SYSTEMS
A&E PLASTICS CO.
A-1 ORNAMENTAL IRON

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

ACORN ENGINEERING CO.
ACORN ENGINEERING CO.
ACORN ENGINEERING CO.
ACROMIL
ADAMS AND COLTRIN, INC.
ADAMS CAMPBELL CO., LTD.
ADAMS CAMPBELL CO., LTD.
ADVANCED HEAT TECHNOLOGY CORP.
AEROJET ELECTROSYSTEMS
AEROJET-GENERAL CORP.
AEROSOL SERVICES CO.
AEROSOL SERVICES CO.
AEROSOL SERVICES COMPANY
AEROSOL SERVICES COMPANY
AEROSOL SERVICES COMPANY
AIR DISTRIBUTION PRODUCTS, INC.
ALLFAST FASTENING SYSTEMS, INC.
ALLIED PHOTO PRODUCTS INC.
ALLSTATE INSURANCE CO.
AMERICAN SHEDS INC.
APPLIED SOLAR ENERGY CORP.
ARCADIA MACHINE AND TOOL
AREMAC ASSOCIATES
AREMAC HEAT TREATING,INC.
ARTHUR B. SCHULTZ AND JOSEPH POLTORAK
ARTISTIC POLISHING AND PLATING
ASHLAND CHEMICAL COMPANY
ASSOCIATED ASPHALT PAVING MATERIALS
ASTRO SEAL, INC.
ASTRO SEAL, INC.
ASTRONAUTIC ENAMELERS
AZUSA LAND RECLAMATION
AZUSA ROCK INC.
B&B RED-I-MIX-CONCRETE INC.
B.W. BIXLER & PRISCILLA M. BIXLER
BALL-ICON, BALL GLASS DIV.
BDP CO.
BDP CO.
BDP CO.
BECKER MFG. CO. INC.
BECKER MFG. CO., INC.
BENCHMARK HOLDING GROUP
BENCHMARK TECHNOLOGY
BESTEEL
BIRTCHER
BIRTCHER DEVELOPMENT-CITY OF IND. REDEVELOPMENT
BRENT FAMILY TRUST
BROWN JORDEN CO.
C&H DISTRIBUTING
CAL MAT CO.
CAL MOLD, INC
CALGON VESTAL LABORATORIES
CALIFORNIA HYDROFORMING CO., INC.
CALIFORNIA HYDROFORMING CO., INC.
CALIFORNIA STEEL AND TUBE
CALIFORNIA STEEL AND TUBE
CALTRANS

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Click this hyperlink while viewing on your computer to access
254 additional PRP: record(s) in the EDR Site Report.

B4
WSW
< 1/8
0.012 mi.
65 ft.

TOSCO/UNOCAL #30941 **UST** **U004049416**
948 S AZUSA AVE **N/A**
ROWLAND HEIGHTS, CA 91748

Site 1 of 6 in cluster B

Relative:
Lower

Actual:
381 ft.

UST:
Facility ID: 24764
Latitude: 34.005502
Longitude: -117.928487
Permitting Agency LOS ANGELES COUNTY

B5
WSW
< 1/8
0.012 mi.
65 ft.

TONYS 76 SVC **RCRA-SQG** **1000594843**
948 S AZUSA **CAD983587270**
INDUSTRY, CA 91748

Site 2 of 6 in cluster B

Relative:
Lower

Actual:
381 ft.

RCRA-SQG:
Date form received by agency: 07/03/1991
Facility name: TONYS 76 SVC
Facility address: 948 S AZUSA
INDUSTRY, CA 91748
EPA ID: CAD983587270
Mailing address: S AZUSA
INDUSTRY, CA 91748
Contact: MAURO ANTENUCCI
Contact address: 948 S AZUSA
INDUSTRY, CA 91748
Contact country: US
Contact telephone: (818) 965-1415
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: UNOCAL SO NIV OFFICE
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

TONYS 76 SVC (Continued) **1000594843**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

B6 **TOSCO - 76 STATION #5621** **LUST** **S105693771**
WSW **948 AZUSA AVE S** **N/A**
< 1/8 **INDUSTRY, CA 91744**
0.014 mi.
75 ft. **Site 3 of 6 in cluster B**

Relative:
Lower

Actual:
381 ft.

LUST:
Region: STATE
Global Id: T0603703739
Latitude: 34.004366
Longitude: -117.9299475
Case Type: LUST Cleanup Site
Status: Open - Eligible for Closure
Status Date: 07/01/2013
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JFL
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-11103
LOC Case Number: Not reported
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603703739
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703739
Contact Type: Regional Board Caseworker
Contact Name: JOE F. LUERA
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jluera@waterboards.ca.gov
Phone Number: Not reported

Status History:

Global Id: T0603703739
Status: Open - Verification Monitoring
Status Date: 02/28/1990

Global Id: T0603703739
Status: Open - Site Assessment
Status Date: 06/13/1991

Global Id: T0603703739
Status: Open - Case Begin Date
Status Date: 05/12/1988

Global Id: T0603703739
Status: Open - Eligible for Closure
Status Date: 07/01/2013

Global Id: T0603703739
Status: Open - Remediation
Status Date: 01/18/2000

Global Id: T0603703739
Status: Open - Remediation
Status Date: 10/12/2000

Global Id: T0603703739
Status: Open - Remediation
Status Date: 07/14/2003

Global Id: T0603703739
Status: Open - Remediation
Status Date: 10/06/2003

Global Id: T0603703739
Status: Open - Remediation
Status Date: 03/06/2006

Global Id: T0603703739
Status: Open - Remediation
Status Date: 08/30/2007

Global Id: T0603703739
Status: Open - Site Assessment

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Status Date: 05/12/1988

Global Id: T0603703739
Status: Open - Site Assessment
Status Date: 10/18/1990

Regulatory Activities:
Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2003
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2012
Action: Remedial Progress Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/06/2004
Action: Soil and Water Investigation Report

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2012
Action: Remedial Progress Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Date: 01/31/2007
Action: Soil and Water Investigation Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 10/06/2003
Action: Staff Letter

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 03/15/2001
Action: 13267 Requirement

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 04/15/2014
Action: Notification - Preclosure

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 04/29/2003
Action: Staff Letter

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 05/31/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: Other

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/20/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 03/03/2008
Action: Unknown

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Global Id: T0603703739
Action Type: RESPONSE
Date: 03/18/2010
Action: Soil and Water Investigation Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2011
Action: Remedial Progress Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-11103
Status: Remedial action (cleanup) Underway

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703739	
W Global ID:	Not reported	
Staff:	HSP	
Local Agency:	19000	
Cross Street:	RAILROAD ST	
Enforcement Type:	SEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/28/1990
Date Leak Record Entered:	3/5/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6264.4336747589910731228371318
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		10/18/1990
Preliminary Site Assessment Began:		5/12/1988
Pollution Characterization Began:		6/13/1991
Remediation Plan Submitted:		7/14/2003
Remedial Action Underway:		10/6/2003
Post Remedial Action Monitoring Began:		2/28/1990
Enforcement Action Date:		3/13/2001
Historical Max MTBE Date:		4/20/2002
Hist Max MTBE Conc in Groundwater:		550000
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LIZ SEWELL	
RP Address:	3525 HYLAND AVE.	
Program:	LUST	
Lat/Long:	34.004366 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	7/14/00 2ND QTR GW MON RPT 2000; 8/17/00 INTERIM REMEDIAL REPORT; 10/13/00 3RD QTR GW MON RPT 2000; 1/16/01 4TH QTR GW MON RPT 2000; 3/31/01 1ST QTR GW MON RPT 2001	

B7 WSW < 1/8 0.014 mi. 75 ft. | **76 PRODUCTS STATION #5621**
948 AZUSA
INDUSTRY, CA 91744
Site 4 of 6 in cluster B | **HIST CORTESE** | **S101296368**
N/A

Relative: Lower
Actual: 381 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-11103

B8 West < 1/8 0.016 mi. 87 ft. | **TOSCO 30941**
948 AZUSA AVE
CITY OF INDUSTRY, CA 91748
Site 5 of 6 in cluster B | **RCRA-LQG** | **1007200300**
CAL000135708

Relative: Lower
Actual: 380 ft.

RCRA-LQG:

Date form received by agency:	02/20/2002
Facility name:	TOSCO 30941
Facility address:	948 AZUSA AVE CITY OF INDUSTRY, CA 91748
EPA ID:	CAL000135708
Mailing address:	PO BOX 52085 PHOENIX, AZ 85072
Contact:	STEVE BOYD
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(714) 428-6572
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

TOSCO 30941 (Continued) **1007200300**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

B9 WSW < 1/8 0.016 mi. 87 ft. | **CARRIER CORPORATION** | **RCRA-SQG** | **1000107995**
935 S. AZUSA AVE. | **CA FID UST** | **CAD066702689**
CITY OF INDUSTRY, CA 91748 | **HIST UST**
SWEEPS UST
Site 6 of 6 in cluster B | **Notify 65**

Relative: Lower

Actual: 381 ft.

RCRA-SQG:
Date form received by agency: 02/28/2002
Facility name: CARRIER CORPORATION
Facility address: 935 S. AZUSA AVE.
CITY OF INDUSTRY, CA 91748
EPA ID: CAD066702689
Mailing address: 17770 CARTWRIGHT ROAD
SUITE 500
IRVINE, CA 92614
Contact: SCOTT E PARSONS
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (949) 253-2958
Telephone ext.: 5816
Contact email: SPARSONS@GEOTRANSINC.COM
EPA Region: 09
Land type: Private
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/28/2002
Site name: CARRIER CORPORATION

CARRIER CORPORATION (Continued) **1000107995**

Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: BDP CO./DIV. OF CARRIER CORPORATION
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: BDP CO DIV OF CARRIER CORP
Classification: Large Quantity Generator

Date form received by agency: 02/21/1996
Site name: BDP CO./DIV. OF CARRIER CORP.
Classification: Large Quantity Generator

Date form received by agency: 03/28/1994
Site name: BDP CO., DIV OF CARRIER CORP
Classification: Large Quantity Generator

Date form received by agency: 02/26/1992
Site name: BDP CO/DIV OF CARRIER CORP
Classification: Large Quantity Generator

Date form received by agency: 04/12/1990
Site name: BDP CO. DIV. OF CARRIER CORP.
Classification: Large Quantity Generator

Date form received by agency: 08/18/1980
Site name: BDP CO DIV OF CARRIER CORP
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/06/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/05/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 02/23/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 02/09/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

CARRIER CORPORATION (Continued) **1000107995**

CA FID UST:

Facility ID:	19000764
Regulated By:	UTNKA
Regulated ID:	00020482
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8180000000
Mail To:	Not reported
Mailing Address:	BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INDUSTRY
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST UST:

Region:	STATE
Facility ID:	00000050560
Facility Type:	Other
Other Type:	MANUFACTURING
Total Tanks:	0002
Contact Name:	MR. P. THOMPSON, PLANT MANAGER
Telephone:	8189641211
Owner Name:	CARRIER CORPORATION
Owner Address:	CARRIER PARKWAY, P.O. BOX 4808
Owner City,St,Zip:	SYRACUSE, NY 13221

Tank Num:	001
Container Num:	1
Year Installed:	1956
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	6 inches
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	1956
Tank Capacity:	00015000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	6 inches
Leak Detection:	None

SWEEPS UST:

Status:	Active
Comp Number:	3836
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported

CARRIER CORPORATION (Continued) **1000107995**

Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

Notify 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 91748-1032

C10 South < 1/8 0.025 mi. 133 ft. | **SOMITEX PRINTS OF CA, INC** | **RCRA-SQG** | **1000264549**
17355 RAILROAD ST | **LA Co. Site Mitigation** | **CAD072304942**
CITY OF INDUSTRY, CA 91748 | **EMI**

Site 1 of 7 in cluster C

Relative: Higher

Actual: 393 ft.

RCRA-SQG:
Date form received by agency: 03/19/1986
Facility name: SOMITEX PRINTS OF CA, INC
Facility address: 17355 RAILROAD ST
CITY OF INDUSTRY, CA 91748
EPA ID: CAD072304942
Contact: ENVIRONMENTAL MANAGER
Contact address: 17355 RAILROAD ST
CITY OF INDUSTRY, CA 91748
Contact country: US
Contact telephone: (818) 965-8411
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SOMITEX PRINTS OF CA, INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LA Co. Site Mitigation:
Facility ID: FA0021464
Site ID: SD0011255
Jurisdiction: County
Case ID: RO0011255
Abated: Yes
Assigned To: Not reported
Entered Date: 05/11/2004

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9114
Air District Name: SC
SIC Code: 2396
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 46
Reactive Organic Gases Tons/Yr: 46
Carbon Monoxide Emissions Tons/Yr: 1
NOX - Oxides of Nitrogen Tons/Yr: 4
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2262
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2262
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Facility ID:	9114
Air District Name:	SC
SIC Code:	2262
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.274591
Reactive Organic Gases Tons/Yr:	1.89
Carbon Monoxide Emissions Tons/Yr:	1.42457
NOX - Oxides of Nitrogen Tons/Yr:	1.3511
SOX - Oxides of Sulphur Tons/Yr:	0.014083
Particulate Matter Tons/Yr:	0.15824
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.16

C11 **SOMITEX PRINTS OF CALIFORNIA** **ENVIROSTOR** **S102063619**
South **17355 RAILROAD STREET** **N/A**
< 1/8 **CITY OF INDUSTRY, CA 91748**
0.025 mi.
133 ft. **Site 2 of 7 in cluster C**

Relative:
Higher

Actual:
393 ft.

ENVIROSTOR:

Facility ID:	71002558
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00318
Longitude:	-117.9262
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD072304942
Alias Type:	EPA Identification Number
Alias Name:	110002420461
Alias Type:	EPA (FRS #)
Alias Name:	71002558
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported

SOMITEX PRINTS OF CALIFORNIA (Continued) **S102063619**

Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

C12
South
< 1/8
0.025 mi.
133 ft.

SOMITEX PRINTS OF CALIFORNIA **WIP** **S102063620**
17355 RAILROAD ST **WDS** **N/A**
CITY OF INDUSTRY, CA 91746

Site 3 of 7 in cluster C

Relative:
Higher

Actual:
393 ft.

WIP:

Region:	4
File Number:	105.0257
File Status:	**Historical**
Staff:	JCL
Facility Suite:	Not reported

CA WDS:

Facility ID:	4 19I009950
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Bill Kongsli
Agency Name:	SOMITEX PRINTS OF CALIFORNIA
Agency Address:	17355 Railroad St.
Agency City,St,Zip:	City of Industry 91746
Agency Contact:	Bill Kongsli
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0

SOMITEX PRINTS OF CALIFORNIA (Continued) **S102063620**

Baseline Flow: 0
Reclamation: Not reported
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

D13 **WEB MASTERS, INC.** **WIP** **S106764828**
SSW **17300 RAILROAD ST** **N/A**
< 1/8 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.044 mi.
231 ft. **Site 1 of 2 in cluster D**

Relative:
Higher

Actual:
389 ft.

WIP:
Region: 4
File Number: 105.0083
File Status: **Historical**
Staff: DKOO
Facility Suite: Not reported

D14 **WEB MASTERS INCORPORATED** **RCRA-SQG** **1000123733**
SSW **17300 RAILROAD ST** **FINDS** **CAD982522211**
< 1/8 **INDUSTRY, CA 91748**
0.044 mi.
231 ft. **Site 2 of 2 in cluster D**

Relative:
Higher

Actual:
389 ft.

RCRA-SQG:
Date form received by agency: 04/05/1989
Facility name: WEB MASTERS INCORPORATED
Facility address: 17300 RAILROAD ST
INDUSTRY, CA 91748
EPA ID: CAD982522211
Mailing address: RAILROAD ST
INDUSTRY, CA 91748
Contact: ENVIRONMENTAL MANAGER
Contact address: 17300 RAILROAD ST
INDUSTRY, CA 91748
Contact country: US
Contact telephone: (818) 965-4644
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

WEB MASTERS INCORPORATED (Continued) **1000123733**

Owner/Operator Summary:

Owner/operator name:	AURELIANO GARAUITO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110055795723

Environmental Interest/Information System
Registry ID: 110002841113

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

15 SW < 1/8 0.050 mi. 262 ft. | **ENGINEERING MODEL ASSOCIATES** | **WIP** | **S106764835** | **N/A**
1020 S WALLACE PL
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Relative: Higher

Actual: 386 ft.

WIP:

Region:	4
File Number:	105.0092
File Status:	**Historical**
Staff:	JCL
Facility Suite:	Not reported

E16 WSW < 1/8 0.058 mi. 308 ft. | **CARRIER TRANSICOLD OF SOUTHERN CA** | **RCRA-SQG** | **1000818649** | **CAD983645540**
1015 S AZUSA AVE
CITY OF INDUSTRY, CA 91748

Site 1 of 2 in cluster E

Relative: Higher

Actual: 383 ft.

RCRA-SQG:

Date form received by agency:	09/09/1998
Facility name:	CARRIER TRANSICOLD OF SOUTHERN CA
Facility address:	1015 S AZUSA AVE CITY OF INDUSTRY, CA 91748
EPA ID:	CAD983645540
Contact:	MICHAEL SHULER
Contact address:	1015 S AZUSA AVE CITY OF INDUSTRY, CA 91748
Contact country:	US
Contact telephone:	(626) 913-4331
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CARRIER TRANSICOLD OF S CA
Owner/operator address:	1015 S AZUSA AVE CITY OF INDUSTRY, CA 91748
Owner/operator country:	Not reported
Owner/operator telephone:	(626) 913-4331
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

CARRIER TRANSICOLD OF SOUTHERN CA (Continued) **1000818649**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Violation Status: No violations found

E17 **AST** **A100344358**
WSW **1015 S AZUSA AVE** **N/A**
< 1/8 **INDUSTRY, CA 91748**
0.058 mi.
308 ft. **Site 2 of 2 in cluster E**

Relative:
Higher

Actual:
383 ft.

AST:

Owner:	CARRIER TRANSICOLD
Total Gallons:	3701
Certified Unified Program Agencies:	Los Angeles County

F18 **G.S. BATTERY, INC.** **WIP** **S106764842**
NNW **17253 CHESTNUT ST** **N/A**
< 1/8 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.067 mi.
356 ft. **Site 1 of 4 in cluster F**

Relative:
Lower

Actual:
374 ft.

WIP:

Region:	4
File Number:	105.0104
File Status:	**Historical**
Staff:	DKOO
Facility Suite:	Not reported

F19
NNW
< 1/8
0.068 mi.
357 ft.

M.G. ENGINEERING CO.
17251 CHESTNUT ST
CITY OF INDUSTRY (CORPORATE NA, CA 91748

WIP **S106764883**
N/A

Site 2 of 4 in cluster F

Relative:
Lower

Actual:
375 ft.

WIP:

Region:	4
File Number:	105.0162
File Status:	**Historical**
Staff:	DKOO
Facility Suite:	Not reported

F20
NNW
< 1/8
0.068 mi.
357 ft.

MG ENGINEERING
17251 CHESTNUT ST.
CITY OF INDUSTRY, CA 91748

RCRA-LQG **1008194472**
CAL000043537

Site 3 of 4 in cluster F

Relative:
Lower

Actual:
375 ft.

RCRA-LQG:

Date form received by agency:	02/27/2008
Facility name:	MG ENGINEERING
Facility address:	17251 CHESTNUT ST. CITY OF INDUSTRY, CA 91748
EPA ID:	CAL000043537
Contact:	RANDALL L KREPS
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(626) 913-1562
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	RICHARD KREPS
Owner/operator address:	17251 CHESTNUT ST INDUSTRY, CA 91748
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/1965
Owner/Op end date:	Not reported
Owner/operator name:	MG ENGINEERING
Owner/operator address:	Not reported

MG ENGINEERING (Continued) **1008194472**

	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/22/1990
Owner/Op end date:	Not reported

Owner/operator name:	RICHARD KREPS
Owner/operator address:	17251 CHESTNUT ST
	CITY OF INDUSTRY, CA 91748
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/1965
Owner/Op end date:	Not reported

Owner/operator name:	RANDALL KREPS
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	07/01/1985
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	02/24/2004
Site name:	MG ENGINEERING
Classification:	Large Quantity Generator

Date form received by agency:	02/24/2004
Site name:	MG ENGINEERING
Classification:	Small Quantity Generator

Hazardous Waste Summary:

Waste code:	D007

MG ENGINEERING (Continued) **1008194472**

Waste name: CHROMIUM

Waste code: D007
Waste name: CHROMIUM

Violation Status: No violations found

F21
NNW
< 1/8
0.068 mi.
357 ft.

17251 CHESTNUT ST
ROWLAND HEIGHTS, CA 91748

Site 4 of 4 in cluster F

EDR US Hist Auto Stat **1015270235**
N/A

Relative:
Lower

Actual:
375 ft.

EDR Historical Auto Stations:

Name: M G ENGINEERING
Year: 2005
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2006
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2007
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2008
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2009
Address: 17251 CHESTNUT ST

C22
South
< 1/8
0.069 mi.
364 ft.

ROD'S FOOD PRODUCTS, INC.
17380 RAILROAD ST
CITY OF INDUSTRY (CORPORATE NA, CA 91749

Site 4 of 7 in cluster C

NPDES **1000137907**
HIST UST **N/A**
WIP

Relative:
Higher

Actual:
395 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	293159
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I019630
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/06/2005
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Bay Valley Foods LLC
Discharge Address:	17380 Railroad St

ROD'S FOOD PRODUCTS, INC. (Continued) **1000137907**

Discharge City: City Of Industry
Discharge State: California
Discharge Zip: 91748

HIST UST:
Region: STATE
Facility ID: 00000003969
Facility Type: Other
Other Type: FOOD PROCESSOR
Total Tanks: 0004
Contact Name: JIM HILLER
Telephone: 8189121671
Owner Name: MERICO, INC.
Owner Address: 1820 N. JOSEY LANE
Owner City,St,Zip: CARROLLTON, TX 75006

Tank Num: 001
Container Num: 4
Year Installed: 1978
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1977
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 1
Year Installed: 1977
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 3
Year Installed: 1978
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

WIP:
Region: 4
File Number: 105.0205
File Status: Historical

ROD'S FOOD PRODUCTS, INC. (Continued) **1000137907**

Staff: UNIDENTIFIED
Facility Suite: Not reported

Region: 4
File Number: 105.0240
File Status: Historical
Staff: RWANG
Facility Suite: Not reported

C23 South < 1/8 0.069 mi. 364 ft. **RODS FOOD PRODUCTS** **UST** **U004049075**
17380 RAILROAD ST **N/A**
ROWLAND HEIGHTS, CA 91748

Site 5 of 7 in cluster C

Relative: Higher

Actual: 395 ft.

UST:
Facility ID: 12339
Latitude: 34.002692
Longitude: -117.925302
Permitting Agency LOS ANGELES COUNTY

C24 South < 1/8 0.069 mi. 364 ft. **BAY VALLEY FOODS LLC** **RCRA-SQG** **1000594069**
17380 RAILROAD STREET **HIST CORTESE** **CAD983576950**
CITY OF INDUSTRY, CA 91748 **LUST**
CA FID UST
Site 6 of 7 in cluster C **SWEEPS UST**
LOS ANGELES CO. HMS
EMI

Relative: Higher

Actual: 395 ft.

RCRA-SQG:
Date form received by agency: 07/13/2005
Facility name: BAY VALLEY FOODS LLC
Facility address: 17380 RAILROAD STREET
CITY OF INDUSTRY, CA 91748
EPA ID: CAD983576950
Contact: ARTHUR THOMAS
Contact address: 17380 RAILROAD STREET
CITY OF INDUSTRY, CA 91748
Contact country: US
Contact telephone: 626-912-1671
Telephone ext.: 215
Contact email: ATHOMAS@BAYVALLEYFOODS.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TREEHOUSE FOODS INC
Owner/operator address: PO BOX 19057
GREEN BAY, WI 54307
Owner/operator country: US
Owner/operator telephone: Not reported

BAY VALLEY FOODS LLC (Continued) **1000594069**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/27/2005
Owner/Op end date: Not reported

Owner/operator name: BAY VALLEY FOODS LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/27/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/18/1991
Site name: RODS FOODS PRODUCTS INC
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

BAY VALLEY FOODS LLC (Continued) **1000594069**

Violation Status: No violations found

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 917490016

LUST:
Region: STATE
Global Id: T0603702635
Latitude: 34.001343
Longitude: -117.926623
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/16/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: 917490016
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603702635
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603702635
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:
Global Id: T0603702635
Status: Open - Verification Monitoring
Status Date: 04/17/1995

Global Id: T0603702635
Status: Completed - Case Closed
Status Date: 05/16/1996

Global Id: T0603702635

BAY VALLEY FOODS LLC (Continued) **1000594069**

Status:	Open - Case Begin Date
Status Date:	08/15/1989
Global Id:	T0603702635
Status:	Open - Site Assessment
Status Date:	08/15/1989

Regulatory Activities:

Global Id:	T0603702635
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	917490016
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Excavate and Dispose
Global ID:	T0603702635
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19000
Cross Street:	Not reported
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	8/21/1989
Date Leak Record Entered:	8/29/1989
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	5/16/1996
Date the Case was Closed:	5/16/1996
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	7879.282263490329884507917995 7
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	8/15/1989
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	4/17/1995
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported

BAY VALLEY FOODS LLC (Continued) **1000594069**

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: ROD'S FOODS PRODUCTS
RP Address: 17380 RAILROAD ST, INDUSTRY, CA 91749
Program: LUST
Lat/Long: 34.0015001 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: LTR FROM LACDPW 1-23-95 RWQCB LEAD AGENCY.

CA FID UST:
Facility ID: 19002111
Regulated By: UTNKA
Regulated ID: 00003969
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 17380 RAILROAD ST
Mailing Address 2: Not reported
Mailing City,St,Zip: INDUSTRY
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 12339
Number: 9
Board Of Equalization: 44-009687
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012339-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 2

Status: Active

BAY VALLEY FOODS LLC (Continued) **1000594069**

Comp Number:	12339
Number:	9
Board Of Equalization:	44-009687
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012339-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	012220-012339
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	00004104T
Permit Status:	Removed

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1

BAY VALLEY FOODS LLC (Continued) **1000594069**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19

BAY VALLEY FOODS LLC (Continued) **1000594069**

Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

C25 South < 1/8 0.069 mi. 364 ft. | **RODS FOOD PRODUCTS**
17380 E RAILROAD ST
INDUSTRY, CA 91748 | **LUST** | **S111711419**
N/A

Site 7 of 7 in cluster C

Relative: Higher

Actual: 395 ft.

LUST:

Region:	STATE
Global Id:	T10000000557
Latitude:	34.0013054028502
Longitude:	-117.926398506482
Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	06/05/2014
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000000557
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T10000000557
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T10000000557
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T10000000557
Status:	Open - Eligible for Closure
Status Date:	11/19/2013

RODS FOOD PRODUCTS (Continued) **S111711419**

Global Id: T10000000557
Status: Open - Case Begin Date
Status Date: 05/05/2008

Global Id: T10000000557
Status: Open - Eligible for Closure
Status Date: 06/05/2014

Global Id: T10000000557
Status: Open - Site Assessment
Status Date: 05/05/2008

Regulatory Activities:
Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 03/05/2014
Action: Notification - Public Notice of Case Closure

Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 06/04/2014
Action: State Water Board Closure Order

Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 08/19/2008
Action: Staff Letter

Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 05/16/1996
Action: Closure/No Further Action Letter

Global Id: T10000000557
Action Type: RESPONSE
Date: 06/30/2008
Action: Preliminary Site Assessment Workplan

Global Id: T10000000557
Action Type: RESPONSE
Date: 12/03/2008
Action: Preliminary Site Assessment Report

G26 **HALBERT BROS INC** **UST** **U003776791**
ENE **17400 E CHESTNUT ST** **SWEEPS UST** **N/A**
< 1/8 **INDUSTRY, CA 91478** **LOS ANGELES CO. HMS**
0.073 mi.
388 ft. **Site 1 of 3 in cluster G**

Relative:
Lower

Actual:
366 ft.

UST:
Facility ID: 10805
Latitude: 34.00684
Longitude: -117.923354
Permitting Agency LOS ANGELES COUNTY

HALBERT BROS INC (Continued) **U003776791**

SWEEPS UST:

Status:	Active
Comp Number:	10805
Number:	9
Board Of Equalization:	44-009026
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010805-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	2

Status:	Active
Comp Number:	10805
Number:	9
Board Of Equalization:	44-009026
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010805-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	010839-010805
Facility Type:	T0
Facility Status:	Permit
Area:	6H
Permit Number:	00005201T
Permit Status:	Permit

G27 **L.A. WATER TREATMENT CORP.** **WIP** **S107257137**
ENE **17400 E CHESTNUT ST** **N/A**
< 1/8 **CITY OF INDUSTRY (CORPORATE NA, CA 91749**
0.073 mi.
388 ft. **Site 2 of 3 in cluster G**

Relative:
Lower

Actual:
366 ft.

WIP:

Region:	4
File Number:	105.0149
File Status:	**Historical**
Staff:	RWANG
Facility Suite:	Not reported

G28 ENE < 1/8 0.073 mi. 388 ft. | **CHROMALLOY AMERICAN CORPORATIO**
17400 CHESTNUT ST
CITY OF INDUSTRY, CA 91749

Site 3 of 3 in cluster G

NPDES **U001569800**
HIST UST **N/A**
WIP
EMI
WDS

Relative: Lower

Actual: 366 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189241
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I003793
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/03/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Halbert Brothers Inc
Discharge Address:	17400 Chestnut St
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91748

HIST UST:

Region:	STATE
Facility ID:	00000041199
Facility Type:	Other
Other Type:	MANUFACTURING
Total Tanks:	0003
Contact Name:	TIM EVANS, CORPORATE DEVELOPME
Telephone:	3147269200
Owner Name:	CHROMALLOY AMERICAN CORPORATIO
Owner Address:	120 S. CENTRAL AVENUE
Owner City,St,Zip:	ST. LOUIS, MO 63105
Tank Num:	001
Container Num:	#1 REG.
Year Installed:	1979
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#2-UNLEADE
Year Installed:	1979
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	#3

CHROMALLOY AMERICAN CORPORATIO (Continued) **U001569800**

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: Not reported
Type of Fuel: Not reported
Tank Construction: 6 inches
Leak Detection: Visual

WIP:
Region: 4
File Number: 105.0117
File Status: Historical
Staff: RWANG
Facility Suite: Not reported

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9145
Air District Name: SC
SIC Code: 3443
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 8
Reactive Organic Gases Tons/Yr: 7
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 1
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 9145
Air District Name: SC
SIC Code: 3589
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 1
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

CA WDS:
Facility ID: 4 19I003793
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water

CHROMALLOY AMERICAN CORPORATIO (Continued) **U001569800**

	pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	6269131800
Facility Contact:	JAMES R MILLER
Agency Name:	HALBERT BROTHERS INC.
Agency Address:	17400 Chestnut St.
Agency City,St,Zip:	City of Industry 917481013
Agency Contact:	JAMES R MILLER
Agency Telephone:	6269131800
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

29
ESE
< 1/8
0.103 mi.
546 ft.

NORTHRUP ARCHITECTURAL SYSTEMS (H.H. ROBERTS) **ENVIROSTOR** **S110653095**
999 S. HUTCHER AVE. **N/A**
CITY OF INDUSTRY, CA 91749

Relative:
Higher

Actual:
386 ft.

ENVIROSTOR:

Facility ID:	60001346
Status:	Inactive - Action Required
Status Date:	09/09/2013
Site Code:	300351
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	0
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Maria Fabella

NORTHRUP ARCHITECTURAL SYSTEMS (H.H. ROBERTS) (Continued) **S110653095**

Supervisor: Philip Chandler
Division Branch: Cleanup Chatsworth
Assembly: 58
Senate: Not reported
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008246047
Alias Type: EPA Identification Number
Alias Name: 300351
Alias Type: Project Code (Site Code)
Alias Name: 60001346
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 60001345
Status: Inactive - Action Required
Status Date: 02/24/2014
Site Code: Not reported
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: HWMP
Lead Agency: HWMP
Program Manager: Maria Fabella
Supervisor: Philip Chandler
Division Branch: Cleanup Chatsworth
Assembly: 58
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant

NORTHRUP ARCHITECTURAL SYSTEMS (H.H. ROBERTS) (Continued) **S110653095**

Latitude:	34.00445
Longitude:	-117.9236
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	60001345
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

H30
North
< 1/8
0.114 mi.
601 ft.

17321 VALLEY BLVD
LA PUENTE, CA 91744

Site 1 of 3 in cluster H

EDR US Hist Auto Stat **1015271118**
N/A

Relative:
Higher

Actual:
382 ft.

EDR Historical Auto Stations:

Name:	APPYS DISCOUNT AUTO PARTS & SUPPLY
Year:	1999
Address:	17321 VALLEY BLVD

H31
North
< 1/8
0.123 mi.
649 ft.

AM RECYCLING
17305 VALLEY BLVD
LA PUENTE, CA 91744

Site 2 of 3 in cluster H

SWRCY **S110770375**
N/A

Relative:
Lower

Actual:
381 ft.

SWRCY:

Reg Id:	136955
Cert Id:	RC136955.001
Mailing Address:	5935 3rd Ave
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90043
Website:	Not reported
Phone Number:	(323) 896-4192
Grand Father:	N
Rural:	N
Operation Begin Date:	01/10/2011
Aluminium:	Y

AM RECYCLING (Continued) **S110770375**

Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 5:00 pm
Tuesday Hours Of Operation:	8:00 am - 5:00 pm
Wednesday Hours Of Operation:	8:00 am - 5:00 pm
Thursday Hours Of Operation:	8:00 am - 5:00 pm
Friday Hours Of Operation:	8:00 am - 5:00 pm
Saturday Hours Of Operation:	8:00 am - 5:00 pm
Sunday Hours Of Operation:	8:00 am - 5:00 pm
Cert Status:	Operational
Organization ID:	18598
Organization Name:	AM Recycling
Agency Reg ID:	N/A
Operation End Date:	Not reported

I32 **B. D. P. - CARRIER CORPORATION** **LUST** **S102424870**
WNW **855 ANAHEIM-PUENTE RD** **SLIC** **N/A**
1/8-1/4 **INDUSTRY, CA 91746**
0.131 mi.
693 ft. **Site 1 of 4 in cluster I**

Relative:
Lower

Actual:
375 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	105.0036	
Status:	Pollution Characterization	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	1841700	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700149	
W Global ID:	Not reported	
Staff:	wip	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		4/29/1985
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/31/1989
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #917460061	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6232.5169224742072682218524931
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported

B. D. P. - CARRIER CORPORATION (Continued) **S102424870**

Pollution Characterization Began:	6/30/2002
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLANK RP
RP Address:	Not reported
Program:	LUST
Lat/Long:	34.0051469 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CASE BEING HANDLED BY SURFACE WATER OR TOXICS DIV. WIP CASE 105.0036 REMEDIATION IN PROGRESS

SLIC:

Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	05/22/2009
Global Id:	T0603700149
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0053029092262
Longitude:	-117.932395935059
Case Type:	Cleanup Program Site
Case Worker:	BA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	105.0036
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Assessment began when a vapor degreaser was discovered to be leaking in 1985. The extent of PCE and TCE in soil and groundwater have been delineated. Groundwater remediation began in 1986 and continues using groundwater extraction with air stripping.

Click here to access the California GeoTracker records for this facility:

H33 North 1/8-1/4 0.131 mi. 694 ft. | **MINI STORAGE DRUMS**
17295 E. VALLEY BLVD
LA PUENTE, CA

Site 3 of 3 in cluster H | **CERCLIS** | **1010417126**
CAN000908561

Relative: Lower

Actual: 381 ft.

CERCLIS:

Site ID:	0908561
EPA ID:	CAN000908561
Facility County:	LOS ANGELES
Short Name:	MINI STORAGE DRUMS
Congressional District:	Not reported
IFMS ID:	Not reported
SMSA Number:	Not reported
USGC Hydro Unit:	Not reported
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	Not reported
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	R
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)
Non NPL Status Date:	11/26/07
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Contact Name(s):

Contact ID:	9270721.00000
Contact Name:	Robert Wise
Contact Tel:	(562) 499-6312
Contact Title:	On-Scene Coordinator (OSC)
Contact Email:	Not reported
Contact ID:	13003854.00000
Contact Name:	Leslie Ramirez
Contact Tel:	(415) 972-3978
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003858.00000
Contact Name:	Sharon Murray
Contact Tel:	(415) 972-4250
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13004003.00000

MINI STORAGE DRUMS (Continued) **1010417126**

Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: The site is located at Extra-Space Storage, a mini-storage located at 17295 E. Valley Blvd., La Puente, Los Angeles Co., CA. The abandoned waste is located in a 20'box truck parked on the storage lot property.

CERCLIS Assessment History:

Action Code: 001
Action: NON-NATIONAL PRIORITIES LIST POTENTIALLY RESPONSIBLE PARTY SEARCH
Date Started: 11/26/07
Date Completed: 11/26/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA In-House
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY EMERGENCY REMOVAL
Date Started: 11/26/07
Date Completed: 12/05/07
Priority Level: Cleaned up
Operable Unit: SITEWIDE
Primary Responsibility: PRP Response Under State
Planning Status: Not reported
Urgency Indicator: Emergency
Action Anomaly: Not reported

I34 **BDP COMPANY.** **HIST UST** **U001569798**
WNW **855 ANAHEIM PUENTE RD** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91749**
0.132 mi.
699 ft. **Site 2 of 4 in cluster I**

Relative:
Lower

Actual:
375 ft.

HIST UST:
Region: STATE
Facility ID: 00000020482
Facility Type: Other
Other Type: MANUFACTURING
Total Tanks: 0002
Contact Name: MR. P. THOMPSON
Telephone: 8189641211
Owner Name: CARRIER CORPORATION
Owner Address: CARRIER PARKWAY, P.O. BOX 4848
Owner City,St,Zip: SYRACUSE, NY 13221

Tank Num: 001
Container Num: #1
Year Installed: 1964
Tank Capacity: 00001000

BDP COMPANY. (Continued) **U001569798**

Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 3259
Year Installed: 1969
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

I35 **BDP CO.** **WIP** **S103959256**
WNW **855 ANAHEIM-PUENTE ROAD** **ENF** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91745** **ENVIROSTOR**
0.132 mi.
699 ft. **Site 3 of 4 in cluster I**

Relative:
Lower

Actual:
375 ft.

WIP:
Region: 4
File Number: 105.0036
File Status: **Historical**
Staff: ACASTANE
Facility Suite: Not reported

ENF:
Region: 4
Facility Id: 208961
Agency Name: BDP CO.
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: Not reported
Place Longitude: Not reported
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported
NAICS Code 2: Not reported
NAICS Desc 2: Not reported
NAICS Code 3: Not reported
NAICS Desc 3: Not reported
Of Places: 1
Source Of Facility: Reg Meas
Design Flow: Not reported
Threat To Water Quality: Not reported
Complexity: Not reported
Pretreatment: Not reported
Facility Waste Type: Not reported

BDP CO. (Continued) **S103959256**

Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WIP
Program Category1:	MONITORING
Program Category2:	MONITORING
# Of Programs:	1
WDID:	4WIP1050036
Reg Measure Id:	153547
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	226000
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	09/01/2005
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	09/01/2005
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1050036
Description:	Not reported
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

BDP CO. (Continued) **S103959256**

ENVIROSTOR:

Facility ID:	71002533
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.01973
Longitude:	-117.9586
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD066702689
Alias Type:	EPA Identification Number
Alias Name:	71002533
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

J36 SSE 1/8-1/4 0.134 mi. 706 ft. | **CAL MOLD, INC** | **WIP** | **S104578068** | **N/A**
17425 RAILROAD ST
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 1 of 5 in cluster J

Relative: Higher

Actual: 397 ft.

WIP:

Region:	4
File Number:	105.0052
File Status:	**Historical**
Staff:	RWANG
Facility Suite:	Not reported

J37 SSE 1/8-1/4 0.134 mi. 706 ft. | **AEROSPACE RIVET MFG CORP.** | **RCRA-SQG** | **1000886309**
17425 RAILROAD ST. | **FINDS** | **CA0000137869**
INDUSTRY, CA

Site 2 of 5 in cluster J

Relative: Higher

Actual: 397 ft.

RCRA-SQG:

Date form received by agency:	03/01/2002
Facility name:	AEROSPACE RIVET MFG CORP.
Facility address:	17425 RAILROAD ST. INDUSTRY, CA 91748
EPA ID:	CA0000137869
Contact:	ALLEN W MAXIN
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(626) 646-2158
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TRANS TECHNOLOGY CORP.
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported

Owner/operator name:	DON WATSON
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	05/01/2001
Owner/Op end date:	Not reported

AEROSPACE RIVET MFG CORP. (Continued) **1000886309**

Owner/operator name: AERO SPACE RIVET MFG CORP IN
Owner/operator address: 17425 RAILROAD ST
CITY OF INDUSTRY, CA 91748
Owner/operator country: Not reported
Owner/operator telephone: (626) 646-2150
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/01/2002
Site name: AEROSPACE RIVET MFG CORP.
Classification: Large Quantity Generator

Date form received by agency: 01/27/2000
Site name: AEROSPACE RIVET MFG CORP INC
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: F019
Waste name: WASTEWATER TREATMENT SLUDGES FROM THE CHEMICAL CONVERSION COATING OF ALUMINUM EXCEPT FROM ZIRCONIUM PHOSPHATING IN ALUMINUM CAN WASHING WHEN SUCH PHOSPHATING IS AN EXCLUSIVE CONVERSION COATING PROCESS.

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: D039
Waste name: TETRACHLOROETHYLENE

AEROSPACE RIVET MFG CORP. (Continued) **1000886309**

Waste code: F019
Waste name: WASTEWATER TREATMENT SLUDGES FROM THE CHEMICAL CONVERSION COATING OF ALUMINUM EXCEPT FROM ZIRCONIUM PHOSPHATING IN ALUMINUM CAN WASHING WHEN SUCH PHOSPHATING IS AN EXCLUSIVE CONVERSION COATING PROCESS.

Violation Status: No violations found

FINDS:

Registry ID: 110002614243

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

K38 **INGRAM PAPER COMPANY** **UST** **U003777285**
NNE **17411 VALLEY BLVD** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.134 mi.
708 ft. **Site 1 of 2 in cluster K**

Relative:
Higher

Actual:
382 ft.

UST:
Facility ID: 15982
Latitude: 34.011163
Longitude: -117.921624
Permitting Agency LOS ANGELES COUNTY

K39 **INGRAM PAPER** **CA FID UST** **S101585630**
NNE **17411 VALLEY BLVD** **SWEEPS UST** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91748**
0.134 mi.
708 ft. **Site 2 of 2 in cluster K**

Relative:
Higher

Actual:
382 ft.

CA FID UST:
Facility ID: 19026551
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 6541 WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CITY OF INDUSTRY 91748
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

INGRAM PAPER (Continued) **S101585630**

Status: Active

SWEEPS UST:

Status:	Active
Comp Number:	15982
Number:	1
Board Of Equalization:	Not reported
Referral Date:	12-14-90
Action Date:	12-14-90
Created Date:	12-14-90
Owner Tank Id:	1
SWRCB Tank Id:	19-000-015982-000001
Tank Status:	A
Capacity:	10000
Active Date:	12-14-90
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	1

L40 **WESTERN ARCHITECTURAL SYSTEMS** **NPDES** **U001569792**
SE **999 HATCHER AVE** **HIST UST** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91748** **WDS**
0.136 mi.
719 ft. **Site 1 of 5 in cluster L**

Relative:
Higher

Actual:
384 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	191396
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I017430
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	08/16/2002
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Grand Central Recycling
Discharge Address:	17445 Railroad St
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91748

HIST UST:

Region:	STATE
Facility ID:	00000041133
Facility Type:	Other
Other Type:	Not reported
Total Tanks:	0002
Contact Name:	MARK TENNISON
Telephone:	8189646511
Owner Name:	H.H. ROBERTSON COMPANY
Owner Address:	TWO GATEWAY CENTER

WESTERN ARCHITECTURAL SYSTEMS (Continued) **U001569792**

Owner City,St,Zip: PITTSBURGH, PA 15222

Tank Num: 001
Container Num: 1
Year Installed: 1965
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Sensor Instrument

CA WDS:
Facility ID: 4 19I017430
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 6268555538
Facility Contact: MIKE REIBLE
Agency Name: GRAND CENTRAL RECYCLING TRANSF
Agency Address: 17445 Railroad St
Agency City,St,Zip: City Of Industry 917481026
Agency Contact: MIKE REIBLE
Agency Telephone: 6268555538
Agency Type: Private
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be

WESTERN ARCHITECTURAL SYSTEMS (Continued) **U001569792**

considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

L41
SE
1/8-1/4
0.136 mi.
719 ft.

MAXIM LIGHTING
999 S HATCHER
CITY OF INDUSTRY, CA 91748

SWF/LF **S101585740**
CA FID UST **N/A**
SWEEPS UST
PROC

Site 2 of 5 in cluster L

Relative:
Higher

Actual:
384 ft.

LOS ANGELES CO. LF:

Site ID:	187
Alt. Address:	N/A
Site Contact:	Not reported
Site Contact Phone:	(626) 855-5538
Site Email:	elizabethfisher@valleyvistaservices.com
Site Website:	N/A
Site Type:	Transfer and Processing Facility
Site SWIS Number:	19-AA-1042
Beginning Operation Date:	N/A
Disposal Area(Acre):	N/A
Local Enforcement Agency:	County Of Los Angeles Department of Public Health
Maximun Depth Fill(Ft):	N/A
Permitted Capacity:	5000
Present Use:	Transfer/Processing Facility
Remaining Capacity(Million):	N/A
Status:	Active
Waste Accepted:	Green Materials;Household Trash;Inert;
Hours of Operation:	Monday - Friday 8 am - 4 pm; Saturday 8 am - 1 pm
Area:	N/A

Detail As Of 01/2014:

Operator Name:	Valley Vista
Operator Address:	17445 East Railroad Street
Operator City/State/Zip:	Industry, CA 91748-1026
Operator Contact:	Carlos Cuevas
Operator Telephone:	(626) 855-5555
Operator Email:	dmperez@valleyvistaservices.com
Owner Name:	Grand Central Recycling
Owner Address:	Not reported
Owner City/State/Zip:	Not reported
Owner Contact:	Not reported
Owner Telephone:	Not reported
Owner Email:	Not reported

CA FID UST:

Facility ID:	19028155
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8189647500

MAXIM LIGHTING (Continued) **S101585740**

Mail To:	Not reported
Mailing Address:	999 S HATCHER
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CITY OF INDUSTRY 91748
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	6004
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-006004-000001
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

PROC:

Reg Id:	177684
Cert Id:	PR177684.001
Cert Status:	Operational
Organization Id:	177684
Organization Name:	Grand Central Recycling & Transfer Station Inc
Mailing Address:	999 S. Hatcher Ave
Mailing City:	City of Industry
Mailing State:	CA
Mailing Zip Code:	91748
Website:	Not reported
Phone Number:	(626) 855-5538
Grand Father:	N/A
Rural:	N/A
Operation Begin Date:	09/26/2013
Operation End Date:	Not reported
Aluminium:	Not reported
Glass:	Not reported
Plastic:	Not reported
Bimetal:	Not reported
Agency:	N/A
Agency Id:	N/A
Monday Hours Of Operation:	6:00 am - 6:00 pm
Tuesday Hours Of Operation:	6:00 am - 6:00 pm
Wednesday Hours Of Operation:	6:00 am - 6:00 pm
Thursday Hours Of Operation:	6:00 am - 6:00 pm

MAXIM LIGHTING (Continued) **S101585740**

Friday Hours Of Operation: 6:00 am - 6:00 pm
Saturday Hours Of Operation: 6:00 am - 2:00 pm
Sunday Hours Of Operation: CLOSED

L42
SE
1/8-1/4
0.136 mi.
719 ft.

WESTERN STEEL SALES INC. **WIP** **S106764997**
999 S HATCHER AVE **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 3 of 5 in cluster L

Relative:
Higher

Actual:
384 ft.

WIP:
Region: 4
File Number: 105.0347
File Status: **Historical**
Staff: SY
Facility Suite: D

L43
SE
1/8-1/4
0.138 mi.
727 ft.

NORTHROP ARCHITECTURAL SYS (H.H. ROBERTS **WIP** **S103678071**
999 S HATCHER AVE **HWP** **N/A**
CITY OF INDUSTRY, CA 91749

Site 4 of 5 in cluster L

Relative:
Higher

Actual:
384 ft.

WIP:
Region: 4
File Number: 105.0115
File Status: **Historical**
Staff: JCL
Facility Suite: Not reported

HWP:
EPA Id: CAD008246027
Cleanup Status: UNDERGOING CLOSURE
Latitude: 34.00356
Longitude: -117.9226
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: 300351
Assembly District: 57
Senate District: 22
Public Information Officer: Not reported

Activities:
EPA Id: CAD008246027
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Actual Date: 11/19/1980

EPA Id: CAD008246027
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: New Operating Permit - FINAL PERMIT - WITHDRAWAL REQUEST ACKNOWLEDGED
Actual Date: 10/31/1982

NORTHROP ARCHITECTURAL SYS (H.H. ROBERTS (Continued) **S103678071**

Closure:

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Closure - CLOSURE PLAN RECEIVED
Actual Date:	10/22/1985

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Closure - RESPONSE TO 1ST NOD RECEIVED
Actual Date:	10/27/1994

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Closure - 1ST NOTICE OF DEFICIENCY ISSUED
Actual Date:	12/23/1992

Alias:

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Alias Type:	Project Code (Site Code)
Alias:	300351

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Alias Type:	Alternate Name
Alias:	HH Robertson CO WASD

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Alias Type:	APN
Alias:	8263009010

L44 **H H ROBERTSON CO WASD** **RCRA-TSDF** **1000130159**
SE **999 S HATCHER AVE** **CORRACTS** **CAD008246027**
1/8-1/4 **LA PUENTE, CA 91748** **RCRA NonGen / NLR**
0.138 mi. **HIST UST**
727 ft. **Site 5 of 5 in cluster L**

Relative:
Higher

Actual:
384 ft.

RCRA-TSDF:

Date form received by agency:	09/16/1994
Facility name:	H H ROBERTSON CO WASD
Facility address:	999 S HATCHER AVE LA PUENTE, CA 91748
EPA ID:	CAD008246027
Mailing address:	PO BOX 1215 CY OF INDUSTY, CA 91744
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09

H H ROBERTSON CO WASD (Continued) **1000130159**

Land type: Facility is not located on Indian land. Additional information is not known.
Classification: TSDF
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NAME NOT REPORTED
Owner/operator address: ADDRESS NOT REPORTED
CITY NOT REPORTED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: H H ROBERTSON CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/18/1980
Site name: H H ROBERTSON CO WASD
Classification: Large Quantity Generator

Corrective Action Summary:
Event date: 12/20/2007
Event: CA029

H H ROBERTSON CO WASD (Continued) **1000130159**

Facility Has Received Notices of Violations:

Regulation violated:	Not reported
Area of violation:	TSD - Financial Requirements
Date violation determined:	11/26/1986
Date achieved compliance:	01/01/1987
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	01/27/1987
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - General
Date violation determined:	08/22/1986
Date achieved compliance:	01/01/1987
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	08/22/1986
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - General
Date violation determined:	12/26/1985
Date achieved compliance:	01/01/1986
Violation lead agency:	State
Enforcement action:	Not reported
Enforcement action date:	Not reported
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	Not reported
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - General
Date violation determined:	09/24/1985
Date achieved compliance:	10/22/1985
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	10/06/1985
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

H H ROBERTSON CO WASD (Continued) **1000130159**

Evaluation Action Summary:

Evaluation date:	11/26/1986
Evaluation:	FINANCIAL RECORD REVIEW
Area of violation:	TSD - Financial Requirements
Date achieved compliance:	01/01/1987
Evaluation lead agency:	State

Evaluation date:	08/22/1986
Evaluation:	FINANCIAL RECORD REVIEW
Area of violation:	Generators - General
Date achieved compliance:	01/01/1987
Evaluation lead agency:	State

Evaluation date:	12/26/1985
Evaluation:	FINANCIAL RECORD REVIEW
Area of violation:	Generators - General
Date achieved compliance:	01/01/1986
Evaluation lead agency:	State

Evaluation date:	09/24/1985
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	10/22/1985
Evaluation lead agency:	State

Evaluation date:	09/24/1985
Evaluation:	NON-FINANCIAL RECORD REVIEW
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	State

CORRACTS:

EPA ID:	CAD008246027
EPA Region:	09
Area Name:	ENTIER FACILITY
Actual Date:	20071220
Action:	CA029
NAICS Code(s):	332321 Metal Window and Door Manufacturing
Original schedule date:	Not reported
Schedule end date:	Not reported

HIST UST:

Region:	STATE
Facility ID:	00000065858
Facility Type:	Other
Other Type:	MANUFACTURING
Total Tanks:	0001
Contact Name:	ESTON OWENS
Telephone:	8189646511
Owner Name:	H.H. ROBERTSON COMPANY
Owner Address:	999 S. HATCHER
Owner City,St,Zip:	CITY OF INDUSTRY, CA 91749

Tank Num:	001

H H ROBERTSON CO WASD (Continued) **1000130159**

Container Num: 1
Year Installed: 1965
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

I45
WNW
1/8-1/4
0.140 mi.
741 ft.

B. D. P. COMPANY
855 ANAHEIMPUENTE
CITY OF INDUSTRY, CA 91749

HIST CORTESE **S105023285**
N/A

Site 4 of 4 in cluster I

Relative:
Lower

Actual:
375 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 105.0036

46
NNW
1/8-1/4
0.162 mi.
856 ft.

PUENTE PLAZA CLEANERS
17251 E VALLEY BL
LA PUENTE, CA 91744

RCRA-SQG **1000322078**
FINDS **CAD981998032**
EMI

Relative:
Lower

Actual:
381 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: PUENTE PLAZA CLEANERS
Facility address: 17251 E VALLEY BL
LA PUENTE, CA 91744
EPA ID: CAD981998032
Mailing address: E VALLEY BL
LA PUENTE, CA 91744
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: KWON KI BAIK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner

PUENTE PLAZA CLEANERS (Continued) **1000322078**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002771493

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 35646
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0

PUENTE PLAZA CLEANERS (Continued) **1000322078**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

J47 **VALLEY VISTA SERVICES INC.** **FINDS** **1008153109**
SSE **17445 E RAILROAD ST** **SWF/LF** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA**
0.163 mi.
863 ft. **Site 3 of 5 in cluster J**

Relative:
Higher

Actual:
397 ft.

FINDS:

Registry ID: 110018991732

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

LOS ANGELES CO. LF:

Site ID:	221
Alt. Address:	Not reported
Site Contact:	Not reported
Site Contact Phone:	(800) 442-6454
Site Email:	elizabethfisher@valleyvistaservices.com
Site Website:	www.valleyvista.net
Site Type:	Waste Hauler
Site SWIS Number:	19-AS-0552
Beginning Operation Date:	Not reported
Disposal Area(Acre):	Not reported
Local Enforcement Agency:	Not reported
Maximun Depth Fill(Ft):	Not reported
Permitted Capacity:	Not reported
Present Use:	Not reported
Remaining Capacity(Million):	Not reported
Status:	Active
Waste Accepted:	Not reported
Hours of Operation:	Mon to Fri, 8 AM - 5 PM; Sat 8 AM - 1 PM
Area:	Not reported

Detail As Of 01/2014:

Operator Name:	Valley Vista
Operator Address:	17445 East Railroad Street
Operator City/State/Zip:	Industry, CA 91748-1026
Operator Contact:	Carlos Cuevas
Operator Telephone:	(626) 855-5555
Operator Email:	dmperez@valleyvistaservices.com
Owner Name:	Unknown
Owner Address:	Not reported
Owner City/State/Zip:	Not reported
Owner Contact:	Not reported
Owner Telephone:	Not reported
Owner Email:	Not reported

M48 SW 1/8-1/4 0.165 mi. 872 ft. — **L.A. CROWN INTERNATIONAL CO.** — **WIP** — **S106764873** / **N/A**
1100 S AZUSA AVE
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 1 of 2 in cluster M

Relative: Higher
Actual: 390 ft.

WIP:
Region: 4
File Number: 105.0148
File Status: Not reported
Staff: UNIDENTIFIED
Facility Suite: Not reported

M49 SW 1/8-1/4 0.165 mi. 872 ft. — **RUSSEL STANLEY WEST, INC.** — **WIP** — **S106764934** / **N/A**
1100 S AZUSA AVE
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 2 of 2 in cluster M

Relative: Higher
Actual: 390 ft.

WIP:
Region: 4
File Number: 105.0245
File Status: Not reported
Staff: UNIDENTIFIED
Facility Suite: Not reported

J50 SSE 1/8-1/4 0.168 mi. 886 ft. — **CAL-MOLD INC** — **RCRA-SQG** — **1000139393**
17438 E RAILROAD — **HAZNET** — **CAD043553502**
CITY OF INDUSTRY, CA 91744

Site 4 of 5 in cluster J

Relative: Higher
Actual: 398 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CAL-MOLD INC
Facility address: 17438 E RAILROAD
CITY OF INDUSTRY, CA 91744
EPA ID: CAD043553502
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212

CAL-MOLD INC (Continued) **1000139393**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/21/1980
Site name: CAL-MOLD INC
Classification: Large Quantity Generator

Violation Status: No violations found

HAZNET:
Year: 2000
Gepaid: CAD043553502
Contact: DEACT-NONDELIV VQ96 -PH
Telephone: --
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.07
Facility County: Los Angeles

Year: 2000
Gepaid: CAD043553502

CAL-MOLD INC (Continued) **1000139393**

Contact: DEACT-NONDELIV VQ96 -PH
Telephone: --
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.44
Facility County: Los Angeles

Year: 1999
Gepaid: CAD043553502
Contact: EDWARD T FLEMING CAL-MOLD INC
Telephone: 8189642335
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 1.1590
Facility County: Los Angeles

Year: 1998
Gepaid: CAD043553502
Contact: EDWARD T FLEMING CAL-MOLD INC
Telephone: 8189642335
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 2.5770
Facility County: Los Angeles

Year: 1998
Gepaid: CAD043553502
Contact: EDWARD T FLEMING CAL-MOLD INC
Telephone: 8189642335
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Transfer Station
Tons: .4275
Facility County: Los Angeles

CAL-MOLD INC (Continued) **1000139393**

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

51
SE
1/8-1/4
0.173 mi.
913 ft.

PRIME EQUIPMENT NO 701
999 S HATCHER BLDG B
CITY OF INDUSTRY, CA 91748

RCRA-SQG **1000818841**
CAD983647553

Relative:
Higher

Actual:
395 ft.

RCRA-SQG:

Date form received by agency:	12/29/1997
Facility name:	PRIME EQUIPMENT NO 701
Facility address:	999 S HATCHER BLDG B CITY OF INDUSTRY, CA 91748
EPA ID:	CAD983647553
Mailing address:	16225 PARK TEN PL STE 200 HOUSTON, TX 77084
Contact:	CARL N STASZAK
Contact address:	16225 PARK TEN PL STE 200 HOUSTON, TX 77084
Contact country:	US
Contact telephone:	(281) 647-5020
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	THE GOMEL TRUST
Owner/operator address:	P O BOX 91626 CITY OF INDUSTRY, CA 91715
Owner/operator country:	Not reported
Owner/operator telephone:	(818) 789-0919
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No

PRIME EQUIPMENT NO 701 (Continued) **1000818841**

Used oil transporter: No

Historical Generators:
Date form received by agency: 09/09/1992
Site name: PRIME EQUIPMENT NO 701
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D008
Waste name: LEAD

Waste code: D018
Waste name: BENZENE

Waste code: D027
Waste name: 1,4-DICHLOROBENZENE

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

J52 **FLORART-RELIANCE TRADING** **WIP** **S106764840**
SSE **17455 RAILROAD ST** **N/A**
1/8-1/4 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.182 mi.
962 ft. **Site 5 of 5 in cluster J**

Relative:
Higher

Actual:
398 ft.

WIP:
Region: 4
File Number: 105.0100
File Status: **Historical**
Staff: DKOO
Facility Suite: Not reported

53 WNW 1/8-1/4 0.188 mi. 995 ft. | **CARRIER SOUTHERN CALIFORNIA**
16900 CHESTNUT ST.
CITY OF INDUSTRY, CA 91745 | **SLIC WIP** | **S106484482 N/A**

Relative: Lower

Actual: 370 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	09/23/1988
Global Id:	SL603798659
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.007501
Longitude:	-117.937995
Case Type:	Cleanup Program Site
Case Worker:	LR
Local Agency:	Not reported
RB Case Number:	105.0060
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

WIP:

Region:	4
File Number:	105.0060
File Status:	**Active**
Staff:	ACASTANE
Facility Suite:	Not reported

N54 East 1/8-1/4 0.209 mi. 1103 ft. | **PACIFIC MOTOR TRUCKING CO**
17525 ARENTH AVE
CITY OF INDUSTRY, CA 91748 | **HIST UST WIP** | **U001569778 N/A**

Site 1 of 4 in cluster N

Relative: Lower

Actual: 361 ft.

HIST UST:

Region:	STATE
Facility ID:	00000016990
Facility Type:	Other
Other Type:	TRUCKAWAY FACILITY
Total Tanks:	0004
Contact Name:	S. G. PLUMMER
Telephone:	2139651205
Owner Name:	PACIFIC MOTOR TRUCKING COMPANY
Owner Address:	1766 EL CAMINO REAL
Owner City,St,Zip:	BURLINGAME, CA 94010
Tank Num:	001
Container Num:	1
Year Installed:	1980
Tank Capacity:	00015000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

PACIFIC MOTOR TRUCKING CO (Continued) **U001569778**

Tank Num: 002
Container Num: 2
Year Installed: 1980
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 4
Year Installed: 1980
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 5
Year Installed: 1980
Tank Capacity: 00001156
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

WIP:
Region: 4
File Number: 105.0209
File Status: Active
Staff: ACASTANE
Facility Suite: Not reported

N55 **PACIFIC MOTOR TRUCKING CO** **RCRA-SQG** **1000250274**
East **17525 ARENTH AVE** **HIST CORTESE** **CAT000617373**
1/8-1/4 **CITY OF INDUSTRY, CA 91744** **SLIC**
0.209 mi. **LOS ANGELES CO. HMS**
1103 ft. **Site 2 of 4 in cluster N** **HAZNET**

Relative:
Lower

Actual:
361 ft.

RCRA-SQG:
Date form received by agency: 05/17/1990
Facility name: PACIFIC MOTOR TRUCKING CO
Facility address: 17525 ARENTH AVE
CITY OF INDUSTRY, CA 91744
EPA ID: CAT000617373
Contact: ENVIRONMENTAL MANAGER
Contact address: 17525 ARENTH AVE
CITY OF INDUSTRY, CA 91744
Contact country: US
Contact telephone: (818) 965-1205
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

PACIFIC MOTOR TRUCKING CO (Continued) **1000250274**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JACK COOPER TRANSPORT CO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-16788

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	01/18/1994
Global Id:	SL603798668
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported

PACIFIC MOTOR TRUCKING CO (Continued) **1000250274**

Latitude:	34.00551
Longitude:	-117.921751
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	105.0209
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	015458-016788
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	00006299T
Permit Status:	Removed

HAZNET:

Year:	1997
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.4594
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.0632
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT

PACIFIC MOTOR TRUCKING CO (Continued) **1000250274**

Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.6888
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.5629
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.31269999999
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

N56 **PACIFIC MOTOR TRUCKING COMPANY** **HIST UST** **U001569779**
East **17525 ARENTH AVE** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91748**
0.209 mi.
1103 ft. **Site 3 of 4 in cluster N**

Relative:
Lower

Actual:
361 ft.

HIST UST:

Region:	STATE
Facility ID:	00000017563
Facility Type:	Other
Other Type:	Not reported
Total Tanks:	0001
Contact Name:	S. G. PLUMMER

PACIFIC MOTOR TRUCKING COMPANY (Continued) **U001569779**

Telephone:	2139651205
Owner Name:	PACIFIC MOTOR TRUCKING CO.
Owner Address:	1766 EL CAMINO REAL
Owner City,St,Zip:	BURLINGAME, CA 94010
Tank Num:	001
Container Num:	3
Year Installed:	1980
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

N57 **PACIFIC MOTOR TRUCKING** **LUST** **S104160218**
East **17525 ARENTH AVE** **N/A**
1/8-1/4 **INDUSTRY, CA 91748**
0.209 mi.
1103 ft. **Site 4 of 4 in cluster N**

Relative:
Lower

Actual:
361 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-16788	
Status:	Leak being confirmed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705290	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	AZUSA AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/18/1995	
Date Leak First Reported:		6/1/1995
Date Leak Record Entered:	5/1/1996	
Date Confirmation Began:	6/1/1995	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		6/1/1995
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Overfill	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9006.818297634309527134478602
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported

PACIFIC MOTOR TRUCKING (Continued) **S104160218**

Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	SOUTHERN PACIFIC LINES
RP Address:	600 ANTON BLVD STE 1250, COSTA MESA CA 92626
Program:	LUST
Lat/Long:	34.0056199 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	TPH (G) 1000 PPM, BTEX 4/60/38/210 PPM BELOW TANK #3

O58 **EDR US Hist Auto Stat** **1015269866**
NNW **17227 VALLEY BLVD** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.213 mi.
1123 ft. **Site 1 of 4 in cluster O**

Relative:
Lower

Actual:
378 ft.

EDR Historical Auto Stations:

Name:	LA PUENTE GAS STATION
Year:	2001
Address:	17227 VALLEY BLVD

O59 **LA PUENTE GAS STA & FOOD MART** **HIST CORTESE** **S102063600**
NNW **17227 VALLEY BLVD E** **LUST** **N/A**
1/8-1/4 **LA PUENTE, CA 91744** **SWEEPS UST**
0.213 mi. **LOS ANGELES CO. HMS**
1123 ft. **Site 2 of 4 in cluster O** **ENF**

Relative:
Lower

Actual:
378 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-26561

LUST:

Region:	STATE
Global Id:	T0603705543
Latitude:	34.0099543714997
Longitude:	-117.928694486618
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	11/03/2003
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JFL

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-26561
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705543
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705543
Contact Type:	Regional Board Caseworker
Contact Name:	JOE F. LUERA
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jluera@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603705543
Status:	Open - Site Assessment
Status Date:	06/20/2002

Global Id:	T0603705543
Status:	Open - Verification Monitoring
Status Date:	03/16/1999

Global Id:	T0603705543
Status:	Open - Case Begin Date
Status Date:	02/17/1999

Global Id:	T0603705543
Status:	Open - Remediation
Status Date:	02/09/2001

Global Id:	T0603705543
Status:	Open - Remediation
Status Date:	05/03/2002

Global Id:	T0603705543
Status:	Open - Remediation
Status Date:	11/03/2003

Global Id:	T0603705543
Status:	Open - Site Assessment
Status Date:	05/30/2000

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Global Id: T0603705543
Status: Open - Site Assessment
Status Date: 02/09/2001

Regulatory Activities:

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603705543
Action Type: RESPONSE
Date: 04/15/2002
Action: CAP/RAP - Final Remediation / Design Plan - Regulator Responded

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 12/18/2001
Action: Staff Letter

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 05/14/2014
Action: Staff Letter

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 09/17/2002
Action: Staff Letter

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 06/20/2002
Action: Staff Letter

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 09/03/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603705543
Action Type: RESPONSE
Date: 11/02/2001
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Unknown

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Unknown

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Unknown

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2013
Action: Remedial Progress Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Soil and Water Investigation Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 09/20/2002
Action: Soil and Water Investigation Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 06/18/2002
Action: Staff Letter

Global Id: T0603705543
Action Type: RESPONSE
Date: 03/22/2013
Action: Other Workplan - Regulator Responded

Global Id: T0603705543
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/31/2002
Action: Other Report / Document

Global Id: T0603705543
Action Type: RESPONSE

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Date:	05/15/2002
Action:	Soil and Water Investigation Report
Global Id:	T0603705543
Action Type:	RESPONSE
Date:	09/20/2002
Action:	Soil and Water Investigation Report
Global Id:	T0603705543
Action Type:	RESPONSE
Date:	09/15/2003
Action:	Final Remedial Action Report / Corrective Action Report
Global Id:	T0603705543
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-26561
Status:	Remedial action (cleanup) Underway
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603705543
W Global ID:	Not reported
Staff:	HSP
Local Agency:	19000
Cross Street:	LAURA AVE
Enforcement Type:	LET
Date Leak Discovered:	2/17/1999
Date Leak First Reported:	3/16/1999
Date Leak Record Entered:	Not reported
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	5/31/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Repair Tank
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Tank
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	6800.125624991907020108214613 7
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	5/30/2000
Preliminary Site Assessment Began:	2/9/2001
Pollution Characterization Began:	6/20/2002
Remediation Plan Submitted:	5/3/2002
Remedial Action Underway:	11/3/2003

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Post Remedial Action Monitoring Began:	3/16/1999
Enforcement Action Date:	2/9/2001
Historical Max MTBE Date:	4/25/2002
Hist Max MTBE Conc in Groundwater:	40908
Hist Max MTBE Conc in Soil:	12985
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	=
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MR. BHUPENDRA N. PATEL
RP Address:	46 WHISTLING ISLE
Program:	LUST
Lat/Long:	34.0098928 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	7/20/00 REMEDIAL ACTION WP; 3/5/01 REQUEST TO CONDUCT THE RAP ON A PHASED PROGRAM & INITIATE THE PROGRAM WITH GW MON WELL INSTALL.

SWEEPS UST:

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	4

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000004
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	004501-055023
Facility Type:	Not reported
Facility Status:	OPEN
Area:	6J
Permit Number:	Not reported
Permit Status:	Not reported

Region:	LA
Facility Id:	004501-004670
Facility Type:	T0
Facility Status:	Closed
Area:	6J
Permit Number:	00005605T
Permit Status:	Closed

Region:	LA
Facility Id:	004501-026561
Facility Type:	T0
Facility Status:	Removed
Area:	6J
Permit Number:	000238860

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Permit Status: Removed

ENF:

Region:	4
Facility Id:	235973
Agency Name:	La Puente Gas Station & Food Mart
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.009819999999
Place Longitude:	-117.929365
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	R-26561
Reg Measure Id:	167910
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	227858
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	02/13/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	02/13/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - R-26561
Description:	Notice of Violation sent 2/13/01 for overdue technical reports.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

O60 **M. MUWALLA'S ARCO** **HIST UST** **U001569633**
NNW **17227 VALLEY BLVD** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.213 mi.
1123 ft. **Site 3 of 4 in cluster O**

Relative:
Lower

Actual:
378 ft.

HIST UST:

Region:	STATE
Facility ID:	00000016998
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	MOHAMED MUWALLA
Telephone:	8189127814
Owner Name:	MOHAMED A. MUWALLA
Owner Address:	17227 E. VALLEY BLVD.
Owner City,St,Zip:	LA PUENTE, CA 91744
Tank Num:	001
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM

M. MUWALLA'S ARCO (Continued) **U001569633**

Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

O61 **EDR US Hist Auto Stat** **1015269714**
NNW **17211 INYO ST** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.235 mi.
1239 ft. **Site 4 of 4 in cluster O**

Relative:
Lower

Actual:
380 ft.

EDR Historical Auto Stations:
Name: BONIFACIO P J MOTOR WORKS & AUTO BODY
Year: 1999
Address: 17211 INYO ST

Name: BNFC P J MOTOR WORKS & AUTO BO
Year: 2003
Address: 17211 INYO ST

P62 **JAMES METALS** **WIP** **S106764867**
SSE **1123 S HATCHER AVE** **N/A**
1/8-1/4 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.237 mi.
1252 ft. **Site 1 of 4 in cluster P**

Relative:
Higher

Actual:
400 ft.

WIP:
Region: 4
File Number: 105.0140
File Status: **Historical**
Staff: RWANG

JAMES METALS (Continued) **S106764867**

Facility Suite: Not reported

P63
SSE
1/8-1/4
0.237 mi.
1252 ft.

HART TOOL COMPANY **WIP** **S106764853**
1123 S HATCHER AVE **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 2 of 4 in cluster P

Relative:
Higher

Actual:
400 ft.

WIP:
Region: 4
File Number: 105.0119
File Status: Historical
Staff: SBR
Facility Suite: C

P64
SSE
1/8-1/4
0.239 mi.
1264 ft.

WEST COAST LABEL **SWEEPS UST** **S106934339**
1127 HATCHER AVE **LOS ANGELES CO. HMS** **N/A**
INDUSTRY, CA

Site 3 of 4 in cluster P

Relative:
Higher

Actual:
400 ft.

SWEEPS UST:
Status: Active
Comp Number: 14742
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 014212-014742
Facility Type: T1
Facility Status: Removed
Area: 6H
Permit Number: 000428964
Permit Status: Removed

P65
SSE
1/8-1/4
0.246 mi.
1297 ft.

GHENCHI MANUFACTURING — **WIP** — **S106764845**
1135 S HATCHER AVE — **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 4 of 4 in cluster P

Relative:
Higher

Actual:
401 ft.

WIP:

Region:	4
File Number:	105.0110
File Status:	**Historical**
Staff:	AHSU
Facility Suite:	Not reported

66
WSW
1/8-1/4
0.250 mi.
1318 ft.

PERFECTION MFG., INC. — **WIP** — **S106764916**
17074 GREEN DR — **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91745

Relative:
Higher

Actual:
389 ft.

WIP:

Region:	4
File Number:	105.0215
File Status:	**Historical**
Staff:	RASTON
Facility Suite:	Not reported

67
NNE
1/4-1/2
0.295 mi.
1558 ft.

THRIFTY #305 — **HIST CORTESE** — **S105024335**
362 AZUSA — **N/A**
LA PUENTA, CA 91744

Relative:
Higher

Actual:
392 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-00130

68
SSE
1/4-1/2
0.364 mi.
1920 ft.

MAXIM LIGHTING — **SWF/LF** — **S104228636**
999 HATCHER — **EMI** — **N/A**
INDUSTRY, CA 90111

Relative:
Higher

Actual:
411 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-1042
Lat/Long:	34.0046200 / -117.92355
Owner Name:	Grand Central Recycling And T.S. Inc.
Owner Telephone:	6269616291
Owner Address:	Not reported
Owner Address2:	999 Hatcher
Owner City,St,Zip:	City Of Industry, CA 91744
Operational Status:	Active
Operator:	Grand Central Recycling And T.S. Inc.
Operator Phone:	6269616291
Operator Address:	Not reported

MAXIM LIGHTING (Continued) **S104228636**

Operator Address2:	999 Hatcher
Operator City,St,Zip:	City Of Industry, CA 91744
Permit Date:	07/20/2004
Permit Status:	Permitted
Permitted Acreage:	10
Activity:	Large Volume Transfer/Proc Facility
Regulation Status:	Permitted
Landuse Name:	Industrial
GIS Source:	Map
Category:	Transfer/Processing
Unit Number:	01
Inspection Frequency:	Monthly
Accepted Waste:	Construction/demolition,Green Materials,Inert,Mixed municipal
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AA-1042
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	5000
Actual Throughput with Units:	Tons/day
Permitted Capacity with Units:	5000
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Tons/day

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

MAXIM LIGHTING (Continued) **S104228636**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC

MAXIM LIGHTING (Continued) **S104228636**

Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

69 SSW 1/4-1/2 0.366 mi. 1932 ft. | **ARCO #3087**
1215 AZUSA AVE S
INDUSTRY, CA 91748 | **HIST CORTESE**
LUST | **S102424244**
N/A

Relative: Higher

Actual: 411 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-12068

LUST:

Region:	STATE
Global Id:	T0603705093
Latitude:	34.0001181
Longitude:	-117.9308975
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/23/1994
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-12068
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705093
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603705093
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603705093
Status:	Open - Case Begin Date
Status Date:	10/24/1990

Global Id:	T0603705093
Status:	Completed - Case Closed
Status Date:	02/23/1994

ARCO #3087 (Continued) **S102424244**

Regulatory Activities:

Global Id:	T0603705093
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603705093
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0603705093
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-12068
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603705093
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19000
Cross Street:	GALE AVE
Enforcement Type:	Not reported
Date Leak Discovered:	10/24/1990
Date Leak First Reported:	11/1/1990
Date Leak Record Entered:	12/5/1990
Date Confirmation Began:	Not reported
Date Leak Stopped:	10/24/1990
Date Case Last Changed on Database:	2/23/1994
Date the Case was Closed:	2/23/1994
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	DANIEL, JAMES JR.
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5772.2117210550780308408868092
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported

ARCO #3087 (Continued) **S102424244**

Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ARCO PRODUCTS CO
RP Address:	1055 W 7TH ST, LOS ANGELES CA 90017
Program:	LUST
Lat/Long:	34.0001181 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	OLD CASE #120690-27

Q70 **CANADA BRAKE SHOE SERVICE CO** **HIST CORTESE** **S102426025**
SE **17639 ROWLAND ST** **LUST** **N/A**
1/4-1/2 **INDUSTRY, CA 91748**
0.380 mi.
2006 ft. **Site 1 of 2 in cluster Q**

Relative:
Higher

Actual:
403 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-16854

LUST:

Region:	STATE
Global Id:	T0603705292
Latitude:	34.0018113
Longitude:	-117.9212799
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/13/1996
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-16854
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705292
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY

CANADA BRAKE SHOE SERVICE CO (Continued) **S102426025**

Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507
Global Id:	T0603705292
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603705292
Status:	Completed - Case Closed
Status Date:	03/13/1996
Global Id:	T0603705292
Status:	Open - Case Begin Date
Status Date:	08/18/1994

Regulatory Activities:

Global Id:	T0603705292
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603705292
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0603705292
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Q71 **CANADA BRAKE SHOE SERVICE CO** **LUST** **S103891163**
SE **17639 ROWLAND ST** **N/A**
1/4-1/2 **INDUSTRY, CA 91748**
0.380 mi.
2006 ft. **Site 2 of 2 in cluster Q**

Relative:
Higher

Actual:
403 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-16854
Status:	Case Closed
Substance:	Diesel
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Excavate and Dispose

CANADA BRAKE SHOE SERVICE CO (Continued) **S103891163**

Global ID:	T0603705292	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	ARENTH AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/21/1994	
Date Leak First Reported:		12/21/1994
Date Leak Record Entered:	3/25/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	8/18/1994	
Date Case Last Changed on Database:		3/13/1996
Date the Case was Closed:		3/13/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9126.7876788316174784893748
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	FRANK A. CAHADA	
RP Address:	1842 E 29TH ST, LONG BEACH 90806	
Program:	LUST	
Lat/Long:	34.0019031 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

R72 **ALTA DENA CERTIFIED DAIRY INC** **HIST CORTESE** **S101583310**
ENE **17637 E VALLEY BLVD** **LUST** **N/A**
1/4-1/2 **INDUSTRY, CA 91748** **CA FID UST**
0.387 mi. **SWEEPS UST**
2045 ft. **Site 1 of 2 in cluster R** **LOS ANGELES CO. HMS**
EMI

Relative:
Higher

Actual:
391 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-13131

LUST:

Region:	STATE
Global Id:	T0603704040
Latitude:	34.008229
Longitude:	-117.919275
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/24/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-13131
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704040
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603704040
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603704040
Status:	Open - Site Assessment
Status Date:	11/05/1991

Global Id:	T0603704040
Status:	Open - Site Assessment

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Status Date: 05/15/1994

Global Id: T0603704040
Status: Open - Case Begin Date
Status Date: 10/02/1991

Global Id: T0603704040
Status: Completed - Case Closed
Status Date: 01/24/1997

Regulatory Activities:
Global Id: T0603704040
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603704040
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-13131
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603704040
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: AZUSA AVE
Enforcement Type: Not reported
Date Leak Discovered: 10/2/1991
Date Leak First Reported: 11/5/1991
Date Leak Record Entered: 12/20/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/14/1996
Date the Case was Closed: 1/24/1997
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: SHIELDS, ROBERT
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 10175.1757906648188497043689 14
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Preliminary Site Assessment Began:	11/5/1991
Pollution Characterization Began:	5/15/1994
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ALTA DENA DAIRY
RP Address:	17637 E VALLEY BLVD, INDUSTRY, CA 91748
Program:	LUST
Lat/Long:	34.0081989 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

CA FID UST:

Facility ID:	19003350
Regulated By:	UTNKA
Regulated ID:	00060939
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	7146232502
Mail To:	Not reported
Mailing Address:	17637 E VALLEY BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INDUSTRY 91748
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000001
Tank Status:	Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	6

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000002
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000003
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000004
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000007
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000015
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	LEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000005
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	8

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000006
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000008
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000009
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000010
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000011
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000012
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000013
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	012897-013131
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	00004851T
Permit Status:	Removed

Region:	LA
Facility Id:	012897-036804
Facility Type:	Not reported
Facility Status:	OPEN
Area:	6H
Permit Number:	Not reported
Permit Status:	Not reported

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	5903
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	5903
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	5903

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

S73 **THRIFTY #306** **HIST CORTESE** **S105024336**
NNE **447 AZUSA** **N/A**
1/4-1/2 **LA PUENTA, CA 91748**
0.388 mi.
2051 ft. **Site 1 of 2 in cluster S**

Relative:
Higher

Actual:
402 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-05102

R74 **ALTA DENA DAIRY** **NPDES** **S108405792**
ENE **17637 VALLEY BLVD** **LUST** **N/A**
1/4-1/2 **CITY OF INDUSTRY, CA 91744** **CHMIRS**
0.389 mi.
2053 ft. **Site 2 of 2 in cluster R**

Relative:
Higher

Actual:
391 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189035
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I002785
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/02/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Alta Dena Dairy
Discharge Address:	17637 Valley Blvd
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91744

LUST:

Region:	STATE
Global Id:	T10000003293
Latitude:	34.008229
Longitude:	-117.919275
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	09/29/2011
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	NC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-13131A
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000003293
Contact Type:	Regional Board Caseworker
Contact Name:	NOMAN CHOWDHURY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	nchowdhury@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T10000003293
Contact Type:	Local Agency Caseworker

ALTA DENA DAIRY (Continued) **S108405792**

Contact Name: RANI IYER
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: Not reported
Phone Number: Not reported

Status History:
Global Id: T10000003293
Status: Open - Case Begin Date
Status Date: 01/29/1999

Global Id: T10000003293
Status: Open - Site Assessment
Status Date: 09/29/2011

Regulatory Activities:
Global Id: T10000003293
Action Type: ENFORCEMENT
Date: 10/04/2011
Action: Referral to Regional Board

Global Id: T10000003293
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T10000003293
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T10000003293
Action Type: ENFORCEMENT
Date: 11/03/2011
Action: Staff Letter

Global Id: T10000003293
Action Type: RESPONSE
Date: 01/03/2012
Action: Other Report / Document

Global Id: T10000003293
Action Type: RESPONSE
Date: 03/01/1999
Action: Tank Removal Report / UST Sampling Report

CHMIRS:
OES Incident Number: 07-6971
OES notification: 11/12/2007
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported

ALTA DENA DAIRY (Continued) **S108405792**

Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Storm Drain
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007
Agency:	Dean Foods of California
Incident Date:	11/12/2007 12:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	No
Site Type:	Other
E Date:	Not reported
Substance:	Milk
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	25,000
Grams:	0
Pounds:	0
Liters:	0

ALTA DENA DAIRY (Continued) **S108405792**

Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Valve came off of a milk tank causing the release; 5,000 gallons went into the storm drain 20,000 gallons went into the sanitary drain.
OES Incident Number:	05-6236
OES notification:	10/27/2005
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Co Sewer/ San Jose Creek Treatment Center
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported

ALTA DENA DAIRY (Continued) **S108405792**

Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	Altadena Certified Dairy
Incident Date:	10/26/200512:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Pasivatoin Acid
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	50
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Substance was used in the Pasivation of a silo. Substance was released back into the treatment system. The material released was set-up by a chemical contractor for the sanitation of the silo.This is a one time treatment process. The substance releaased from the treatment system to the public sewer. Caller states reportable quantity is less than is required to report however the PH level was 2.3 - 2.5 for a period of 10 minutes.

S75 **THRIFTY #306** **LUST** **S102439000**
NNE **447 AZUSA AVE S** **N/A**
1/4-1/2 **LA PUENTE, CA 91744**
0.421 mi.
2221 ft. **Site 2 of 2 in cluster S**

Relative:
Higher

Actual:
409 ft.

LUST:

Region:	STATE
Global Id:	T0603703034
Latitude:	34.013147
Longitude:	-117.923417
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	01/17/2008
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	NB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-05102
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline

THRIFTY #306 (Continued) **S102439000**

Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703034
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703034
Contact Type:	Regional Board Caseworker
Contact Name:	NHAN BAO
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	nbao@waterboards.ca.gov
Phone Number:	2135766703

Status History:

Global Id:	T0603703034
Status:	Open - Case Begin Date
Status Date:	03/05/1987

Global Id:	T0603703034
Status:	Open - Site Assessment
Status Date:	01/23/2002

Global Id:	T0603703034
Status:	Open - Verification Monitoring
Status Date:	06/22/1989

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	05/10/2002

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	05/14/2002

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	12/09/2002

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	08/06/2003

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	07/23/2007

Global Id:	T0603703034

THRIFTY #306 (Continued) **S102439000**

Status: Open - Remediation
Status Date: 01/17/2008

Global Id: T0603703034
Status: Open - Site Assessment
Status Date: 03/05/1987

Regulatory Activities:

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 10/16/2008
Action: Staff Letter

Global Id: T0603703034
Action Type: REMEDIATION
Date: 01/01/1950
Action: Free Product Removal

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 08/01/2003
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 01/23/2002
Action: Staff Letter

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 02/02/2011
Action: Staff Letter

Global Id: T0603703034
Action Type: RESPONSE
Date: 02/05/2004
Action: Soil and Water Investigation Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/27/2009
Action: Well Installation Report

THRIFTY #306 (Continued) **S102439000**

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2009
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2012
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/13/2012
Action: Request for Closure

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE

THRIFTY #306 (Continued) **S102439000**

Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2013
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 05/14/2002
Action: Staff Letter

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/03/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603703034
Action Type: RESPONSE
Date: 06/27/2008
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603703034
Action Type: RESPONSE
Date: 09/03/2010
Action: Interim Remedial Action Plan

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/11/2008
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

THRIFTY #306 (Continued) **S102439000**

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2009
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2013
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE

THRIFTY #306 (Continued) **S102439000**

Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: REMEDIATION
Date: 01/01/1950
Action: Other (Use Description Field)

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 08/12/2002
Action: Final Remedial Action Report / Corrective Action Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 03/15/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2009
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 12/11/2013
Action: Staff Letter

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

THRIFTY #306 (Continued) **S102439000**

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2011
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2008
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE

THRIFTY #306 (Continued) **S102439000**

Date:	07/15/2007
Action:	Remedial Progress Report
Global Id:	T0603703034
Action Type:	RESPONSE
Date:	01/15/2014
Action:	Monitoring Report - Semi-Annually

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-05102
Status:	Remedial action (cleanup) Underway
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Remove Free Product
Global ID:	T0603703034
W Global ID:	Not reported
Staff:	HSP
Local Agency:	19000
Cross Street:	MAIN ST
Enforcement Type:	LET
Date Leak Discovered:	6/14/1989
Date Leak First Reported:	6/22/1989
Date Leak Record Entered:	9/1/1989
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	8/6/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5826.4978500981859294015023853
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	3/5/1987
Preliminary Site Assessment Began:	3/5/1987
Pollution Characterization Began:	1/23/2002
Remediation Plan Submitted:	5/14/2002
Remedial Action Underway:	8/6/2003
Post Remedial Action Monitoring Began:	6/22/1989
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	6/5/2003
Hist Max MTBE Conc in Groundwater:	165000
Hist Max MTBE Conc in Soil:	2.5
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported

THRIFTY #306 (Continued) **S102439000**

Responsible Party:	CHRIS PANAITESCU
RP Address:	P.O. BOX 2128
Program:	LUST
Lat/Long:	34.0247373 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	GW @ 22', FP PRESENT, PLUME NOT DEFINED.; 10/4/00 CORRECTIVE ACTION PLAN; 10/30/00 3RD QTR GW MON RPT 2000; 1/25/01 4TH QTR GW MON RPT 2000; 3/31/01 SITE ASSESSMENT & FIELD TESTING RPT

T76 **JOHNSON CONTROLS** **SLIC** **S111828969**
WSW **16981 E. GALE AVE.** **N/A**
1/4-1/2 **CITY OF INDUSTRY, CA 91745**
0.444 mi.
2346 ft. **Site 1 of 3 in cluster T**

Relative:
Higher

Actual:
387 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	04/27/1999
Global Id:	SL603798664
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.002079
Longitude:	-117.937293
Case Type:	Cleanup Program Site
Case Worker:	AHS
Local Agency:	Not reported
RB Case Number:	105.0142
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

T77 **UNICAL ENTERPRISES** **SLIC** **S106484483**
WSW **16960 E. GALE AVE.** **WIP** **N/A**
1/4-1/2 **CITY OF INDUSTRY, CA 91745**
0.475 mi.
2507 ft. **Site 2 of 3 in cluster T**

Relative:
Higher

Actual:
389 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	04/12/1988
Global Id:	SL603798660
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.000954
Longitude:	-117.937818
Case Type:	Cleanup Program Site

UNICAL ENTERPRISES (Continued) **S106484483**

Case Worker: ACJ
Local Agency: Not reported
RB Case Number: 105.0063
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

WIP:
Region: 4
File Number: 105.0063
File Status: Active
Staff: ACASTANE
Facility Suite: Not reported

T78
WSW
1/4-1/2
0.490 mi.
2588 ft.

GORHAM BRONZE FACILITY **SLIC** **S108418372**
16961 EAST GALE AVE. **N/A**
CITY OF INDUSTRY, CA

Site 3 of 3 in cluster T

Relative:
Higher

Actual:
387 ft.

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 05/26/2009
Global Id: SL0603727955
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.002124
Longitude: -117.937937
Case Type: Cleanup Program Site
Case Worker: LR
Local Agency: Not reported
RB Case Number: 105.0111
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern: 1,1,1-Trichloroethane (TCA), Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Toluene, Trichloroethylene (TCE), Xylene
Site History: The site was a bronze foundry from 1966-1988. Assessments have identified VOCs in the groundwater beneath the site

Click here to access the California GeoTracker records for this facility:

79
East
1/2-1
0.561 mi.
2964 ft.

AIR PRODUCTS POLYMERS LP **HIST CORTESE** **S102423761**
17801 ARENTH AV **LUST** **N/A**
INDUSTRY, CA 91748 **LA Co. Site Mitigation**
LOS ANGELES CO. HMS
EMI
ENVIROSTOR

Relative:
Higher

Actual:
383 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Reg Id: R-04907

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 917480052

LUST:
Region: STATE
Global Id: T0603702634
Latitude: 34.00528
Longitude: -117.916242
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/30/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: 917480052
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: * Solvents
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603702634
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603702634
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:
Global Id: T0603702634
Status: Completed - Case Closed
Status Date: 07/30/1996

Global Id: T0603702634
Status: Open - Site Assessment
Status Date: 08/30/1990

Global Id: T0603702634
Status: Open - Case Begin Date

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Status Date: 07/13/1990

Regulatory Activities:

Global Id:	T0603702634
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Region:	STATE
Global Id:	T0603792962
Latitude:	34.0134
Longitude:	-117.921535
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/01/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	NC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	917480052A
LOC Case Number:	04726-04904
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603792962
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603792962
Contact Type:	Regional Board Caseworker
Contact Name:	NOMAN CHOWDHURY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	nchowdhury@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603792962
Status:	Open - Case Begin Date
Status Date:	03/09/1999

Global Id:	T0603792962
Status:	Completed - Case Closed
Status Date:	10/01/2013

Global Id:	T0603792962

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Status: Open - Eligible for Closure
Status Date: 10/01/2013

Global Id: T0603792962
Status: Open - Site Assessment
Status Date: 03/16/1999

Regulatory Activities:
Global Id: T0603792962
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603792962
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603792962
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603792962
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603792962
Action Type: ENFORCEMENT
Date: 10/01/2013
Action: Closure/No Further Action Letter

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0000449
Jurisdiction: County
Case ID: RO0001450
Abated: Yes
Assigned To: Richard Clark
Entered Date: 10/12/2011

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 004726-038957
Facility Type: I01
Facility Status: Removed
Area: 6H
Permit Number: 000378376
Permit Status: Removed

EMI:
Year: 1990
County Code: 19

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Facility ID:	71002459
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Latitude: 34.00533
Longitude: -117.9151
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD053872156
Alias Type: EPA Identification Number
Alias Name: 71002459
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

80
WNW
1/2-1
0.587 mi.
3100 ft.

PAC FOUNDRIES-INDUSTRY
16800 CHESTNUT ST
CITY OF INDUSTRY, CA 91748

NPDES **S101669365**
EMI **N/A**
ENVIROSTOR
WDS

Relative:
Lower

Actual:
355 ft.

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 4
Regulatory Measure Id: 191121
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19I016313
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 01/16/2001
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Cast Parts Inc
Discharge Address: PO Box 2348
Discharge City: Pomona
Discharge State: California
Discharge Zip: 91769

EMI:
Year: 2002

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.4267
Reactive Organic Gases Tons/Yr:	2.33
Carbon Monoxide Emissions Tons/Yr:	0.5309
NOX - Oxides of Nitrogen Tons/Yr:	1.966
SOX - Oxides of Sulphur Tons/Yr:	0.01254
Particulate Matter Tons/Yr:	0.145193
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.12

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.592
Reactive Organic Gases Tons/Yr:	2.33882298
Carbon Monoxide Emissions Tons/Yr:	.4495
NOX - Oxides of Nitrogen Tons/Yr:	1.667
SOX - Oxides of Sulphur Tons/Yr:	.0077
Particulate Matter Tons/Yr:	.121025
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.10619468

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.464888358747966748
Reactive Organic Gases Tons/Yr:	2.156
Carbon Monoxide Emissions Tons/Yr:	.524
NOX - Oxides of Nitrogen Tons/Yr:	1.948
SOX - Oxides of Sulphur Tons/Yr:	.009
Particulate Matter Tons/Yr:	.145
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.132652

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.464888358747966748
Reactive Organic Gases Tons/Yr:	2.156
Carbon Monoxide Emissions Tons/Yr:	.524
NOX - Oxides of Nitrogen Tons/Yr:	1.948
SOX - Oxides of Sulphur Tons/Yr:	.009
Particulate Matter Tons/Yr:	.145
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.132652

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3341
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.316351879605565302
Reactive Organic Gases Tons/Yr:	3.8778398
Carbon Monoxide Emissions Tons/Yr:	.6
NOX - Oxides of Nitrogen Tons/Yr:	1.8

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

SOX - Oxides of Sulphur Tons/Yr:	.008688
Particulate Matter Tons/Yr:	.33831626435
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.2894620244105

Year:	2012
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3341
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.3582654552
Reactive Organic Gases Tons/Yr:	2.62201546
Carbon Monoxide Emissions Tons/Yr:	0.65527
NOX - Oxides of Nitrogen Tons/Yr:	1.73651
SOX - Oxides of Sulphur Tons/Yr:	0.00851
Particulate Matter Tons/Yr:	0.4249672
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.3159535932

ENVIROSTOR:

Facility ID:	19340771
Status:	Refer: RWQCB
Status Date:	01/28/1997
Site Code:	300649
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00649
Longitude:	-117.9390
APN:	8242030004
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	TELEDYNE/PICCO
Alias Type:	Alternate Name
Alias Name:	8242030004
Alias Type:	APN
Alias Name:	300649
Alias Type:	Project Code (Site Code)
Alias Name:	19340771
Alias Type:	Envirostor ID Number

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

CA WDS:

Facility ID:	4 19I016313
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	9095952252
Facility Contact:	SOE AUNG
Agency Name:	CAST PARTS INC
Agency Address:	PO Box 2348
Agency City,St,Zip:	Pomona 917692348
Agency Contact:	STEVE CLODFELTER
Agency Telephone:	9095952252
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

81
SE
1/2-1
0.601 mi.
3174 ft.

THOMPSON PETROLEUM
17721 E. RAILROAD STREET
INDUSTRY, CA 91748

Notify 65 **S100178005**
N/A

Relative:
Higher

Actual:
412 ft.

Notify 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Incident Description:	91748-1111

82
East
1/2-1
0.664 mi.
3506 ft.

WHITCOMB PLATING
655 S ALDERTON
CITY OF INDUSTRY, CA 91744

RCRA-SQG **1000396739**
HIST UST **CAD056458573**
ENVIROSTOR

Relative:
Higher

Actual:
394 ft.

RCRA-SQG:

Date form received by agency:	01/02/2008
Facility name:	WHITCOMB PLATING
Facility address:	655 S ALDERTON CITY OF INDUSTRY, CA 91744 5701
EPA ID:	CAD056458573
Mailing address:	1507 S SUNOL DR LOS ANGELES, CA 90023 4031
Contact:	DHARMA S PATEL
Contact address:	1507 S SUNOL DR LOS ANGELES, CA 90023 4031
Contact country:	US
Contact telephone:	323-263-6757
Contact email:	RRDENVIRONMENTAL@GMAIL.COM
EPA Region:	09
Land type:	Private
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DICK S PATEL
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported

WHITCOMB PLATING (Continued) **1000396739**

Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 11/01/2007
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: DICK S PATEL
Owner/operator address: 1507 S SUNOL DR
LOS ANGELES, CA 90023
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/05/1996
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: WHITCOMB PLATING INC
Classification: Small Quantity Generator

Date form received by agency: 09/01/1996
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 06/03/1996
Site name: WHITCOMB PLATING
Classification: Large Quantity Generator

WHITCOMB PLATING (Continued) **1000396739**

Date form received by agency: 03/29/1994
Site name: WHITCOMB PLATING
Classification: Large Quantity Generator

Date form received by agency: 02/12/1992
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 07/05/1991
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 04/15/1990
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D007
Waste name: CHROMIUM

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 06/27/1994
Date achieved compliance: 06/27/1999
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/27/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/27/1999
Evaluation lead agency: State Contractor/Grantee

HIST UST:
Region: STATE
Facility ID: 00000047303
Facility Type: Other
Other Type: ELECTRO-PLATING

WHITCOMB PLATING (Continued) **1000396739**

Total Tanks: 0001
Contact Name: Not reported
Telephone: 8189654968
Owner Name: JOHN B. WHITCOMB PLATING
Owner Address: 1432 SAN FELIPE
Owner City,St,Zip: BOULDER CITY, NV 89005

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 8 inches
Leak Detection: None

ENVIROSTOR:
Facility ID: 71002476
Status: Inactive - Action Required
Status Date: 11/09/2011
Site Code: 550307
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 11
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Irena Edwards
Supervisor: Manny Alonzo
Division Branch: Cleanup Cypress
Assembly: 57
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.00776
Longitude: -117.9130
APN: NONE SPECIFIED
Past Use: METAL FINISHING, METAL PLATING - OTHER
Potential COC: Arsenic Tetrachloroethylene (PCE Cadmium and compounds
Confirmed COC: Arsenic Tetrachloroethylene (PCE Cadmium and compounds
Potential Description: SOIL, SV, UE
Alias Name: CAD056458573
Alias Type: EPA Identification Number
Alias Name: 550307
Alias Type: Project Code (Site Code)
Alias Name: 71002476
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 05/01/2000
Comments: Not reported

WHITCOMB PLATING (Continued) **1000396739**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 05/10/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/01/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 11/22/2010
Comments: Second demand letter sent certified mail.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 10/30/2000
Comments: Inspection report sent on 10/30/2000

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 12/22/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 10/20/2010
Comments: First collection letter sent.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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83 **CREFTCON INDUSTRIES** **WIP** **U002280535**
ESE **900 S. AJAX AVENUE** **LOS ANGELES CO. HMS** **N/A**
1/2-1 **CITY OF INDUSTRY, CA 91749** **ENVIROSTOR**
0.699 mi.
3690 ft.

Relative:
Higher

Actual:
393 ft.

WIP:
Region: 4
File Number: 105.0070
File Status: **Historical**
Staff: ACASTANE
Facility Suite: Not reported

CREFTCON INDUSTRIES (Continued) **U002280535**

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	006110-006326
Facility Type:	Not reported
Facility Status:	OPEN
Area:	6H
Permit Number:	Not reported
Permit Status:	Not reported

ENVIROSTOR:

Facility ID:	71002952
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00381
Longitude:	-117.9129
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD982001703
Alias Type:	EPA Identification Number
Alias Name:	71002952
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

84 West 1/2-1 0.785 mi. 4146 ft.

WALNUT CREEK ENERGY PARK
911 BIXBY DR
CITY OF INDUSTRY, CA 91744

NPDES **S108742423**
VCP **N/A**
ENVIROSTOR

Relative: Lower

Actual: 367 ft.

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	415096
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C360996
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	05/16/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/30/2013
Discharge Name:	Walnut Creek Energy LLC
Discharge Address:	3 MacArthur Place
Discharge City:	Santa Ana
Discharge State:	California
Discharge Zip:	92707

VCP:

Facility ID:	60001428
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	11.48
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	301520
Assembly:	57
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	01/31/2012
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.00599 / -117.9430
APN:	8242-013-901
Past Use:	MANUFACTURING - OTHER, UNDERGROUND STORAGE TANKS, TRANSPORTATION - WAREHOUSING
Potential COC:	30006, 30007, 30008, 30010, 30013, 30018, 30022, 30152
Confirmed COC:	30013,30006-NO,30007-NO,30008-NO,30010-NO,30022,30152,30018-NO
Potential Description:	OTH, SOIL, SV
Alias Name:	8242-013-901
Alias Type:	APN
Alias Name:	301520
Alias Type:	Project Code (Site Code)

WALNUT CREEK ENERGY PARK (Continued) **S108742423**

Alias Name: 60001428
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/05/2011
Comments: CRU Memo sent to CRU on 10/5/2011

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 08/16/2011
Comments: NFA issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/11/2011
Comments: Field work completed. Report with results submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/16/2011
Comments: NFA letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 08/19/2011
Comments: Sent VCA end memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/11/2011
Comments: VCA Executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/09/2011
Comments: Pending information on transformer pad, pesticide sampling and asbestos containing material disposition.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

WALNUT CREEK ENERGY PARK (Continued) **S108742423**

ENVIROSTOR:

Facility ID:	60001428
Status:	No Further Action
Status Date:	01/31/2012
Site Code:	301520
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	11.48
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.00599
Longitude:	-117.9430
APN:	8242-013-901
Past Use:	MANUFACTURING - OTHER, UNDERGROUND STORAGE TANKS, TRANSPORTATION - WAREHOUSING
Potential COC:	DDD DDE DDT Endrin Lead Polychlorinated biphenyls (PCBs Tetrachloroethylene (PCE Chromium III
Confirmed COC:	Lead 30006-NO 30007-NO 30008-NO 30010-NO Tetrachloroethylene (PCE Chromium III 30018-NO
Potential Description:	OTH, SOIL, SV
Alias Name:	8242-013-901
Alias Type:	APN
Alias Name:	301520
Alias Type:	Project Code (Site Code)
Alias Name:	60001428
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/05/2011
Comments:	CRU Memo sent to CRU on 10/5/2011
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	08/16/2011
Comments:	NFA issued.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/11/2011
Comments:	Field work completed. Report with results submitted.
Completed Area Name:	PROJECT WIDE

WALNUT CREEK ENERGY PARK (Continued) **S108742423**

Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/16/2011
Comments: NFA letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 08/19/2011
Comments: Sent VCA end memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/11/2011
Comments: VCA Executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/09/2011
Comments: Pending information on transformer pad, pesticide sampling and asbestos containing material disposition.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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85 West 1/2-1 0.884 mi. 4665 ft.

KIM LIGHTING
16555 E GALE AVE
CITY OF INDUSTRY, CA 91745

TRIS 1006816084
WIP 91745KMLGH16555
WDS
HWP

Relative: Lower

Actual: 374 ft.

TRIS:

Click this hyperlink while viewing on your computer to access
1 additional US_TRIS: record(s) in the EDR Site Report.

WIP:
Region: 4
File Number: 105.0144
File Status: Historical
Staff: JCL
Facility Suite: Not reported

CA WDS:
Facility ID: 4 19I004395
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and

KIM LIGHTING (Continued) **1006816084**

	repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	KIIM LIGHTING
Agency Address:	16555 E. Gale Ave.
Agency City,St,Zip:	City of Industry 91745
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

HWP:

EPA Id:	CAD128298254
Cleanup Status:	UNKNOWN
Latitude:	34.00290
Longitude:	-117.9417
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	57
Senate District:	22
Public Information Officer:	Not reported

86 NNE 1/2-1 0.908 mi. 4793 ft. | **LA PUENTE DUMP**
147 NORTH AZUZA AVENUE
LA PUENTE, CA 91744 | **ENVIROSTOR** | **1000350117**
N/A

Relative: Higher

Actual: 457 ft.

ENVIROSTOR:

Facility ID:	19490192
Status:	Refer: Other Agency
Status Date:	08/15/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* HOUSEHOLD WASTES * OTHER STILL BOTTOM WASTE * Sludge - Paint * UNSPECIFIED OIL CONTAINING WASTE * UNSPECIFIED SOLVENT MIXTURES * DRILLING MUD
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CITY OF INDUSTRY CONVENTION CENTER
Alias Type:	Alternate Name
Alias Name:	DWIGHT D EISENHOWER GOLF COURSE
Alias Type:	Alternate Name
Alias Name:	INDUSTRY HILLS CONVENTION & EXHIBIT CTR
Alias Type:	Alternate Name
Alias Name:	INDUSTRY HILLS LANDFILL
Alias Type:	Alternate Name
Alias Name:	PUENTE WSTE DISP/REFUSE DISP RECLAMATION
Alias Type:	Alternate Name
Alias Name:	SHERATON HOTEL & RESORT
Alias Type:	Alternate Name
Alias Name:	CAD980636641
Alias Type:	EPA Identification Number
Alias Name:	19490192
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	08/21/1991
Comments:	EPA Federal Investigation Team report reviewed. DTSC concurs with the EPA further action recommendation.

LA PUENTE DUMP (Continued) **1000350117**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/21/1988
Comments: Site Screening done: EPA E&E review of Preliminary Assess- ment completed by DHS in September 1988 recommends medium- priority Screening Site Inspection under Cercla due to high value for depth to aquifer, containment, and waste quantity. DHS agrees with this recommendation. Sample Results: Solid Waste Assessment Report by Klein- felder found TCE at 9.0 ppb and 11.0 ppb in two groundwater monitoring wells.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/02/1987
Comments: SITE SCREENING DONE SITE IS ON THE SWAT LIST- RANK 13- TO BE ASSESSED IN 1988

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/01/1984
Comments: SOURCE ACT: CO ENGR IWP - CLII LDFL. CURRENTLY USED AS GOLF COURSE & OTHER RECREATIONAL FAC. OVERLIES A PORTION OF SAN GABRIEL G-WATER BASIN. INCIDENT: 4/ 23/84 SULPHUR & METHANE ODOR COMPLAINT FROM RESIDENT(CO ENGR FILE). WASTE TYPE: CERCLA FILED BY IT CORP - OIL REFINERY & OIL PRODUCTION WASTES DISP. CONDNGR, CO HLTH, SWMB. PRELIM ASSESS DONE RCRA 3012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/28/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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87 **SAFE PLATING, INC.** **RCRA-LQG** **1001085664**
SE **18001 PLATING, INC.** **NPDES** **CAR000009878**
1/2-1 **INDUSTRY, CA 91748** **HIST CORTESE**
0.953 mi. **LUST**
5034 ft. **LOS ANGELES CO. HMS**
ENVIROSTOR
Relative: **WDS**
Higher

RCRA-LQG:
Actual: Date form received by agency: 02/10/2012
422 ft. Facility name: SAFE PLATING, INC.
Facility address: 18001 PLATING, INC.

SAFE PLATING, INC. (Continued) **1001085664**

	INDUSTRY, CA 91748
EPA ID:	CAR000009878
Mailing address:	PLATING, INC. INDUSTRY, CA 91748
Contact:	SALAH SEIF
Contact address:	PLATING, INC. INDUSTRY, CA 91748
Contact country:	Not reported
Contact telephone:	(626) 810-1872
Contact email:	SALAH_SEIF@SAFEPLATING.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	MAGDY SEIF
Owner/operator address:	PLATING, INC. INDUSTRY, CA 91748
Owner/operator country:	Not reported
Owner/operator telephone:	(626) 810-1872
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/01/1979
Owner/Op end date:	Not reported

Owner/operator name:	MAGDY SEIF
Owner/operator address:	PLATING, INC. INDUSTRY, CA 91748
Owner/operator country:	US
Owner/operator telephone:	(626) 810-1872
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	12/01/1979
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

SAFE PLATING, INC. (Continued) **1001085664**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 01/29/2010
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2008
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/06/2006
Site name: SAFE PLATING, INC
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2002
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: SAFE PLATING INCORPORATED
Classification: Large Quantity Generator

Date form received by agency: 02/06/1998
Site name: SAFE PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: SAFE PLATING INC
Classification: Small Quantity Generator

Date form received by agency: 03/06/1996
Site name: SAFE PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 03/06/1996
Site name: SAFE PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 02/29/1996
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

SAFE PLATING, INC. (Continued) **1001085664**

Hazardous Waste Summary:

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.

Waste code: D011
Waste name: SILVER

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: F007
Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS

Waste code: F009
Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.

Facility Has Received Notices of Violations:

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/24/2012
Date achieved compliance: Not reported
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 05/24/2012
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: Not reported

SAFE PLATING, INC. (Continued) **1001085664**

Evaluation lead agency: EPA

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189281
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I004027
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/03/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Safe Plating Inc
Discharge Address:	18001 Railroad St
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91748

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	105.0248

LUST:

Region:	STATE
Global Id:	T0603700154
Latitude:	33.997241
Longitude:	-117.910661
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/21/1994
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	105.0248
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700154
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov

SAFE PLATING, INC. (Continued) **1001085664**

Phone Number: Not reported

Global Id: T0603700154
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:
Global Id: T0603700154
Status: Completed - Case Closed
Status Date: 07/21/1994

Global Id: T0603700154
Status: Open - Case Begin Date
Status Date: 05/31/1989

Global Id: T0603700154
Status: Open - Site Assessment
Status Date: 05/31/1989

Global Id: T0603700154
Status: Open - Site Assessment
Status Date: 03/06/1990

Regulatory Activities:
Global Id: T0603700154
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700154
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700154
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 013240-013555
Facility Type: T0
Facility Status: Closed
Area: 6H
Permit Number: 00005259T
Permit Status: Closed

ENVIROSTOR:

SAFE PLATING, INC. (Continued) **1001085664**

Facility ID: 71003445
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 57
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.99724
Longitude: -117.9106
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAR000009878
Alias Type: EPA Identification Number
Alias Name: 110000478037
Alias Type: EPA (FRS #)
Alias Name: 71003445
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CA WDS:
Facility ID: 4 19I004027
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water

SAFE PLATING, INC. (Continued) **1001085664**

	pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	SAFE PLATING INC.
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Count: 20 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CITY OF INDUSTRY	S101584978	PACIFIC MOTOR TRUCKING, SOUTHERN P	1752 ARENTH	91748	CA FID UST, SWEEPS UST
CITY OF INDUSTRY	S112872332	CITY OF INDUSTRY/ENGINEERING	SW CORNER HACIENDA BLVD & STAF	91744	HAZNET
CITY OF INDUSTRY	S112883217	INDUSTRY SHERATON	ONE INDUSTRY PARKWAY	91744	HAZNET
CITY OF INDUSTRY	1005926741	CALGON CORPORATION - CITY OF INDUS	18275 E. SAN JOSE AVENUE	91744	TSCA
CITY OF INDUSTRY (CO	S106764859	INDUCTION TECH	1127 S HATCHER AVE	91744	WIP
CITY OF INDUSTRY (CO	S107504180	FORMER UTILITY TRAILOR	17747 RAILROAD (17747 & 17735)	91748	WIP
CITY OF INDUSTRY (CO	S106764798	ARMIN PLASTICS CORPORATION	1890 E RAILROAD ST	91748	WIP
CITY OF INDUSTRY (CO	S106764992	BIRTCHER/CITY IND.REDEVELOPMEN	17000 E ROWLAND ST	91745	WIP
HACIENDA HEIGHTS	S111291637	FEDEX HD POMONA INDUSTRY	16720 CHESTNUT ST UNIT E	91745	NPDES
INDUSTRY	S112923340	CITY OF INDUSTRY	804 ANAHEIM PUENTE RD	91744	HAZNET
INDUSTRY	S112910979	INDUSTRY URBAN DEV AGENCY	AREA A L M NO 57 FRY EASTSIDE	91744	HAZNET
INDUSTRY	S111076148	VALLEY LAND DEVELOPMENT COMPANY	401 SOUTH BREA CANYON ROAD	91744	SWF/LF
INDUSTRY	S106829487	CROWN CITY FURNITURE, JAMESTOW	16205 E. GALE	91744	EMI
INDUSTRY	S112943479	CITY OF INDUSTRY - URBAN DEVELOPME	1239 S HATCHER AVE	91744	HAZNET
INDUSTRY	S106833017	INDUSTRY EQP RENTALS INC	822 S NOGALES	91748	EMI
INDUSTRY	S112879822	INDUSTRY URBAN DEVELOPMENT AGENCY	128 OLD RANCH RD	91744	HAZNET
INDUSTRY	S112879821	INDUSTRY URBAN DEVELOPMENT AGENCY	21828 E VALLEY BLVD	91744	HAZNET
LA PUENTE	1003878492	LA PUENTE DUMP	AZUSA AVE N OF VLY BLVD	91744	CERC-NFRAP
LOS ANGELES COUNTY	M300003095	CEMEX, INC.	AZUSA OPERATION		US MINES
LOS ANGELES COUNTY	M300003096	VULCAN MATERIALS CO.	SUN VALLEY (#002)		US MINES

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: N/A
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 07/08/2014
Number of Days to Update: 78	Next Scheduled EDR Contact: 10/20/2014
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 05/29/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/08/2014
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/31/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/08/2013	Telephone: 703-603-8704
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 07/08/2014
Number of Days to Update: 151	Next Scheduled EDR Contact: 10/20/2014
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 05/29/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/08/2014
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/19/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 116

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/19/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 116

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 18

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/30/2013
Date Data Arrived at EDR: 10/01/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 66

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/03/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/12/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 36

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 29

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 47

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/14/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 61

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/20/2014
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/24/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 53

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

State and tribal registered storage tank lists

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/12/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 36

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/24/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 53

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 01/27/2014
Number of Days to Update: 271

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/07/2014
Date Data Arrived at EDR: 05/09/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 39

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/04/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 70

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 34

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/14/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 33

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 47

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 03/20/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 77

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 25

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 07/03/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 02/20/2014
Date Made Active in Reports: 03/27/2014
Number of Days to Update: 35

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/14/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/11/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 105

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/04/2014
Date Data Arrived at EDR: 04/29/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 10

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 55

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/10/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/25/2014
Next Scheduled EDR Contact: 06/09/2014
Data Release Frequency: Varies

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/30/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 132

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/06/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 05/06/2014
Date Data Arrived at EDR: 05/16/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 10/09/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2013
Date Data Arrived at EDR: 07/17/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 107

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2014
Date Data Arrived at EDR: 07/10/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 18

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/10/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/18/2013
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 03/12/2014
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 05/23/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 01/15/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/20/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 8

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/30/2014
Date Data Arrived at EDR: 07/01/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 27

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/16/2013
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Annually

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 05/30/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 41

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 03/25/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 34

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 38

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/28/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/28/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/14/2014
Date Data Arrived at EDR: 07/15/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/15/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Quarterly

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/23/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 26

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 8

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

EPA WATCH LIST: EPA WATCH LIST
EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: N/A

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 03/14/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 47

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/11/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 06/04/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 15

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/12/2014
Number of Days to Update: 18

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 07/23/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 20

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 07/02/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/30/2014
Number of Days to Update: 27

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 24

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/24/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 21

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/05/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 7

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 08/05/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/15/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 16

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 26

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 13

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 21

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 19

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 41

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/21/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/21/2014
Date Data Arrived at EDR: 04/22/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 27

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/21/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/16/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 04/23/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 27

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 04/14/2014
Number of Days to Update: 46

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/13/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 32

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 06/27/2014
Number of Days to Update: 16

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/02/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 01/03/2014
Date Data Arrived at EDR: 01/09/2014
Date Made Active in Reports: 02/12/2014
Number of Days to Update: 34

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/29/2014
Date Made Active in Reports: 06/24/2014
Number of Days to Update: 26

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 06/27/2014
Number of Days to Update: 14

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/04/2013
Number of Days to Update: 27

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 7

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 13

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/21/2014
Number of Days to Update: 7

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/10/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 29

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/08/2014
Date Data Arrived at EDR: 07/11/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 17

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/23/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/15/2014
Date Data Arrived at EDR: 04/17/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 22

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/23/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/06/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 21

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/11/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 07/17/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 11

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/30/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2013
Date Data Arrived at EDR: 11/19/2013
Date Made Active in Reports: 12/31/2013
Number of Days to Update: 42

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/27/2014
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/20/2014
Date Data Arrived at EDR: 06/23/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 18

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 26

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 04/03/2014
Date Data Arrived at EDR: 04/04/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/19/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 21

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 06/02/2014
Date Data Arrived at EDR: 06/03/2014
Date Made Active in Reports: 06/23/2014
Number of Days to Update: 20

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/19/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 9

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/28/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 23

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 8

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/02/2014
Date Made Active in Reports: 02/11/2014
Number of Days to Update: 40

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 25

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 36

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 05/16/2014
Date Data Arrived at EDR: 05/16/2014
Date Made Active in Reports: 06/13/2014
Number of Days to Update: 28

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/27/2014
Number of Days to Update: 7
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 19
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 05/05/2014
Number of Days to Update: 27
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/22/2014
Date Made Active in Reports: 06/19/2014
Number of Days to Update: 28

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/23/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/17/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/07/2014
Date Made Active in Reports: 06/10/2014
Number of Days to Update: 34

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/05/2013
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 08/07/2014
Number of Days to Update: 48

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

CT CITY OF INDUSTRY CHESTNUT AZUSA
17300 EAST CHESTNUT ST
ROWLAND HEIGHTS, CA 91748

TARGET PROPERTY COORDINATES

Latitude (North):	34.0056 - 34˚ 0' 20.16''
Longitude (West):	117.9265 - 117˚ 55' 35.40''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	414442.0
UTM Y (Meters):	3762969.2
Elevation:	382 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34117-A8 BALDWIN PARK, CA
Most Recent Revision:	1981
South Map:	33117-H8 LA HABRA, CA
Most Recent Revision:	1981

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

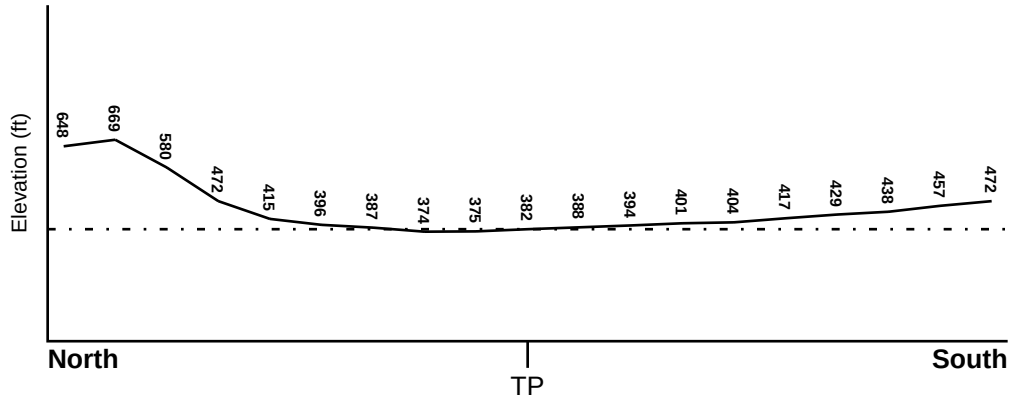
TOPOGRAPHIC INFORMATION

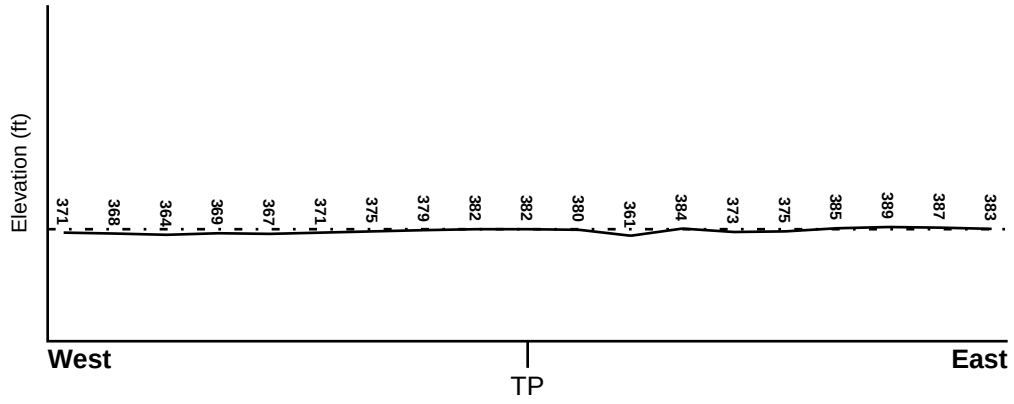
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 382 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:	06037C - FEMA DFIRM Flood data
Additional Panels in search area:	Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
BALDWIN PARK	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Location Relative to TP:	1/2 - 1 Mile NNE
Site Name:	La Puente Dump
Site EPA ID Number:	CAD980636641
Groundwater Flow Direction:	Southeast
Inferred Depth to Water:	8 feet to 38 feet.
Hydraulic Connection:	The Valley alluvium at the site is likely hydraulically connected to the underlying and discrete Canyon alluvium aquifer and Industry Hills bedrock aquifer.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information is inferred in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site--specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	URBAN LAND
Soil Surface Texture:	variable
Hydrologic Group:	Not reported
Soil Drainage Class:	Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	Not Reported
Depth to Bedrock Min:	> 10 inches
Depth to Bedrock Max:	> 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Surficial Soil Types: loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Shallow Soil Types: fine sandy loam
gravelly - loam
sand
silty clay

Deeper Soil Types: stratified
clay loam
silty clay loam
gravelly - sandy loam
coarse sand
sand
weathered bedrock
very fine sandy loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CADW50000003979	1/8 - 1/4 Mile NW
2	CADW50000003978	1/4 - 1/2 Mile West

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

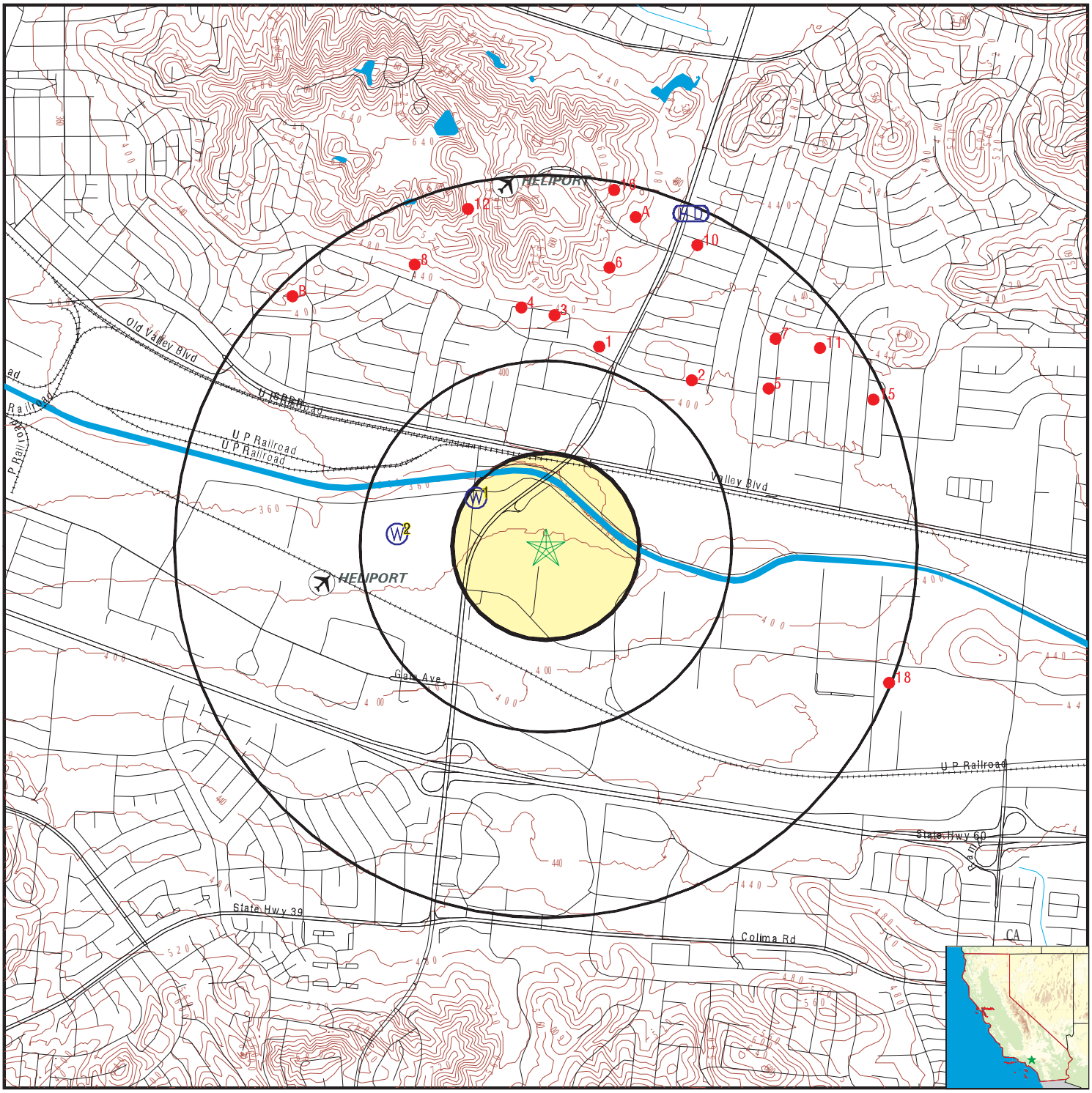
MAP ID	WELL ID	LOCATION FROM TP
1	CAOG9A000030430	1/2 - 1 Mile NNE
2	CAOG9A000030372	1/2 - 1 Mile NE
3	CAOG9A000030476	1/2 - 1 Mile North
4	CAOG9A000030487	1/2 - 1 Mile North
5	CAOG9A000030355	1/2 - 1 Mile NE
6	CAOG9A000030515	1/2 - 1 Mile NNE
7	CAOG9A000030445	1/2 - 1 Mile NE
8	CAOG9A000030518	1/2 - 1 Mile NNW
A9	CAOG9A000030560	1/2 - 1 Mile NNE
10	CAOG9A000030538	1/2 - 1 Mile NNE
11	CAOG9A000030428	1/2 - 1 Mile NE
12	CAOG9A000030586	1/2 - 1 Mile NNW
B13	CAOG9A000030485	1/2 - 1 Mile NW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A14	CAOG9A000030582	1/2 - 1 Mile NNE
15	CAOG9A000030330	1/2 - 1 Mile ENE
16	CAOG9A000030618	1/2 - 1 Mile North
B17	CAOG9A000030499	1/2 - 1 Mile NW
18	CAOG9A000029471	1/2 - 1 Mile ESE

PHYSICAL SETTING SOURCE MAP - 4032295.2s



0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	CT City of Industry Chestnut Azusa	CLIENT:	Stantec
ADDRESS:	17300 East Chestnut St Rowland Heights CA 91748	CONTACT:	Ryan Mcdaniel
		INQUIRY #:	4032295.2s
LAT/LONG:	34.0056 / 117.9265	DATE:	August 11, 2014 12:47 pm

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Map ID Direction Distance Elevation	Database	EDR ID Number
1 **NW** **1/8 - 1/4 Mile** **Lower**	**CA WELLS**	**CADW50000003979**

Latitude :	34.007493		
Longitude :	117.929776		
Site code:	340075N1179298W001	Casgem sta:	02S10W09Q007S
Local well:	3079M	Casgem s 1:	Observation
County id:	19		
Basin cd:	4-13	Basin desc:	San Gabriel Valley
Org unit n:	Southern Region Office	Site id:	CADW50000003979

2 **West** **1/4 - 1/2 Mile** **Lower**	**CA WELLS**	**CADW50000003978**

Latitude :	34.006084		
Longitude :	117.933475		
Site code:	340061N1179335W001	Casgem sta:	02S10W09Q009S
Local well:	Tony Poli Well	Casgem s 1:	Irrigation
County id:	19		
Basin cd:	4-13	Basin desc:	San Gabriel Valley
Org unit n:	Southern Region Office	Site id:	CADW50000003978

Map ID Direction Distance	Database	EDR ID Number

1
NNE
1/2 - 1 Mile

OIL_GAS **CAOG9A000030430**

Districtnu:	1	Apinumber:	03718627
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Louis H. Didier		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.013406		
Glong:	-117.924		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Didier-Hurley	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030430

2
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000030372**

Districtnu:	1	Apinumber:	03718745
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.012093		
Glong:	-117.919655		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Peel	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030372

3
North
1/2 - 1 Mile

OIL_GAS **CAOG9A000030476**

Districtnu:	1	Apinumber:	03718744
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Ark Properties Inc.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.014636		
Glong:	-117.926097		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Hurley A	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030476

4
North **OIL_GAS** **CAOG9A000030487**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718628
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Louis H. Didier		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.014937		
Glong:	-117.927651		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Didier-Hurley	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030487

5
NE **OIL_GAS** **CAOG9A000030355**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705171
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.011771		
Glong:	-117.916051		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente C. H.	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030355

6
NNE **OIL_GAS** **CAOG9A000030515**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718629
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Lewis Guerrieri		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.016494		
Glong:	-117.923519		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Greuter	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030515

7
NE **OIL_GAS** **CAOG9A000030445**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705166
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.013712		
Glong:	-117.915721		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Petitfils	Wellnumber:	A-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030445

8
NNW **OIL_GAS** **CAOG9A000030518**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718626
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Bardeen Petro. Co. Ltd.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.016612		
Glong:	-117.932658		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030518

A9
NNE **OIL_GAS** **CAOG9A000030560**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706369
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Elmar Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.018248		
Glong:	-117.92264		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Lautenbach	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030560

10
NNE **OIL_GAS** **CAOG9A000030538**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718749
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Bardeen Oil Co.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.017374		
Glong:	-117.919395		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030538

11
NE **OIL_GAS** **CAOG9A000030428**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705172
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.013353		
Glong:	-117.913642		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente C. H.	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030428

12
NNW
1/2 - 1 Mile

OIL_GAS **CAOG9A000030586**

Districtnu:	1	Apinumber:	03718750
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Bardeen Oil Co.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.018791		
Glong:	-117.930153		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030586

B13
NW
1/2 - 1 Mile

OIL_GAS **CAOG9A000030485**

Districtnu:	1	Apinumber:	03705409
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freudenthal and Myers Expl. Co.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.014935		
Glong:	-117.938401		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Louis H. Didier	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030485

A14
NNE **OIL_GAS** **CAOG9A000030582**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706370
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Elmar Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.018694		
Glong:	-117.92193		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Vanderhoof	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030582

15
ENE **OIL_GAS** **CAOG9A000030330**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705170
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.011338		
Glong:	-117.911136		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente C. H.	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030330

16
North
1/2 - 1 Mile

OIL_GAS **CAOG9A000030618**

Districtnu:	1	Apinumber:	03706371
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Elmar Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	3		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.01953		
Glong:	-117.923299		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Vanderhoof	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030618

B17
NW
1/2 - 1 Mile

OIL_GAS **CAOG9A000030499**

Districtnu:	1	Apinumber:	03705410
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freudenthal and Myers Expl. Co.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.015823		
Glong:	-117.938376		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pearson-Willey	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030499

18
ESE **OIL_GAS** **CAOG9A000029471**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706130
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	15		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.000268		
Glong:	-117.910399		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Butler	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000029471

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
91748	20	0

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX C
SUPPLEMENTAL ENVIRONMENTAL DATABASE REPORTS

Stantec

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.3
August 11, 2014

Certified Sanborn® Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

8/11/14

Site Name:	**Client Name:**
CT City of Industry Chestnut	Stantec
17300 East Chestnut St	25864-F Business Center Drive
Rowland Heights, CA 91748	Redlands, CA 92374
EDR Inquiry # 4032295.3	Contact: Ryan Mcdaniel

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Stantec were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name:	CT City of Industry Chestnut Azusa
Address:	17300 East Chestnut St
City, State, Zip:	Rowland Heights, CA 91748
Cross Street:	
P.O. #	185803306
Project:	CT CofI Chestnut/Azusa
Certification #	3CC5-4837-A8A9

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results
Certification # 3CC5-4837-A8A9

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✔ Library of Congress
- ✔ University Publications of America
- ✔ EDR Private Collection

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CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.4
August 11, 2014

EDR Historical Topographic Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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Historical Topographic Map

N	TARGET QUAD NAME: POMONA MAP YEAR: 1894 SERIES: 15 SCALE: 1:62500	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

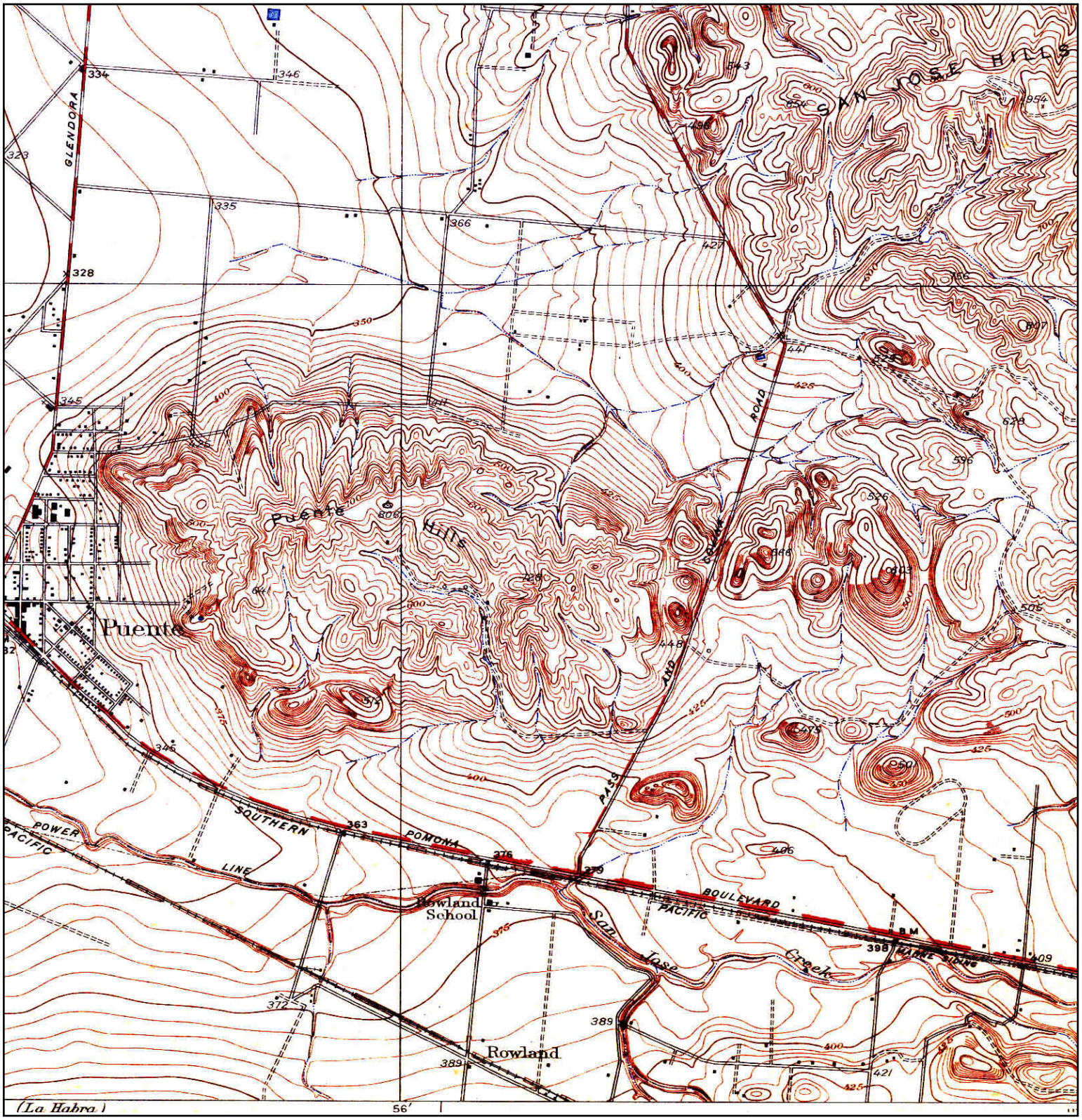
Historical Topographic Map

N	TARGET QUAD NAME: SOUTHERN CA SHEET 1 MAP YEAR: 1901 SERIES: 60 SCALE: 1:250000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

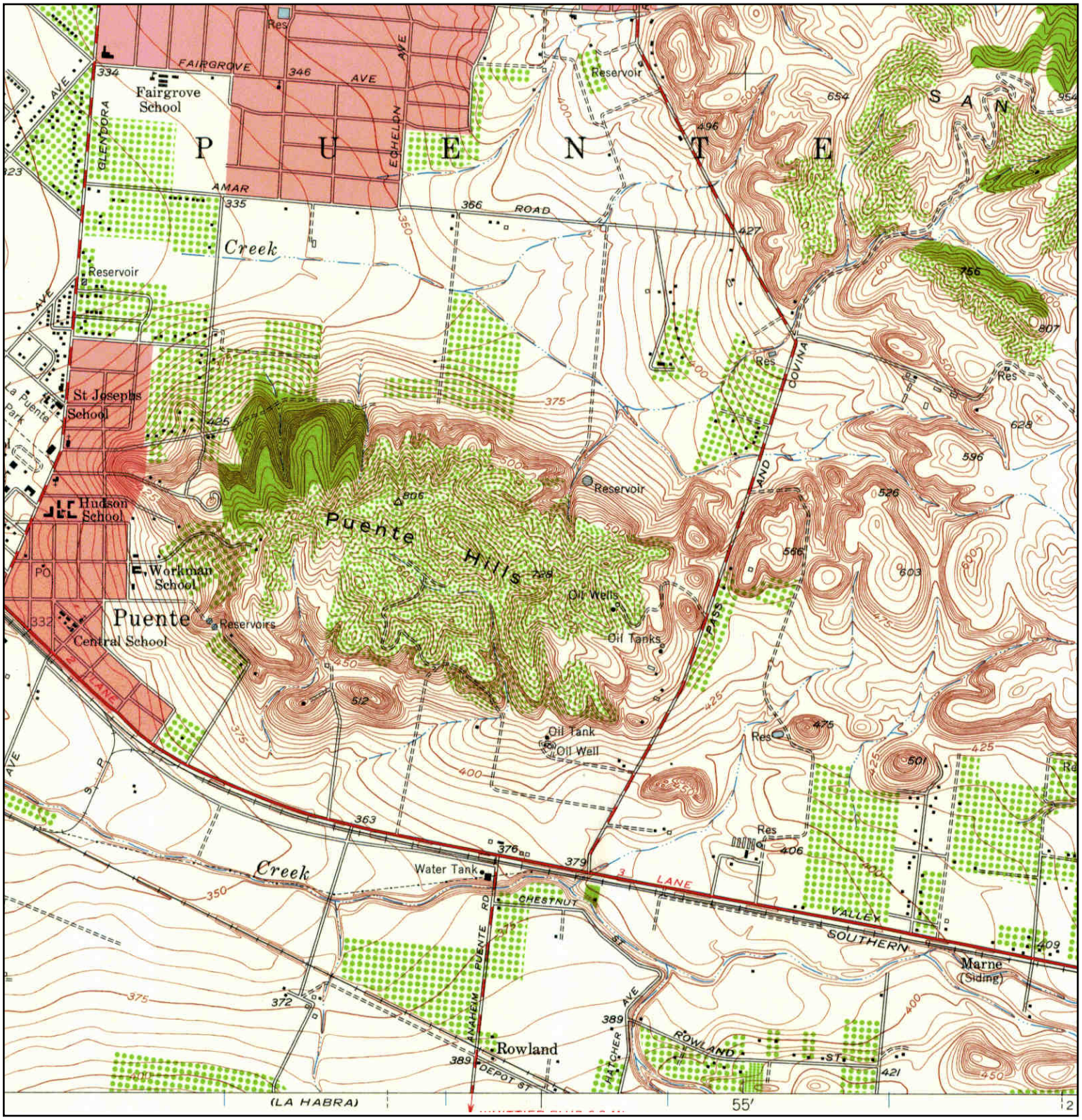
N	TARGET QUAD NAME: POMONA MAP YEAR: 1904 SERIES: 15 SCALE: 1:62500	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



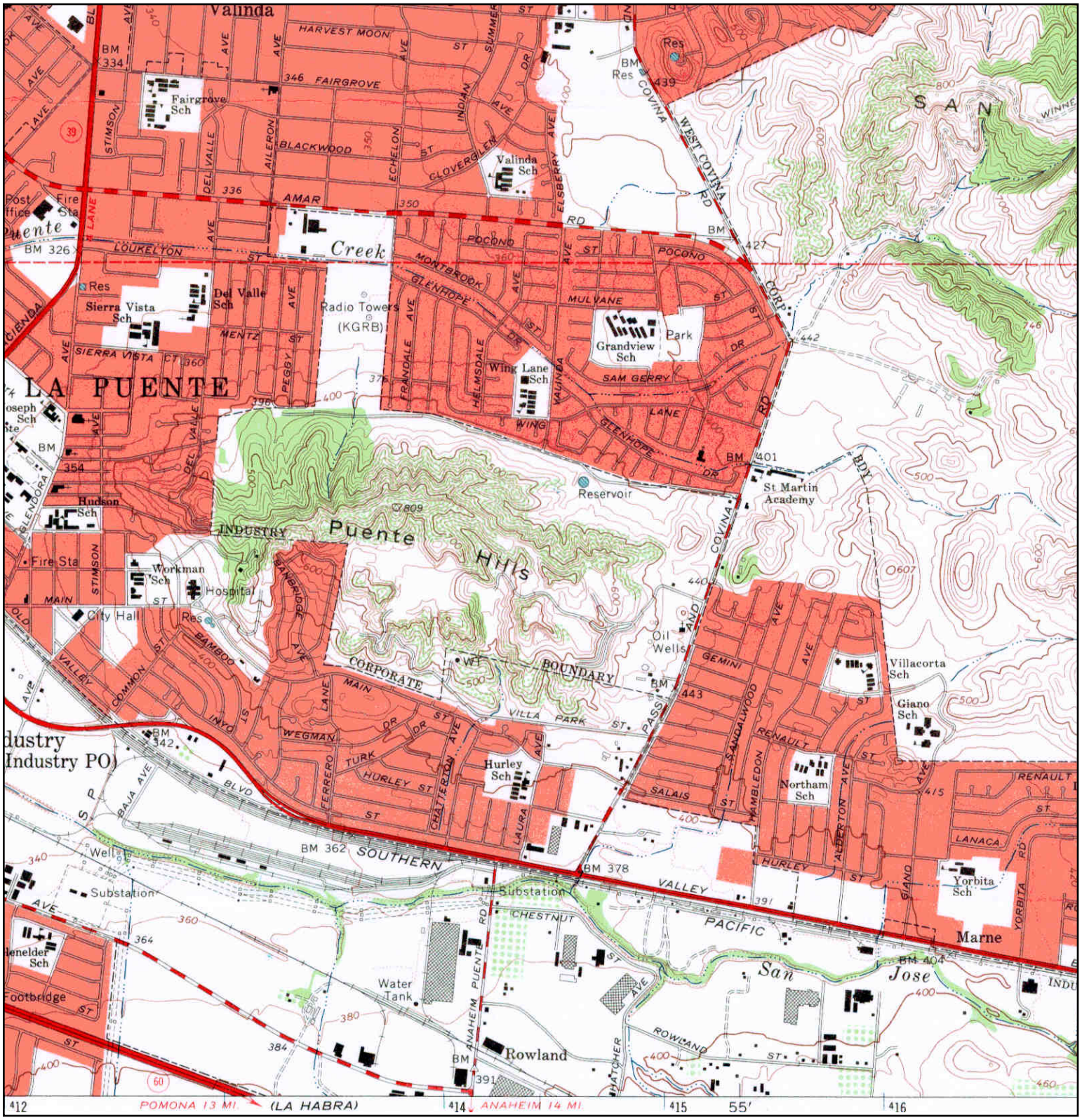
N	TARGET QUAD NAME: PUENTE MAP YEAR: 1927 SERIES: 6 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



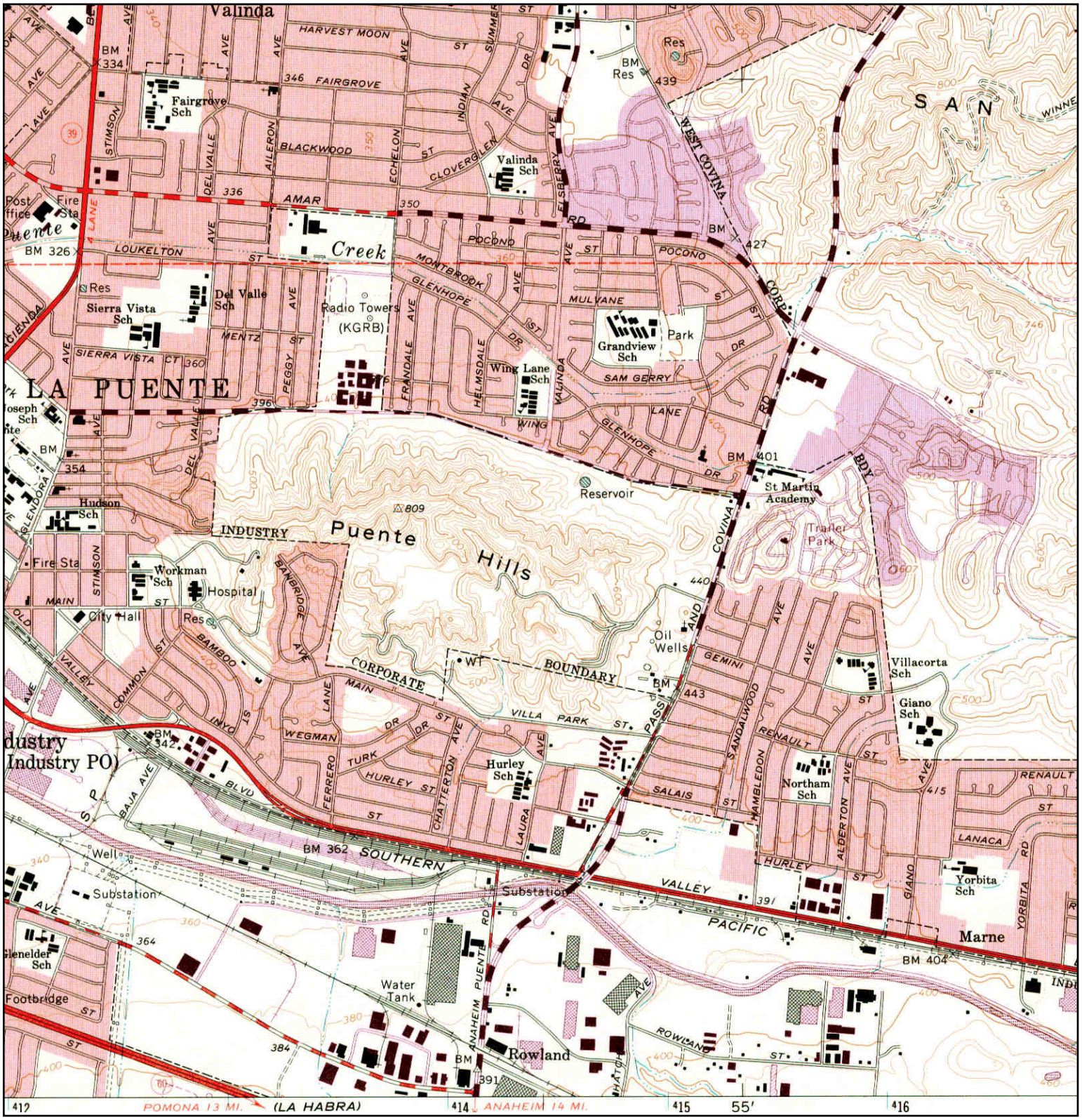
N	TARGET QUAD NAME: BALDWIN PARK MAP YEAR: 1953 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



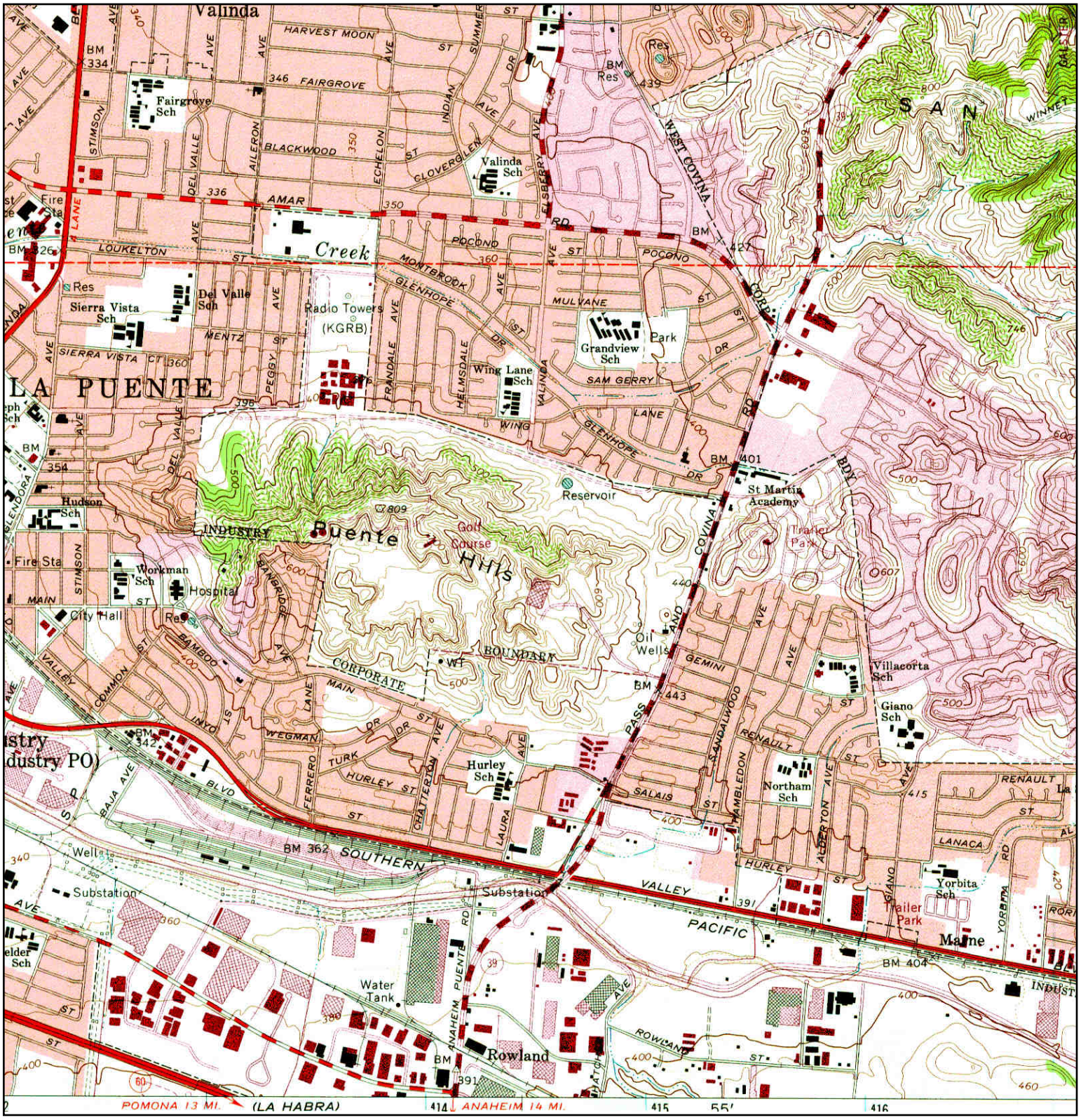
N	**TARGET QUAD** NAME: BALDWIN PARK MAP YEAR: 1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



N	TARGET QUAD NAME: BALDWIN PARK MAP YEAR: 1972 PHOTOREVISED FROM :1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

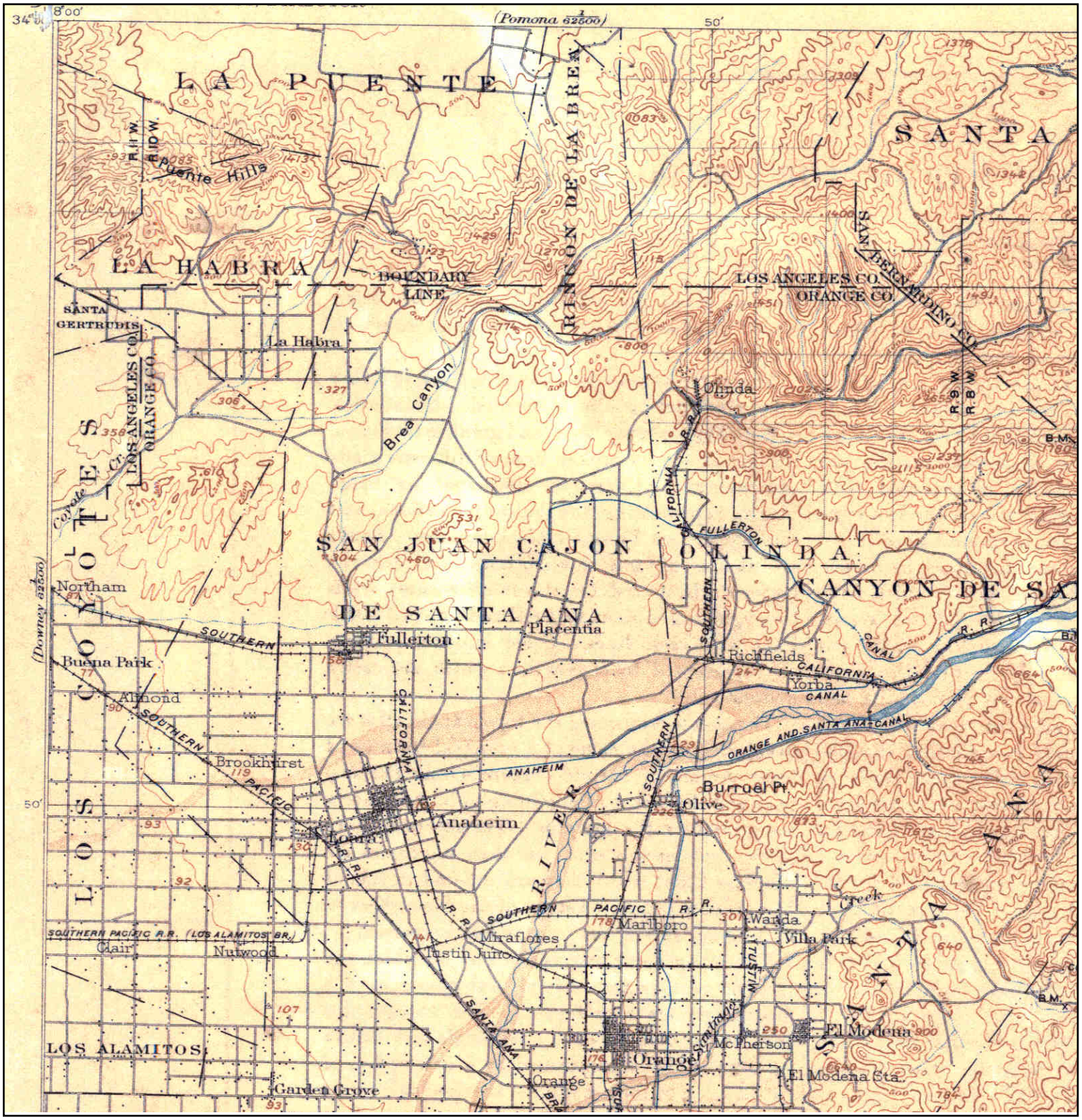


N	TARGET QUAD NAME: BALDWIN PARK MAP YEAR: 1981 PHOTOREVISED FROM :1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

N	ADJOINING QUAD NAME: ANAHEIM MAP YEAR: 1898 SERIES: 15 SCALE: 1:62500	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

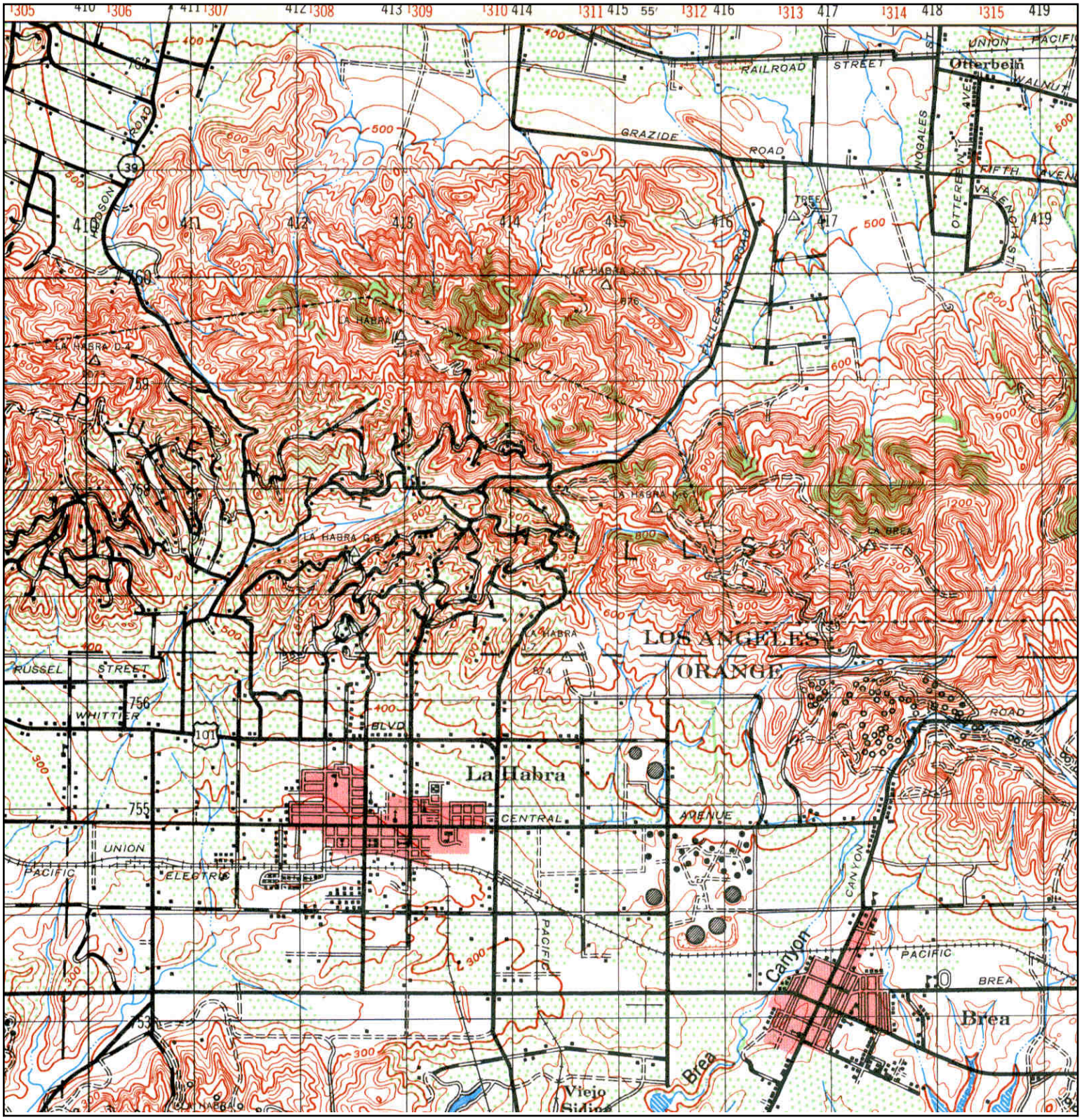


N	ADJOINING QUAD NAME: CORONA MAP YEAR: 1902 SERIES: 30 SCALE: 1:125000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1927 SERIES: 6 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

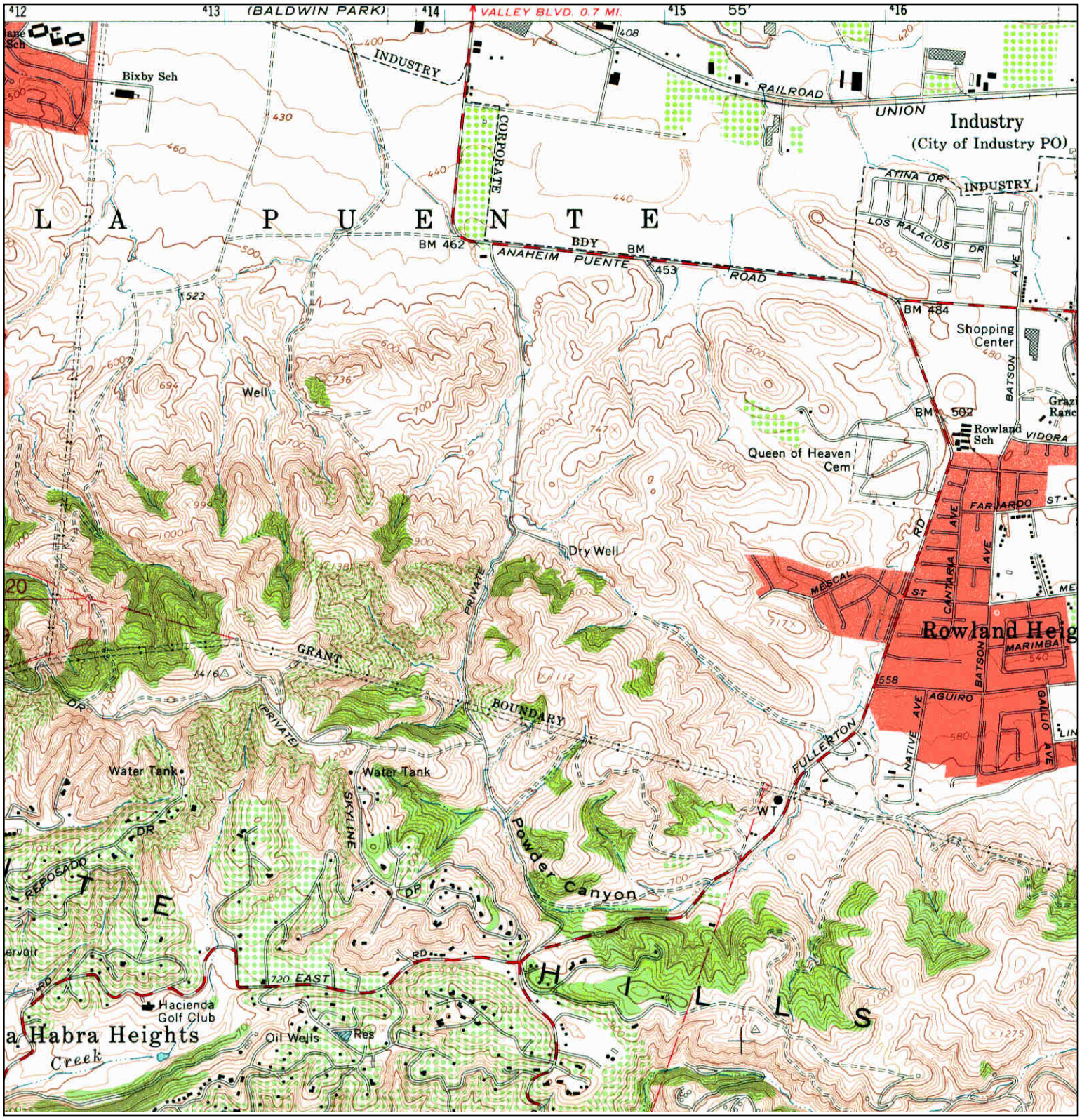


N	ADJOINING QUAD NAME: ANAHEIM MAP YEAR: 1942 SERIES: 15 SCALE: 1:50000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

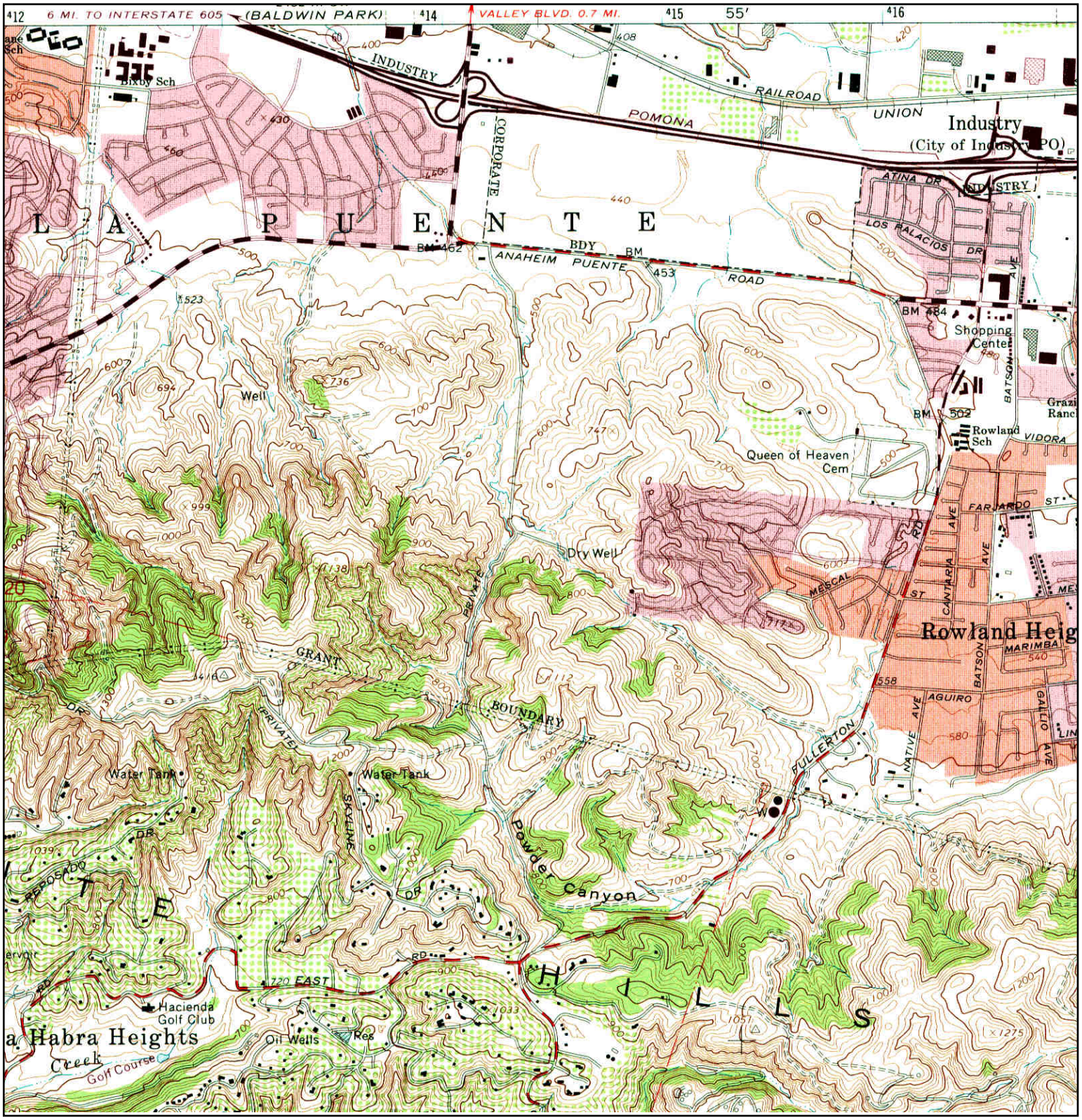
N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1950 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



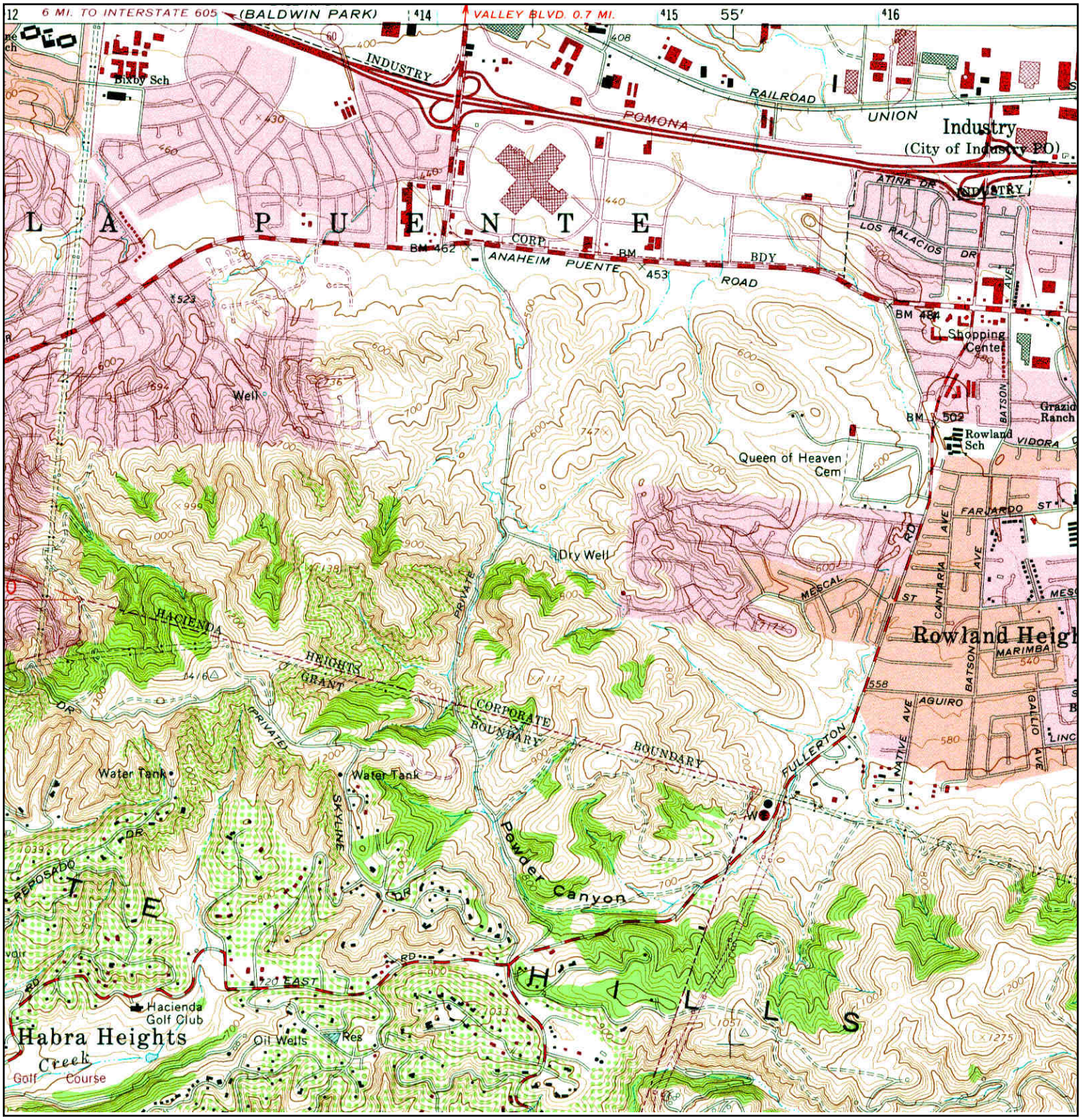
N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1964 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1972 PHOTOREVISED FROM :1964 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1981 PHOTOREVISED FROM :1964 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.9
August 12, 2014

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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with any questions or comments.

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Date EDR Searched Historical Sources:

Aerial Photography August 12, 2014

Target Property:

17300 East Chestnut St

Rowland Heights, CA 91748

Year	***Scale***	***Details***	***Source***
1928	Aerial Photograph. Scale: 1"=500'	Flight Year: 1928	USGS
1938	Aerial Photograph. Scale: 1"=500'	Flight Year: 1938	USGS
1948	Aerial Photograph. Scale: 1"=500'	Flight Year: 1948	USGS
1952	Aerial Photograph. Scale: 1"=500'	Flight Year: 1952	USGS
1964	Aerial Photograph. Scale: 1"=500'	Flight Year: 1964	USGS
1970	Aerial Photograph. Scale: 1"=500'	Flight Year: 1970	USGS
1972	Aerial Photograph. Scale: 1"=500'	Flight Year: 1972	USGS
1981	Aerial Photograph. Scale: 1"=500'	Flight Year: 1981	USGS
1989	Aerial Photograph. Scale: 1"=500'	Flight Year: 1989	USGS
1995	Aerial Photograph. Scale: 1"=500'	/DOQQ - acquisition dates: 1995	USGS/DOQQ
2005	Aerial Photograph. Scale: 1"=500'	Flight Year: 2005	USDA/NAIP
2009	Aerial Photograph. Scale: 1"=500'	Flight Year: 2009	USDA/NAIP
2010	Aerial Photograph. Scale: 1"=500'	Flight Year: 2010	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=500'	Flight Year: 2012	USDA/NAIP

INQUIRY #: 4032295.9
YEAR: 1928
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1938
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1948
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1952
= 500'
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EDR

INQUIRY #: 4032295.9
YEAR: 1964
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1970
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1972
= 500'
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EDR

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YEAR: 1981
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INQUIRY #: 4032295.9
YEAR: 1989
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INQUIRY #: 4032295.9
YEAR: 1995
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YEAR: 2005
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EDR

INQUIRY #: 4032295.9
YEAR: 2009
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 2010
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 2012
= 500'
N
EDR

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.5
August 14, 2014

The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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SECTION

Executive Summary

Findings

City Directory Images

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Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	*Target Street*	*Cross Street*	*Source*
2013	☑	☑	Cole Information Services
2008	☑	☑	Cole Information Services
2003	☑	☑	Cole Information Services
1999	☑	☑	Cole Information Services
1995	☑	☑	Haines Criss-Cross Directory
1991	☑	☑	Haines Criss-Cross Directory
1986	☑	☑	Haines Criss-Cross Directory
1980	☑	☑	Haines Criss-Cross Directory
1975	☑	☑	Haines Criss-Cross Directory

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FINDINGS

TARGET PROPERTY STREET

17300 East Chestnut St
Rowland Heights, CA 91748

Year	***CD Image***	***Source***
CHESTNUT ST		
2013	pg A1	Cole Information Services
2008	pg A5	Cole Information Services
2003	pg A10	Cole Information Services
1999	pg A14	Cole Information Services
1995	pg A16	Haines Criss-Cross Directory
1991	pg A19	Haines Criss-Cross Directory
1986	pg A22	Haines Criss-Cross Directory
1980	pg A25	Haines Criss-Cross Directory
1975	pg A28	Haines Criss-Cross Directory
1975	pg A29	Haines Criss-Cross Directory

FINDINGS

CROSS STREETS

Year	*CD Image*	*Source*

S AZUSA AVE

2013	pg. A2	Cole Information Services
2008	pg. A6	Cole Information Services
2003	pg. A11	Cole Information Services
1999	pg. A15	Cole Information Services
1995	pg. A17	Haines Criss-Cross Directory
1995	pg. A18	Haines Criss-Cross Directory
1991	pg. A20	Haines Criss-Cross Directory
1991	pg. A21	Haines Criss-Cross Directory
1986	pg. A23	Haines Criss-Cross Directory
1986	pg. A24	Haines Criss-Cross Directory
1980	pg. A26	Haines Criss-Cross Directory
1980	pg. A27	Haines Criss-Cross Directory
1975	pg. A30	Haines Criss-Cross Directory
1975	pg. A31	Haines Criss-Cross Directory

City Directory Images

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 2013

16720	3T & ASSOCIATES INC
	ARROW SPEED LINE INC
	COMPUCASE INC
	NOVA WORLD INC
16750	GOLDEN WEST FOOTWEAR INC
16800	CONSOLIDATED FOUNDRIES
	PAC FOUNDRIES
16830	TELEDYNE ANALYTICAL INSTRUMENTS
16900	CARRIER
17217	ERIK MOSS
17251	M G ENGINEERING
17253	MACHINERY SALES CO
17400	DIRECT PAINTING & DECORATING
	HALBERT BROTHERS INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2013

879	HOMEY DESIGN INC
883	DEYCE USA INC
885	TRANG INTERNATIONAL TRADING
887	SUN UP INTERNATIONAL CORP
889	APPLE BAGS & MERCHANDISE COMPANY
891	ALLIANCE SEAFOODS INC
	EDDYS INTERNATIONAL TRADING INC
	NEW CENTURY AGRICULTURE INC
893	QUALITY COMPUTER ACCESSORIES INC
	YESING INTL INC
895	WATSON INDUSTRIES INC
	WIN SKI TRANSPORTATION
915	CAOS ENTERPRISE INC
	X TRANS
921	EVERSHINE
925	C & S TRANSPORTATION INC
	FURNITURE BASICS INC
927	BLUE SUN SOLUTIONS LLC
	FUWAN BADA INC
	SUNSHINE PATIO FURNITURE
	TRILINES EXPRESS INC
	UNIOCEAN GROUP LLC
	USA KL
	WILD WEST FOOTWARE CORP
929	AMERIQUEST
	NEWAY INTERNATIONAL INC
	SUPER QUALITY LOGISTICS INC
931	OCONCA INC
	PINKY FOOTWEAR INC
	PROSPEROUS GREEN INC
933	GEO TRANS INC
935	KHIJOTE
937	QUINCO GROUP INC
1015	CARRIER TRANSICOLD
1400	ALL AMERICAN ASPHALT
1418	OUTBACK STEAKHOUSE
1420	JOES CRAB SHACK
1478	ETHAN ALLEN
1480	SITN SLEEP
1482	EXPO FURNITURE
1548	KRISPY KREME DOUGHNUTS
1550	SEARS
	SEARS OPTICAL
1560	AMC PUENTE HILLS 20
1562	AMERICAS TIRE
1576	BUFFALO WILD WINGS GRILL & BAR
1600	24 HOUR FITNESS
	AAA GOLD EXCHANGE
	AEROPOSTALE
	ALL AMERICAN HEARING

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2013 (Cont'd)

1600 ASHLKA SHOES
ATHLETIC SHOE WORLD
AUNTIE ANNES
AUTO MATES
BLOOMING BEAUTY SUPPLY & SALON
BOBA TIME
BODY BASICS
BOOKAMP INC
BP COMMUNICATIONS INC
BURLINGTON COAT FACTORY
C & L JEWELRY
CALIFORNIA UNITS LLC
CELLAIRIS
CHINA MAX
CHOW KING FOOD USA
CINNABON
CLAIRES
COSMELAND INC
COTTON ON
DANIELS
DOLL & CO
EVERTRUST BANK
EXCEL SALON & SPA
FOCUS HAIR STUDIO
FOREVER 21
GENESCO
GUESS
HOLLISTER
HOT TOPIC
IPC INTERNATIONAL
IRON PUPPY
JEWELRY JUNCTION
KANG LE HOUSE CENTER
KASSFY SPORTSWEAR
KAY JEWELERS
KELLYS COFFEE & FUDGE
KUDLIKHAN
L&L HAWAIIAN BARBECUE
LEVIKS JEWELERS
LUGGAGE MAN
MARINELLO SCHOOLS OF BEAUTY
MAXS RESTAURANT
METAL CAPSULE
MIRACLE INSTANT SHOE REPAIR
MORNING GLORY
MR DRAIN PLUMBING OF INDUSTRY
MRS FIELDS
NEW FACES PERMANENT MAKEUP
NEW SEASON
OLD NAVY

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2013 (Cont'd)

1600	OMI SALON
	ONEIL PET CENTER INC
	PACSUN
	PAPAYA CLOTHING
	PAYLESS SHOESOURCE
	PERFUME CORNER
	PHONEX
	PIERCING PAGODA
	PUENTE HILLS MALLMANAGEMENT BUSINES
	PURE BLADES
	QUICKVIEW
	RECKLESS BOARDSHOP
	RED RIBBON BAKE SHOP
	ROSS DRESS FOR LESS
	ROUND ONE ENTERTAINMENT INC
	SEES CANDIES
	SHOE 101 OF L A
	SHOES BY GAMBINO
	SILVER OF COURSE
	SKJ USA INC
	SPORTS MANIA
	STREET DREAMS
	STYLES FOR LESS
	SUPERNOVA DANCE SUPPLIES
	SUSANS SHOPPE
	TACOS MEXICO
	THE CHILDRENS PLACE
	TOKYO GRILL PUENTE HILLS
	TOSCANI EXPRESS
	TOYS R US
	TRACKLESS TRAINS
	V GENERATION INC
	VISION SHOES
	VITAMIN WORLD
	WAREHOUSE FURNITURE OUTLET
	WELLS FARGO HOME MORTGAGE
	WETZELS PRETZELS
	WIRELESS THATS IT
	ZALES JEWELERS

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 2008

16720	3 T & ASSOCS INC
	3T & AMP ASSOCIATES INC
	AUTOS CONCEPT INC
	NOVA WORLD INC
	PACCO GROUP INC
16800	P A C FOUNDRIES
	STAT MEDICAL OF GEORGIA INC
16830	TELBYNE
	TELEDYNE BROWN ENGINEERING
	TELEDYNE INSTRUMENTS INC
16900	BRYANT GROUP INC
	CARRIER CORP
	U S AIR CONDITIONING DISTRIBUTORS IN
	US AIR CONDITIONING
16950	ADVANCED INCENTIVE TRAVEL
	CARRIER
17251	M G ENGINEERING
17253	MACHINERY SALES CO
17300	SKANSKA
	UTILITY TRAILER MANUFACTURING CO
17400	DIRECT PAINTING & DECORATING
	HALBERT BROTHERS INC
	PRIME TRANSPORTATION INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2008

879	HOMEY DESIGN INC
881	COMPLETE SLEEP SHOP
883	PRO MOTION DISTRIBUTING
	SPO COM
887	SUN UP INTERNATIONAL CORP
889	ROTARY XECRET 7
891	COONIX INC
	KEYCOM ENTERPRISES INC
	POWMAX INC
895	EVERSHINE USA
903	MANDALAY TRADING CORP
915	CLEAR VIEW USA INC
921	DL VAN LINES
	EURASIA USA CORP
	HONG YUN PACKING & MOVING CO
	USCT TRANSPORT INC
925	FURNITURE BASICS INC
927	AHANIX CORP
	AMERICA INTERNATIONAL INC
	JAMITECH CORP
	NATURES GOLD LTD
	PACIFIC HONG INTERNATIONAL
	PACMETALS CORP
	SKYLINE TRADING INC
929	CHARLES LEVY CIRCULATION
937	ACCROSS AMERICA LOGISTICS INC
	C V LOGISTICS WAREHOUSE INC
1015	DIESEL EMISSIONS SPECIALIST
1418	OUTBACK STEAKHOUSE
1420	JOES CRAB SHACK
	LANDRYS RESTAURANTS INC
1478	ETHAN ALLEN HOME INTERIORS
1480	SIT N SLEEP
1482	EXPO FURNITURE
1500	OBA OBA GRILL
	PUENTE HILLS MALL
1548	GREAT CIRCLE FAMILY FOODS LLC
	KRISPY KREME DONUTS
1552	SEARS ROEBUCK & CO
1560	AMC THEATRES PUENTE HILLS
	AMERICAN MULTI CINEMA INC
1562	DISCOUNT TIRE CO INC
	PERFORMANCE MANAGEMENT INC
1600	24 HOUR FITNESS
	5R HEALTH
	ALLSTATE CELLULAR
	ANGLES BEAUTYCARE GROP INC
	ASHIKA SHOES
	ATHLETIC SHOE WORLD
	AZTLAN GALLERY

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2008 (Cont'd)

1600 BABY DEPOT AT BURLINGTON COAT FACTOR
BARRETTS JEWELERS
BATH & BODY WORKS
BEARD PAP SWEETS CAFE
BEST IMAGE
BEYOND CO GROUP
BLOOMINGTON BEAUTY
BURLINGTON COAT FACTORY
CABELLO MARCELINO
CAFE VALER
CALIFORNIA FAMILY FASHIONS INC
CAR LENE RESEARCH INC
CARE ONE MEDICAL CENTER
CARMEN DELARA
CARTOON FIELD PUENTE
CAST & CREW
CHLOE ACCESSORIES
COMMUNICATIONS TELSCAPE
CONCRETE JUNGLE
DAVIDS GIFTS & TOBACCO
DEALS ONLY
DECO GECKO
EL GIGANTE BEAUTY COLLEGE
ELECTRONICS BOUTIQUE
ELEGANT HOME FURNISHINGS
EVERTRUST BANK
EXCEL SALON & SPA
EXOTIC SHOES
EYE EXAM 2000
FIREDOG
FOCUS HAIR STUDIO
FOOT LOCKER
FOOT LOCKER RETAIL INC
FUSION GRILL
GAP
GENERAL NUTRITION CENTER
HAPPYLAND BABY & MATERNITY INC
HOT TOPIC
IPC INTERNATIONAL CORP
JASMINE INTIMATES
JEWELRY JUNCTION
JOHNNY ROCKETS
KAY BEE TOY & HOBBY SHOP
KELLYS COFFEE
KIDS BY DESIGN
L & L HAWAIIAN BARBEQUE
LA JOLLA PATIO & MATTRESS
LEVIKS JEWELERS
LINENS N THINGS INC
LUGGAGE MAN

S AZUSA AVE 2008 (Cont'd)

1600 LUXURY PERFUMES
MAKE A FRIEND WORKSHOP
MARINELLO SCHOOLS OF BEAUTY
MAXMART
MIRACLE INSTANT SHOE REPAIR
MODAH
MORNING GLORY
MOTHERHOOD MATERNITY
MRS FIELDS COOKIES
MY BOUTIQUE
NAIL ART
NEXT WAVE
NEXTEL RETAIL STORES INC
NICKELS & DIMES INC
NU AGE WIRELESS
OBA OBA
OHAYO
OM VITHYA & PUISHAN
PACIFIC SUNWEAR CALIFRN INC
PAPAYA CLOTHING
PAT & OSCARS
PETCAMP INC
PHOTO WORLD
PORTRAIT SOLUTIONS
PUENTE HILLS L & L INC
QUIZNOS
ROSS STORES
SAN RIO RAINBOW GATE
SANRIO SURPRISES
SAVOIR FAIRE FASHION BOUTIQUE
SCREAM
SEES CANDIES
SEGA ENTERTAINMENT USA INC
SILVER MUNDO
SOLANO SHOES
SPORTS MANIA
STONEWOOD ART ANCIENT
SUNGLASSES HUT INTERNATIONAL
SWISS WATCH GALLERY 2
T MOBILE
TACOS MEXICO
TERIYAKI PALACE
THE ART GALLERY
THE CHILDRENS PLACE
THE GREAT STEAK & POTATO CO
THE INTERIOR COLLECTIONS
THINGS REMEMBERED
TIC TIME WATCH & JEWELRY SPECIALTY
TODAI PUENTE HILLS LLC
TODAI RESTAURANT

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2008 (Cont'd)

1600	TOKYO GRILL
	TWISTER
	VISION SHOES
	VITAMIN WORLD
	WOMEN PLUS
	YOGURBERRY

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 2003

16610	HOC TA
	MINI MICRO SUPPLIES
16630	TELEDYNE INSTRUMENTS INC
16720	ACCSYS SYSTEMS INC
	AMERICAN ACCSYS SYSTEM INC
	ATLAS MICRO LOGISTIC INC
	COMPUCASE CORP
	MAGIC NOVA
	ORION TECH
	PREMIER POWER PRODUCTS
	SYSTEM4LESS CO
16800	CAST PARTS INC
	PAC FOUNDRIES
16830	TELEDYNE ANALYTICAL INSTRMNT
	TELEDYNE INSTRUMENTS
16900	SCACD INC
	SO CAL AIR COND DIST INC
16950	ADVANCED INCENTIVE TRAVEL
	SOUTHERN CLFRN AIR COND DIST
17251	MG ENGINEERING LLC
17400	DIRECT PAINTING & DECORATING
	HALBERT BROTHERS INC
	PRIME TRANSPORTATION INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2003

883	WANGSON BIOTECHNOLOGY GR
	WATSON INDUSTRIES INC
885	SHUN HWA TRADING
	VICTOR TRANG
887	SUN UP INTERNATIONAL CORP
893	QUALITY COMPUTER ACCESSORIES INC
923	PRIME AMERICA FREIGHT SYSTEMS
	PRIMEPAK INC
927	JAMICON CORP
	JAMITECH CORP
	SMART DEPOT
937	HIGH COUNTRY LINENS INC
948	AZUSA RAILROAD 76 SERVICE
1015	CARRIER TRANSICOLD OF SOUTHERN
	KIDRON OF SOUTHERN CALIFORNIA
1418	OUTBACK STEAKHOUSE
1478	ETHAN ALLEN INC
1482	EXPO FURNITURE
1500	PUMPKIN CITY
1548	KRISPY KREME
1552	SEARS AUTO CTR
1560	AMERICAN MULTI CINEMA INC
1562	WINSTON TIRE CO
1600	ALLSTATE CELLULAR
	ANGLES COLORS CUTS & PERMS
	ART STONEWOOD
	ARTESANIA MEXICANA
	ASHIKA SHOES
	AUTO MATES
	BASIC TREND
	BEAUTYREST SIMMONS
	BETTER SPOT ENTERPRISES
	BEVELED BLESSINGS
	BOBBY LAYMAN CHEVROLET
	BORDERS BOOKS & MUSIC
	CARTOON FIELD PUENTE
	CHLOE ACCESSORIES
	CITTA THE NATURE
	CLOTHESTIME
	CO USA
	CREPE CREPE
	DAVIDS GIFTS & TOBACCO
	ELECTRONICS BOUTIQUE
	FAMOUS FOOTWEAR
	FARAMARZ FINE JEWELRY & ANTQ
	FOCUS HAIR STUDIO
	FRED MEYER JEWELRY
	GENERATION Y
	GMWRK STD AT PNT HILLS MALL
	HI E PRODUCTIONS INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2003 (Cont'd)

1600	HOUSE OF BLUE JEANS
	IPC INTERNATIONAL CORP
	JEWELRY JUNCTION
	JOHNNY ROCKETS
	JOURNEYS
	JUST SPORTS
	KAY BEE TOY & HOBBY SHOP
	KIDS BY DESIGN
	KUPELIAN CO
	L & L HAWAIIAN BARBEQUE
	LA ITALIAN KITCHEN
	LA ITALIAN KITCHEN MANAGEMENT INC
	LEATHERUP CO
	LENSCRAFTERS
	LG DEBON INC
	LIDS
	LILLIAN MAYBERRY
	LINEN NTHINGS
	LUXURY PERFUMES
	MAGIC STEP 8
	MEND IT ASPHALT & CONCRETE
	MOBILE SYSTEMS WIRELESS
	MONGOLIAN GRILL
	MORNING SUN GARDEN
	MOTHERHOOD MATERNITY
	MRS FIELDS COOKIES
	N CRAFT COUNTRY
	NAIL ART
	NEED TO DECORATE
	OLD NAVY CLOTHING CO
	PAPAYA CLOTHING
	PAT & OSCARS
	PHOTO WORLD
	PIT FIRE PIZZA
	PLAY MAKER
	POWER CELL PUENTEHILLS
	PUENTE HILLS FLOWERS & GIFTS
	PUENTE HILLS L & L INC
	PUENTE HILLS MALL SEES CANDIES
	SHARK ATTACK NORTH AMERICA
	SIMPLY FUN
	SOLANO SHOES
	SPEEDY JEWELRY REPAIR
	STEAK & POTATO
	SUNSHINE PLACE
	TERIYAKI PALACE
	THE GLASS ACT
	THE GREAT STEAK & POTATO CO
	THE LOCKER ROOM
	VISION SHOES

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2003 (Cont'd)

1600	VITAMIN WORLD INC
	WOMEN PLUS
	XSILVER LLC
	ZEES AS SEEN ON TV

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 1999

17253 HIROSHI HATANO
17400 HALBERT BROTHERS
HALBERT BROTHERS INCORPORATED

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 1999

903	ABRAXAS
915	AMERICAN DEALER ACCESSORIES
948	AZUSA-RAILROAD 76 SERVICE
1560	AMC PUENTE HILLS 20 THEATRE
1562	TRI VALLEY TIRE OUTLETS

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1995

CHESTNUT E 91748
ROWLAND HTS

16610	*MASTER DESIGN FURN	333-2257	3
16620	XXXX	00	
16750	*PORT PLASTICS INC	333-7678	6
16800	*TELEDYNE PICCO	961-0711	
	*TELEDYNE PICCO	961-0713	+4
16830	*TELEDYNE ANALYTICAL	961-9221	6
16900	*CARRIER AIR CONDG	854-4500	1
16950	*PAYNE AIR CONDG	965-3311	
17251	*M G ENGINEERING	913-1562	8
17253	*G S BATTERY INC	964-8348	8
17400	*HALBERT BROTHERS	913-1800	8
	*PRIME TRANSPRTN	854-6330	2

* 11 BUS 1 RES 1 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1995

AZUSA AV S 91744
LA PUENTE

WEALTH CODE 2.8

110	•GUERRERO Ruben	964-5162	
111	★POLARIS EQUITY INC	913-7091	3
116	XXXX	00	
125	XXXX	00	
140	•GUTIERREZ Francisco	913-4800	
144	•HERTEL Dale	964-3108	
150	GONZALEZ Alvarez M	810-3651	3
208	•ARNOLD Dessa	964-5983	
214	FLORES Edw	964-7715	
236	JINZO Isela	912-4232	
248	XXXX	00	
362	★THRIFTY OIL CO	965-9042	0
389	★IMPERL AUTO REPAIR	912-1336	3
391	XXXX	00	
393	★WHITE HOUSE SERVICE	854-1155	+4
401	★ARISTA DENTAL CRMC	913-3629	8
	★HURTADO A DDS	810-8222	0
	★PAC DENTAL OFFICE	810-8222	0
409	XXXX	00	
411	★MATTEOS PIZZA	965-2178	
414	XXXX	00	
421	XXXX	00	
425	XXXX	00	
429	★UNCLE VANS DONUT SH	965-4486	1
433	XXXX	00	
437	★THE OFFICE	964-8616	
442	XXXX	00	
443	★K&B LIQUOR	913-8739	3
445	★BOCA DEL RIO	912-0703	6
447	★THRIFTY OIL CO 306	965-3363	1
	★THRIFTY OIL 306	965-9200	1
450	XXXX	00	
525	★US MC RECRTNG STA	965-3851	8
541	★TACO TOWN	964-5811	
585	★BAMBOO GARDEN	965-2606	1
595	XXXX	00	

ZIP CODE 91748
ROWLAND HTS

948	★AZUSA RR 76 SERVICE	965-1415	3
1015	★CARRIER TRANSICOLD	913-4331	+4
1100	XXXX	00	
1215	XXXX	00	
1238	XXXX	00	

EVEN NUMBERS 91748
ROWLAND HTS

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1995

ODD NUMBERS 91745
HACIENDA HTS

WEALTH CODE 7.3

1605	XXXX	00	
1607	★HACIENDA CNTR SHOE	912-2018	
1607½	★ALTMAN S DDS	965-7445	
	★CHAN MICHAEL DDS	913-0222	3
	★LEHNER JAMES CHIRO	912-9946	1
	★MILANI F DDS	965-7445	
	★VALLEY DENTAL CNTR	965-7445	
	★YE STANLAKE DMD	913-3344	2
1609½	★CARLSON TRVL NETWRK	912-2551	3
	★DANTES TOUR&TRAVEL	912-2551	
1611	★BEST 1 HR FOTO&STDO	912-5280	1
1613	★BO BO CHINESE REST	964-0211	
	★BOBO CHINESE REST	964-0211	
1615	★NORWEST FINANCIAL	913-1009	3
1617	XXXX	00	
1619	★FANTASTIC SAMS	810-3595	3
1625	★VONS CO PRODUCE	964-5364	
1629	★SWENSONS ICE CREAM	912-2121	
1630	★BENNIGANS	912-5980	9
1631	XXXX	00	
1635	★COLIMA BEAUTY SPLY	965-7888	8
1637	★GREAT EARTH VITAMIN	964-0097	
1639	★DOUGS ANIMAL HOUSE	965-0697	
1655	★LONGS DRUG HCNDA	912-2441	
	★LONGS DRUG HCNDA	964-7904	
	★LONGS DRUG STORES	912-1691	
1669	XXXX	00	
1671	★SUNNYS CLEANERS	913-4777	0
1673	XXXX	00	
1675	★SIRIJIT THAI CAFE	810-9900	2
1677	★A TO Z MAIL SVS INC	854-3554	2
1679	★HAINES FRAMING&GLRY	965-5747	8
1681	XXXX	00	
1683	★TOKYO LOBBY REST	912-0908	
1687	★SUMITOMO BANK OF CA	912-2501	
1695	★COCOS FAMILY REST	912-4141	
1696	★UNOCAL SELF SRV STA	912-3150	
1697	★EL TORITO RSTRNT	965-3391	2

ZIP CODE 91745
HACIENDA HTS

WEALTH CODE 7.3

1850.....	BUILDING		
	★ADULT&CHILD ALLERGY	810-5450	3
	★ADVANCED MDCL GROUP	913-6487	3
	★C A L PATIENT SV CT	965-1757	+4
	★CHEN ANTHONY MD	912-5335	+4
	★CHEN JAS MD	912-1155	9
	★CHEN YUAN FEI MD	912-5335	
	★CHUNGEFUNG J MD	913-2822	0
	★COLIMA MEDICAL CLNC	964-2880	1
	★D M G MRI	964-1645	+4
	★DENGROVE JOAN MD	964-6012	9
	★DERMATOLOGY CLINIC	964-9509	1
	★DEWHIRST JAMES H MD	964-7300	0
	★EVERGREEN PUENTE	965-8202	3
	★FLANDERS ERIC MD	964-3040	6
	★GIORDANO JOS MD	912-6888	0
	★GU JANE S MD	964-2880	
	★GU RON Y MD	964-2880	
	★HAN ABRAHAM MD	810-5998	+4
	★INTERHEALTH CORP	965-1893	3
	★ITHACA MEDICAL GRP	912-5335	+4
	★KPADUWA J MD FACOG	912-3344	0
	★LEIDY PHILIP	913-7242	1
	★LIAO BENEDICT MD	810-8618	2
	★LIM ROSIE C MD	964-3040	3
	★LO GARLAN MD	912-6888	0
	★LO GARLAN MD	698-1775	2
	★LOWE OARIONA DDS	854-9530	3
	★MCCARTHY JOHN D MD	912-5767	0
	★MEISTER JOAN MD	964-6012	9
	★NUBIAN DISTRIBUTION	913-5995	+4
	★PUENTE HLS FMLY CRE	810-3659	
	★PUENTE HLS MDCL CTR	964-5835	2
	★PUENTE HLS PHARMACY	912-3311	9
	★PUENTE HLS RDLGY	913-1665	2
	★PUENTE HLS URGNT CR	810-3659	
	★PURDOM KENNETH R MD	912-2223	8
	★ROSSOPOULOS E DDS	854-9530	3
	★RYAN JUANITA	913-7242	1
	★SALIB HANI I MD	964-3040	1
	★SHEN JEN YEE MD	964-9509	0
	★SHINDEL NEIL M MD	964-6697	0
	★SHU VINCENT MD	964-3121	1
	★VOUIS STEVE J MD	913-0309	0
	★VOUIS STEVE J MD	913-8961	2
	★WODKA RICHARD MD	810-3659	0
	★WONG STEPHEN C MD	810-5450	3
	★WU PETER MD	964-3040	+4
1850.....			
1905	★COURTYARD MARRIOTT	965-1700	0
★	99 BUS 28 RES	9 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1991

CHESTNUT E 91748
ROWLAND HTS

16610	★RACHLIN FURN OF CA	333-2257	6
16620	★ALMAC FELT	968-5687	6
16750	★PORT PLASTICS INC	333-7678	6
	★PORT PLASTICS INC	721-8674	9
16800	★TELEDYNE PICCO	961-0711	2
16830	★TELEDYNE ANALYTICAL	961-9221	6
16950	★PAYNE AIR CONDG	965-3311	
	★WALSH CONSTR CO	912-8159	9
17251	★M G ENGINEERING	913-1562	8
17253	★G S BATTERY INC	964-8348	8
	★G S BATTERY INC	598-5877	9
17400	★HALBERT BROTHERS	913-1800	8
	★L A WATER TREATMENT	912-5411	

★ 13 BUS 0 RES 0 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1991

AZUSA AV S 91744
LA PUENTE

110	GUERRERO Ruben	964-5162	
111	★PETROLEUM IND CNSLT	913-7091	6
116	XXXX	00	
125	XXXX	00	
140	GUTIERREZ Francisco	913-4800	2
	SANDOVOL Josea	964-9589	8
144	HERTEL Dale	964-3108	
150	GARCIA Raquel	964-0755	+0
208	ARNOLD Dessa	964-5983	1
214	FLORES Edw	964-7715	
236	JINZO Isela	912-4232	3
248	XXXX	00	
362	★THRIFTY OIL CO	965-9042	+0
389	★COMNTY ATO&TRCK RPR	964-1488	
	★UNION STEEL PRODS	965-4632	+0
391	★COMNTY TRANSMISSION	964-1365	
393	★AZUSA AVE AUTO PRTS	964-6501	
401	★ARISTA DENTAL CRMC	913-3629	8
	★FABRIC WAREHOUSE	964-2117	
	HURTADO A DDS	810-8222	+0
	★PAC DENTAL OFFICE	810-8222	+0
409	★DRAPERIA STORE	965-0688	
	★DRAPERIA STORE DIV	595-8666	7
	★STAR DRAPERIES MFG	965-0688	1
411	★MATTEOS PIZZA	965-2178	
415	★MOVIE TIME	964-8585	8
417	XXXX	00	
419	★LOUIS HARDWARE	965-6691	
421	★HAIR BY MARY HELEN	964-2908	3
	★HAPPY SHEARS BY PAM	810-6172	5
425	★AMIGO TRAVEL&SERV	964-9216	7
429	★VANS DONUT SHOP	965-4486	4
433	★INDUSTRY HLLS CRPT	912-4945	+0
437	★THE OFFICE	964-8616	
442	XXXX	00	
445	★BOCA DEL RIO	912-0703	6
447	★CIRCLE K STORE 7857	965-3363	+0
450	XXXX	00	
525	★US MC RECRTNG STA	965-3851	8
541	★TACO TOWN	964-5811	2
585	★HAPPY FAMILY REST	965-2606	7
595	XXXX	00	

ZIP CODE 91748
ROWLAND HTS

948	★TONYS UNION 76	965-1415
1100	XXXX	00
1215	XXXX	00
1238	XXXX	00

EVEN NUMBERS 91748
ROWLAND HTS

ODD NUMBERS 91745
HACIENDA HTS

1605	★BANK AM CHCKNG&SVNG	914-7631	8
	★BANK AM NEW ACCOUNT	369-7978	+0
1607	★HACIENDA CNTR SHOE	912-2018	3
1607½	★ALTMAN S DDS	965-7445	
	★MILANI F DDS	965-7445	
	★VALLEY DENTAL CNTR	965-7445	
1609½	★DANTES TOUR&TRAVEL	912-2551	
1611	★ATL FISH&CHIPS	964-5114	
1611½	★PRONTO DONUTS	964-9003	
1613	★BO BO CHINESE REST	964-0211	
	★BOBO CHINESE REST	964-0211	
1615	★EMPIRE AMER FED BNK	965-1904	7
1617	★ARTHUR R HALE DDS	912-5391	
	★HALE ARTHUR R DDS	912-5391	
1619	★YOGURT MILL 2	913-8714	6

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1991

AZUSA AV S 91745 CONT

1625	★VONS GROCERY	964-5364	
1629	★SWENSENS ICE CREAM	912-2121	
1630	★BENNIGANS	912-5980	9
1631	★RANDOLPHS HALLMARK	912-2116	
1635	★COLIMA BEAUTY SPLY	965-7888	8
1637	★GREAT EARTH VITAMIN	964-0097	2
1639	★DOUGS ANIMAL HOUSE	965-0697	1
1655	★LONGS DRUG HCNDA	912-2441	
	★LONGS DRUG HCNDA	964-7904	1
	★LONGS DRUG PRSCRPTN	912-1691	4
1669	★TRUST SAVINGS BANK	913-2011	8
1671	★SUNNYS CLEANERS	913-4777	+0
1673	CAFE Romano	912-9922	+0
1675	★VIDEO FLICKS	810-6292	5
1677	XXXX	00	
1679	★HAINES FRAMING&GLRY	965-5747	8
1681	XXXX	00	
1683	★TOKYO LOBBY	912-0908	1
1687	★SUMITOMO BANK OF CA	912-2501	
1695	★COCOS FAMILY REST	912-4141	
1696	★UNOCAL CORP	912-3150	
1697	★QUE PASA RESTAURANT	965-3391	
1850	BUILDING		
	★BRITTO JOHN A MD	913-8660	9
	★CERNI MARY DO	912-1288	+0
	★CHEN JAS MD	912-1155	9
	★CHUNGEFUNG J MD	913-2822	+0
	★DENGROVE JOAN MD	964-6012	9
	★DEWHIRST JAMES H MD	964-7300	+0
	★FIGHTLIN R S MD INC	912-3755	9
	★FLANDERS ERIC MD	964-3040	8
	★GIORDANO JOS MD	912-6888	+0
	★INTERHEALTH CORP	965-5555	+0
	★JAHNG G MD	913-4779	+0
	★KPADUWA J MD FACOG	912-3344	+0
	★LO GARLAN MD	912-6888	+0
	★MACLEOD JAMES H MD	912-7587	
	★MCCLOUD JAMES H MD	912-7587	
	★MEISTER JOAN MD	964-6012	9
	★PIERANDOZZI JOHN MD	913-7227	+0
	★PUENTE HLS FMLY CRE	810-3659	+0
	★PUENTE HLS MDCL LAB	964-3599	+0
	★PUENTE HLS PHARMACY	912-3311	9
	★PURDOM KENNETH R MD	912-2223	8
	★SARGENT DENNIS J MD	913-7227	+0
	★SHAH MUKESH MD	965-1961	+0
	★SHEN JEN YEE MD	964-9509	+0
	★SHINDEL NEIL M MD	964-6697	+0
	★VOUIS STEVE J MD	913-0309	+0
	★WODKA RICHARD MD	810-3659	+0
1850			
1905	★COURTYARD MARRIOTT	965-1700	+0

★ 89 BUS 22 RES 28 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1986

CHESTNUT E 91748
ROWLAND HTS

16610	*RACHLIN FURN OF CA	333-2257	+6
16620	*ALMAC FELT	968-5687	+6
16750	*PORT PLASTICS INC	333-7678	+6
16800	*TELEDYNE PICCO	961-0711	2
16830	*TELEDYNE ANALYTICAL	961-9221	+6
16900	*CARRIER AIR COND	965-2441	
	*CARRIER AIR CONDTNG	965-2441	
16950	*PAYNE AIR CONDG	965-3311	
17400	*L A WATER TREATMENT	912-5411	0

* 9 BUS 0 RES 4 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1986

AZUSA AV S 91744
LA PUENTE

110	GUERRERO RUBEN	964-5162	
111	★C&C ENGINEERING CO	912-2467	5
	★PETROLEUM IND CNSLT	913-7091	+6
125	XXXX	00	
140	GUTIERREZ FRANCISCO	913-4800	2
144	HERTEL DALE	964-3108	
150	XXXX	00	
208	ARNOLD DESSA	964-5983	1
214	FLORES EDW	964-7715	
236	JINZO ISELA	912-4232	3
248	XXXX	00	
362	★BEST CAL GAS LTD	965-9042	2
389	★COMNTY ATO&TRCK RPR	964-1488	
391	★COMNTY TRANSMISSION	964-1365	
393	★AZUSA AVE AUTO PRTS	964-6501	
401	★BILES KENNITH DDS	912-5478	2
	★FABRIC WAREHOUSE	964-2117	
	★HAJJAR GEO DDS	912-5478	
	★INDUSTRY HL DENTAL	912-5478	2
	★MCHALE NANCY DDS	912-5478	
	★SHARP LEE DDS	912-5478	5
409	★DRAPERIA STORE	965-0688	9
	★STAR DRAPERIES MFG	965-0688	1
411	★MATTEOS PIZZA	965-2178	
413	GLEASON WM	965-3435	+6
	PAYAN RENE T	964-4720	+6
	SAENZ JAMIE	913-8812	+6
	★VISTA BROKERS	810-8899	5
415	★MOVIE TIME	964-8585	4
419	★LOUIS HARDWARE	965-6691	
421	★HAIR BY MARY HELEN	964-2908	3
	★HAPPY SHEARS BY PAM	810-6172	5
	TARAZONA CONNIE	913-6928	+6
425	★PRINCESS NAILS	912-3565	+6
429	★VANS DONUT SHOP	965-4486	4
433	★LA PUENTE CHCK CSHG	913-2999	5
	★WESTRN UNION	913-2999	+6
437	★THE OFFICE	964-8616	
442	XXXX	00	
445	★BOCA DEL RIO	912-0703	+6
447	★GO LO SELF SERVICE	965-9090	
450	XXXX	00	
515	★IVY GARDEN RSTRTN	369-6603	+6
541	★TACO TOWN	964-5811	2
585	★SILVER LK CHNS REST	965-2606	+6

ZIP CODE 91748
ROWLAND HTS

948	★TONYS UNION 76	965-1415	0
1100	★L A CROWN INTL	965-3456	4
	★MURRAY MINT	965-8659	4
	★RUSSELL S ACT CA	965-8355	+6
1215	XXXX	00	
1238	XXXX	00	

EVEN NUMBERS 91748
ROWLAND HTS

ODD NUMBERS 91745
HACIENDA HTS

1605	★BANK AM ATMTD TELLR	961-6331	3
1607	★HACIENDA CT SH RPR	912-2018	3
1607½	★ALTMAN S DDS	965-7445	9
	★MILANI F DDS	965-7445	9
	★PASKO DENNIS DDS	965-7445	0
	★VALLEY DENTAL CNTR	965-7445	9
1609	★HACIENDA HTS OPTMTC	912-2517	4
	★WATANABE TERUO OD	912-2517	9
	★YOSHINAGA P OD	912-2517	4
1609½	★DANTES TOUR&TRAVEL	912-2551	9
1611	★ATL FISH&CHIPS	964-5114	0
1611½	★PRONTO DONUTS	964-9003	
1613	★BO BO CHINESE REST	964-0211	
	★BOBO CHINESE REST	964-0211	
1615	★PAC THRIFT&LOAN	965-1904	2
1617	★ARTHUR R HALE DDS	912-5391	0
	★HALE ARTHUR R DDS	912-5391	0
1619	★YOGURT MILL 2	913-8714	+6
1625	★VONS MRKT HCND BKRY	965-5325	8
	★VONS MRKT HCND GRCY	964-5364	8
	★VONS MRKT HCND MEAT	964-9263	8
1629	★SWENSENS ICE CREAM	912-2121	9
1630	★HOWARD JOHNSONS	964-0222	3
1631	★RANDOLPHS HALLMARK	912-2116	9
1635	XXXX	00	
1637	★GREAT EARTH VITAMIN	964-0097	2
1639	★DOUGS ANIMAL HOUSE	965-0697	1
1655	★LONGS DRUG HCNDA	912-2441	8
	★LONGS DRUG HCNDA	964-7904	1
	★LONGS DRUG PRSCRPTN	912-1691	4
1669	XXXX	00	
1671	★LEWIS CLEANERS	964-8363	9

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1986

..AZUSA AV S 91745 CONT..

1673	XXXX	00	
1675	*VIDEO FLICKS	810-6292	5
1677	*COLIMA BEAUTY SPL	965-7888	9
1679	*ANTHONYS HAIR SALON	965-8476	1
	*HAIR BY JON PIERRE	965-8476	9
1681	XXXX	00	
1683	*TOKYO LOBBY	912-0908	1
1687	*SUMITOMO BANK OF CA	912-2501	8
1695	*COCOS FAMILY RSTRNT	912-4141	9
1696	*UNION OIL CO	912-3150	0
1697	*QUE PASA RESTAURANT	965-3391	0
	*QUE PASA RESTAURANT	912-6200	1

* 74 BUS 21 RES 12 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1980

CHESTNUT 91745
HACIENDA HTS

CITY OF INDUSTRY AREA

16610	ALMAC FELT	968-5687	4
	CROWN CADCO FRNTR	333-2257	3
16900	CARRIER AIR CONDTNG	965-2441	4
	CARRIER COMPANY	912-4491	9
	CARRIER MACHINE SYS	965-2441	
	E T S C O LTD	965-1688	9
	ELLIOTT CO	965-1688	
	ILG INDUSTRIES DIV	965-2441	+0
16950	PAYNE SALES	965-3311	2

ZIP CODE 91748
ROWLAND HTS

17205	XXXX	00	
17400	CHROMALLOY AMERICAN	912-5411	+0
	L A WTR TRTMNT DIV	912-5411	+0

★ 11 BUS 1 RES 3 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1980

AZUSA AV S 91744 LA PUENTE

110	GUERRERO REMBERTO	964-5162	7
111	BENS SMITH CONSTR	965-6366	+0
	FISCHBACH&MOORE	912-2427	+0
	PASCAL&LUDWIG INC	912-5053	+0
116	XXXX	00	
125	CLYDE W WOOD&SONS	912-4402	+0
	PASCAL&LUDWIG INC	965-0941	7
144	HERTEL DALE	964-3108	
150	GARCIA CRISTOBAL	965-3070	+0
202	CASTRO JESUS	912-2129	9
208	ARNOLD DESSA	961-5983	+0
214	FLORES EDW	964-7715	2
236	MANIACI SAM	965-6570	7
248	KUNKLE B L	964-2979	
389	COMMUNTY AUTO RPR	964-1488	4
391	COMMUNTY TRNSMSN SV	964-1365	5
393	AZUSA AVE AUTO PRTS	964-6501	6
401	AZUSA VLY FMLY DNTL	912-5478	+0
	FABRIC WAREHOUSE	964-2117	7
	PASION EDWARDO DDS	912-5478	+0
409	DRAPERIA STORE	965-0688	9
411	MATTEOS PIZZA	965-2178	5
414	XXXX	00	
415	CENTURY 21 D WILSON	912-4571	+0
	CENTURY 21 LA PNTE	965-0631	8
419	LOUIS HARDWARE	965-6691	6
421	TAURO TAMALES	965-6893	+0
425	TAURO TAMALES	912-7983	+0
429	AMBER BAKERY REST	965-4486	8
	LORI LUS FINE FOODS	965-4486	4

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1980

AZUSA AV S 91744 CONT..

433	XXXX	00
437	THE OFFICE	964-8616
442	GARCIA FRANCISCO	964-4009 2
445	BAKERS DRIVE IN	964-4111
447	CONWAY AUTOMOTIVE	912-7272+0
	GO LO SELF SERVICE	965-9090 7
450	MARTINEZ ADRIAN	912-6659 +0
563	PROGRESSV HAIR DSGN	964-1198+0
565	SUNIL IMPORTS	912-2014+0
569	NATALIE CLOTHING SH	912-8152+0
573	ANDERSON L J MD	964-6256+0
	PUENTE PLAZA MED	964-6256+0
585	THREE STARS COFFEE	965-9104+0
591	CASA DE MUSICA	965-9757+0
595	PHILS LIQUOR	964-1712+0

ZIP CODE 91748
ROWLAND HTS

948	TONYS UNION 76	965-1415+0
1100	ADVANCED CHEM TECH	965-8355 5
	CALIF COATINGS	964-0667+0
	EAST PACKAGING CO	965-0891 9
	POLY DRUM DIV ACT	965-8355 5
	TASER SYSTEMS INC	965-8355 5
1215	DANIEL JIM ARCO	965-5439 4
	JIM DANIEL ARCO	965-5439 4
1238	H P TOOL SUPPLY	965-2502 8
1242	HENRY P TRUCK RNTL	336-6694+0
1246	H P SAFE MFG CO	964-3478 5
1605	BANK OF AM HCNDA HT	961-6331+0
1607	KAZARI WEST	912-2488 9
1607½	ALTMAN S DDS	965-7445 9
	PASKO JOHN DDS	965-7445 +0
	VALLEY DENTAL CENTE	965-7445 9
	MILANI F DDS	965-7445 9
1609	WATANABE TERUO	912-2517 9
1609½	DANTES TOUR&TRAVEL	912-2551 9
1611	ATL FISH&CHIPS	964-5114+0
1611½	PRONTO DONUTS	964-9003 9
1613	LUSK REALTY	912-2571 9
1615	WATSON PHTGRY EAST	964-1283 9
1617	ARTHUR R HALE DDS	912-5391+0
	HALE ARTHUR R DDS	912-5391+0
1619	HACIENDA COIN GLLRY	912-2046 9
1625	VONS GROC HACNDA	964-5364 8
	VONS GROC HACNDA HT	964-9263 8
	VONS GROC HACNDA HT	965-5325 8
1629	SWENSENS ICE CREAM	912-2121 9
1631	RANDOLPHS HLLMRK HS	912-2116 9
1635	FASHION EXPRESS	965-6093+0
1637	GREAT EARTH DIS VIT	912-4554+0
1639	ARCHIES HS PETS 3	965-0697 9
1655	LONGS DRUG ST	912-2441 8
	LONGS DRUG STORE	912-1691 8
1669	SOUNDTOWN LTD	912-4422 9
1671	LEWIS CLEANERS	964-8363 9
1673	SOUTHERN CA OFC SPL	965-0670+0
	SOUTHERN CAL OFC SP	965-0670+0
1675	SPORTS FEET	964-6439 9
1677	COLIMA BEAUTY	965-7888 9
1679	HAIR BY JON PIERRE	965-8476 9
	JON PIERRE HAIR SLN	965-8476 9
1680	XXXX	00
1681	HACIENDA CLOCK CHOP	965-4544 9
1683	ROMA ITALIAN DINING	912-2511 8
1687	SUMITOMO BANK P HLS	912-2501 8
1695	COCOS FAMOUS HMBGR	912-4141 9
1696	UNION OIL CO	912-3150+0
1697	QUE PASA RESTAURANT	965-3391+0
NO #	MOULDER BROTHERS	912-1850+0

★ 79 BUS 18 RES 36 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1975

CHESTNUT 91749 LA PUENTE

CITY OF INDUSTRY
AREA

16610*ALMAC FELT&SUPPLY 968-5687 4

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1975

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..CHESTNUT                    91749 CONT..
      *CADILLAC FURNITR CO333-2257 3
16900*CARRIER AIR CONDTNG965-2441 4
      *CARRIER LOS ANGELES965-2441
      *CARRIER MACHINERY  965-5901+5
      *ELLIOTT CO         965-1688
      *ILG INDSTR RGNL OFC965-3731+5
16950*PAYNE SALES        965-3311 2
17300*UTILITY TRAILER MFG965-8473+5
17400*CHROMALLOY AMER CRP964-3433+5
      *L A WATER TREATMENT964-3433 3
      *  11 BUS    0 RES    4 NEW
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Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1975

AZUSA AV 91744 LA PUENTE

110	XXXX	00
116	BARAJAS EMILIO	965-3629+5
122	ALVARADO QUIRINO V	964-2988
123	DOTSON R N	965-2236+5
	*HILLSIDE STHRN BAPT	964-6730 3
144	HERTEL DALE	964-3108
147	HELTEN RICHARD L	964-2085 2
	*INDUSTRY PK RIDING	964-9280 3
169	SACKETT CINDY	964-1895 4
202	MORENO JESUS	964-4584 4
208	ARNOLD DESSA	964-5983
214	FLORES EDW	964-7715 2
220	CRESPO ISRAEL	965-3254 3
226	XXXX	00
236	XXXX	00
237	GRUETER HAROLD J	964-1418 2
	*GRUETER SWISS DAIRY	964-1418
242	XXXX	00
248	KUNKLE BEN L	964-2979
323	XXXX	00
328	ALVAREZ JOSE	964-0480+5
331	*MOBILE HOUSING INC	965-1628+5
333	*COVINA HLS MBL HSNG	965-5018 3
	*MOBILE HOUSING INC	965-5018 3
362	*DENZERS BROS TOW	964-1855+5
	*GULF OIL SERV STN	965-9042+5
363	DONALD R KISSEL	964-0804 3

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1975

```
..AZUSA AV                91744 CONT..
  387  XXXX                 00
  389*COMMNTY ATO&TRK RPR964-1488 4
  391*COMMUNITY TRNSMSN   964-1365+5
  393*K&E AUTOMOTIVE      965-3180+5
  401*TOMS FURNITURE SLS 965-4618 4
  402 MELICHER GENE       964-0466 4
  408  XXXX                 00
  409*COMAR INTERIORS     968-8131+5
  411*MATTEOS PIZZA       965-2178+5
  413*HALMARK DISTRIBUTOR965-5016+5
  414  XXXX                 00
  419*ABBEY SALES&SERVICE965-8605+5
  420  XXXX                 00
  421  XXXX                 00
  425*PENTJAK SILAT DFNSE964-9093 4
  429*LORI LUS FINE FOODS965-4486 4
  433*ALL IN THE FMLY CLN965-6913+5
  437*THE OFC             964-8616
  440*ST MARTHAS CONVENT 965-1467
  441*SNIDERS PLAZA MEATS965-1219 2
  442 GARCIA FRANCISCO    964-4009 2
  444*CATHOLIC CHURCH     965-1819 2
     *ST MARTHAS CATH SCH964-1093
  445*BAKERS DRIVE IN     964-4111
     *STOP N GO MARKETS   964-9127
      TROSTLE E           968-6770+5
  447*GULF OIL SERV STN   964-4468+5
  505*SHEARHART ARCO      964-8996
  507*HACIENDA HTS HONDA 968-6461
  517  XXXX                 00
  550*RUDY&RAYS PRODUCE   965-9051+5
  551 KING CHAS           336-3574+5
  605*DAVES SERVICE       964-6221
  804  XXXX                 00
  942*AZUSA WESTERN INC   964-2361 2
  948*GINO A UNION STN    965-1415
     *GINOS UNION STN     965-1415
 1020  XXXX                 00
 1040*SILVERCOTE PRODUCTS965-3427+5
 1100*A C T PACKAGING CO 965-8355+5
     *ACT PACKAGING CO    965-8355+5
     *ADVANCD CHEM TCHLGY965-8355+5
     *POLY DRUM DIV       965-8355+5
     *TASER SYSTEMS INC   965-8355+5
 1215*DANIEL JIM ARCO     965-5439 4
     *JIM DANIEL ARCO     965-5439 4
 1220 PARRIOTT SAM        964-1411 2
 1240  XXXX                 00
 1242*HENRY PAUL TRK&EQPT336-6094 3
 1246*H P SAFE MFG CO     964-3478+5
 1554*BANK AMER NT&SA     333-4581+5
 1680*PAS FDRL SVNGS&LOAN965-5858+5
     *  46 BUS   33 RES   26 NEW
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APPENDIX D
SUPPLEMENTAL DOCUMENTATION

Stantec

Stantec

PHASE I ESA USER'S QUESTIONNAIRE

In order to qualify for protection from land owner liability under CERCLA as an *innocent landowner, bona fide prospective purchaser,* or *contiguous property owner*, ASTM standard practice E1527-05 and the federal AAI rule (40 CFR 312) require that the User of the Phase I ESA report provide certain information (if available) to the Environmental Professional completing the assessment. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. Information that is not or cannot be provided to the Environmental Professional may be identified as a "data gap" in the Phase I ESA report.

Please answer the following questions as completely as possible. Attach additional pages as needed. Return the completed questionnaire to Stantec along with the executed Authorization For services form.

1. Property Information

Property Name: Utility Trailer Manufacturing

Property Address: 17300 East Chestnut / 942 South Azusa Ave

City: City of Industry State CA Zip

Property Owner Name: City of Industry

Property Owner Phone #: _____

2. Contact For Site Access

Name: Dave Ball / Mark Bellucomini

Company/Organization/Title: GT Realty

Phone # 714-812-2759 E-Mail Address: dball@ctrinvestors.com

3. Environmental Cleanup Liens. Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law?

_____ Yes ___X___ No

If yes, describe or attach details of the lien _____

4. Activity and Land Use Limitations. Are you aware of any activity and use limitations, such as engineering controls, land use restrictions, or institutional controls that are in place at the property and/or have been filed or recorded as applicable to the property as a result of environmental contamination, investigation, cleanup, or related matters?

_____ Yes ___X___ No

If yes, describe or attach details of the limitations _____

5. Specialized Knowledge or Experience. As the User of this ESA, do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property, such that you would have specialized knowledge about chemicals and processes used by this type of business?

_____ Yes ___X___ No

If yes, describe or attach details of your specialized knowledge or experience _____

_____

6. Relationship of Purchase Price to Fair Market Value of Property. Does the purchase price being paid for this property reasonably reflect the fair market value of the property?

___X___ Yes _____ No

If you conclude that there is a difference, do you have any reason to believe that the reduced purchase price may be related to contamination known or believed to be present at the property?

_____ Yes, I have reason to believe that the purchase price for the property has been reduced in comparison with the fair market value due to contamination known or believed to be present at the property?

___X___ No, I have no reason to believe that the purchase price for the property has been reduced in comparison with the fair market value due to contamination known or believed to be present at the property?

_____ Not applicable. User is not involved in a purchase of the property.

7. Commonly Known or Reasonably Ascertainable Information. Are you aware of commonly known or reasonably ascertainable information about the property that would help the Environmental Professional to identify conditions indicative of releases or threatened releases of hazardous substances or petroleum products? For example:

Do you know the past uses of the property?

___X___ Yes (describe) See Gradient Engineers Phase I site assessment dated Dec. 20, 2001

_____ No

Do you know of chemicals, hazardous substances or petroleum products that are present or once were present at the property?

___X___ Yes (describe) See Gradient Engineers Phase I site assessment dated Dec. 20, 2001

_____ No

Do you know of spills or other releases of chemicals, hazardous substances or petroleum products that have taken place at the property?

X Yes (describe) See Gradient Engineers Phase I Site Assessment dated Dec. 20, 2001

_____ No

Do you know of any environmental cleanups that have taken place at the property?

X Yes (describe) See Gradient Engineers Phase I Site Assessment dated Dec 20, 2001

_____ No

8. The Degree of Obviousness of Contamination. E1527-05 and the federal AAI rule (40 CFR 312.31) require that the Phase I ESA consider the degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation. Based on your knowledge and experience related to the property, are there any *obvious* indictors that point to the presence or likely presence of contamination at the property?

X Yes (describe) See Gradient Engineers Phase I site assessment dated Dec. 20, 2001

_____ No

9. Availability of Previous Environmental Reports. Are you aware of previous environmental site assessment reports, other environmental reports, documents, correspondence, etc. concerning the property and its environmental condition?

X Yes (describe) See Gradient Engineers Phase I Site Assessment dated Dec. 20, 2001

_____ No

Signature: [signature]

Name (printed): Marc S. Bellhouini

Title: EVP

Date: 9-8-14

Appendix C Traffic Impact Study

Appendix

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RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

LETTER OF TRANSMITTAL

TO: CT REALTY INVESTORS
65 Enterprise, Suite 150
Aliso Viejo, CA 92656

ATTN: Mr. David Ball

DATE: August 25, 2015
JOB NO.: 1421-2015-03
SUBJECT: CT Industry Center
Traffic Impact Study (Updated 08/25/2015)
City of Industry

WE ARE FORWARDING:

	By Messenger	X	By E-Mail
	By Blueprinter		By Fedex

NUMBER OF COPIES	DESCRIPTION
1	PDF copy of report for your use

SENT FOR YOUR		STATUS		PLEASE NOTE	
	Approval		Preliminary		Revisions
	Signature		Revised		Additions
X	Review		Approved		Omissions
	File		Released		Corrections

REMARKS:
Attached is the CT Industry Center Traffic Impact Study, City of Industry

Please call me at (949) 474-0809 extension 205 if you have any questions.

BY: Robert Kahn

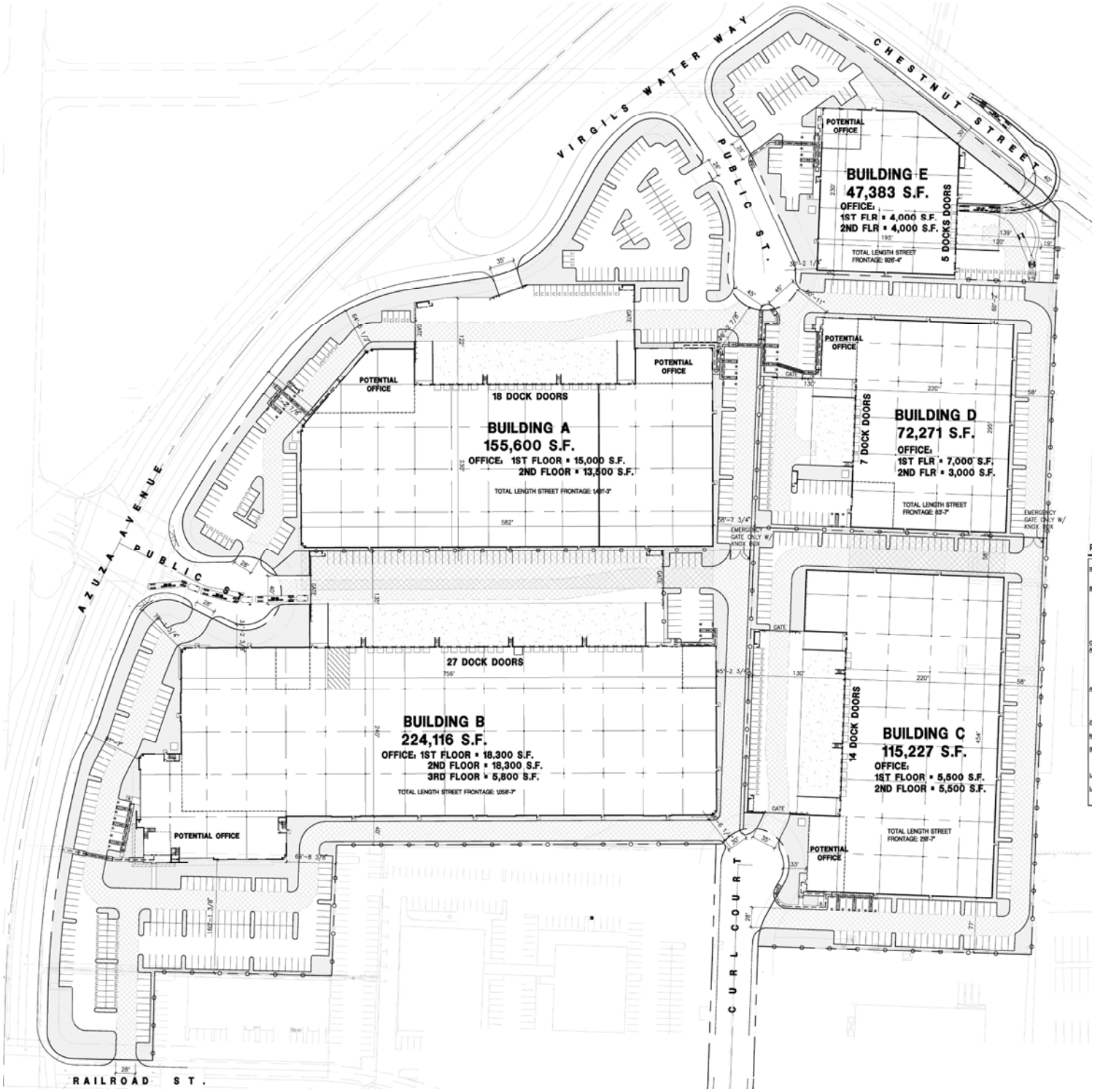
Robert Kahn, P.E.
Principal

COPIES TO:

j:/rktables/RK10962TB.xls
JN:1421-2015-03

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
www.rkengineer.com

CT INDUSTRY CENTER
TRAFFIC IMPACT STUDY
(UPDATED 08/25/2015)
City of Industry, California



RK engineering group, inc.

RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

August 25, 2015

Mr. David Ball
CT REALTY INVESTORS
65 Enterprise, Suite 150
Aliso Viejo, CA 92656

Subject: CT Industry Center Traffic Impact Study (Updated 08/25/2015), City of Industry

Dear Mr. Ball:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this traffic impact study for the proposed CT Industry Center located in the City of Industry. The proposed project will develop a total of 614,597 square feet of building space. This includes 509,697 square feet of warehouse land use and 104,900 square feet of office land use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation. Vehicular access to the site will be provided via six (6) driveways.

The purpose of this traffic impact study is to review existing and future conditions with and without the proposed development. Future conditions include Year 2017 traffic conditions with cumulative developments.

Based upon this review, the project can be accommodated within the planned circulation system, if the recommended improvements are implemented. The study recommendations are included in the "Findings and Recommendations" section of this report.

RK Engineering Group, Inc. is pleased to assist CT REALTY INVESTORS on the proposed warehouse development and looks forward to working with you again in the future. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 0555
Exp. 12/31/15
TRAFFIC
STATE OF CALIFORNIA

Robert Kahn, P.E.
Principal

Tiffany Giordano, E.I.T.
Engineer II

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
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TG:dt/RK10962.doc
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CT INDUSTRY CENTER
TRAFFIC IMPACT STUDY
(UPDATED 08/25/2015)
City of Industry, California

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1.0 Introduction

A. Purpose of Report and Study Objectives

The purpose of this traffic impact study is to evaluate the CT Industry Center from a traffic circulation standpoint. The proposed development is located within the City of Industry; however, the project traffic is expected to impact study area intersections within Caltrans jurisdictions. Therefore, this traffic impact study will focus on the impacts in regards to the City of Industry and Caltrans traffic guidelines. The scope of work for the study was approved by the City of Industry.

Study objectives include: (1) documentation of Existing traffic conditions in the vicinity of the site; (2) evaluation of Existing Plus Project traffic conditions; (3) evaluation of Project Buildout (Year 2017) Without and With Project traffic conditions; and (4) determination of on-site and off-site improvements and system management actions needed to achieve City of Industry and Caltrans level of service requirements.

B. Site Location and Study Area

The project is located near the south east corner of Azusa Avenue and Chestnut Street in the City of Industry. Exhibit A illustrates the site location and traffic analysis study area. Project access will come from Azusa Avenue, Virgil Waters Way, Chestnut Street, and Railroad Street as shown in the site plan provided in Exhibit B. The study area includes the following intersections:

<Table shown on following page>

North-South Street	East-West Street
Azusa Avenue	Salais Street
Azusa Avenue	Hurley Street
Hurley Street	Valley Boulevard
Anaheim and Puente Road	Chestnut Street
Virgil Waters Way	Chestnut Street
Azusa Avenue	Anaheim and Puente Road
Azusa Avenue	Railroad Street
Curl Court	Railroad Street
Chestnut Street	Railroad Street
Azusa Avenue	Gale Avenue
Azusa Avenue	CA-60 Westbound Ramps
Azusa Avenue	CA-60 Eastbound Ramps

C. Development Project Description

The proposed project will develop five (5) buildings totaling 614,597 square feet of building area. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The site plan is provided in Exhibit B. The office portion of the site will be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation.

The project is proposed for completion by Year 2017 and has been analyzed in one (1) complete phase. The project will have two (2) full access point to Virgil Waters Way, one (1) full access point to Chestnut Street, one signalized (1) full access point to Azusa Avenue, one (1) right-in / right-out only access point to Railroad Street, and one (1) full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points.

2.0 Analysis Methodology

The methodologies used to assess the operation of the signalized study area intersections are both the Intersection Capacity Utilization (ICU) methodology and the 2000 Highway Capacity Manual (Transportation Research Board, 2000) (HCM) methodology. Traffix software was used to calculate the ICU and HCM methodology at the study intersections.

The ICU Methodology is used to analyze the signalized study area intersections within the City of Industry's jurisdiction, and HCM is used to analyze the City's unsignalized study area intersections. The HCM methodology is also used to analyze the two (2) signalized freeway ramp intersections, per Caltrans methodology requirements.

A. ICU Methodology

To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

1. Saturation Flow Rate:

   Saturation flow value of 1,600 vehicles per lane per hour for all through and turn lanes; saturation flow value of 2,880 vehicles per lane per hour for dual turn lanes.

2. Clearance Internal and Cycle Time:

   A clearance interval factor of 10% (0.10) is applied to the ICU calculations. The cycle time is 100 seconds.

3. Level of Service Ranges:

   The following thresholds are used in assigning a letter value to the resulting Levels of Service.

<Table shown on following page>

LOS	CRITICAL VOLUME TO CAPACITY RATIO
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	>1.00

4. Peak-Periods:

Weekday peak-hour analysis periods are defined as follows:

7:00 AM to 9:00 AM
4:00 PM to 6:00 PM

5. Peak-Hour:

The highest one-hour period in both the AM and PM peak periods, as determined by four (4) consecutive 15-minute count periods are used in the ICU calculations. Both AM and PM peak hours are studied.

6. Peak-Hour Data Consistency:

Variations in peak-hour volumes can affect LOS calculations because they vary from day to day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays or weekends. The traffic count worksheets for this study are included in Appendix A.

7. Right Turn Movements:

If the distance from the edge of the outside through lane is sufficient and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as

well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios that are greater than the normal through/left turn critical movements.

B. HCM Methodology

The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For signalized intersections, average control delay per vehicle is used to determine the level of service. For intersections with stop control on the minor street only, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street, and the level of service is determined based on the worst individual movements or movements sharing a single lane.

1. Ideal Flow Rate:

Ideal flow value of 1,900 vehicles per lane per hour for all lanes.

2. Lost Time

A lost time of four (4) seconds per phase was utilized.

3. Level of Service Ranges:

The following thresholds are used in assigning a letter value to the resulting Levels of Service.

<Table shown on following page>

LOS	Average Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0.00 - 10.00	0.00 - 10.00
B	10.01 - 20.00	10.01 - 15.00
C	20.01 - 35.00	15.01 - 25.00
D	35.01 - 55.00	25.01 - 35.00
E	55.01 - 80.00	35.01 - 50.00
F	>80.01	>50.01

C. Acceptable Level of Service

The following thresholds of significance is used to determine if project-related traffic will cause an impact at the study area intersections:

- For non-CMP signalized intersections: the Intersection Capacity Utilization (ICU) value under "with project" conditions is 0.901 or greater (LOS E or F) and the ICU increase attributable to the project is 0.020 or greater.
- For CMP signalized intersections: the ICU value or Intersection Capacity Utilization Value (V/C) under "with project" conditions is 1.001 or greater (LOS F) and the ICU or V/C increase attributable to the project is 0.020 or greater.
- For non-CMP unsignalized intersections: the intersection operates at LOS E or F.
- For CMP unsignalized intersections: the intersection operates at LOS F.

The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project, and bring the LOS to pre-project conditions.

For this study, both the ICU and HCM methodologies have been utilized to analyze the signalized and unsignalized study area intersections.

3.0 Area Conditions

A. Study Area

The study area includes the following intersections:

North-South Street	East-West Street
Azusa Avenue	Salais Street
Azusa Avenue	Hurley Street
Hurley Street	Valley Boulevard
Anaheim and Puente Road	Chestnut Street
Virgil Waters Way	Chestnut Street
Azusa Avenue	Anaheim and Puente Road
Azusa Avenue	Railroad Street
Curl Court	Railroad Street
Chestnut Street	Railroad Street
Azusa Avenue	Gale Avenue
Azusa Avenue	CA-60 Westbound Ramps
Azusa Avenue	CA-60 Eastbound Ramps

B. Los Angeles County Congestion Management Program (CMP)

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The goals of Los Angeles County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion, provide a mechanism for coordinating land use and development decisions that support the regional economy, and determine gas tax fund eligibility.

The proposed project is within close proximity to the CMP Arterial highway of Azusa Avenue and the CA-60 freeway. However, since the CMP intersections are within the Caltrans jurisdiction, the freeway ramps are analyzed with Caltrans requirements. Therefore, the project is not required to perform a CMP Transportation Impact Analysis.

C. Existing Traffic Controls and Intersection Geometrics

Exhibit C identifies the existing roadway conditions for the study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

D. Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the study area intersections are shown on Exhibit D. These volumes are based upon manual AM (7:00AM to 9:00AM) and PM (4:00PM – 6:00PM) peak hour turning movement counts collected for RK in March 2015. RK ensured local schools were in session and operating on a normal schedule.

Due to the high level of truck traffic in the area, truck axle classification factors were applied to the base existing traffic counts to account for the heavy trucks. Large trucks generally occupy more space on the roadway than a typical passenger vehicle. In order to show the equivalent impacts of the trucks at the study area intersections, an adjustment factor was used to convert truck traffic into passenger car equivalents (PCE). The PCE factors used for this project are based on County of San Bernardino standards and are as follows:

<Factors shown on following page>

Vehicle Type	PCE Factor
Passenger Car	1.0
2 Axle Trucks	1.5
3 Axle Trucks	2.0
4+ Axle Trucks	3.0

The traffic count worksheets are included in Appendix A.

RK conducted 24-Hour Two-Way average daily traffic (ADT) volume counts at four (4) locations along Azusa Avenue. The ADT count worksheet is provided in Appendix A, and the counts are provided in Exhibit D.

The non-surveyed ADT volumes on study area roadways were calculated based upon the following formula:

ADT = 12 x (PM peak hour traffic volume)

This formula is consistent with the volumes surveyed.

E. Existing Level of Service

Existing intersection level of service calculations are shown in Table 1.

For Existing traffic conditions, all the study area intersections are currently operating at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersection:

<Table shown on following page>

Existing Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Gale Avenue	0.859	0.929	D	E

The ICU and HCM calculation worksheets for existing conditions are provided in Appendix B.

F. General Plan Circulation Element

Exhibit E-1 shows the City of Industry's General Plan Roadway Classification Plan. The following roadways are located within the study area and are classified in the general plan, with the remaining roadways considered local streets:

- Major Highway: Azusa Avenue, Valley Boulevard
- Secondary Highway: East Gale Avenue
- Collector Street: Salais Street, Hurley Street, Chestnut Street, Anaheim and Puente Road, Railroad Street, West Gale Avenue

Exhibit E-2 provides the City's Street Cross Section dimensions for the various street classifications.

G. Public Transit Service

The City of Industry's General Plan Public Transit Plan is provided in Exhibit E-3. Public transit services in the study area are provided by the following routes:

- Foothill Transit: Routes 280, M-194, 281, 285, 497, 495, 493
- Metro Line 194

- Metrolink: Riverside Line
- Amtrak Sunset Limited / Texas Eagle
- Union Pacific Rail

H. Bicycling

The City of Industry's General Plan Bicycle and Pedestrian Plan is provided in Exhibit E-4. As can be seen in the exhibit, there are no bicycle or pedestrian paths near the study area.

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4.0 Projected Traffic

A. Project Traffic Conditions

1. Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The traffic generation for the project is based upon the specific land uses that have been planned for the development. The proposed project will develop a total of 614,597 square feet of building space. This includes 509,697 square feet of warehouse land use and 104,900 square feet of office land use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation.

Trip generation rates for the proposed development are shown in Tables 2 and 3 are from the *Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition*. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

This project is expected to attract heavy vehicle traffic due to the specific operational characteristics of the site. This would be mainly the hauling of freight by large mutli-axle trucks. As previously mentioned, large trucks generally occupy more space on the roadway, and therefore, in order to show the equivalent impacts of the trucks at this site, the project trip generation has been converted to passenger car equivalents (PCE). The *City of Fontana Truck Trip Generation Study for Heavy Warehouse Uses, August 2003* was used to estimate the heavy vehicle mix for this project. The PCE factors used for this project are based on County of San Bernardino standards and are as follows:

<Table shown on following page>

Vehicle Type	PCE Factor	Vehicle Mix
Passenger Car	1.0	0.7957
2 Axle Trucks	1.5	0.0346
3 Axle Trucks	2.0	0.0464
4+ Axle Trucks	3.0	0.1233

The adjusted PCE trip generation rates are shown on Table 2. Both peak hour and daily project trip generation for the proposed project, with PCE's, are shown in Table 3.

The project is projected to generate an adjusted PCE total of 2,867 trip-ends per day, with 243 vehicles per hour during the AM peak hour and 259 vehicles per hour during the PM peak hour.

2. Trip Distribution and Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment, and recreational opportunities, the proximity to the regional freeway system, and the existing distribution of peak hour traffic volumes. In addition, the truck trip distribution for the project was influenced by the site layout, such as truck access points and loading dock locations. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community.

Trip distribution patterns for this study have been based upon near-term conditions, based upon those highway facilities that are either in place or will be contemplated over the next few years, which represents the buildout occupancy for the proposed development. Detailed routing assumptions are included in Exhibits F-1 through F-4.

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and proposed arterial highway and local street systems that would be in place by the time of initial occupancy of the site.

3. Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic reducing potential of public transit and other modes is significant. However, the traffic projections in this study are "conservative" in that public transit and alternative transportation may be able to reduce the traffic volumes. Thus no modal split reduction is applied to the projections. With the implementation of transit service and provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

4. Project Peak Hour Traffic Volumes

Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit G.

B. Existing Plus Project Traffic Volumes

Existing Plus Project traffic volumes have been determined by combining existing traffic volumes with project traffic volumes. The AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit H.

C. Background Traffic

1. Method of Projection

To assess Project Buildout (Year 2017) traffic conditions, existing traffic is combined with other planned development within the vicinity of the project site.

2. Cumulative Developments Traffic

The City of Industry has provided RK with a list of developments within the study area that were known at the time this study was prepared. Exhibit I shows the locations of the cumulative projects. It should be noted that there are two (2) projects listed in the City of Industry cumulative list that are not included in this analysis. This is due to the fact that the two (2) projects are not approved and do not have applications processed. The cumulative projects that should be included in this analysis are expected to be in operation before the proposed project opens in 2017. For this reason, two (2) of the six (6) projects listed from the City of Industry are not included.

Table 5 includes the trip generation for the other developments, based on the known project descriptions. Project information and trip distribution for the other developments are shown in Appendix C. Cumulative development peak hour and daily traffic volumes are included on Exhibit J.

Due to the location of the project site, RK asked the City of La Puente and the City of West Covina for a list of cumulative developments in addition to the City of Industry. Neither Cities had developments within a two (2) mile radius of the project site. Therefore, developments from either City were not included in this analysis.

3. Background Traffic Growth Rate

Project Buildout is planned for the Year 2017. RK has utilized the Los Angeles County 2010 CMP report to properly estimate an appropriate growth rate. The project study area in located in the West Covina region of the CMP analysis. Based on Exhibit D-1, the general traffic volume growth factors, the West Covina area is expected to grow 8.3% from 2015 to 2035. This equates to less than half a percent per year. The relevant CMP information has been included in Appendix D.

Based on the CMP growth rates, RK has assumed a background traffic growth rate of 1% per year, to be conservative. Therefore, 2% of growth has been assumed for Project Buildout (Year 2017) conditions.

D. Project Buildout (Year 2017) Without Project Traffic Volumes

In order to assess Project Buildout (Year 2017) Without Project traffic conditions, the background growth and other developments traffic volumes were added to the existing peak hour intersection traffic counts. Project Buildout (Year 2017) Without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit K.

E. Project Buildout (Year 2017) With Project Traffic Volumes

In order to assess Project Buildout (Year 2017) With Project traffic conditions, the project traffic, the background growth and other developments traffic were added to the existing peak hour intersection traffic counts. Project Buildout (Year 2017) With Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit L.

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5.0 Traffic Analysis

A. Capacity and Level of Service Improvement Analysis

1. Level of Service for Existing Plus Project Conditions

Intersection levels of service for the existing network with the proposed project are shown on Table 5. As shown on Table 5, ICU and HCM calculations are based on the existing intersection geometrics.

For Existing Plus Project traffic conditions, all the study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersection:

Existing Plus Project Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Gale Avenue	0.866	0.950	D	E
-With Mitigation		0.885	0.886	D	D

ICU and HCM calculation worksheets for Existing Plus Project conditions are provided in Appendix E.

2. Level of Service for Project Buildout (Year 2017) Without Project

Intersection levels of service for the existing network with background growth in the Year 2017 are shown in Table 6. As shown in Table 6, ICU and HCM calculations are based on the existing intersection geometrics.

For Project Buildout (Year 2017) Without Project traffic conditions, all the study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersections:

Project Buildout (Year 2017) Without Project Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Hurley Street	0.913	0.914	E	E
Azusa Avenue	Gale Avenue	0.889	0.959	D	E

ICU and HCM calculation worksheets for Project Buildout (Year 2017) Without Project conditions are provided in Appendix F.

3. Level of Service for Project Buildout (Year 2017) With Project

Intersection levels of service for the existing network with background growth and the proposed project are shown in Table 7. As shown in Table 7, ICU and HCM calculations are based on the existing intersection geometrics.

For Project Buildout (Year 2017) With Project traffic conditions, all the study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersections:

Project Buildout (Year 2017) With Project Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Hurley Street	0.923	0.921	E	E
Azusa Avenue	Gale Avenue	0.896	0.981	D	E
-With Mitigation		0.882	0.887	D	D

ICU and HCM calculation worksheets for Project Buildout (Year 2017) With Project conditions are provided in Appendix G.

It should be noted that mitigation for Azusa Avenue at Hurley Street is not required. This significance thresholds for non-CMP signalized intersections require an ICU increase of 0.020 or greater that can be attributable to the project. As can be seen in Table 8, the Summary Intersection Analysis, the project related ICU increase is 0.010 in the AM peak hour, and 0.007 in the PM peak hour. Therefore, mitigation is not required.

6.0 Findings and Recommendations

A. Intersection Analysis Summary

A summary of the level of service analysis for each condition for the intersections analyzed using the ICU Methodology is included in Table 8. Table 9 provides the level of service summary analysis for each condition for the intersections analyzed using the HCM Methodology.

All recommended intersections improvements are listed in Table 10. The recommended intersection improvements represent the minimum necessary improvements to meet level of service requirements.

B. Proposed Mitigation Measures

A summary of the additional roadway improvements that are necessary to meet level of service standards are included in Table 10. The proposed mitigation measures are graphically summarized in Exhibit M.

C. Circulation Recommendations

1. On-Site

I. Construct the on-site circulation system per the detailed site plan. Provide two (2) full access point to Virgil Waters Way, one (1) full access point to Chestnut Street, one signalized (1) full access point to Azusa Avenue, one (1) right-in / right-out only access point to Railroad Street, and one (1) full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points.

II. On-site circulation recommendations, such as stop sign locations, are provided in Exhibit N.

2. Area Wide

I. Complete any remaining half-section street improvements for any roadways adjacent to the site.

II. The necessary off-site intersection improvements needed to meet the City of Industry and Caltrans Level of Service standards are shown in Table 10.

Project recommendations are shown on Exhibit M.

D. Fair-Share Intersection Contribution

The project is not solely responsible for the degradation in level of service at the intersection requiring mitigation. The project should contribute a fair-share percentage for roadway improvements, required to meet City of Industry level of service standards. The project's fair-share traffic contribution represents the project's traffic contribution at each mitigated study area intersection as a percentage of the overall growth in traffic for Project Buildout (Year 2017) With Project conditions.

The project's fair-share intersection contribution for Project Buildout (Year 2017) With Project conditions for the improved intersections is shown in Table 11.

E. Queuing Analysis

An HCM 95th percentile queuing analysis for existing and project opening year (2017) conditions has been completed to evaluate the southbound Azusa Avenue at Anaheim and Puente Road vehicular queues. The analysis was performed using TRAFFIX software. Table 12 provides a queuing summary for the signalized intersection.

As shown in Table 12, for the southbound left-turn movement, adequate vehicular queue storage is currently provided to accommodate the maximum vehicular queue length of 100 feet occurring during the AM peak hour under Existing Plus Project and Project Opening Year (2017) With Project conditions.

The HCM queueing calculation worksheets are provided in Appendix H.

F. Safety and Operational Improvements

Sight distance at the project access points should be designed per City of Industry standards.

As is the case for any roadway design, the City of Industry should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

G. Regional Funding Mechanisms

Participate in any approved transportation or development impact fees required by the City of Industry.

H. Conclusions

Based upon this traffic study for the proposed CT Industry Center project, the project can be accommodated in the City of Industry. This report has followed the City of Industry standards for the preparation of a Traffic Impact Study.

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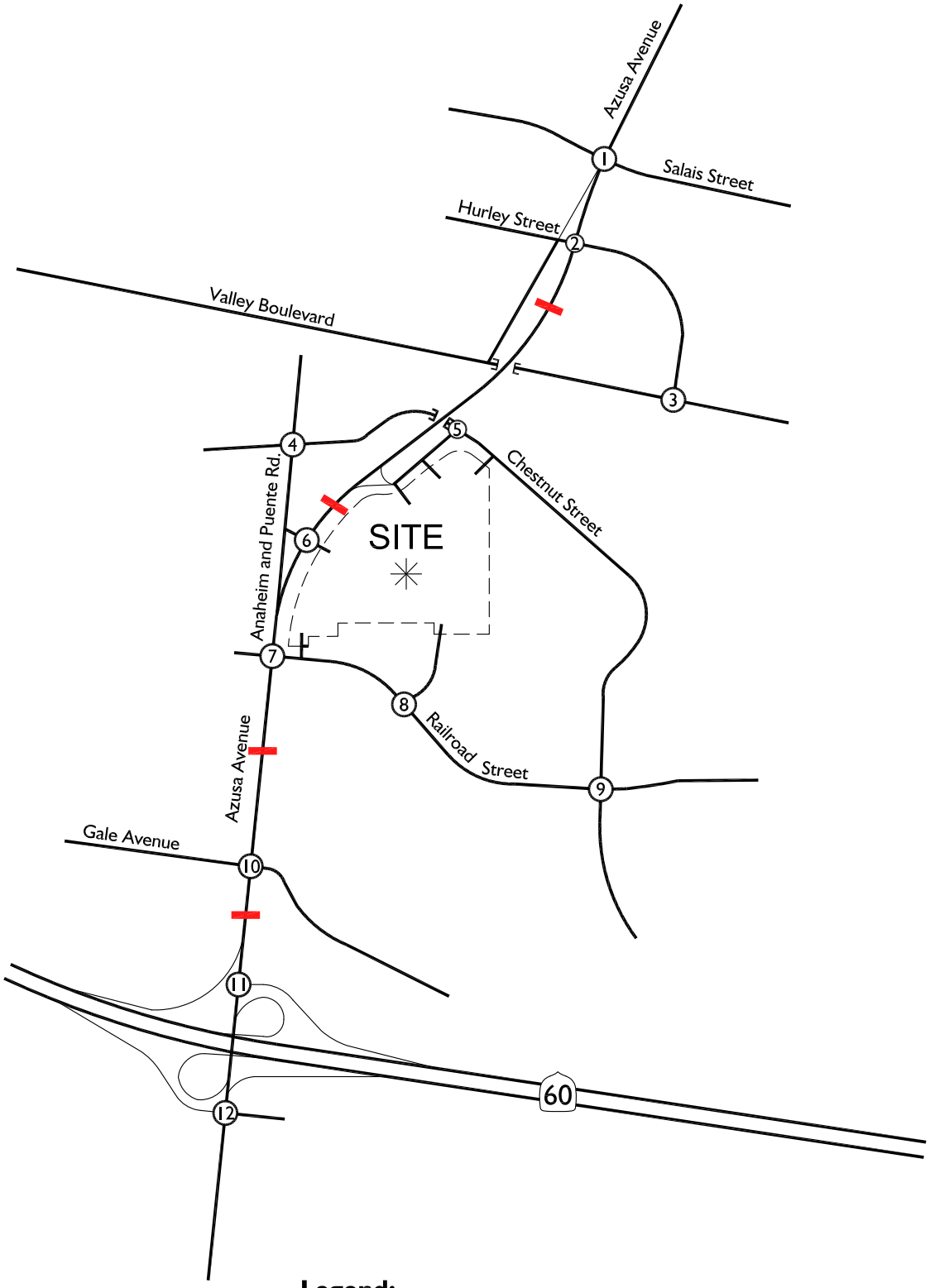
Exhibits

Exhibit A
Location Map



Legend:

(1) = Study Area Intersection

= Study Roadway Segment

N

Exhibit B
Site Plan

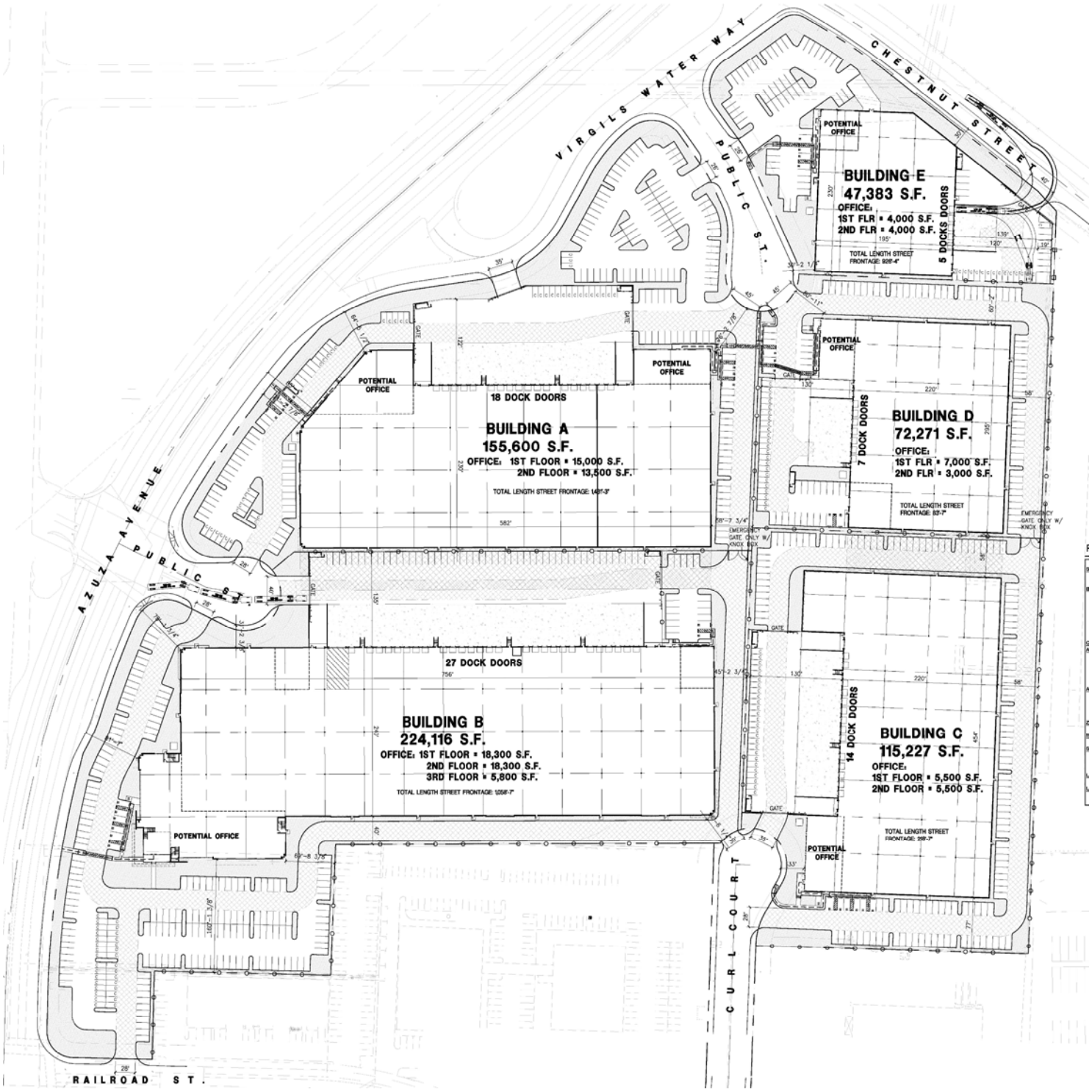
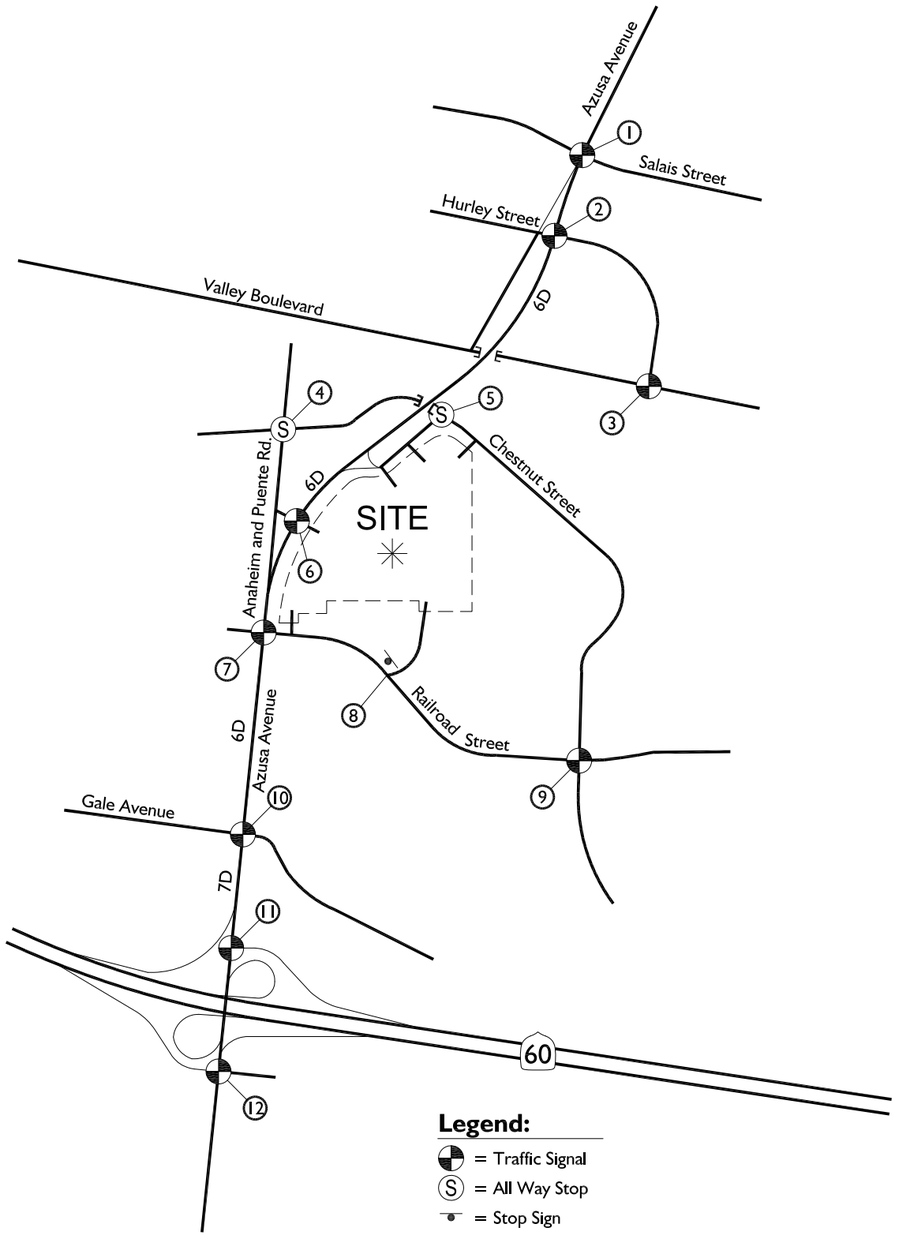


Exhibit C

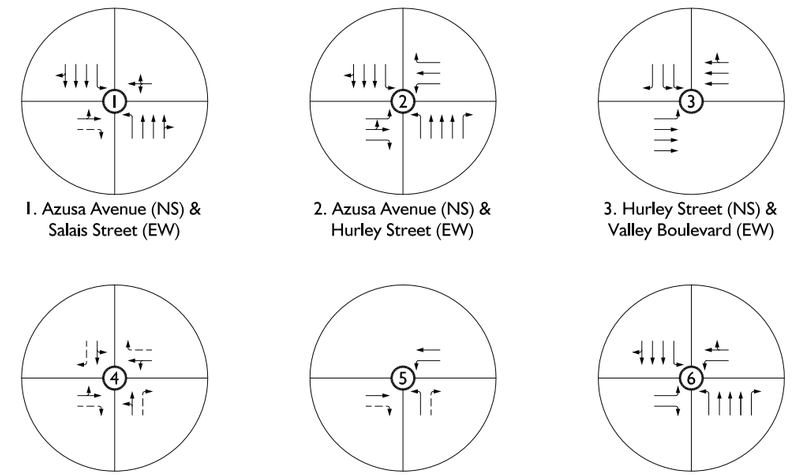
Existing Lane Geometry and Intersection Controls



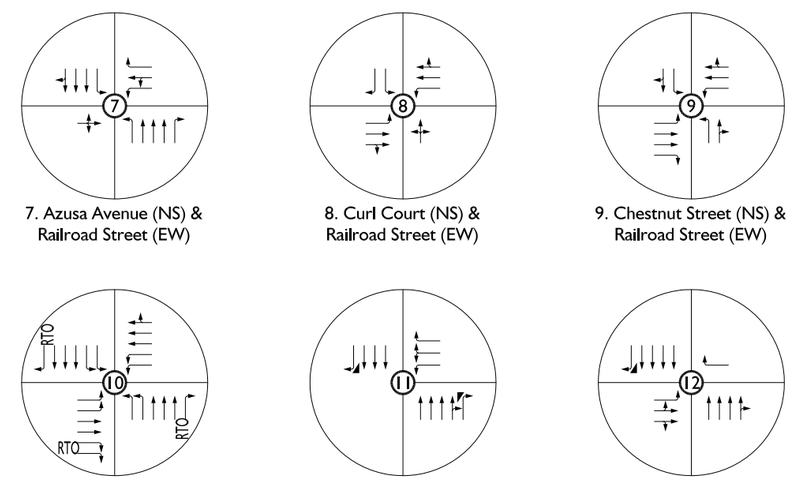
Legend:

- = Traffic Signal
- = All Way Stop
- = Stop Sign
- 4 = Number of Lanes
- D = Divided
- U = Undivided
- RTO = Right Turn Overlap
- = Free Right Turn
- = Defacto Right Turn

N



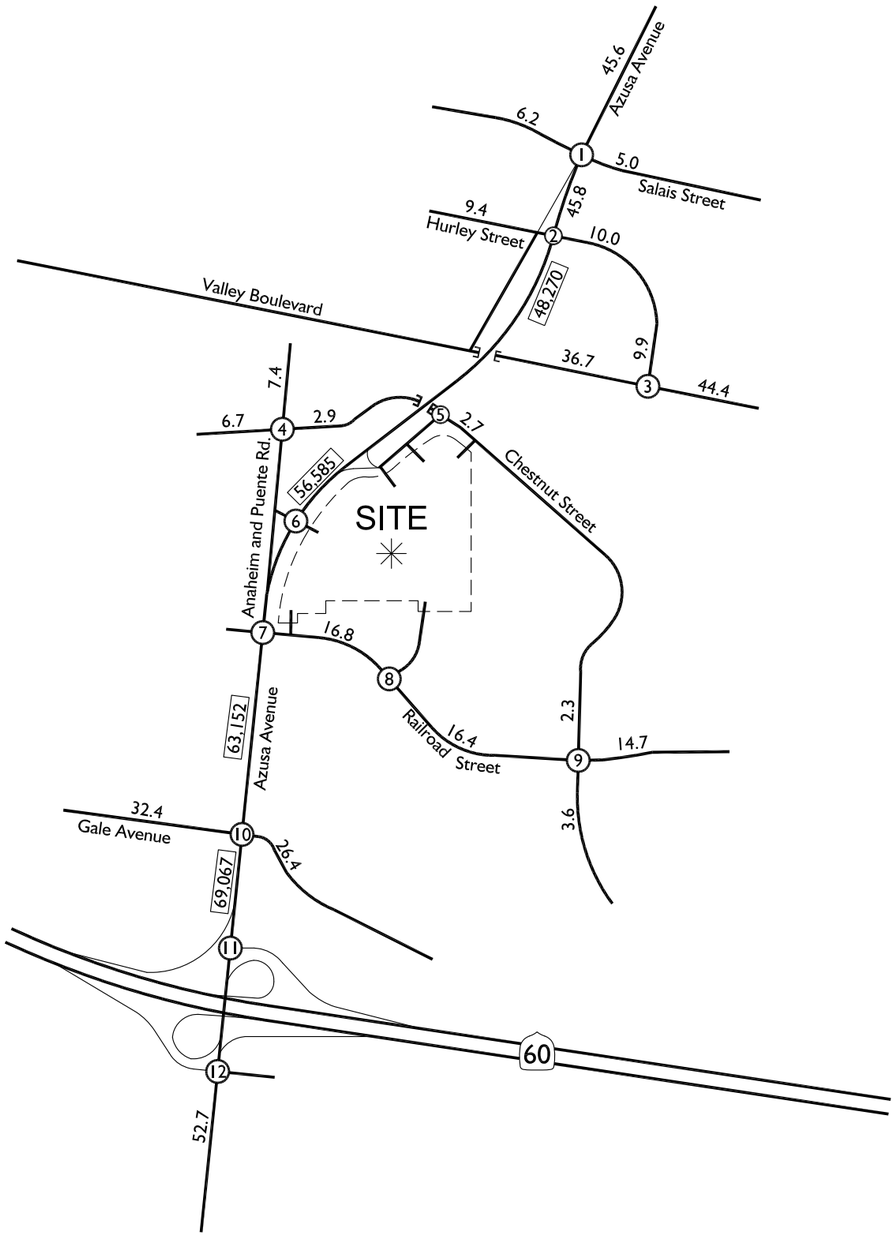
1. Azusa Avenue (NS) & Salais Street (EW)
2. Azusa Avenue (NS) & Hurley Street (EW)
3. Hurley Street (NS) & Valley Boulevard (EW)
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)
5. Virgil Waters Way (NS) & Chestnut Street (EW)
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)

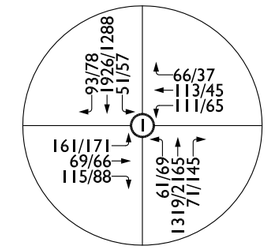


7. Azusa Avenue (NS) & Railroad Street (EW)
8. Curl Court (NS) & Railroad Street (EW)
9. Chestnut Street (NS) & Railroad Street (EW)
10. Azusa Avenue (NS) & Gale Avenue (EW)
11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)
12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

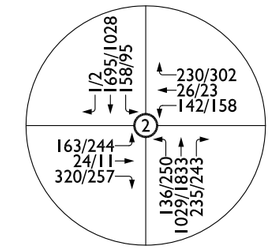
Exhibit D

Existing Traffic Volumes

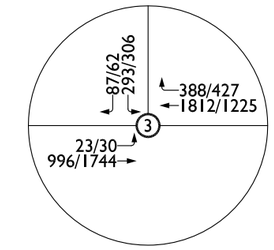




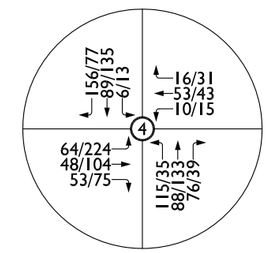
1. Azusa Avenue (NS) & Salais Street (EW)



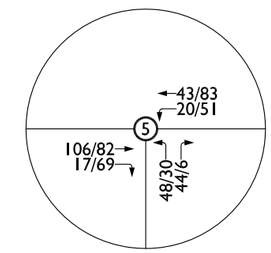
2. Azusa Avenue (NS) & Hurley Street (EW)



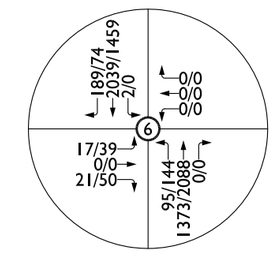
3. Hurley Street (NS) & Valley Boulevard (EW)



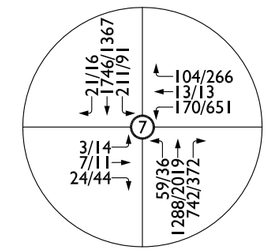
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



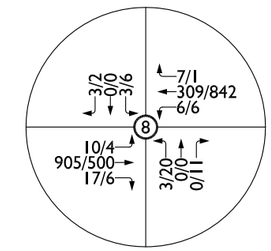
5. Virgil Waters Way (NS) & Chestnut Street (EW)



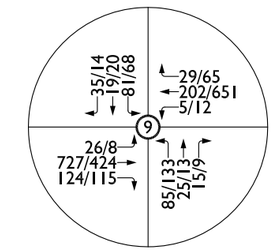
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



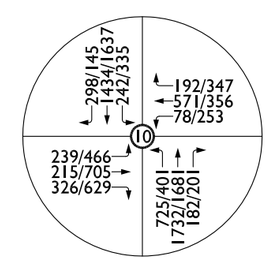
7. Azusa Avenue (NS) & Railroad Street (EW)



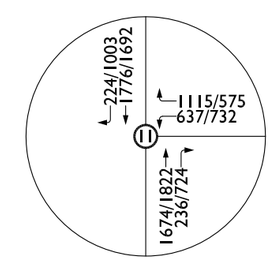
8. Curl Court (NS) & Railroad Street (EW)



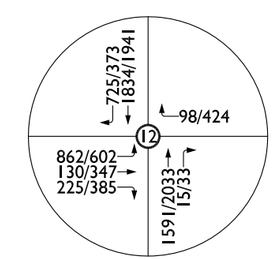
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)



12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes
48,270 = Measured Average Daily Traffic Counted March 19, 2015
10.0 = Estimated Average Daily Traffic (1000s)

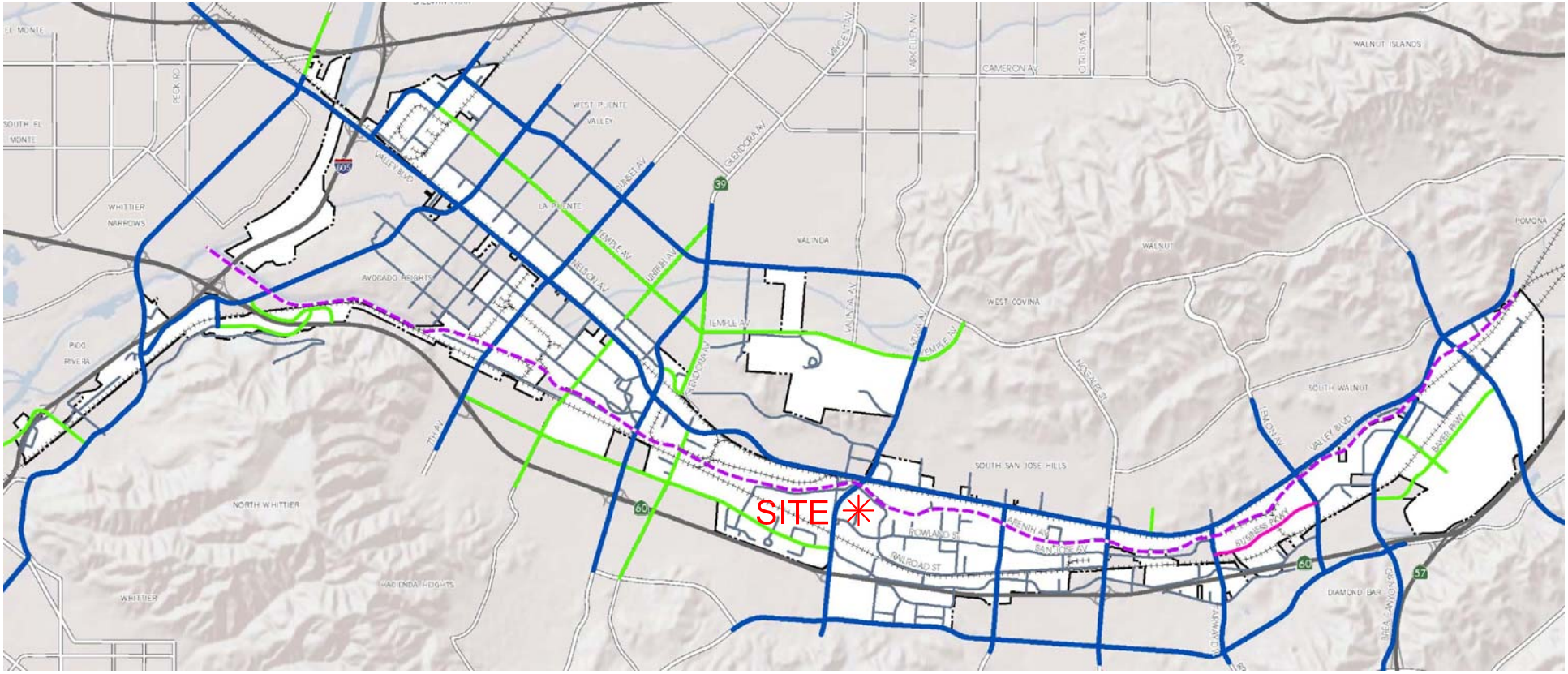
Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

N

Exhibit E-1

City of Industry General Plan
Roadway Classification Plan



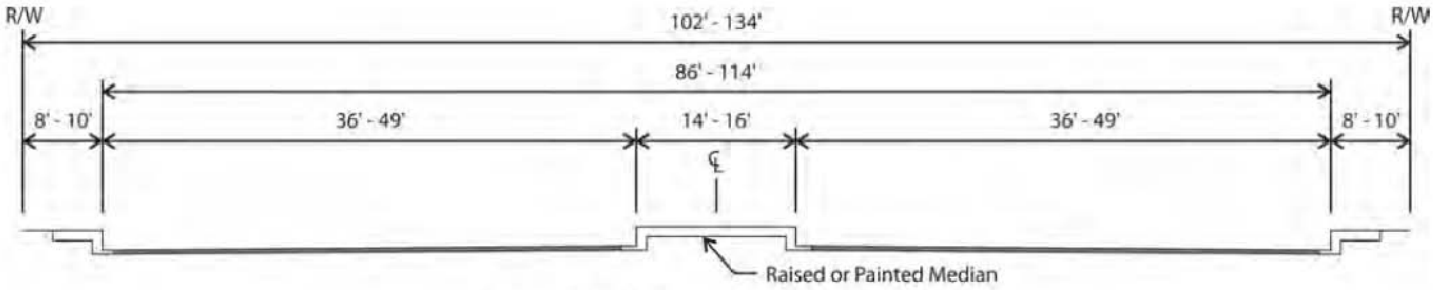
- Conceptual Transportation Corridor
- Major Highway
- Secondary Highway
- Limited Secondary Highway
- Collector Street
- Rail Lines

N

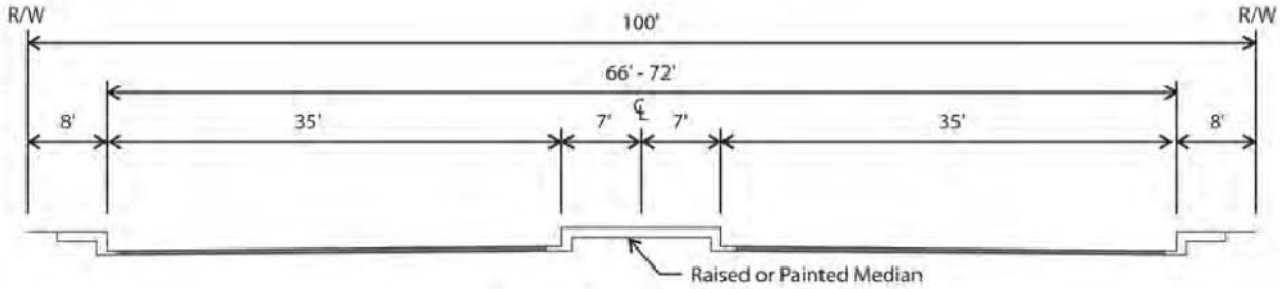
RK engineering group, inc.

Exhibit E-2

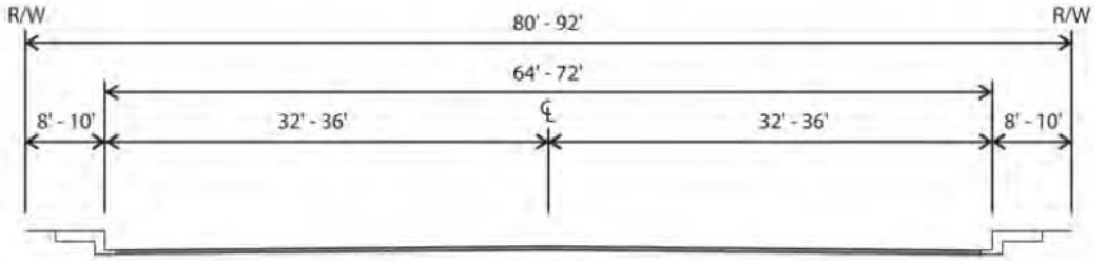
City of Industry General Plan Street Cross Section



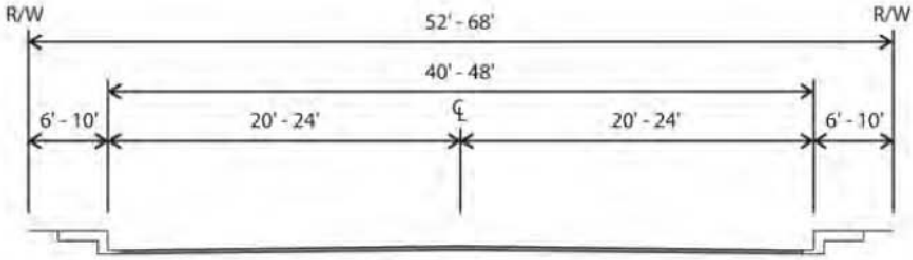
Major Highway (6 Lanes Divided)



Secondary Highway (4 Lanes Divided)



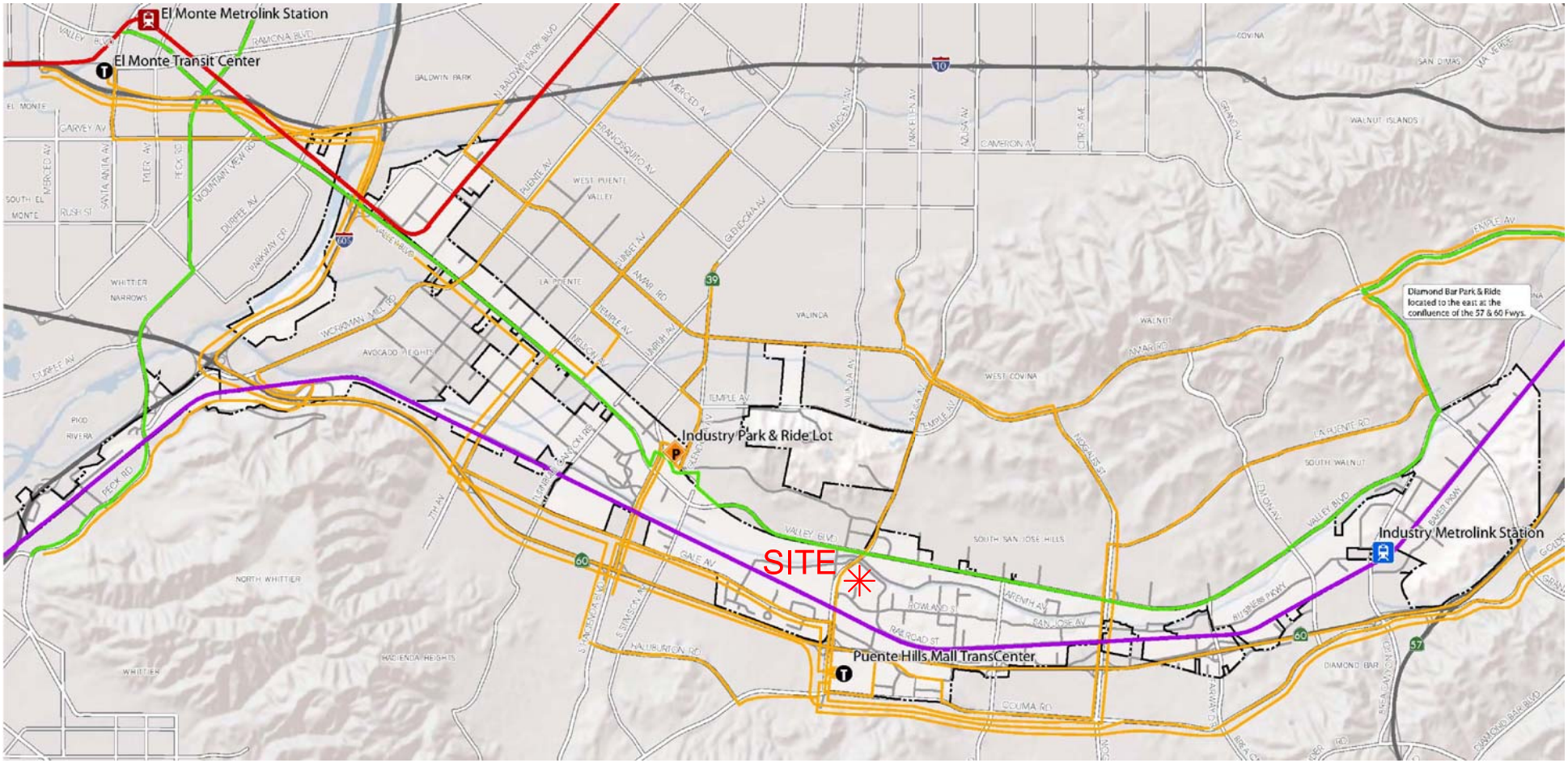
Limited Secondary Highway (4 Lanes Undivided)



Collector (2 Lanes Undivided)

Exhibit E-3

City of Industry General Plan
Public Transit Plan



Foothill Transit Bus Service

Metro Line Bus Service

Metrolink Riverside Line, Amtrak Sunset Limited/Texas Eagle, and Union Pacific

Metrolink San Bernardino Line and Union Pacific

El Monte Metrolink Station

Industry Metrolink Station

Transit Center

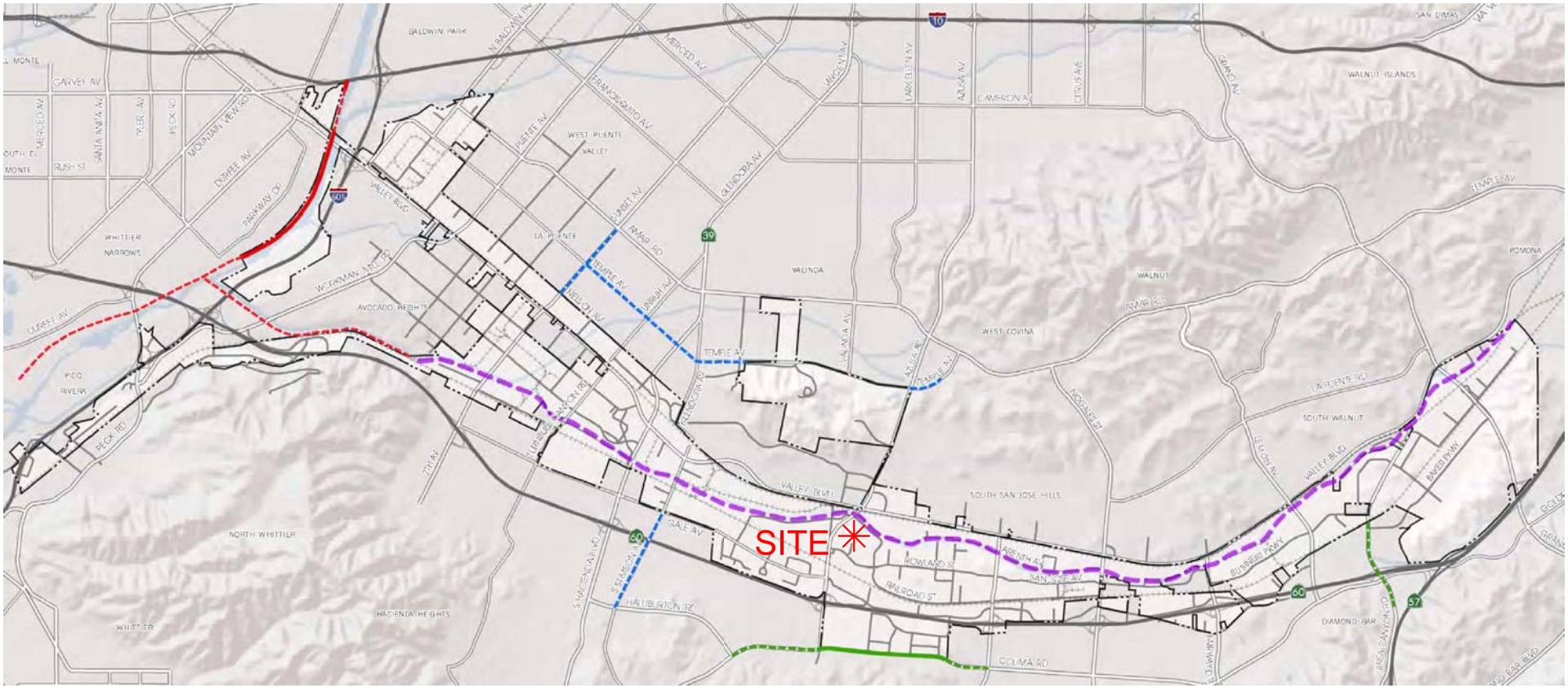
Park and Ride

N

RK engineering group, inc.

Exhibit E-4

City of Industry General Plan
Bicycle and Pedestrian Plan

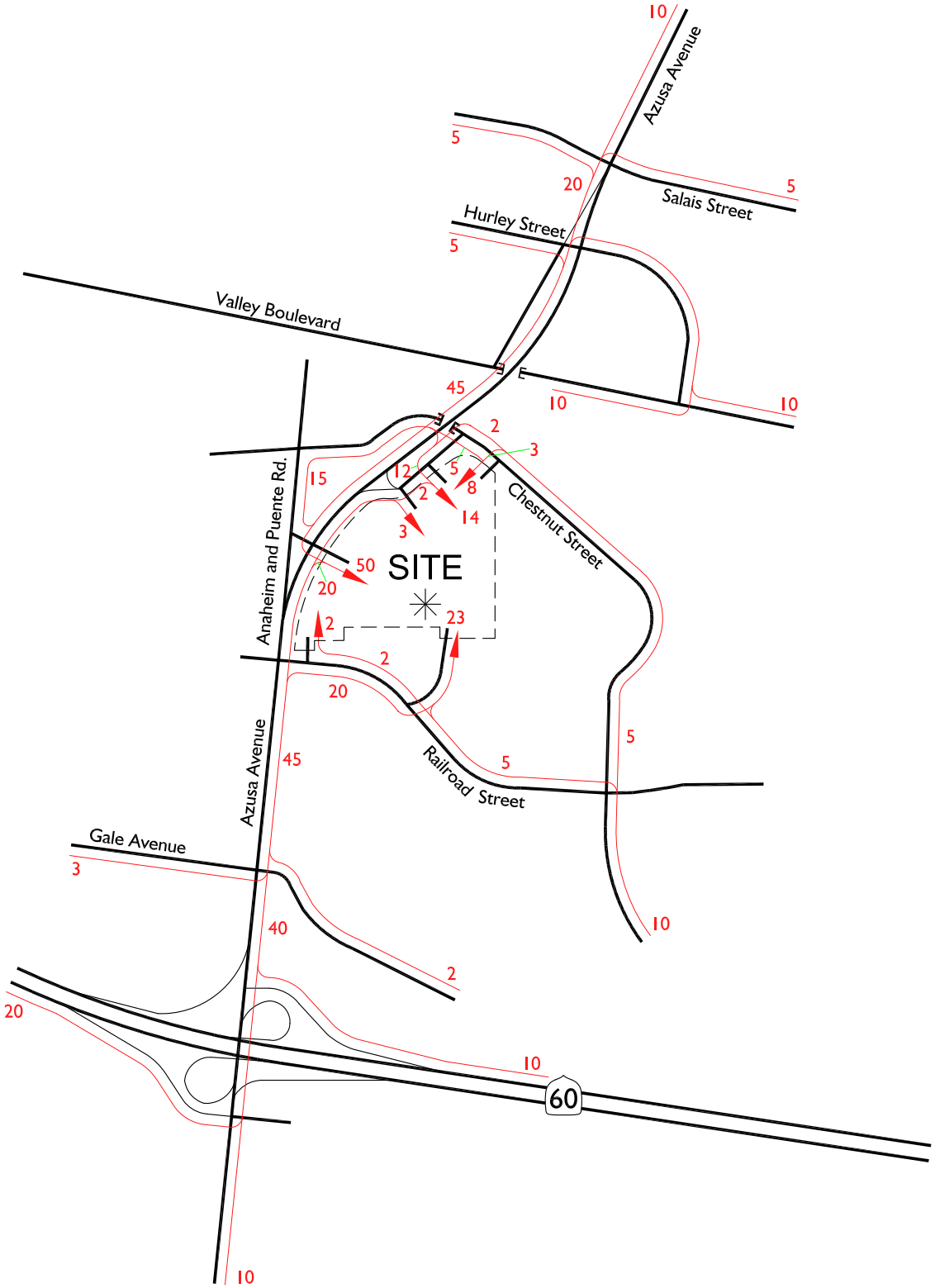


Conceptual Transportation Corridor	Class II Bike Lanes within the City	Rail Lines
Class I Multi Purpose Trail within the City	Class II Bike Lanes outside the City	
Class I Multi Purpose Trail outside the City	Class III Bike Routes outside the City	

N

Exhibit F-1

Project Inbound Trip Distribution
Passenger Vehicle



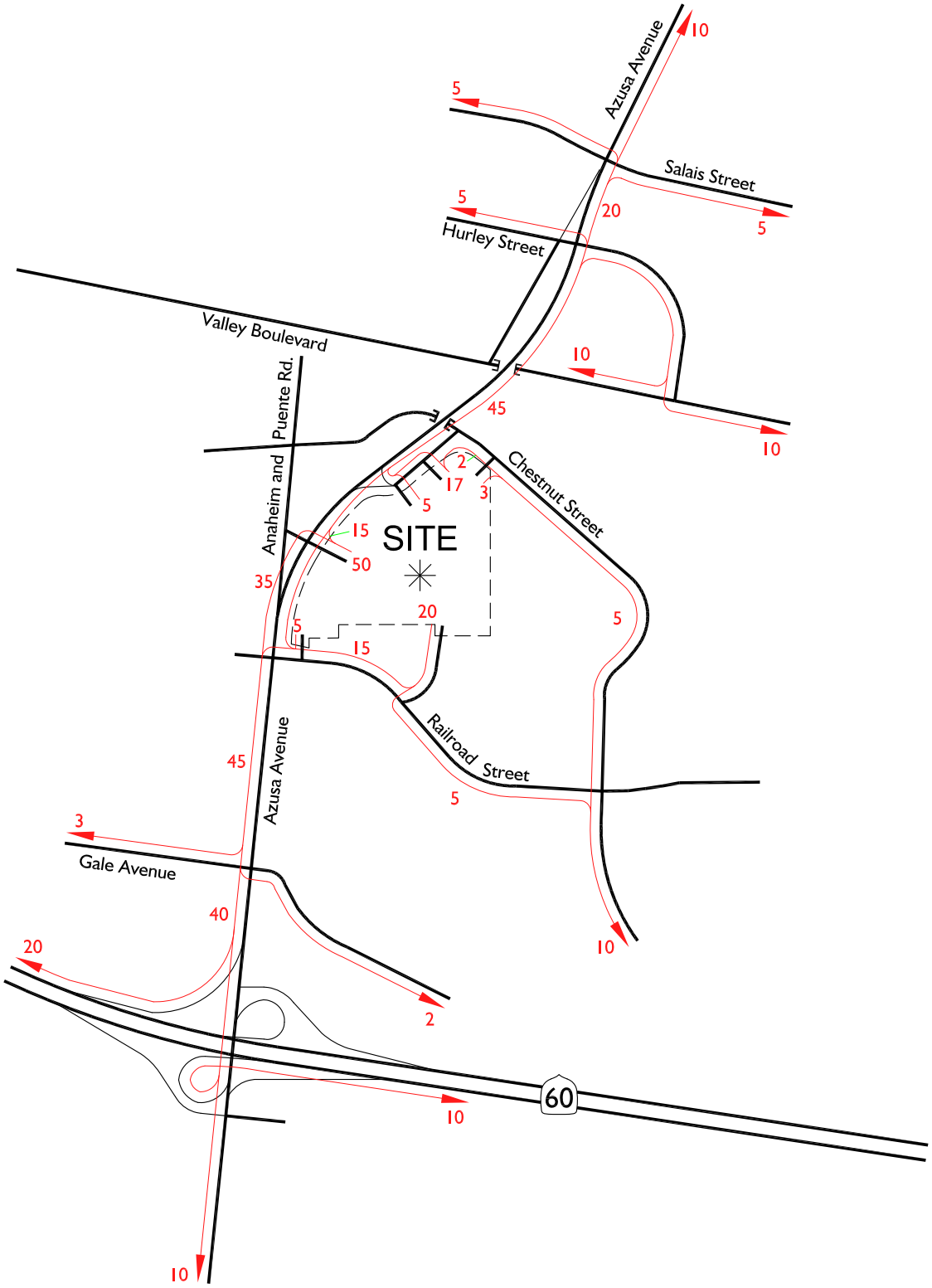
Legend:

10 = Percent to Project

N

Exhibit F-2

Project Outbound Trip Distribution
Passenger Vehicle



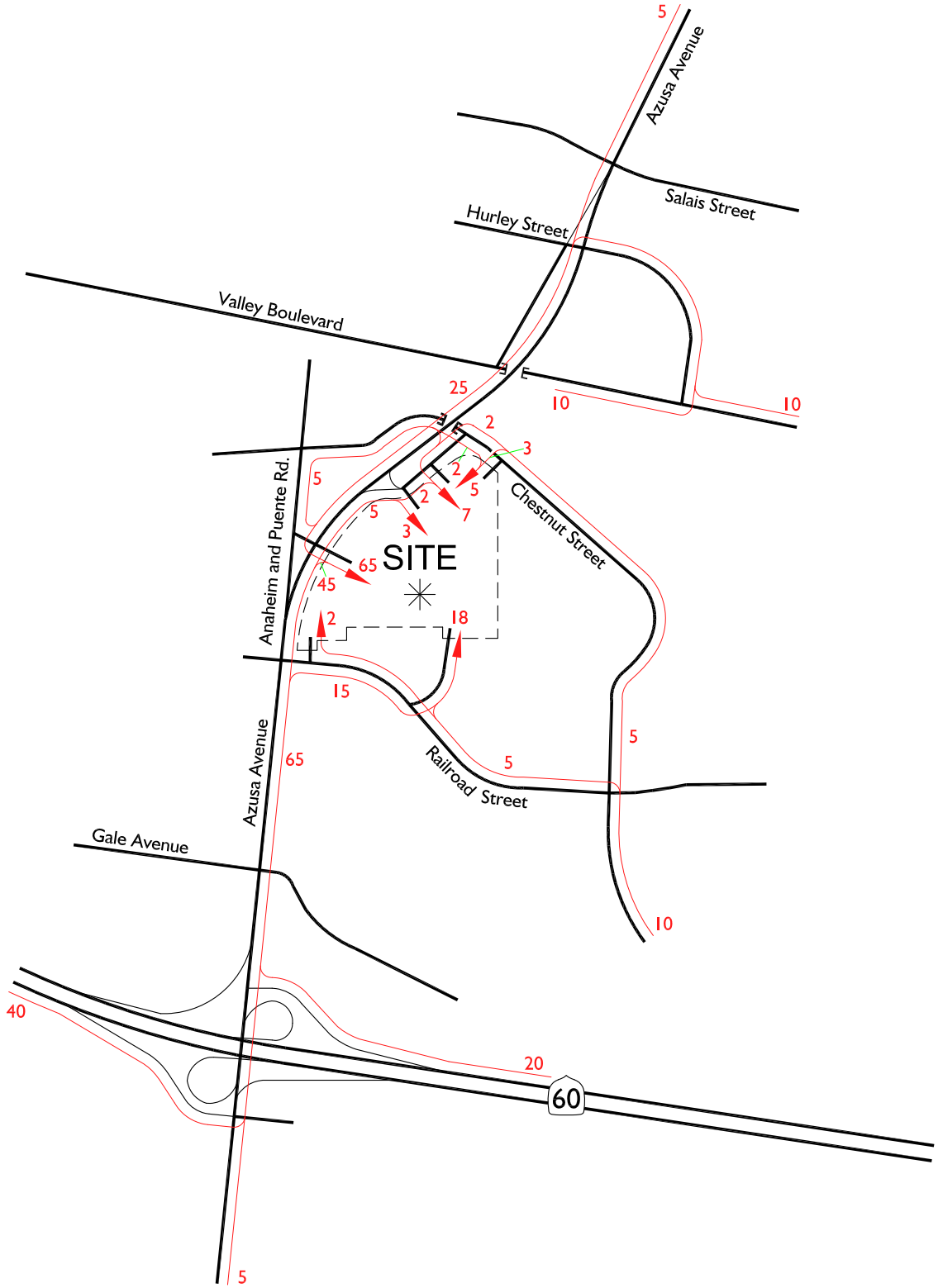
Legend:

10 = Percent from Project

N

Exhibit F-3

Project Inbound Trip Distribution Truck



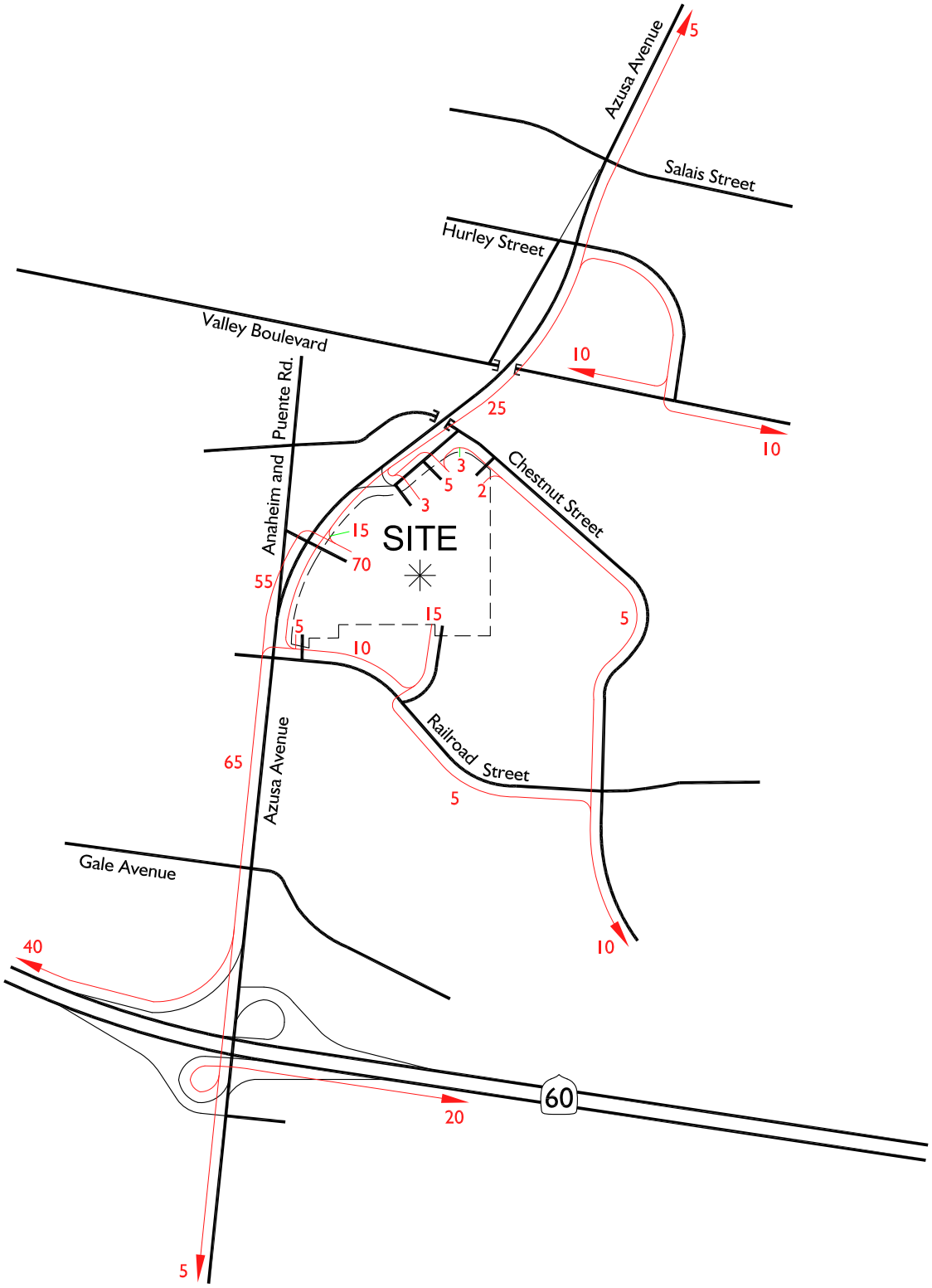
Legend:

10 = Percent to Project

N

Exhibit F-4

Project Outbound Trip Distribution Truck



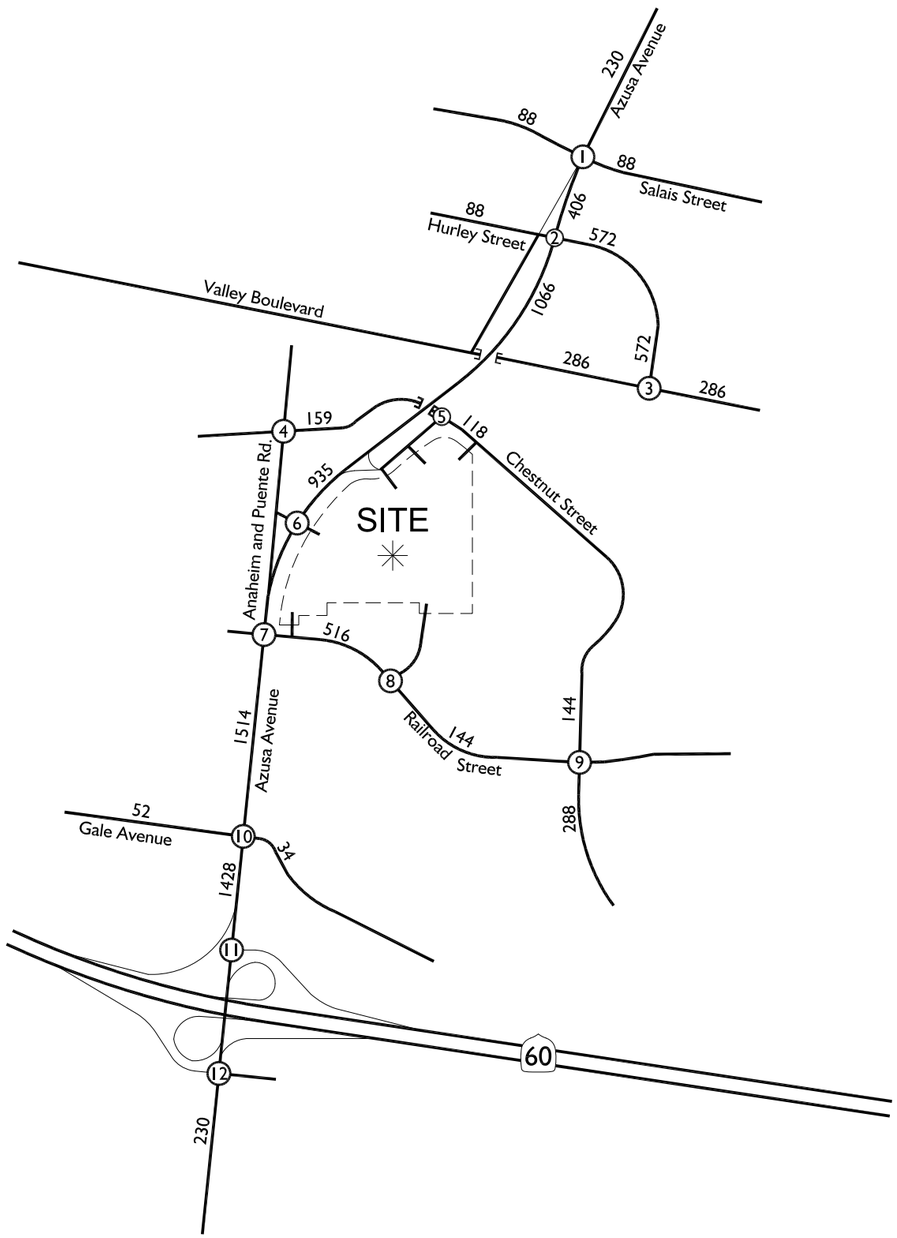
Legend:

10 = Percent from Project

N

Exhibit G

Project Traffic Volumes

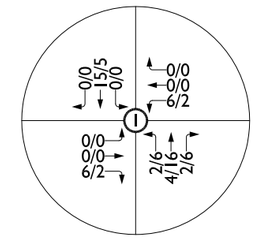


Legend:

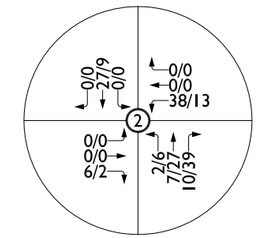
10/20 = AM/PM Peak Hour Volumes

10.0 = Average Daily Traffic

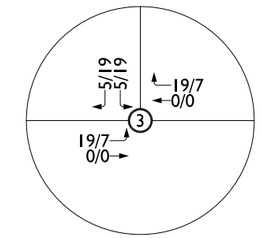
N



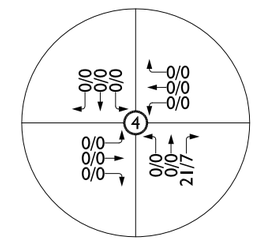
1. Azusa Avenue (NS) & Salais Street (EW)



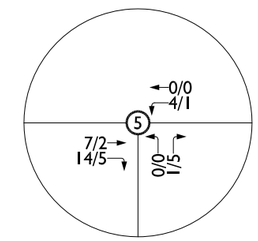
2. Azusa Avenue (NS) & Hurley Street (EW)



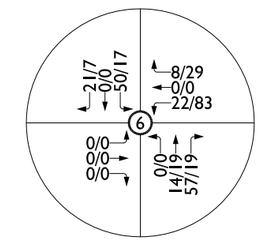
3. Hurley Street (NS) & Valley Boulevard (EW)



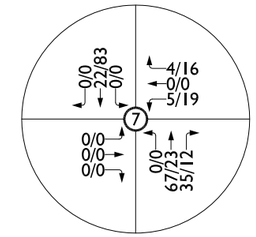
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



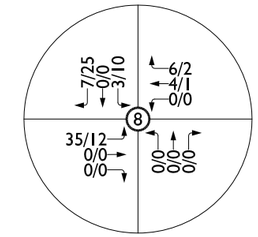
5. Virgil Waters Way (NS) & Chestnut Street (EW)



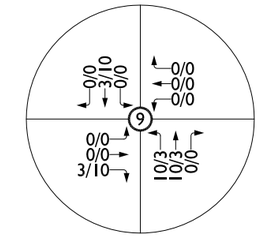
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



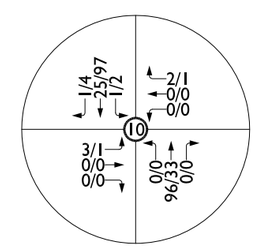
7. Azusa Avenue (NS) & Railroad Street (EW)



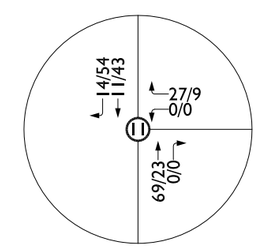
8. Curl Court (NS) & Railroad Street (EW)



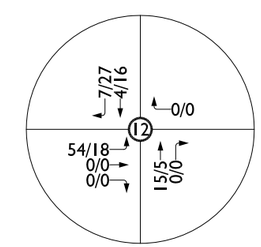
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



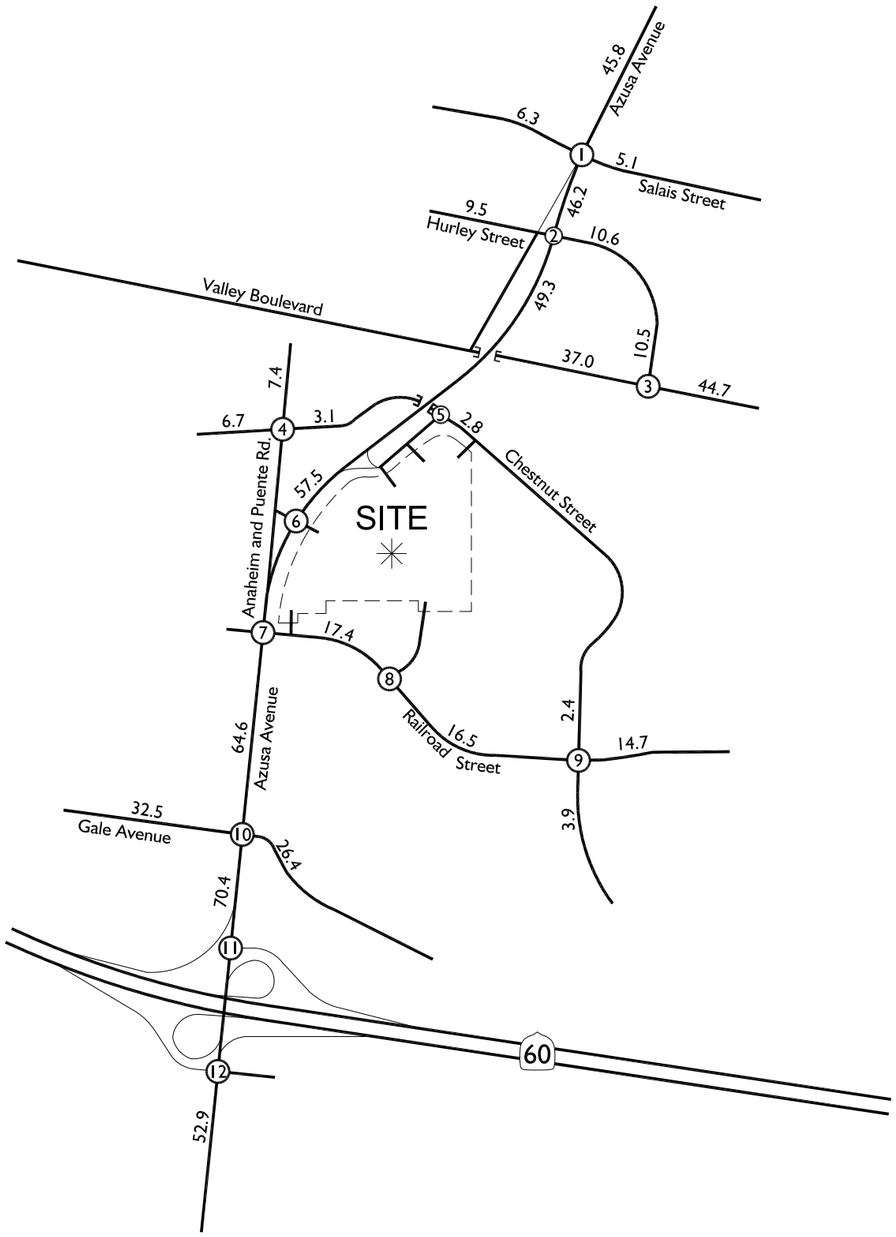
11. Azusa Avenue (NS) & CA-60 WB (EW)

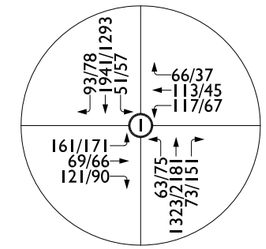


12. Azusa Avenue (NS) & CA-60 EB (EW)

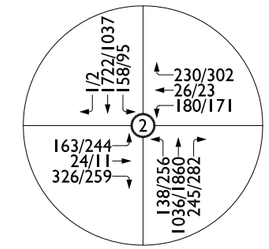
Exhibit H

Existing Plus Project Traffic Volumes

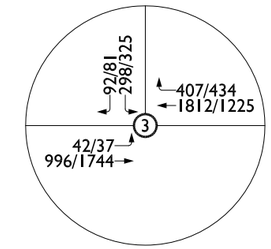




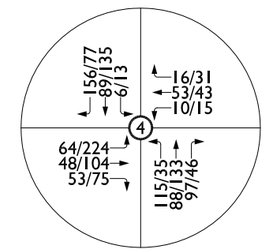
1. Azusa Avenue (NS) & Salais Street (EW)



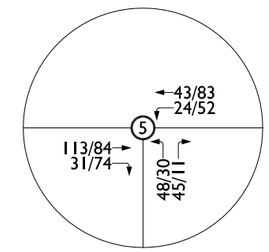
2. Azusa Avenue (NS) & Hurley Street (EW)



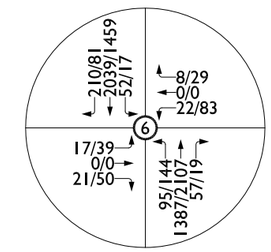
3. Hurley Street (NS) & Valley Boulevard (EW)



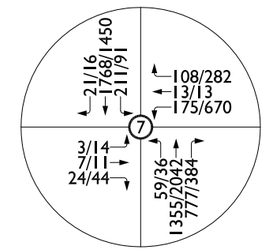
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



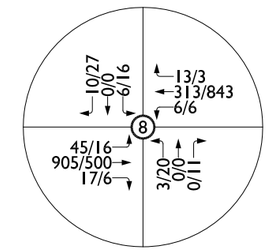
5. Virgil Waters Way (NS) & Chestnut Street (EW)



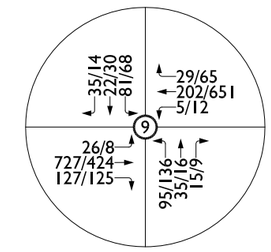
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



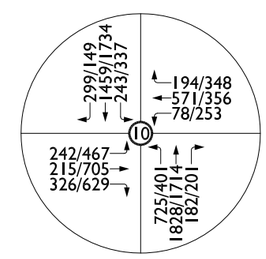
7. Azusa Avenue (NS) & Railroad Street (EW)



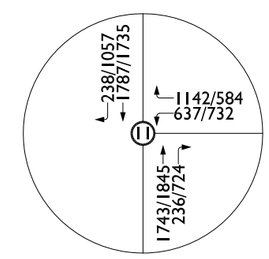
8. Curl Court (NS) & Railroad Street (EW)



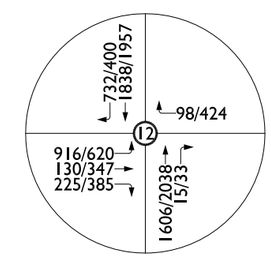
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)



12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Estimated Average Daily Traffic (1000s)

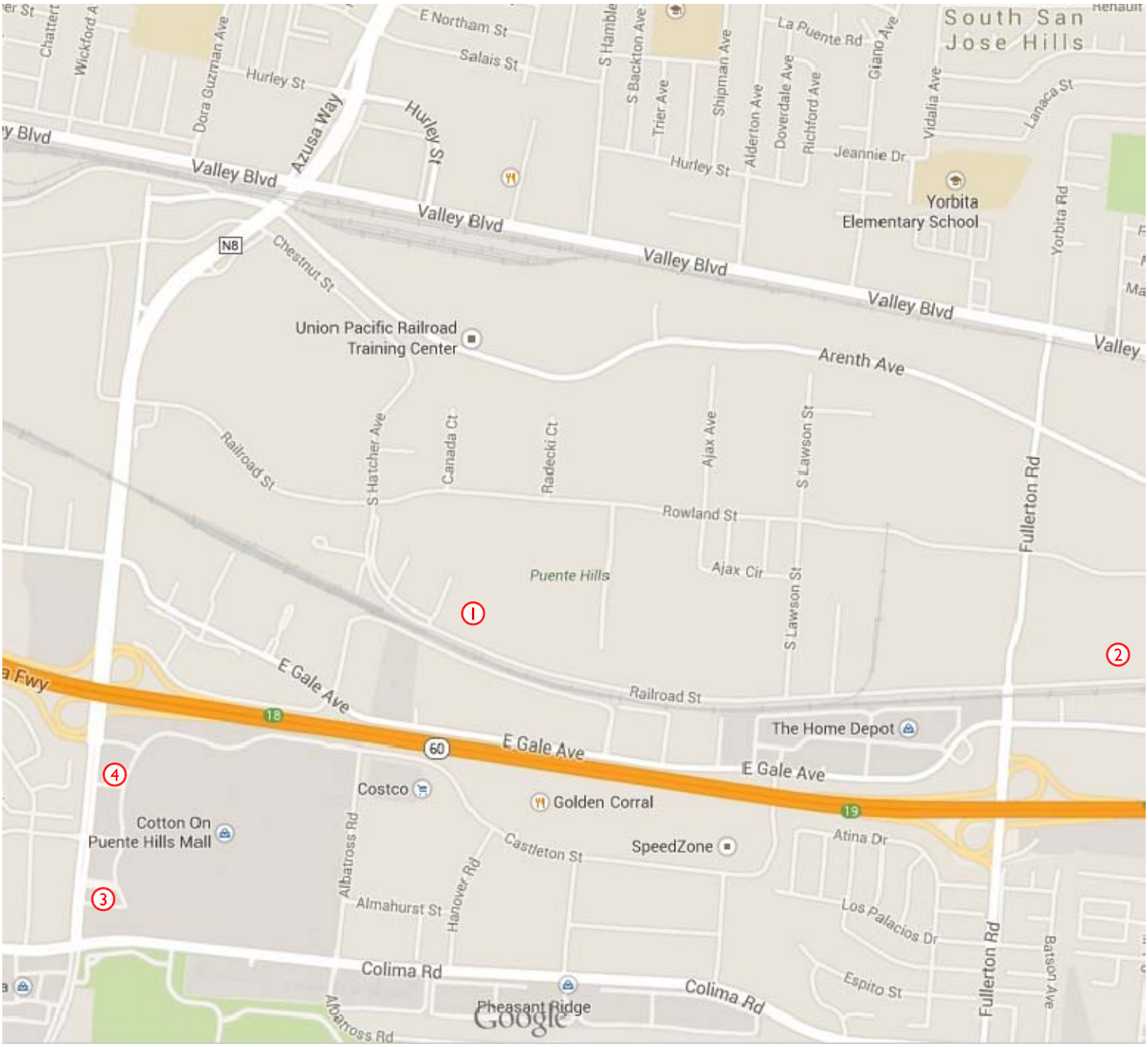
Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

N

Exhibit I

Cumulative Developments Location Map



Zone 1:

1 = 17651 Railroad Street; 65.599 TSF Warehouse

2 = 18639 Railroad Street; 107.000 TSF Warehouse

Zone 2:

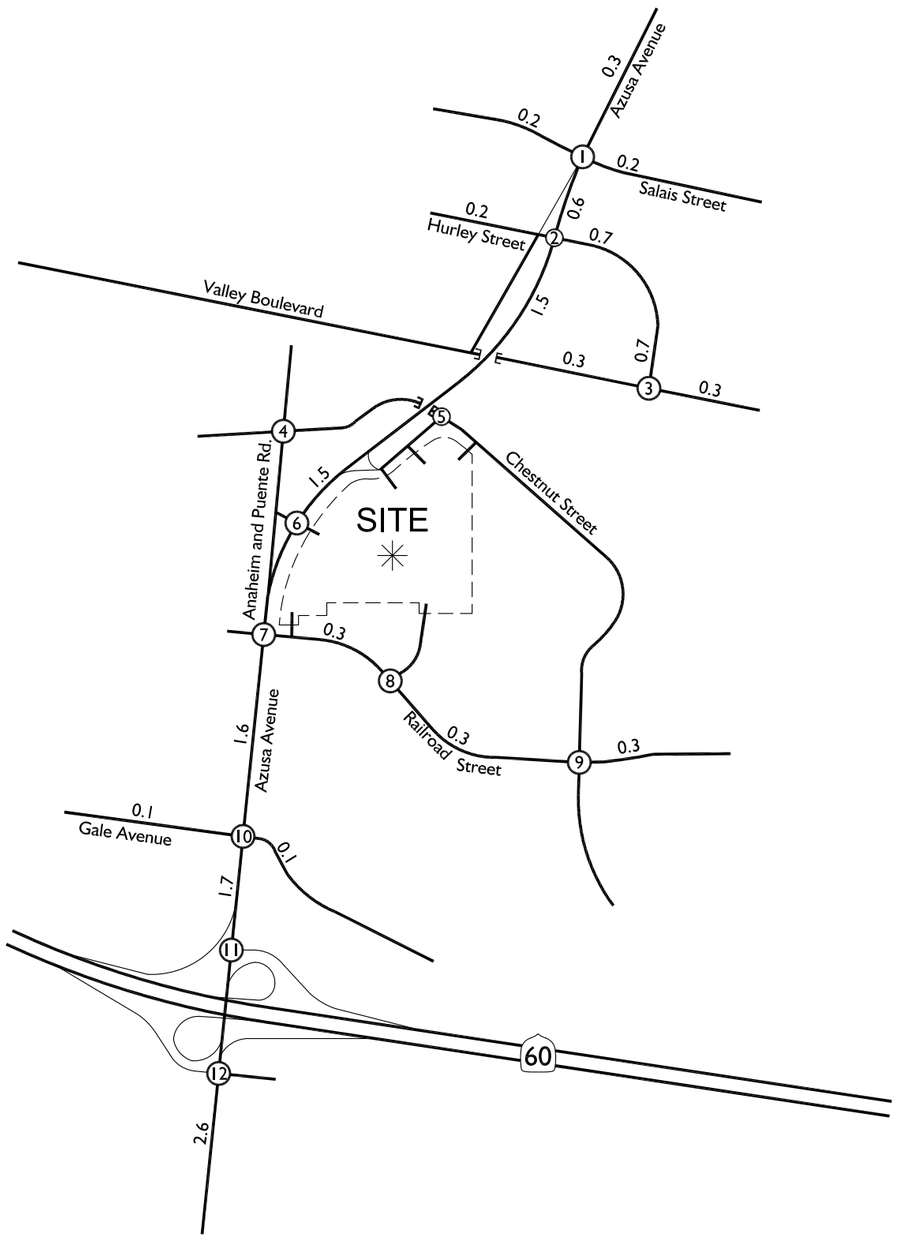
3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

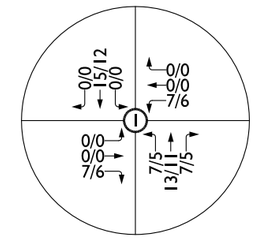
Exhibit J

Cumulative Developments Traffic Volumes

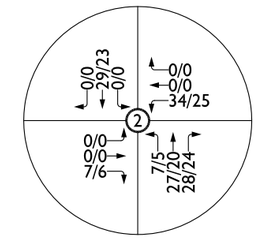


Legend:

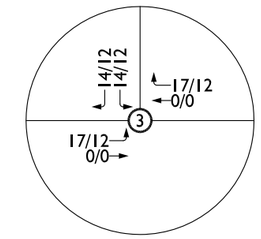
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000s)



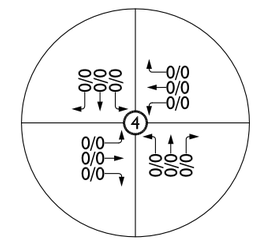
1. Azusa Avenue (NS) & Salais Street (EW)



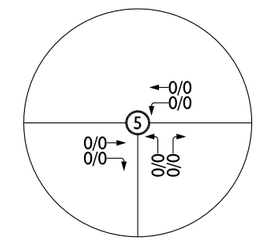
2. Azusa Avenue (NS) & Hurley Street (EW)



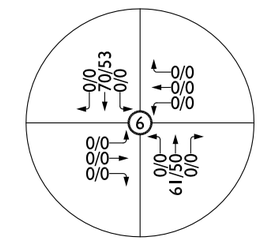
3. Hurley Street (NS) & Valley Boulevard (EW)



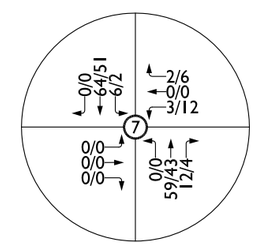
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



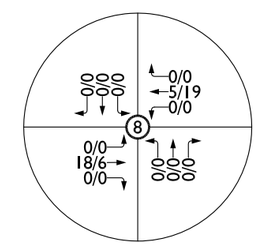
5. Virgil Waters Way (NS) & Chestnut Street (EW)



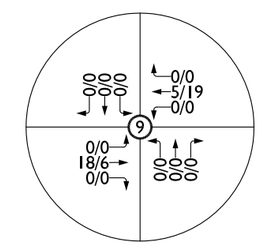
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



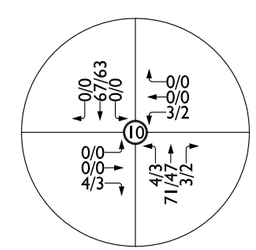
7. Azusa Avenue (NS) & Railroad Street (EW)



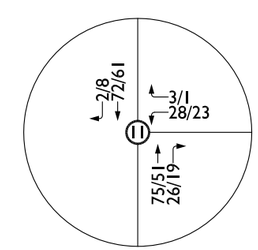
8. Curl Court (NS) & Railroad Street (EW)



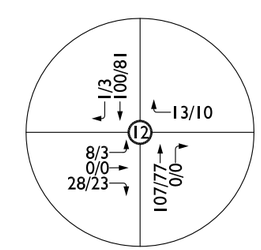
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 WB (EW)

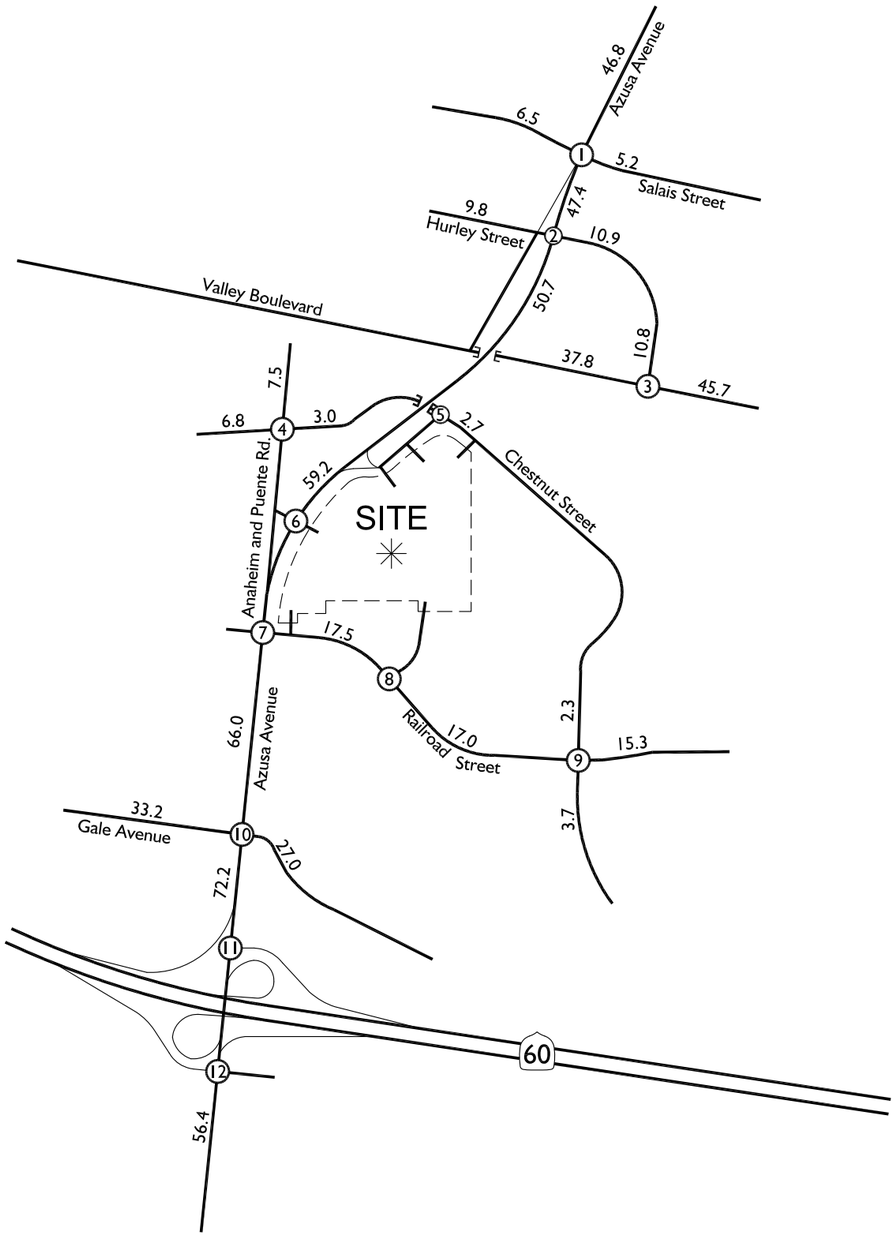


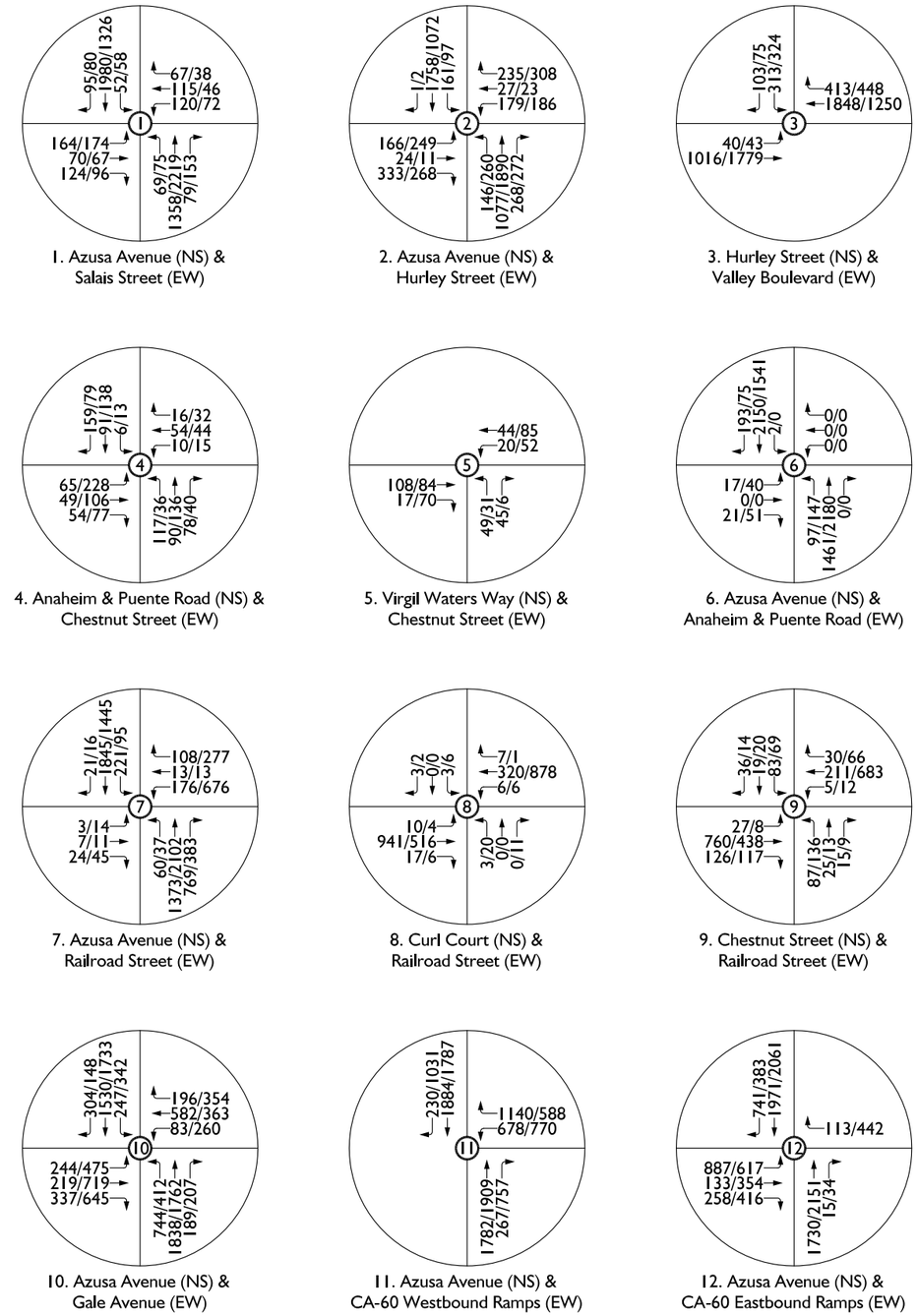
12. Azusa Avenue (NS) & CA-60 EB (EW)

N

Exhibit K

Project Buildout (Year 2017) Without Project Traffic Volumes





Legend:

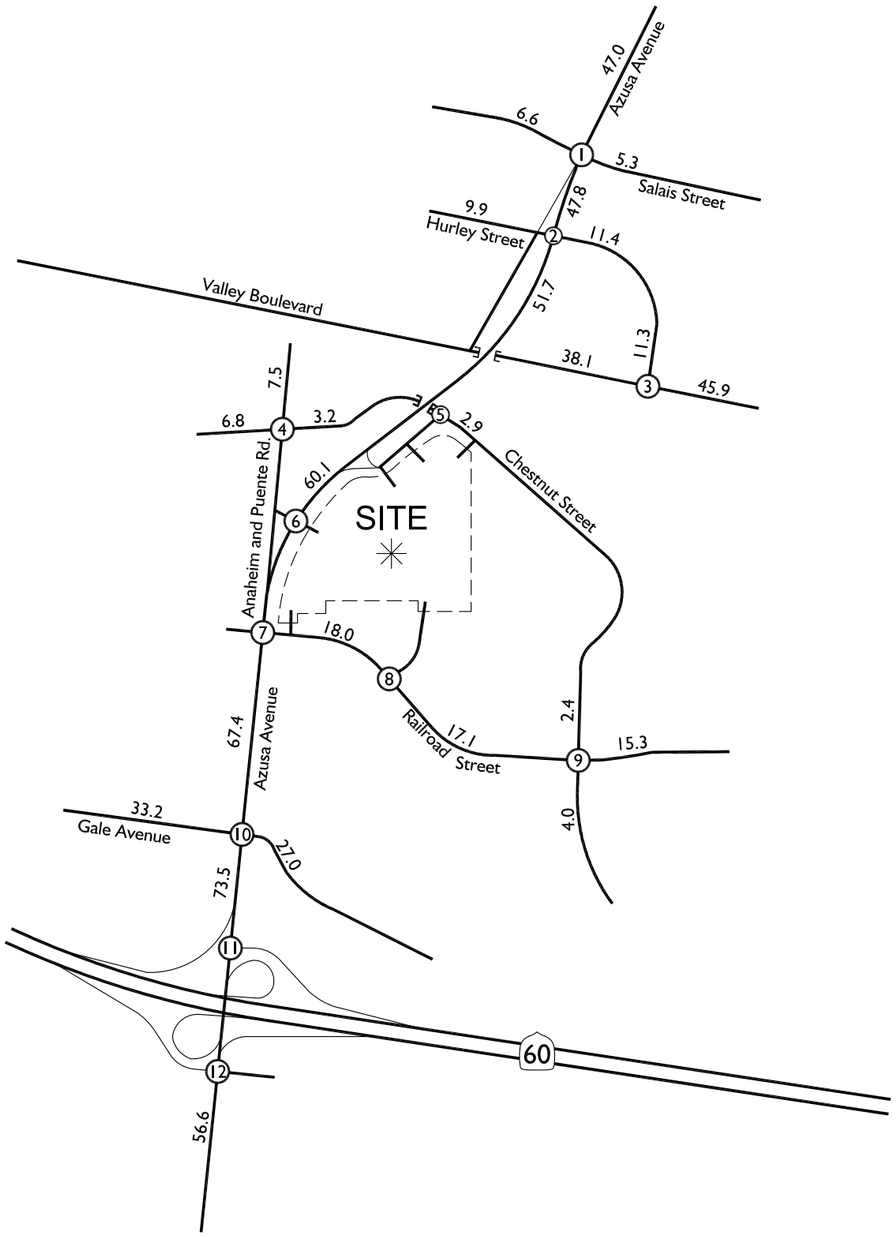
10/20 = AM/PM Peak Hour Volumes
10.0 = Estimated Average Daily Traffic (1000s)

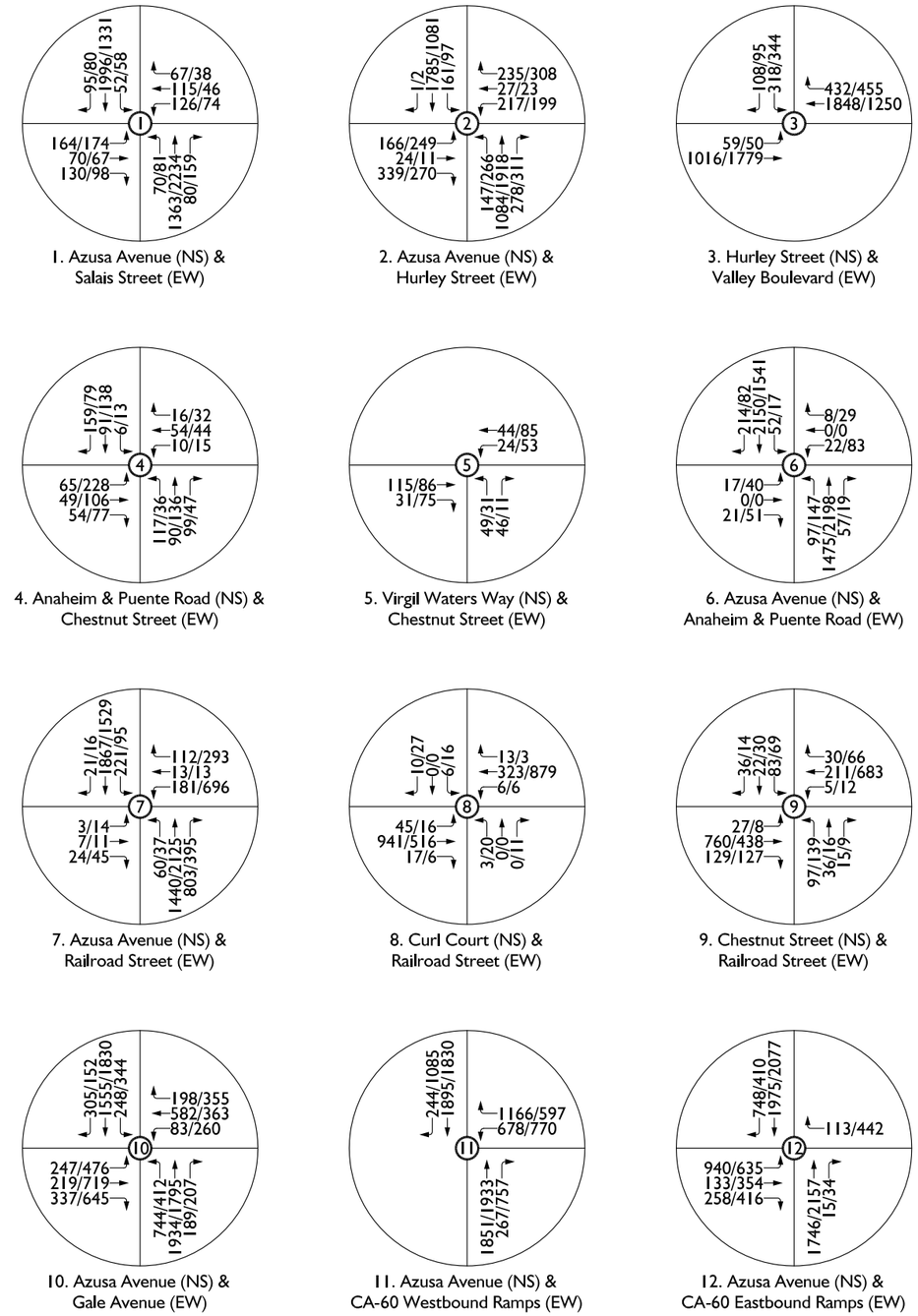
Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

Exhibit L

Project Buildout (Year 2017) With Project Traffic Volumes





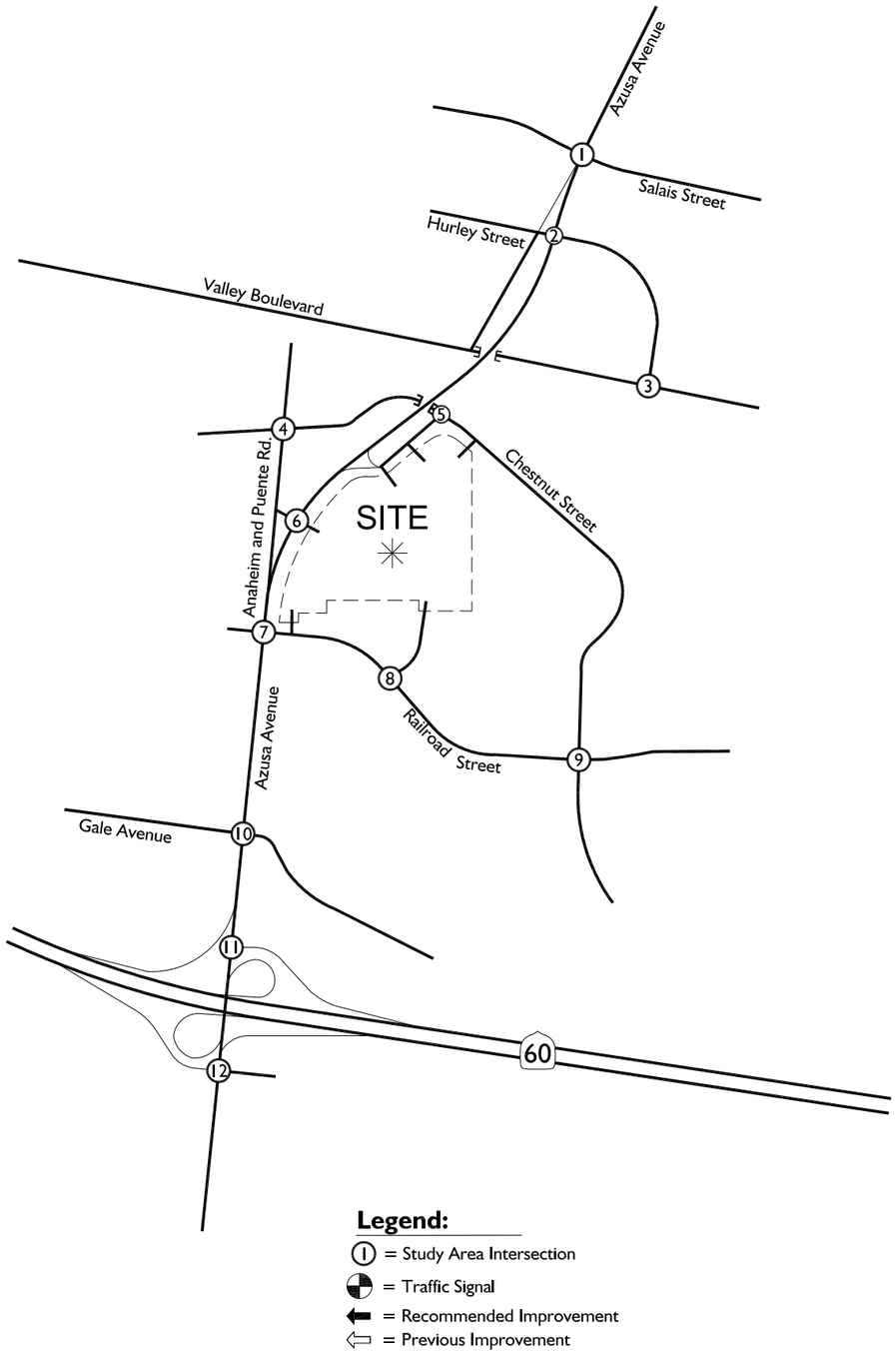
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Estimated Average Daily Traffic (1000s)

Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

Recommendations



Recommendations

A. Intersection Analysis Summary

1. A summary of the level of service analysis for each condition for the intersections analyzed using the ICU Methodology is included in Table 8. Table 9 provides the level of service summary analysis for each condition for the intersections analyzed using the HCM Methodology.

2. All recommended intersection improvements are listed in Table 10.

B. Circulation Recommendations

1. On-Site

   I. Construct the on-site circulation system per the detailed site plan. Provide two (2) full access points to Virgil Waters Way, one (1) full access point to Chestnut Street, one (1) signalized full access point to Azusa Avenue, one (1) right-in / right-out only access point to Railroad Street, and one (1) full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points.

2. Area Wide

   I. Complete any remaining half-section street improvements for any roadways adjacent to the site.

   II. The necessary off-site intersection improvements needed to meet the City of Industry and Caltrans Level of Service standards are shown in Table 10.

C. Fair-Share Intersection Contribution

1. The project is not solely responsible for the degradation in level of service at the intersection requiring mitigation. The project should contribute a fair-share percentage for roadway improvements required to meet City of Industry level of service standards.

2. The project's fair-share intersection contribution for Project Buildout (Year 2017) With Project conditions for the improved intersections is shown in Table 11.

D. Safety and Operational Improvements

1. Sight distance at the project access points should be designed per City of Industry standards.

2. As is the case for any roadway design, the City of Industry should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

E. Regional Funding Mechanisms

1. Participate in any approved transportation or development impact fees required by the City of Industry.

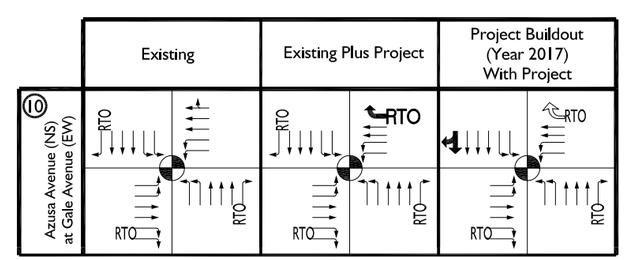
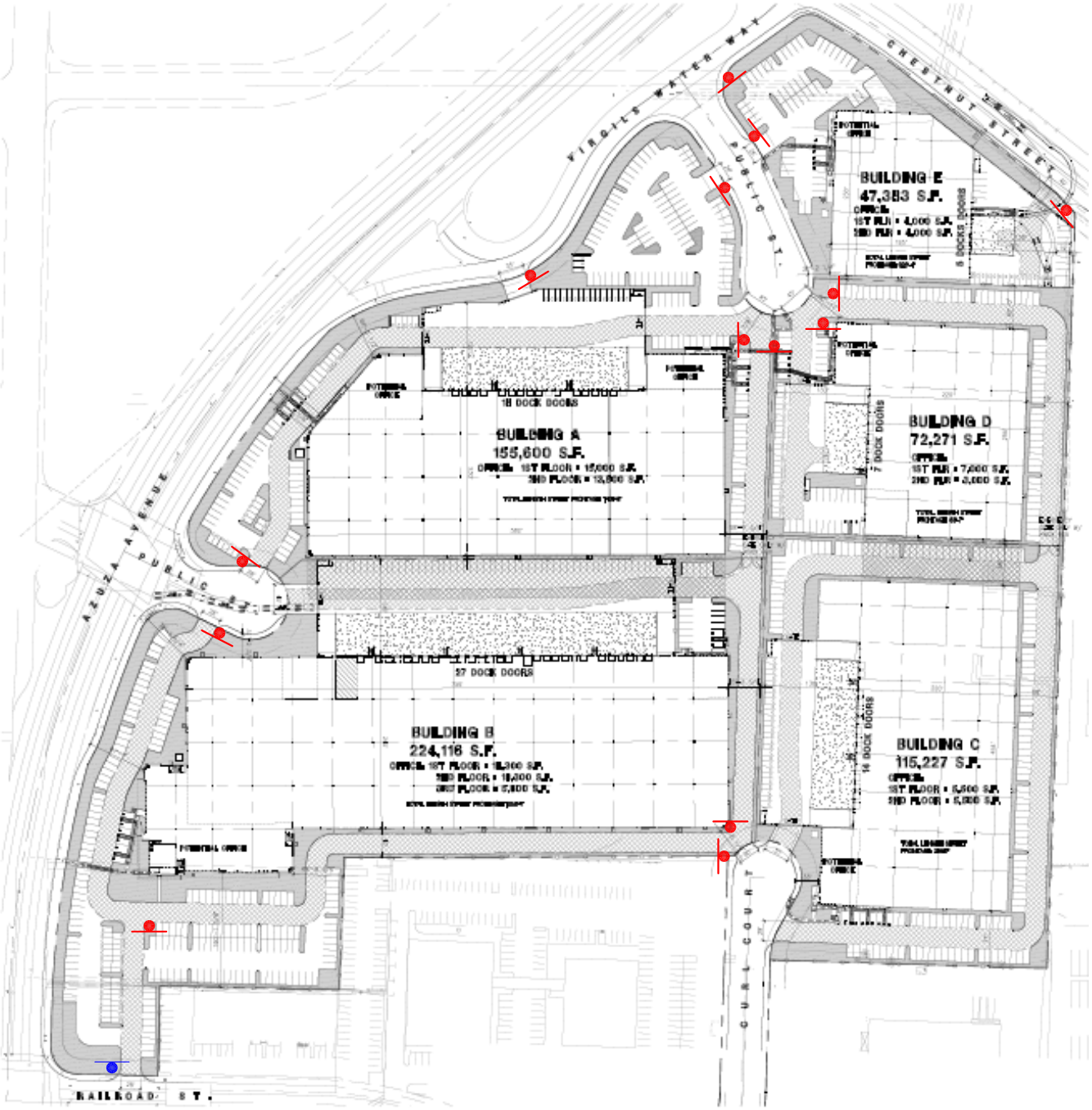


Exhibit N

On-Site Circulation Recommendations



Note:

It is recommended to only have one (1) lane in each direction for the on-site circulation streets.

Legend:

N

= Install stop sign, stop bar, and stop legend

= Install stop sign, stop bar, stop legend, and right turn only sign

Tables

TABLE 1

Intersection Analysis for Existing Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.841	0.816	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.882	0.891	D	D
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.664	0.559	B	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.634	0.566	B	A
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.782	0.828	C	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.434	0.454	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.859	0.929	D	E

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.0	15.6	A	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.1	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	19.7	21.5	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	26.7	21.9	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	20.5	18.8	C	B

1 When a right turn lane 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. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. 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 the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 2
Warehouse Trip Generation Rates

Land Use	Units[1]	Peak Hour						Daily
		AM			PM			
		In	Out	Total	In	Out	Total	
Warehouse - ITE Code 150	TSF							
Trip Generation Rates[2]		0.237	0.063	0.300	0.080	0.240	0.320	3.560
PCE Inbound/Outbound Splits[3]		79%	21%	100%	25%	75%	100%	--
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[4]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[5]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.189	0.050	0.239	0.064	0.191	0.255	2.833
2-Axle Trucks								
Recommended Mix (%)[4]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[5]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.012	0.003	0.016	0.004	0.012	0.017	0.185
3-Axle Trucks								
Recommended Mix (%)[4]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[5]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.022	0.006	0.028	0.007	0.022	0.030	0.330
4-Axle Trucks								
Recommended Mix (%)[4]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[5]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.088	0.023	0.111	0.030	0.089	0.118	1.317
Final Rates (In Passenger Car Equivalents)								
Passenger Cars		0.189	0.050	0.239	0.064	0.191	0.255	2.833
2-Axle Trucks		0.012	0.003	0.016	0.004	0.012	0.017	0.185
3-Axle Trucks		0.022	0.006	0.028	0.007	0.022	0.030	0.330
4-Axle+ Trucks		0.088	0.023	0.111	0.030	0.089	0.118	1.317

Building Size: 614.597 TSF

[1] TSF = Thousand Square Feet

[2] Warehouse Trip Generation Source: ITE Trip Generation, 9th Ed.

[3] Inbound/Outbound Splits per ITE Trip Generation, 9th Ed., 2012

[4] Recommended Vehicle Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003 (Page 21)

[5] Recommended PCE Factor per San Bernardino County CMP, 2005 Update

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Table 3
Project Trip Generation (Passenger Car Equivalents)

ITE TRIP GENERATION									
			Weekday Peak Hour						
			AM			PM			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Warehouse	614.597	TSF	146	39	185	49	148	197	2,188

ITE TRIP GENERATION IN PASSENGER CAR EQUIVALENTS							
	Weekday Peak Hour						
	AM			PM			
Vehicle Mix	In	Out	Total	In	Out	Total	Daily
Warehouse - Passenger Cars	116	31	147	39	117	156	1,741
Warehouse - 2-Axle Trucks (1.5 x)	8	2	10	3	8	11	114
Warehouse - 3-Axle Trucks (2.0 x)	14	4	18	5	14	19	203
Warehouse - 4-Axle+ Trucks (3.0 x)	54	14	68	18	55	73	809
Warehouse Trip Generation	192	51	243	65	194	259	2,867

[1] TSF = Thousand Square Feet

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TABLE 4

Other Developments Trip Generation[1]

Zone	Location	Land Use	ITE Code	Quantity	Units[2]	Peak Hour						Daily
						AM			PM			
						In	Out	Total	In	Out	Total	
1	17651 Railroad Street	Warehouse	150	65.599	TSF	19	4	23	6	20	26	297
	18639 Railroad Street	Warehouse	150	107.000	TSF	32	9	41	12	33	45	484
	Zone 1 Subtotal					51	13	64	18	53	71	781
2	1590 Azusa Avenue	High Turnover / Sit Down Restaurant	932	5.910	TSF	35	29	64	35	23	58	751
	1548 Azusa Avenue	Fast Food Restaurant w/Drive Thru	934	4.632	TSF	107	103	210	79	73	152	2,298
	Zone 2 Subtotal					142	132	274	114	96	210	3,049
CUMULATIVE DEVELOPMENTS TOTAL TRIP GENERATION						**193**	**145**	**338**	**132**	**149**	**281**	**3,830**

[1] Other Developments provided by the City of Industry.

[2] TSF = Thousand Square Feet

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JN:1421-2015-03

TABLE 5

Intersection Analysis for Existing Plus Project Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.849	0.821	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.893	0.898	D	D
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.682	0.570	B	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.655	0.633	B	B
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.806	0.839	D	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.440	0.456	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.866	0.950	D	E
-With Mitigation Improvements	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.0	**1>**	0.885	0.886	D	D

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.0	15.7	A	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.1	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	21.8	22.7	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	27.9	22.1	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	21.2	19.0	C	B

1 When a right turn lane 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. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. 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 the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 6

Intersection Analysis For Project Buildout (Year 2017) Without Project Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.867	0.837	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.913	0.914	E	E
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.694	0.581	B	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.659	0.586	B	A
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.808	0.857	D	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.446	0.467	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.889	0.959	D	E

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.1	16.2	B	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.1	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	20.5	22.6	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	30.1	22.7	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	20.9	19.4	C	B

1 When a right turn lane 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. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. 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 the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 7

Intersection Analysis For Project Buildout (Year 2017) With Project Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.875	0.843	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.923	0.921	E	E
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.711	0.594	C	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.680	0.652	B	B
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.832	0.868	D	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.453	0.469	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.896	0.981	D	E
-With Mitigation Improvements	TS	Industry	2.0	3.0	1>	2.0	**3.5**	**0.5**	2.0	2.0	2>	2.0	2.0	**1>**	0.882	0.887	D	D

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.1	16.2	B	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.2	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	22.8	23.9	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	31.9	22.9	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	21.7	19.5	C	B

1 When a right turn lane 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. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. 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 the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 8

Summary Intersection Analysis (ICU Methodology)

Intersection	Traffic Control	Existing Conditions				Existing Plus Project Conditions				Project Increase in V/C Ratio		Significant Impact	
		Critical V/C Ratio[1]		Level of Service		Critical V/C Ratio[1]		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Azusa Avenue (NS) at:													
1. Salais Street (EW)	TS	0.841	0.816	D	D	0.849	0.821	D	D	0.008	0.005	NO	NO
2. Hurley Street (EW)	TS	0.882	0.891	D	D	0.893	0.898	D	D	0.011	0.007	NO	NO
Hurley Street (NS) at:													
3. Valley Boulevard	TS	0.664	0.559	B	A	0.682	0.570	B	A	0.018	0.011	NO	NO
Azusa Avenue (NS) at:													
6. Anaheim and Puente Road (EW)	TS	0.634	0.566	B	A	0.655	0.633	B	B	0.021	0.067	NO	NO
7. Railroad Street (EW)	TS	0.782	0.828	C	D	0.806	0.839	D	D	0.024	0.011	NO	NO
Chestnut Street (NS) at:													
9. Railroad Street (EW)	TS	0.434	0.454	A	A	0.440	0.456	A	A	0.006	0.002	NO	NO
Azusa Avenue (NS) at:													
10. Gale Avenue (EW)	TS	0.859	0.929	D	E	0.866	0.950	D	E	0.007	0.021	NO	YES
-With Mitigation Improvements	TS	N/A	N/A	N/A	N/A	0.885	0.886	D	D	0.026	-0.043	NO	NO

Intersection	Traffic Control	Project Buildout (Year 2017) Without Project Conditions				Project Buildout (Year 2017) With Project Conditions				Project Increase in V/C Ratio		Significant Impact	
		Critical V/C Ratio[1]		Level of Service		Critical V/C Ratio[1]		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Azusa Avenue (NS) at:													
1. Salais Street (EW)	TS	0.867	0.837	D	D	0.875	0.843	D	D	0.008	0.006	NO	NO
2. Hurley Street (EW)	TS	0.913	0.914	E	E	0.923	0.921	E	E	0.010	0.007	NO	NO
Hurley Street (NS) at:													
3. Valley Boulevard	TS	0.694	0.581	B	A	0.711	0.594	C	A	0.017	0.013	NO	NO
Azusa Avenue (NS) at:													
6. Anaheim and Puente Road (EW)	TS	0.659	0.586	B	A	0.680	0.652	B	B	0.021	0.066	NO	NO
7. Railroad Street (EW)	TS	0.808	0.857	D	D	0.832	0.868	D	D	0.024	0.011	NO	NO
Chestnut Street (NS) at:													
9. Railroad Street (EW)	TS	0.446	0.467	A	A	0.453	0.469	A	A	0.007	0.002	NO	NO
Azusa Avenue (NS) at:													
10. Gale Avenue (EW)	TS	0.889	0.959	D	E	0.896	0.981	D	E	0.007	0.022	NO	YES
-With Mitigation Improvements	TS	N/A	N/A	N/A	N/A	0.882	0.887	D	D	-0.007	-0.072	NO	NO

[1] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

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TABLE 9

Summary Intersection Analysis (HCM Methodology)

Intersection	Traffic Control	Existing Conditions				Existing Plus Project Conditions				Change in Delay		Significant Impact	
		Delay[1] (Seconds)		Level of Service		Delay[1] (Seconds)		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:													
4. Chestnut Street (EW)	AWS	10.0	15.6	A	C	10.0	15.7	A	C	0.0	0.1	NO	NO
Virgil Waters Way (NS) at:													
5. Chestnut Street (EW)	AWS	8.1	8.2	A	A	8.1	8.2	A	A	0.0	0.0	NO	NO
Curl Court (NS) at:													
8. Railroad Street (EW)	CSS	19.7	21.5	C	C	21.8	22.7	C	C	2.1	1.2	NO	NO
Azusa Avenue (NS) at:													
11. CA-60 Westbound Ramps (EW)	TS	26.7	21.9	C	C	27.9	22.1	C	C	1.2	0.2	NO	NO
12. CA-60 Eastbound Ramps (EW)	TS	20.5	18.8	C	B	21.2	19.0	C	B	0.7	0.2	NO	NO

Intersection	Traffic Control	Project Buildout (Year 2016) Without Project Conditions				Project Buildout (Year 2016) With Project Conditions				Change in Delay		Significant Impact	
		Delay[1] (Seconds)		Level of Service		Delay[1] (Seconds)		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:													
4. Chestnut Street (EW)	AWS	10.1	16.2	B	C	10.1	16.2	B	C	0.0	0.0	NO	NO
Virgil Waters Way (NS) at:													
5. Chestnut Street (EW)	AWS	8.1	8.2	A	A	8.2	8.2	A	A	0.1	0.0	NO	NO
Curl Court (NS) at:													
8. Railroad Street (EW)	CSS	20.5	22.6	C	C	22.8	23.9	C	C	2.3	1.3	NO	NO
Azusa Avenue (NS) at:													
11. CA-60 Westbound Ramps (EW)	TS	30.1	22.7	C	C	31.9	22.9	C	C	1.8	0.2	NO	NO
12. CA-60 Eastbound Ramps (EW)	TS	20.9	19.4	C	B	21.7	19.5	C	B	0.8	0.1	NO	NO

[1] Analysis Software: Traffix, Version 8.0. 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 the worst individual movement (or movements sharing a single lane) are shown.

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TABLE 10

Recommended Intersection Improvements[1,2]

Intersection	Existing Plus Project Recommended Improvements	Project Buildout (Year 2017) With Project Recommended Improvements
Azusa Avenue (NS) 10. Gale Avenue (EW)	- Convert Westbound thru lane into a right turn lane - Install Westbound Right Turn Overlap Phase	- [Convert Westbound thru lane into a right turn lane][3] - [Install Westbound Right Turn Overlap Phase][3] - Restripe southbound approach to provide a shared thru-right, three thru lanes, and two left turn lanes - Due to southbound approach restriping, traffic signal modification shall be performed to remove the southbound right turn overlap phase - Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four (4) southbound lanes

1 Recommended improvements consist of the minimum necessary improvements at an intersection to improve Level of Service to D or better.

2 Project shall contribute a fair-share, as outlined in Table 11.

3 [ ] = Improvement required in previous phase.

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TABLE 11

Project Fair-Share Intersection Contribution[1]

Intersection	Existing Traffic		Year 2017 With Project Traffic		Growth in Traffic		Project Traffic		Project % of Year 2017 With Project Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Azusa Avenue (NS)										
10. Gale Avenue (EW)	6,234	7,156	6,639	7,557	405	401	128	138	31.6%	34.4%

[1] Project Fair-Share Contribution represents the project's traffic contribution at each study area intersection as a percentage of the overall growth in traffic for Year 2017 conditions. This table is for informational purposes only and is not tied to mitigation.

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Table 12
Intersection Queuing for Azusa Avenue at Anaheim and Puente Road[1]

Existing Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	1	0	25	0	Yes

Existing Plus Project Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	4	3	100	75	Yes

Project Opening Year (2017) Without Project Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	1	0	25	0	Yes

Project Opening Year (2017) With Project Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	4	3	100	75	Yes

[1] Queue length was calculated using Traffix's internal formula based on characteristics of the intersection. The 95th percentile queue is shown as the number of cars. To determine the queue length, it is assumed each car will require a 25 foot queue length.

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Appendices

Appendix A

Traffic Count Worksheets

1. Azusa Avenue at Salais Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
AM	7:00 AM	11	243	7	8	371	12	26	10	29	21	20	10	765
	7:15 AM	16	295	15	18	432	11	32	20	26	31	17	13	924
	7:30 AM	12	334	16	15	492	32	29	24	30	23	34	16	1,056
	7:45 AM	14	344	17	14	512	23	51	23	42	29	41	14	1,123
	8:00 AM	17	355	25	14	457	17	47	14	21	28	26	16	1,035
	8:15 AM	19	287	13	8	466	21	34	8	23	31	12	21	942
	8:30 AM	14	271	13	6	396	20	35	16	40	11	20	8	849
	8:45 AM	17	290	13	9	414	16	28	12	21	31	11	10	870
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	119	2,417	119	92	3,538	151	280	127	231	205	180	107	7,562
	APPROACH %	4%	91%	4%	2%	94%	4%	44%	20%	36%	42%	37%	22%	
	APP/DEPART	2,654	/	2,803	3,780	/	3,974	638	/	337	491	/	449	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	61	1,319	71	51	1,926	93	161	69	115	111	113	66	4,155
	APPROACH %	4%	91%	5%	2%	93%	4%	47%	20%	33%	38%	39%	23%	
	PEAK HR FACTOR		0.916			0.943			0.746			0.868		0.925
	APP/DEPART	1,451	/	1,546	2,069	/	2,152	345	/	191	290	/	267	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	15	541	37	10	320	18	23	12	8	26	15	10	1,034
	4:15 PM	18	529	25	16	292	20	36	19	28	19	15	4	1,019
	4:30 PM	18	566	30	20	336	22	36	15	18	15	7	8	1,089
	4:45 PM	19	537	29	7	321	17	37	20	18	26	13	4	1,048
	5:00 PM	19	549	36	12	304	20	36	18	20	18	10	12	1,053
	5:15 PM	21	538	29	12	304	16	40	11	22	14	16	7	1,029
	5:30 PM	12	535	36	16	338	20	44	15	27	20	11	6	1,080
	5:45 PM	17	543	45	17	343	22	52	22	19	13	8	12	1,112
	VOLUMES	139	4,338	266	110	2,556	154	303	132	159	150	94	63	8,461
	APPROACH %	3%	91%	6%	4%	91%	5%	51%	22%	27%	49%	31%	20%	
	APP/DEPART	4,742	/	4,703	2,819	/	2,865	594	/	507	307	/	387	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	69	2,165	145	57	1,288	78	171	66	88	65	45	37	4,273
	APPROACH %	3%	91%	6%	4%	91%	5%	53%	20%	27%	44%	31%	25%	
	PEAK HR FACTOR		0.983			0.933			0.877			0.919		0.961
	APP/DEPART	2,379	/	2,373	1,422	/	1,440	325	/	268	147	/	192	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	9	224	5	8	350	10	24	6	27	21	14	10	708
	7:15 AM	16	281	15	16	420	11	30	14	26	31	15	13	888
	7:30 AM	10	314	16	15	482	28	29	22	30	21	34	16	1,017
	7:45 AM	11	325	17	14	498	23	51	23	40	29	41	12	1,084
	8:00 AM	15	334	20	14	444	17	45	14	19	28	26	16	992
	8:15 AM	17	268	13	8	439	21	34	8	23	31	12	19	893
	8:30 AM	14	255	13	6	382	18	33	14	40	11	14	8	808
	8:45 AM	14	260	11	7	389	16	26	12	21	29	11	8	804
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	106	2,261	110	88	3,404	144	272	113	226	201	167	102	7,194
	APPROACH %	4%	91%	4%	2%	94%	4%	45%	18%	37%	43%	36%	22%	
	APP/DEPART	2,477	/	2,635	3,636	/	3,831	611	/	311	470	/	417	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	53	1,241	66	51	1,863	89	159	67	112	109	113	63	3,986
	APPROACH %	4%	91%	5%	3%	93%	4%	47%	20%	33%	38%	40%	22%	
	PEAK HR FACTOR		0.921			0.936			0.741			0.869		0.919
	APP/DEPART	1,360	/	1,463	2,003	/	2,084	338	/	184	285	/	255	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	522	37	10	303	18	23	12	8	24	13	10	993
	4:15 PM	16	513	23	16	282	18	36	17	23	17	13	4	978
	4:30 PM	18	555	30	18	319	22	36	15	18	15	7	6	1,059
	4:45 PM	19	527	29	7	307	17	37	20	18	24	13	4	1,022
	5:00 PM	19	536	34	12	296	20	34	18	20	16	10	12	1,027
	5:15 PM	21	526	27	12	288	16	40	11	20	14	16	7	998
	5:30 PM	12	525	36	16	320	20	44	15	27	20	11	6	1,052
	5:45 PM	17	535	45	17	331	20	50	22	19	13	8	12	1,089
	VOLUMES	135	4,239	261	108	2,446	151	300	130	153	143	91	61	8,218
	APPROACH %	3%	91%	6%	4%	90%	6%	51%	22%	26%	48%	31%	21%	
	APP/DEPART	4,635	/	4,600	2,705	/	2,742	583	/	499	295	/	377	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	69	2,122	142	57	1,235	76	168	66	86	63	45	37	4,166
	APPROACH %	3%	91%	6%	4%	90%	6%	53%	21%	27%	43%	31%	26%	
	PEAK HR FACTOR		0.977			0.929			0.879			0.954		0.956
	APP/DEPART	2,333	/	2,327	1,368	/	1,384	320	/	265	145	/	190	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	1	5	0	0	6	1	1	1	0	0	1	0	16
	7:15 AM	0	7	0	0	3	0	1	0	0	0	1	0	12
	7:30 AM	0	7	0	0	5	1	0	0	0	0	0	0	13
	7:45 AM	2	8	0	0	5	0	0	0	1	0	0	1	17
	8:00 AM	1	5	0	0	4	0	1	0	1	0	0	0	12
	8:15 AM	1	8	0	0	7	0	0	0	0	0	0	1	17
	8:30 AM	0	5	0	0	4	1	0	0	0	0	1	0	11
	8:45 AM	2	20	1	0	5	0	1	0	0	0	0	1	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	65	1	0	39	3	4	1	2	0	3	3	128
	APPROACH %	10%	89%	1%	0%	93%	7%	57%	14%	29%	0%	50%	50%	
	APP/DEPART	73	/	72	42	/	41	7	/	2	6	/	13	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	4	38	1	0	20	1	2	0	1	0	1	2	70
	APPROACH %	9%	88%	2%	0%	95%	5%	67%	0%	33%	0%	33%	67%	
	PEAK HR FACTOR		0.467			0.750			0.375			0.750		0.583
	APP/DEPART	43	/	42	21	/	21	3	/	1	3	/	6	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	8	0	0	4	0	0	0	0	1	1	0	15
	4:15 PM	0	6	0	0	5	1	0	1	1	0	1	0	15
	4:30 PM	0	3	0	1	7	0	0	0	0	0	0	1	12
	4:45 PM	0	4	0	0	8	0	0	0	0	1	0	0	13
	5:00 PM	0	4	1	0	5	0	1	0	0	0	0	0	11
	5:15 PM	0	4	1	0	5	0	0	0	1	0	0	0	11
	5:30 PM	0	4	0	0	6	0	0	0	0	0	0	0	10
	5:45 PM	0	4	0	0	3	1	1	0	0	0	0	0	9
	VOLUMES	1	37	2	1	43	2	2	1	2	2	2	1	96
	APPROACH %	3%	93%	5%	2%	93%	4%	40%	20%	40%	40%	40%	20%	
	APP/DEPART	40	/	40	46	/	47	5	/	4	5	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	21	0	1	24	1	0	1	1	2	2	1	55
	APPROACH %	5%	95%	0%	4%	92%	4%	0%	50%	50%	40%	40%	20%	
	PEAK HR FACTOR		0.611			0.813			0.250			0.625		0.917
	APP/DEPART	22	/	22	26	/	27	2	/	2	5	/	4	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 3:	NOTES:	AM	▲ N
3-AXLE TRUCKS		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	0	1	4	0	0	0	0	0	0	0	10
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	5	/	5	5	/	4	0	/	1	0	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	5	0	1	3	0	0	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.500			0.000			0.000		0.563
	APP/DEPART	5	/	5	4	/	3	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	5
	8:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	8	1	0	7	0	0	0	0	0	0	0	16
	APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	9	/	8	7	/	7	0	/	1	0	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	4	1	0	6	0	0	0	0	0	0	0	11
	APPROACH %	0%	80%	20%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.313			0.500			0.000			0.000		0.550
	APP/DEPART	5	/	4	6	/	6	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	5	0	0	0	1	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	3	/	3	5	/	6	1	/	0	0	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1	0	0	4	0	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.500			0.000			0.000		0.625
	APP/DEPART	1	/	1	4	/	4	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	4	1	0	6	0	0	1	1	0	2	0	15
	7:15 AM	0	0	0	1	2	0	0	3	0	0	0	0	6
	7:30 AM	1	3	0	0	1	1	0	1	0	1	0	0	8
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
	8:30 AM	0	2	0	0	4	0	1	1	0	0	2	0	10
	8:45 AM	0	0	0	0	3	0	0	0	0	1	0	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	12	2	1	23	1	1	6	1	2	4	0	54
	APPROACH %	7%	80%	13%	4%	92%	4%	13%	75%	13%	33%	67%	0%	
	APP/DEPART	15	/	13	25	/	26	8	/	9	6	/	6	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	1	9	1	1	11	1	0	5	1	1	2	0	33
	APPROACH %	9%	82%	9%	8%	85%	8%	0%	83%	17%	33%	67%	0%	
	PEAK HR FACTOR		0.550			0.542			0.500			0.375		0.550
	APP/DEPART	11	/	9	13	/	13	6	/	7	3	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	4:15 PM	1	2	1	0	1	0	0	0	0	1	0	0	6
	4:30 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
	5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:30 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	VOLUMES	1	15	1	0	14	0	0	0	0	2	0	0	33
	APPROACH %	6%	88%	6%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	17	/	15	14	/	16	0	/	1	2	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	8	1	0	8	0	0	0	0	1	0	0	19
	APPROACH %	10%	80%	10%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.625			0.667			0.000			0.250		0.792
	APP/DEPART	10	/	8	8	/	9	0	/	1	1	/	1	0

2. Azusa Avenue at Hurley Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1.5	0.5	1	1	1	1	
AM	7:00 AM	27	172	27	19	304	0	14	6	44	21	6	44	682
	7:15 AM	28	231	45	20	359	0	40	6	79	32	9	60	906
	7:30 AM	32	267	34	40	412	0	46	7	89	37	4	50	1,017
	7:45 AM	32	244	57	45	453	0	42	4	83	36	8	57	1,059
	8:00 AM	40	278	84	41	422	1	50	8	64	31	9	77	1,104
	8:15 AM	32	241	61	32	409	0	25	5	85	38	5	46	977
	8:30 AM	35	229	32	31	365	0	37	9	73	33	5	51	898
	8:45 AM	25	219	46	37	359	0	43	4	66	45	6	55	903
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	250	1,879	384	264	3,081	1	295	49	580	273	51	439	7,544
	APPROACH %	10%	75%	15%	8%	92%	0%	32%	5%	63%	36%	7%	58%	
	APP/DEPART	2,513	/	2,612	3,346	/	3,934	924	/	697	762	/	302	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	136	1,029	235	158	1,695	1	163	24	320	142	26	230	4,156
	APPROACH %	10%	74%	17%	8%	91%	0%	32%	5%	63%	36%	7%	58%	
	PEAK HR FACTOR		0.871			0.931			0.894			0.850		0.942
	APP/DEPART	1,399	/	1,421	1,853	/	2,156	506	/	417	398	/	163	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	51	421	78	23	215	1	47	1	71	46	10	78	1,040
	4:15 PM	53	425	59	34	283	0	60	3	69	34	8	78	1,104
	4:30 PM	57	435	81	18	241	0	55	2	67	52	9	81	1,096
	4:45 PM	58	436	59	33	264	1	59	3	66	30	6	70	1,084
	5:00 PM	71	464	50	18	212	1	62	4	68	49	5	72	1,074
	5:15 PM	65	499	54	26	311	0	69	2	57	28	3	79	1,190
	5:30 PM	60	413	35	22	245	0	66	2	35	31	6	73	986
	5:45 PM	43	358	48	30	253	2	104	6	35	23	2	71	973
	VOLUMES	456	3,448	462	203	2,023	5	520	23	467	291	49	600	8,545
	APPROACH %	10%	79%	11%	9%	91%	0%	52%	2%	46%	31%	5%	64%	
	APP/DEPART	4,366	/	4,568	2,231	/	2,781	1,010	/	688	940	/	510	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	250	1,833	243	95	1,028	2	244	11	257	158	23	302	4,443
	APPROACH %	11%	79%	10%	8%	91%	0%	48%	2%	50%	33%	5%	63%	
	PEAK HR FACTOR		0.943			0.835			0.958			0.855		0.934
	APP/DEPART	2,325	/	2,378	1,125	/	1,443	512	/	349	482	/	275	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	27	160	23	17	292	0	14	6	44	21	4	38	646
	7:15 AM	23	223	34	20	349	0	35	6	62	29	4	58	843
	7:30 AM	30	254	28	38	405	0	39	5	77	24	4	48	952
	7:45 AM	32	235	46	40	440	0	40	4	80	27	8	54	1,006
	8:00 AM	36	256	72	36	414	1	47	5	57	31	9	69	1,033
	8:15 AM	27	230	50	32	383	0	22	5	78	23	5	41	896
	8:30 AM	32	219	29	29	358	0	35	9	59	27	2	48	847
	8:45 AM	23	181	37	32	342	0	39	4	51	36	6	50	801
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	230	1,758	319	244	2,983	1	271	44	508	218	42	406	7,024
	APPROACH %	10%	76%	14%	8%	92%	0%	33%	5%	62%	33%	6%	61%	
	APP/DEPART	2,307	/	2,435	3,228	/	3,709	823	/	607	666	/	273	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	125	975	196	146	1,642	1	148	19	292	105	26	212	3,887
	APPROACH %	10%	75%	15%	8%	92%	0%	32%	4%	64%	31%	8%	62%	
	PEAK HR FACTOR		0.890			0.932			0.925			0.787		0.941
	APP/DEPART	1,296	/	1,335	1,789	/	2,039	459	/	361	343	/	152	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	51	400	61	16	209	1	47	1	59	43	7	76	971
	4:15 PM	48	408	47	29	278	0	60	3	52	23	8	64	1,020
	4:30 PM	57	422	56	18	226	0	51	2	62	44	9	79	1,026
	4:45 PM	58	423	51	31	253	1	59	3	64	24	6	67	1,040
	5:00 PM	69	455	44	18	206	1	60	4	68	49	3	67	1,044
	5:15 PM	60	486	52	26	295	0	67	2	43	23	3	79	1,136
	5:30 PM	60	409	32	20	232	0	66	2	35	26	6	69	957
	5:45 PM	41	354	44	28	248	2	99	6	35	20	2	71	950
	VOLUMES	444	3,357	387	186	1,947	5	509	23	418	252	44	572	8,144
	APPROACH %	11%	80%	9%	9%	91%	0%	54%	2%	44%	29%	5%	66%	
	APP/DEPART	4,188	/	4,438	2,138	/	2,617	950	/	596	868	/	493	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	244	1,786	203	93	980	2	237	11	237	140	21	292	4,246
	APPROACH %	11%	80%	9%	9%	91%	0%	49%	2%	49%	31%	5%	64%	
	PEAK HR FACTOR		0.934			0.837			0.919			0.858		0.934
	APP/DEPART	2,233	/	2,315	1,075	/	1,357	485	/	307	453	/	267	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

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S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	4	1	0	3	0	0	0	0	0	1	1	10
	7:15 AM	1	5	3	0	2	0	1	0	5	0	1	1	19
	7:30 AM	1	4	0	0	3	0	2	0	3	2	0	0	15
	7:45 AM	0	3	1	2	5	0	1	0	2	2	0	0	16
	8:00 AM	0	7	4	3	2	0	0	2	3	0	0	0	21
	8:15 AM	0	3	3	0	7	0	2	0	1	6	0	2	24
	8:30 AM	2	5	2	1	2	0	1	0	1	2	2	2	20
	8:45 AM	0	24	2	1	6	0	1	0	5	1	0	3	43
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	55	16	7	30	0	8	2	20	13	4	9	168
	APPROACH %	5%	73%	21%	19%	81%	0%	27%	7%	67%	50%	15%	35%	
	APP/DEPART	75	/	72	37	/	63	30	/	25	26	/	8	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	2	39	11	5	17	0	4	2	10	9	2	7	108
	APPROACH %	4%	75%	21%	23%	77%	0%	25%	13%	63%	50%	11%	39%	
	PEAK HR FACTOR		0.500			0.786			0.667			0.563		0.628
	APP/DEPART	52	/	50	22	/	36	16	/	18	18	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	9	2	2	1	0	0	0	3	2	0	1	20
	4:15 PM	1	5	2	3	2	0	0	0	2	1	0	5	21
	4:30 PM	0	7	5	0	6	0	1	0	0	3	0	1	23
	4:45 PM	0	4	3	0	6	0	0	0	1	0	0	2	16
	5:00 PM	1	1	2	0	4	0	1	0	0	0	1	2	12
	5:15 PM	1	5	1	0	7	0	1	0	5	1	0	0	21
	5:30 PM	0	1	0	1	2	0	0	0	0	1	0	1	6
	5:45 PM	1	1	1	1	2	0	3	0	0	2	0	0	11
	VOLUMES	4	33	16	7	30	0	6	0	11	10	1	12	130
	APPROACH %	8%	62%	30%	19%	81%	0%	35%	0%	65%	43%	4%	52%	
	APP/DEPART	53	/	51	37	/	51	17	/	23	23	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	25	12	5	15	0	1	0	6	6	0	9	80
	APPROACH %	3%	66%	32%	25%	75%	0%	14%	0%	86%	40%	0%	60%	
	PEAK HR FACTOR		0.792			0.833			0.583			0.625		0.870
	APP/DEPART	38	/	35	20	/	27	7	/	17	15	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1.5	0.5	1	1	1	1	
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	1	0	0	0	0	2	1	0	0	4
	7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	8:00 AM	1	0	0	0	0	0	0	0	1	0	0	1	3
	8:15 AM	1	2	0	0	3	0	0	0	1	0	0	1	8
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	2	1	0	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	2	3	1	4	0	0	0	6	2	0	2	23
	APPROACH %	38%	25%	38%	20%	80%	0%	0%	0%	100%	50%	0%	50%	
	APP/DEPART	8	/	4	5	/	12	6	/	4	4	/	3	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	2	2	2	1	3	0	0	0	4	1	0	2	17
	APPROACH %	33%	33%	33%	25%	75%	0%	0%	0%	100%	33%	0%	67%	
	PEAK HR FACTOR		0.500			0.333			0.500			0.750		0.531
	APP/DEPART	6	/	4	4	/	8	4	/	3	3	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	1	0	0	0	2	0	0	0	4
	4:15 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	3	0	0	0	4	0	0	2	11
	APPROACH %	0%	0%	0%	40%	60%	0%	0%	0%	100%	0%	0%	100%	
	APP/DEPART	0	/	2	5	/	7	4	/	2	2	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	2	3	0	0	0	4	0	0	1	10
	APPROACH %	0%	0%	0%	40%	60%	0%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR		0.000			0.625			0.500			0.250		0.625
	APP/DEPART	0	/	1	5	/	7	4	/	2	1	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM	▲ N
4 OR MORE AXLE TRUCKS		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:15 AM	1	0	2	0	1	0	1	0	3	1	1	0	10
	7:30 AM	0	1	2	0	0	0	0	0	1	2	0	0	6
	7:45 AM	0	0	1	0	1	0	0	0	0	2	0	1	5
	8:00 AM	0	3	2	0	1	0	1	0	0	0	0	2	9
	8:15 AM	1	0	2	0	1	0	0	0	1	2	0	0	7
	8:30 AM	0	0	0	0	0	0	0	0	4	1	0	0	5
	8:45 AM	0	0	2	1	2	0	0	0	1	1	0	0	7
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	4	11	1	7	0	2	0	10	9	1	3	50
	APPROACH %	12%	24%	65%	13%	88%	0%	17%	0%	83%	69%	8%	23%	
	APP/DEPART	17	/	9	8	/	26	12	/	12	13	/	3	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	4	7	0	3	0	2	0	4	5	1	3	30
	APPROACH %	8%	33%	58%	0%	100%	0%	33%	0%	67%	56%	11%	33%	
	PEAK HR FACTOR		0.600			0.750			0.375			0.750		0.750
	APP/DEPART	12	/	9	3	/	12	6	/	7	9	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	4	0	0	0	0	0	1	0	1	0	7
	4:15 PM	1	1	3	0	0	0	0	0	4	3	0	0	12
	4:30 PM	0	0	5	0	0	0	0	0	1	1	0	0	7
	4:45 PM	0	1	1	0	0	0	0	0	0	2	0	0	4
	5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
	5:15 PM	1	1	0	0	1	0	0	0	2	1	0	0	6
	5:30 PM	0	0	1	0	2	0	0	0	0	1	0	0	4
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	5	15	0	3	0	0	0	8	8	1	0	42
	APPROACH %	9%	23%	68%	0%	100%	0%	0%	0%	100%	89%	11%	0%	
	APP/DEPART	22	/	5	3	/	19	8	/	15	9	/	3	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	3	13	0	0	0	0	0	6	6	1	0	30
	APPROACH %	6%	18%	76%	0%	0%	0%	0%	0%	100%	86%	14%	0%	
	PEAK HR FACTOR		0.850			0.000			0.375			0.583		0.625
	APP/DEPART	17	/	3	0	/	12	6	/	13	7	/	2	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	2	0	1	2	0	0	0	0	0	0	2	7
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	2	0	0	1	0	2	1	0	1	0	1	8
	7:45 AM	0	2	1	1	1	0	0	0	0	0	0	0	5
	8:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	10	1	2	12	0	3	1	0	2	0	3	35
	APPROACH %	8%	83%	8%	14%	86%	0%	75%	25%	0%	40%	0%	60%	
	APP/DEPART	12	/	16	14	/	14	4	/	4	5	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	6	1	2	5	0	2	1	0	1	0	3	21
	APPROACH %	0%	86%	14%	29%	71%	0%	67%	33%	0%	25%	0%	75%	
	PEAK HR FACTOR		0.583			0.583			0.250			0.500		0.656
	APP/DEPART	7	/	11	7	/	6	3	/	4	4	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	5
	4:15 PM	0	3	0	0	0	0	0	0	0	0	0	2	5
	4:30 PM	0	1	1	0	3	0	1	0	0	0	0	0	6
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	1	0	0	2	0	0	0	0	0	0	1	4
	5:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	VOLUMES	0	13	3	1	8	0	1	0	0	0	0	3	29
	APPROACH %	0%	81%	19%	11%	89%	0%	100%	0%	0%	0%	0%	100%	
	APP/DEPART	16	/	17	9	/	8	1	/	4	3	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	8	2	1	4	0	1	0	0	0	0	2	18
	APPROACH %	0%	80%	20%	20%	80%	0%	100%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.833			0.417			0.250			0.250		0.750
	APP/DEPART	10	/	11	5	/	4	1	/	3	2	/	0	0

3. Hurley Street at Valley Boulevard

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	50	0	9	5	145	0	0	445	70	722
	7:15 AM	0	0	0	55	0	17	5	215	0	0	502	93	885
	7:30 AM	0	0	0	75	0	12	7	279	0	2	441	85	900
	7:45 AM	0	0	0	89	0	23	6	289	0	0	489	104	999
	8:00 AM	0	0	0	75	0	35	5	214	0	0	380	107	815
	8:15 AM	0	0	0	62	0	23	6	218	0	0	375	86	769
	8:30 AM	0	0	0	52	0	18	7	221	0	0	368	82	747
	8:45 AM	0	0	0	77	0	20	7	229	0	0	399	84	815
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	532	0	157	47	1,808	0	2	3,398	709	6,651
	APPROACH %	0%	0%	0%	77%	0%	23%	3%	97%	0%	0%	83%	17%	
	APP/DEPART	0	/	756	689	/	2	1,854	/	2,340	4,109	/	3,554	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	293	0	87	23	996	0	2	1,812	388	3,599
	APPROACH %	0%	0%	0%	77%	0%	23%	2%	98%	0%	0%	82%	18%	
	PEAK HR FACTOR		0.000			0.850			0.863			0.926		0.901
	APP/DEPART	0	/	411	379	/	2	1,018	/	1,288	2,202	/	1,898	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	89	0	18	11	415	0	0	220	105	856
	4:15 PM	0	0	0	86	0	14	12	422	0	0	211	127	871
	4:30 PM	0	0	0	61	0	27	9	456	0	0	229	105	885
	4:45 PM	0	0	0	83	0	20	11	487	0	0	294	97	990
	5:00 PM	0	0	0	87	0	13	5	407	0	0	312	108	931
	5:15 PM	0	0	0	79	0	15	6	413	0	0	316	118	946
	5:30 PM	0	0	0	58	0	15	8	438	0	0	303	104	925
	5:45 PM	0	0	0	74	0	13	8	424	0	0	300	111	929
	VOLUMES	0	0	0	614	0	133	69	3,460	0	0	2,183	874	7,332
	APPROACH %	0%	0%	0%	82%	0%	18%	2%	98%	0%	0%	71%	29%	
	APP/DEPART	0	/	942	747	/	0	3,529	/	4,074	3,057	/	2,316	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	306	0	62	30	1,744	0	0	1,225	427	3,792
	APPROACH %	0%	0%	0%	83%	0%	17%	2%	98%	0%	0%	74%	26%	
	PEAK HR FACTOR		0.000			0.896			0.892			0.951		0.958
	APP/DEPART	0	/	456	368	/	0	1,774	/	2,050	1,651	/	1,286	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM		▲	
PASSENGER		PM		N	
VEHICLES		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	41	0	9	3	138	0	0	421	66	678
	7:15 AM	0	0	0	50	0	8	3	202	0	0	475	87	825
	7:30 AM	0	0	0	65	0	12	4	268	0	0	412	72	833
	7:45 AM	0	0	0	79	0	18	6	275	0	0	457	96	931
	8:00 AM	0	0	0	66	0	27	5	190	0	0	339	99	726
	8:15 AM	0	0	0	51	0	20	3	199	0	0	335	66	674
	8:30 AM	0	0	0	50	0	16	4	191	0	0	318	71	650
	8:45 AM	0	0	0	68	0	14	5	211	0	0	336	79	713
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	470	0	124	33	1,674	0	0	3,093	636	6,030
	APPROACH %	0%	0%	0%	79%	0%	21%	2%	98%	0%	0%	83%	17%	
	APP/DEPART	0	/	669	594	/	0	1,707	/	2,144	3,729	/	3,217	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	260	0	65	18	935	0	0	1,683	354	3,315
	APPROACH %	0%	0%	0%	80%	0%	20%	2%	98%	0%	0%	83%	17%	
	PEAK HR FACTOR		0.000			0.838			0.848			0.906		0.890
	APP/DEPART	0	/	372	325	/	0	953	/	1,195	2,037	/	1,748	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	69	0	10	9	367	0	0	196	99	750
	4:15 PM	0	0	0	72	0	8	7	371	0	0	186	99	743
	4:30 PM	0	0	0	53	0	17	9	388	0	0	197	100	764
	4:45 PM	0	0	0	68	0	15	9	422	0	0	257	92	863
	5:00 PM	0	0	0	75	0	13	5	355	0	0	293	97	838
	5:15 PM	0	0	0	74	0	13	6	391	0	0	281	115	880
	5:30 PM	0	0	0	47	0	10	8	410	0	0	269	98	842
	5:45 PM	0	0	0	69	0	13	8	398	0	0	263	103	854
	VOLUMES	0	0	0	527	0	99	61	3,102	0	0	1,942	803	6,534
	APPROACH %	0%	0%	0%	84%	0%	16%	2%	98%	0%	0%	71%	29%	
	APP/DEPART	0	/	864	626	/	0	3,163	/	3,629	2,745	/	2,041	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	264	0	51	28	1,578	0	0	1,100	402	3,423
	APPROACH %	0%	0%	0%	84%	0%	16%	2%	98%	0%	0%	73%	27%	
	PEAK HR FACTOR		0.000			0.895			0.932			0.948		0.972
	APP/DEPART	0	/	430	315	/	0	1,606	/	1,842	1,502	/	1,151	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	1	0	0	1	3	0	0	13	0	18
	7:15 AM	0	0	0	1	0	2	1	7	0	0	5	2	18
	7:30 AM	0	0	0	1	0	0	0	3	0	0	10	3	17
	7:45 AM	0	0	0	1	0	0	0	2	0	0	8	3	14
	8:00 AM	0	0	0	6	0	1	0	7	0	0	10	0	24
	8:15 AM	0	0	0	3	0	0	2	5	0	0	10	7	27
	8:30 AM	0	0	0	1	0	0	2	8	0	0	14	5	30
	8:45 AM	0	0	0	2	0	2	1	6	0	0	25	2	38
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	16	0	5	7	41	0	0	95	22	186
	APPROACH %	0%	0%	0%	76%	0%	24%	15%	85%	0%	0%	81%	19%	
	APP/DEPART	0	/	29	21	/	0	48	/	57	117	/	100	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	12	0	3	5	26	0	0	59	14	119
	APPROACH %	0%	0%	0%	80%	0%	20%	16%	84%	0%	0%	81%	19%	
	PEAK HR FACTOR		0.000			0.536			0.775			0.676		0.783
	APP/DEPART	0	/	19	15	/	0	31	/	38	73	/	62	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	3	0	1	1	13	0	0	7	2	27
	4:15 PM	0	0	0	5	0	0	1	10	0	0	7	6	29
	4:30 PM	0	0	0	3	0	3	0	17	0	0	12	3	38
	4:45 PM	0	0	0	2	0	1	1	13	0	0	12	1	30
	5:00 PM	0	0	0	4	0	0	0	13	0	0	3	2	22
	5:15 PM	0	0	0	1	0	1	0	6	0	0	12	0	20
	5:30 PM	0	0	0	3	0	1	0	6	0	0	6	2	18
	5:45 PM	0	0	0	1	0	0	0	4	0	0	3	3	11
	VOLUMES	0	0	0	22	0	7	3	82	0	0	62	19	195
	APPROACH %	0%	0%	0%	76%	0%	24%	4%	96%	0%	0%	77%	23%	
	APP/DEPART	0	/	22	29	/	0	85	/	104	81	/	69	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	13	0	5	3	53	0	0	38	12	124
	APPROACH %	0%	0%	0%	72%	0%	28%	5%	95%	0%	0%	76%	24%	
	PEAK HR FACTOR		0.000			0.750			0.824			0.833		0.816
	APP/DEPART	0	/	15	18	/	0	56	/	66	50	/	43	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	1	0	1	0	0	3
	7:45 AM	0	0	0	1	0	1	0	0	0	0	1	0	3
	8:00 AM	0	0	0	0	0	0	0	1	0	0	3	1	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	1	0	4	0	1	8	1	18
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	100%	0%	10%	80%	10%	
	APP/DEPART	0	/	1	4	/	1	4	/	7	10	/	9	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	2	0	1	0	2	0	1	7	1	14
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	11%	78%	11%	
	PEAK HR FACTOR		0.000			0.375			0.500			0.563		0.700
	APP/DEPART	0	/	1	3	/	1	2	/	4	9	/	8	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	1	0	0	0	2	0	0	2	1	6
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	67%	33%	
	APP/DEPART	0	/	1	1	/	0	2	/	3	3	/	2	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	1	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.000			0.000			0.500			0.250		0.375
	APP/DEPART	0	/	1	0	/	0	2	/	2	1	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	1	0	2	0	0	0	0	5	1	9
	7:30 AM	0	0	0	2	0	0	1	0	0	0	4	2	9
	7:45 AM	0	0	0	0	0	1	0	3	0	0	4	1	9
	8:00 AM	0	0	0	0	0	2	0	3	0	0	6	2	13
	8:15 AM	0	0	0	2	0	1	0	3	0	0	5	3	14
	8:30 AM	0	0	0	0	0	0	0	4	0	0	5	1	10
	8:45 AM	0	0	0	2	0	1	0	1	0	0	7	0	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	8	0	7	1	14	0	0	36	10	76
	APPROACH %	0%	0%	0%	53%	0%	47%	7%	93%	0%	0%	78%	22%	
	APP/DEPART	0	/	11	15	/	0	15	/	22	46	/	43	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	4	0	4	0	11	0	0	23	6	48
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	79%	21%	
	PEAK HR FACTOR		0.000			0.667			0.688			0.906		0.857
	APP/DEPART	0	/	6	8	/	0	11	/	15	29	/	27	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	3	0	2	0	8	0	0	3	1	17
	4:15 PM	0	0	0	2	0	2	1	10	0	0	4	5	24
	4:30 PM	0	0	0	1	0	1	0	14	0	0	4	0	20
	4:45 PM	0	0	0	4	0	1	0	15	0	0	5	1	26
	5:00 PM	0	0	0	2	0	0	0	10	0	0	4	2	18
	5:15 PM	0	0	0	1	0	0	0	3	0	0	5	1	10
	5:30 PM	0	0	0	2	0	1	0	5	0	0	7	1	16
	5:45 PM	0	0	0	1	0	0	0	4	0	0	10	1	16
	VOLUMES	0	0	0	16	0	7	1	69	0	0	42	12	147
	APPROACH %	0%	0%	0%	70%	0%	30%	1%	99%	0%	0%	78%	22%	
	APP/DEPART	0	/	13	23	/	0	70	/	85	54	/	49	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	9	0	4	1	49	0	0	17	8	88
	APPROACH %	0%	0%	0%	69%	0%	31%	2%	98%	0%	0%	68%	32%	
	PEAK HR FACTOR		0.000			0.650			0.833			0.694		0.846
	APP/DEPART	0	/	9	13	/	0	50	/	58	25	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	1	0	0	0	1	0	0	1	2	5
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	1	4
	7:45 AM	0	0	0	3	0	0	0	1	0	0	3	0	7
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	8:30 AM	0	0	0	0	0	1	0	3	0	0	7	0	11
	8:45 AM	0	0	0	0	0	0	0	1	0	0	2	1	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	1	0	11	0	0	19	4	39
	APPROACH %	0%	0%	0%	80%	0%	20%	0%	100%	0%	0%	83%	17%	
	APP/DEPART	0	/	4	5	/	0	11	/	15	23	/	20	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	3	0	1	0	6	0	0	13	0	23
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.333			0.500			0.464		0.523
	APP/DEPART	0	/	0	4	/	0	6	/	9	13	/	14	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	0	0	2	0	0	1	0	5
	4:15 PM	0	0	0	0	0	0	0	3	0	0	1	2	6
	4:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	VOLUMES	0	0	0	2	0	1	0	11	0	0	9	2	25
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	82%	18%	
	APP/DEPART	0	/	2	3	/	0	11	/	13	11	/	10	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	2	0	1	0	5	0	0	4	2	14
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	67%	33%	
	PEAK HR FACTOR		0.000			0.375			0.417			0.500		0.583
	APP/DEPART	0	/	2	3	/	0	5	/	7	6	/	5	0

4. Anaheim and Puente Road at Chestnut Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	24	23	9	0	23	21	12	6	15	1	7	0	139
	7:15 AM	29	27	6	0	19	23	10	11	6	0	11	2	141
	7:30 AM	33	18	19	1	27	39	7	11	10	5	20	2	190
	7:45 AM	29	28	20	0	21	53	18	9	10	0	17	7	209
	8:00 AM	26	13	10	5	31	40	20	7	10	5	9	0	175
	8:15 AM	28	30	27	0	10	24	20	21	23	0	8	8	198
	8:30 AM	20	23	18	1	33	25	21	15	8	3	12	5	183
	8:45 AM	15	25	16	0	19	21	17	19	12	4	14	6	165
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	203	185	124	7	181	246	123	98	92	18	96	28	1,398
	APPROACH %	40%	36%	24%	2%	42%	57%	39%	31%	29%	12%	68%	20%	
	APP/DEPART	511	/	336	433	/	290	313	/	228	142	/	544	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	115	88	76	6	89	156	64	48	53	10	53	16	771
	APPROACH %	41%	32%	27%	2%	35%	62%	39%	29%	32%	12%	67%	21%	
	PEAK HR FACTOR		0.819			0.829			0.646			0.750		0.922
	APP/DEPART	279	/	168	251	/	151	164	/	129	78	/	324	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	28	13	7	20	13	45	35	21	2	11	0	206
	4:15 PM	13	22	14	7	38	20	24	27	21	2	7	4	195
	4:30 PM	6	43	6	4	42	11	51	33	28	5	10	1	239
	4:45 PM	7	35	10	2	25	14	61	15	18	4	6	9	204
	5:00 PM	11	32	15	7	45	32	61	29	12	4	12	17	274
	5:15 PM	12	23	9	0	24	21	51	28	18	2	15	4	205
	5:30 PM	3	13	6	7	30	32	36	26	9	1	38	4	202
	5:45 PM	16	18	3	4	27	16	34	11	5	1	17	1	150
	VOLUMES	79	213	74	36	248	157	361	203	131	21	115	39	1,674
	APPROACH %	22%	58%	20%	8%	56%	36%	52%	29%	19%	12%	66%	22%	
	APP/DEPART	365	/	613	441	/	400	694	/	312	175	/	350	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	35	133	39	13	135	77	224	104	75	15	43	31	921
	APPROACH %	17%	64%	19%	6%	60%	34%	56%	26%	19%	17%	49%	34%	
	PEAK HR FACTOR		0.912			0.671			0.902			0.670		0.840
	APP/DEPART	206	/	387	224	/	225	403	/	155	89	/	155	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	21	11	7	0	7	19	4	6	10	1	2	0	88
	7:15 AM	24	13	4	0	11	20	10	4	4	0	11	0	101
	7:30 AM	25	8	12	1	6	27	7	8	8	0	16	2	120
	7:45 AM	24	18	18	0	9	35	15	6	6	0	12	5	148
	8:00 AM	23	7	10	3	8	28	15	5	4	2	6	0	111
	8:15 AM	19	12	23	0	4	16	15	14	4	0	3	6	116
	8:30 AM	14	11	15	1	13	16	18	9	3	0	7	2	109
	8:45 AM	12	14	11	0	5	19	13	13	3	1	4	1	96
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	162	94	100	5	63	180	97	65	42	4	61	16	889
	APPROACH %	46%	26%	28%	2%	25%	73%	48%	32%	21%	5%	75%	20%	
	APP/DEPART	356	/	207	248	/	109	204	/	170	81	/	403	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	91	45	63	4	27	106	52	33	22	2	37	13	495
	APPROACH %	46%	23%	32%	3%	20%	77%	49%	31%	21%	4%	71%	25%	
	PEAK HR FACTOR		0.829			0.778			0.811			0.722		0.836
	APP/DEPART	199	/	110	137	/	51	107	/	100	52	/	234	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	5	4	4	14	8	34	28	13	2	3	0	120
	4:15 PM	8	5	7	3	21	15	16	13	10	2	5	1	106
	4:30 PM	4	4	4	2	27	9	39	24	26	2	7	1	149
	4:45 PM	4	5	3	0	8	8	40	12	10	4	6	3	103
	5:00 PM	9	3	10	7	31	23	53	27	12	4	9	5	193
	5:15 PM	6	5	1	0	13	19	42	23	9	2	12	2	134
	5:30 PM	3	7	4	5	10	26	34	20	6	1	36	2	154
	5:45 PM	14	10	3	2	19	11	28	9	5	1	12	1	115
	VOLUMES	53	44	36	23	143	119	286	156	91	18	90	15	1,074
	APPROACH %	40%	33%	27%	8%	50%	42%	54%	29%	17%	15%	73%	12%	
	APP/DEPART	133	/	345	285	/	252	533	/	215	123	/	262	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	32	25	18	14	73	79	157	79	32	8	69	10	596
	APPROACH %	43%	33%	24%	8%	44%	48%	59%	29%	12%	9%	79%	11%	
	PEAK HR FACTOR		0.694			0.680			0.728			0.558		0.772
	APP/DEPART	75	/	192	166	/	113	268	/	111	87	/	180	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	2	6	1	0	1	1	3	0	1	0	2	0	17
	7:15 AM	3	7	1	0	1	2	0	3	1	0	0	1	19
	7:30 AM	3	5	2	0	2	2	0	0	0	1	1	0	16
	7:45 AM	1	1	1	0	0	2	0	2	1	0	1	1	10
	8:00 AM	2	2	0	0	3	0	1	1	4	0	2	0	15
	8:15 AM	2	6	0	0	0	2	3	2	8	0	3	1	27
	8:30 AM	2	0	0	0	1	2	0	0	3	0	2	0	10
	8:45 AM	2	1	2	0	1	0	1	1	2	0	1	1	12
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	17	28	7	0	9	11	8	9	20	1	12	4	126
	APPROACH %	33%	54%	13%	0%	45%	55%	22%	24%	54%	6%	71%	24%	
	APP/DEPART	52	/	40	20	/	30	37	/	16	17	/	40	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	8	14	3	0	5	6	4	5	13	1	7	2	68
	APPROACH %	32%	56%	12%	0%	45%	55%	18%	23%	59%	10%	70%	20%	
	PEAK HR FACTOR		0.625			0.688			0.423			0.625		0.630
	APP/DEPART	25	/	20	11	/	19	22	/	8	10	/	21	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	2	4	3	1	0	1	0	0	0	12
	4:15 PM	1	1	1	1	7	3	1	0	0	0	1	0	16
	4:30 PM	1	2	0	0	6	1	4	4	1	0	0	0	19
	4:45 PM	0	2	3	1	9	2	4	0	1	0	0	0	22
	5:00 PM	1	1	3	0	5	4	3	1	0	0	0	0	18
	5:15 PM	2	0	5	0	7	1	0	1	0	0	0	1	17
	5:30 PM	0	0	1	1	7	4	1	2	0	0	1	1	18
	5:45 PM	1	1	0	1	3	1	0	1	0	0	1	0	9
	VOLUMES	7	7	13	6	48	19	14	9	3	0	3	2	131
	APPROACH %	26%	26%	48%	8%	66%	26%	54%	35%	12%	0%	60%	40%	
	APP/DEPART	27	/	23	73	/	51	26	/	28	5	/	29	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	4	5	11	1	27	8	11	6	2	0	0	1	76
	APPROACH %	20%	25%	55%	3%	75%	22%	58%	32%	11%	0%	0%	100%	
	PEAK HR FACTOR		0.714			0.750			0.528			0.250		0.864
	APP/DEPART	20	/	17	36	/	29	19	/	18	1	/	12	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	1	2	0	0	0	0	0	1	0	1	0	5
	7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	2	0	0	1	0	0	2	0	0	0	5
	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	8:45 AM	0	0	1	0	0	1	1	2	0	0	3	0	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	5	1	1	2	1	5	4	0	6	0	27
	APPROACH %	0%	29%	71%	25%	25%	50%	10%	50%	40%	0%	100%	0%	
	APP/DEPART	7	/	3	4	/	5	10	/	11	6	/	8	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	3	1	0	2	1	4	2	0	4	0	17
	APPROACH %	0%	0%	100%	33%	0%	67%	14%	57%	29%	0%	100%	0%	
	PEAK HR FACTOR		0.375			0.750			0.583			0.333		0.531
	APP/DEPART	3	/	1	3	/	2	7	/	8	4	/	6	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	3	0	0	0	0	2	0	0	1	0	7
	4:15 PM	0	0	1	1	0	0	0	4	0	0	0	0	6
	4:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	6	2	0	0	0	6	0	0	1	0	16
	APPROACH %	0%	14%	86%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	7	/	1	2	/	0	6	/	14	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	6	2	0	0	0	6	0	0	1	0	16
	APPROACH %	0%	14%	86%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.438			0.500			0.375			0.250		0.571
	APP/DEPART	7	/	1	2	/	0	6	/	14	1	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	0	4	0	1	0	1	0	0	0	7
	7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:30 AM	1	0	0	0	6	3	0	1	0	1	0	0	12
	7:45 AM	1	2	0	0	4	5	1	0	0	0	1	0	14
	8:00 AM	0	1	0	0	6	4	1	0	0	1	0	0	13
	8:15 AM	2	3	0	0	2	1	0	0	1	0	0	0	9
	8:30 AM	1	4	1	0	6	2	1	0	0	1	0	1	17
	8:45 AM	0	3	0	0	4	0	0	0	2	1	0	1	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	15	1	0	34	15	4	1	4	4	1	2	86
	APPROACH %	24%	71%	5%	0%	69%	31%	44%	11%	44%	57%	14%	29%	
	APP/DEPART	21	/	21	49	/	42	9	/	2	7	/	21	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	4	10	1	0	18	12	3	0	1	2	1	1	53
	APPROACH %	27%	67%	7%	0%	60%	40%	75%	0%	25%	50%	25%	25%	
	PEAK HR FACTOR		0.625			0.750			1.000			0.500		0.779
	APP/DEPART	15	/	14	30	/	21	4	/	1	4	/	17	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	7	1	0	0	0	3	1	2	0	2	0	18
	4:15 PM	1	5	1	0	2	0	2	2	3	0	0	1	17
	4:30 PM	0	12	0	0	2	0	2	1	0	1	1	0	19
	4:45 PM	1	9	0	0	1	1	5	1	2	0	0	2	22
	5:00 PM	0	9	0	0	2	1	1	0	0	0	1	4	18
	5:15 PM	1	6	0	0	0	0	3	1	3	0	1	0	15
	5:30 PM	0	2	0	0	3	0	0	1	1	0	0	0	7
	5:45 PM	0	2	0	0	1	1	2	0	0	0	1	0	7
	VOLUMES	5	52	2	0	11	3	18	7	11	1	6	7	123
	APPROACH %	8%	88%	3%	0%	79%	21%	50%	19%	31%	7%	43%	50%	
	APP/DEPART	59	/	77	14	/	23	36	/	9	14	/	14	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	2	35	1	0	7	2	10	4	5	1	2	7	76
	APPROACH %	5%	92%	3%	0%	78%	22%	53%	21%	26%	10%	20%	70%	
	PEAK HR FACTOR		0.792			0.750			0.594			0.500		0.864
	APP/DEPART	38	/	52	9	/	13	19	/	5	10	/	6	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0

5. Virgil Waters Way at Chestnut Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
3/19/15	LOCATION:	City of Industry	PROJECT #:	SC0570
THURSDAY	NORTH & SOUTH:	Virgil	LOCATION #:	5
	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	10	4	5	7	0	26
	7:15 AM	4	0	3	0	0	0	0	14	3	4	16	0	44
	7:30 AM	13	0	13	0	0	0	0	25	5	5	14	0	75
	7:45 AM	16	0	14	0	0	0	0	28	3	5	13	0	79
	8:00 AM	7	0	12	0	0	0	0	15	3	5	9	0	50
	8:15 AM	13	0	5	0	0	0	0	38	6	6	8	0	74
	8:30 AM	8	0	11	0	0	0	0	26	3	4	12	0	64
	8:45 AM	10	0	2	0	0	0	0	34	4	4	10	0	63
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	70	0	60	0	0	0	0	190	31	37	87	0	473
	APPROACH %	54%	0%	46%	0%	0%	0%	0%	86%	14%	30%	70%	0%	
	APP/DEPART	129	/	0	0	/	68	220	/	249	124	/	157	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	48	0	44	0	0	0	0	106	17	20	43	0	277
	APPROACH %	52%	0%	48%	0%	0%	0%	0%	86%	14%	32%	68%	0%	
	PEAK HR FACTOR		0.763			0.000			0.699			0.845		0.882
	APP/DEPART	92	/	0	0	/	37	123	/	150	63	/	91	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	5	0	0	0	0	21	34	8	13	0	81
	4:15 PM	6	0	2	0	0	0	0	34	8	7	11	0	68
	4:30 PM	4	0	11	0	0	0	0	18	21	8	10	0	72
	4:45 PM	14	0	3	0	0	0	0	19	10	8	7	0	61
	5:00 PM	10	0	1	0	0	0	0	24	25	25	22	0	107
	5:15 PM	5	0	0	0	0	0	0	19	17	7	15	0	62
	5:30 PM	2	0	2	0	0	0	0	20	17	11	39	0	91
	5:45 PM	2	0	4	0	0	0	0	8	7	3	19	0	43
	VOLUMES	42	0	28	0	0	0	0	163	139	77	135	0	583
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	54%	46%	36%	64%	0%	
	APP/DEPART	70	/	0	0	/	216	302	/	190	212	/	177	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	30	0	6	0	0	0	0	82	69	51	83	0	320
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	54%	46%	38%	62%	0%	
	PEAK HR FACTOR		0.529			0.000			0.768			0.668		0.748
	APP/DEPART	36	/	0	0	/	120	151	/	88	134	/	113	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	8	4	0	2	0	14
	7:15 AM	4	0	0	0	0	0	0	6	3	1	13	0	27
	7:30 AM	10	0	1	0	0	0	0	15	5	5	10	0	46
	7:45 AM	13	0	3	0	0	0	0	22	3	1	5	0	47
	8:00 AM	5	0	1	0	0	0	0	13	3	3	7	0	32
	8:15 AM	8	0	3	0	0	0	0	32	6	0	2	0	51
	8:30 AM	5	0	2	0	0	0	0	22	3	4	5	0	41
	8:45 AM	5	0	0	0	0	0	0	25	2	4	1	0	37
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	50	0	10	0	0	0	0	143	29	18	45	0	295
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	83%	17%	29%	71%	0%	
	APP/DEPART	60	/	0	0	/	47	172	/	153	63	/	95	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	36	0	8	0	0	0	0	82	17	9	24	0	176
	APPROACH %	82%	0%	18%	0%	0%	0%	0%	83%	17%	27%	73%	0%	
	PEAK HR FACTOR		0.688			0.000			0.651			0.550		0.863
	APP/DEPART	44	/	0	0	/	26	99	/	90	33	/	60	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	2	0	0	0	0	6	31	8	6	0	53
	4:15 PM	3	0	0	0	0	0	0	12	8	7	8	0	38
	4:30 PM	1	0	2	0	0	0	0	8	18	8	7	0	44
	4:45 PM	8	0	0	0	0	0	0	8	10	8	7	0	41
	5:00 PM	4	0	1	0	0	0	0	18	25	25	16	0	89
	5:15 PM	3	0	0	0	0	0	0	5	17	7	13	0	45
	5:30 PM	0	0	2	0	0	0	0	11	17	11	39	0	80
	5:45 PM	2	0	1	0	0	0	0	6	7	3	14	0	33
	VOLUMES	21	0	8	0	0	0	0	74	133	77	110	0	423
	APPROACH %	72%	0%	28%	0%	0%	0%	0%	36%	64%	41%	59%	0%	
	APP/DEPART	29	/	0	0	/	210	207	/	82	187	/	131	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	15	0	3	0	0	0	0	42	69	51	75	0	255
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	38%	62%	40%	60%	0%	
	PEAK HR FACTOR		0.563			0.000			0.645			0.630		0.716
	APP/DEPART	18	/	0	0	/	120	111	/	45	126	/	90	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	2	2	0	5
	7:15 AM	0	0	0	0	0	0	0	4	0	2	0	0	6
	7:30 AM	2	0	0	0	0	0	0	2	0	0	1	0	5
	7:45 AM	2	0	2	0	0	0	0	4	0	1	0	0	9
	8:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
	8:15 AM	3	0	1	0	0	0	0	0	0	1	1	0	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	1	0	0	0	0	0	0	2	1	0	2	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	0	3	0	0	0	0	13	1	6	8	0	40
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	93%	7%	43%	57%	0%	
	APP/DEPART	12	/	0	0	/	7	14	/	16	14	/	17	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	4	0	2	0	0	0	0	11	0	5	3	0	25
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	100%	0%	63%	38%	0%	
	PEAK HR FACTOR		0.375			0.000			0.688			0.500		0.694
	APP/DEPART	6	/	0	0	/	5	11	/	13	8	/	7	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	0	4	2	0	0	0	6
	4:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
	5:15 PM	1	0	0	0	0	0	0	7	0	0	1	0	9
	5:30 PM	1	0	0	0	0	0	0	4	0	0	0	0	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	2	0	1	0	0	0	0	25	2	0	3	0	33
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	93%	7%	0%	100%	0%	
	APP/DEPART	3	/	0	0	/	2	27	/	26	3	/	5	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	1	0	0	0	0	0	0	19	2	0	1	0	23
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	90%	10%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.000			0.750			0.250		0.639
	APP/DEPART	1	/	0	0	/	2	21	/	19	1	/	2	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	7:45 AM	0	0	1	0	0	0	0	0	0	1	1	0	3
	8:00 AM	0	0	1	0	0	0	0	1	0	1	0	0	3
	8:15 AM	0	0	0	0	0	0	0	1	0	2	2	0	5
	8:30 AM	0	0	3	0	0	0	0	1	0	0	1	0	5
	8:45 AM	0	0	1	0	0	0	0	3	0	0	2	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	6	0	0	0	0	9	0	5	8	0	28
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	38%	62%	0%	
	APP/DEPART	6	/	0	0	/	5	9	/	15	13	/	8	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	5	0	0	0	0	6	0	3	5	0	19
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	38%	63%	0%	
	PEAK HR FACTOR		0.417			0.000			0.500			0.500		0.792
	APP/DEPART	5	/	0	0	/	3	6	/	11	8	/	5	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	6	0	0	1	0	7
	4:15 PM	0	0	0	0	0	0	0	8	0	0	0	0	8
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	18	0	0	1	0	19
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	18	/	18	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	17	0	0	1	0	18
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.531			0.250		0.563
	APP/DEPART	0	/	0	0	/	0	17	/	17	1	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 4:	NOTES:	AM	▲ N
4 OR MORE AXLE TRUCKS		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
	7:30 AM	0	0	4	0	0	0	0	1	0	0	0	0	5
	7:45 AM	0	0	2	0	0	0	0	0	0	0	2	0	4
	8:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	1	0	0	0	0	0	0	0	1	0	3
	8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	11	0	0	0	0	1	0	0	4	0	18
	APPROACH %	15%	0%	85%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	13	/	0	0	/	0	1	/	12	4	/	6	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	10	0	0	0	0	1	0	0	3	0	14
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.625			0.000			0.250			0.375		0.700
	APP/DEPART	10	/	0	0	/	0	1	/	11	3	/	3	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	1	1	0	1	0	4
	4:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
	4:30 PM	1	0	3	0	0	0	0	0	0	0	1	0	5
	4:45 PM	2	0	1	0	0	0	0	1	0	0	0	0	4
	5:00 PM	2	0	0	0	0	0	0	0	0	0	2	0	4
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
	VOLUMES	6	0	6	0	0	0	0	5	1	0	6	0	24
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	83%	17%	0%	100%	0%	
	APP/DEPART	12	/	0	0	/	1	6	/	11	6	/	12	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	6	0	4	0	0	0	0	2	0	0	4	0	16
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.625			0.000			0.250			0.500		0.800
	APP/DEPART	10	/	0	0	/	0	2	/	6	4	/	10	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

6. Azusa Avenue at Anaheim and Puente Road

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
3/19/15	LOCATION:	City of Industry	PROJECT #:	SC0570
THURSDAY	NORTH & SOUTH:	Azusa	LOCATION #:	6
	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1	0	1	1	1	0	
AM	7:00 AM	24	196	0	0	321	25	14	0	3	0	0	0	582
	7:15 AM	27	262	0	0	499	36	4	0	4	0	0	0	831
	7:30 AM	20	340	0	0	524	50	7	0	3	0	0	0	943
	7:45 AM	28	354	0	2	559	53	5	0	3	0	0	0	1,003
	8:00 AM	17	371	0	0	477	36	2	0	7	0	0	0	908
	8:15 AM	31	309	0	0	480	51	3	0	8	0	0	0	881
	8:30 AM	27	283	0	0	421	36	4	0	8	0	0	0	777
	8:45 AM	13	270	0	0	458	41	4	0	5	0	0	0	789
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	185	2,383	0	2	3,737	326	42	0	40	0	0	0	6,713
	APPROACH %	7%	93%	0%	0%	92%	8%	51%	0%	49%	0%	0%	0%	
	APP/DEPART	2,567	/	2,425	4,064	/	3,777	82	/	2	0	/	511	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	95	1,373	0	2	2,039	189	17	0	21	0	0	0	3,735
	APPROACH %	6%	94%	0%	0%	91%	8%	45%	0%	55%	0%	0%	0%	
	PEAK HR FACTOR		0.948			0.909			0.893			0.000		0.931
	APP/DEPART	1,468	/	1,390	2,230	/	2,060	38	/	2	0	/	284	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	38	477	0	0	335	18	8	1	7	0	0	0	884
	4:15 PM	25	465	1	0	356	24	22	0	6	0	0	0	898
	4:30 PM	39	554	0	0	393	13	14	0	19	0	0	0	1,031
	4:45 PM	38	460	0	0	375	22	5	0	9	0	0	0	908
	5:00 PM	39	559	0	0	357	21	15	0	11	0	0	0	1,000
	5:15 PM	28	517	0	0	335	18	5	0	12	0	0	0	914
	5:30 PM	12	534	0	0	353	10	3	0	8	0	0	0	919
	5:45 PM	26	535	0	0	317	11	12	0	11	0	0	0	912
	VOLUMES	244	4,098	1	0	2,819	136	84	1	82	0	0	0	7,464
	APPROACH %	6%	94%	0%	0%	95%	5%	50%	1%	49%	0%	0%	0%	
	APP/DEPART	4,343	/	4,182	2,954	/	2,901	167	/	2	0	/	380	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	144	2,088	0	0	1,459	74	39	0	50	0	0	0	3,853
	APPROACH %	6%	94%	0%	0%	95%	5%	44%	0%	56%	0%	0%	0%	
	PEAK HR FACTOR		0.934			0.945			0.674			0.000		0.934
	APP/DEPART	2,232	/	2,127	1,532	/	1,509	89	/	0	0	/	217	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	13	185	0	0	311	23	11	0	3	0	0	0	546
	7:15 AM	9	242	0	0	473	31	4	0	4	0	0	0	763
	7:30 AM	6	307	0	0	505	38	4	0	3	0	0	0	863
	7:45 AM	13	323	0	0	535	50	5	0	3	0	0	0	929
	8:00 AM	9	330	0	0	464	34	2	0	4	0	0	0	843
	8:15 AM	10	290	0	0	447	41	0	0	3	0	0	0	791
	8:30 AM	10	267	0	0	398	30	2	0	5	0	0	0	712
	8:45 AM	5	227	0	0	428	30	2	0	3	0	0	0	695
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	75	2,171	0	0	3,561	277	30	0	28	0	0	0	6,142
	APPROACH %	3%	97%	0%	0%	93%	7%	52%	0%	48%	0%	0%	0%	
	APP/DEPART	2,246	/	2,201	3,838	/	3,589	58	/	0	0	/	352	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	38	1,250	0	0	1,951	163	11	0	13	0	0	0	3,426
	APPROACH %	3%	97%	0%	0%	92%	8%	46%	0%	54%	0%	0%	0%	
	PEAK HR FACTOR		0.950			0.903			0.750			0.000		0.922
	APP/DEPART	1,288	/	1,261	2,114	/	1,964	24	/	0	0	/	201	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	443	0	0	322	11	5	1	7	0	0	0	795
	4:15 PM	5	441	1	0	335	14	14	0	6	0	0	0	816
	4:30 PM	6	521	0	0	366	5	14	0	19	0	0	0	931
	4:45 PM	8	434	0	0	356	14	5	0	7	0	0	0	824
	5:00 PM	4	533	0	0	349	15	12	0	9	0	0	0	922
	5:15 PM	4	503	0	0	313	6	5	0	6	0	0	0	837
	5:30 PM	6	515	0	0	339	8	3	0	8	0	0	0	879
	5:45 PM	17	527	0	0	309	9	12	0	11	0	0	0	885
	VOLUMES	56	3,917	1	0	2,689	82	70	1	73	0	0	0	6,889
	APPROACH %	1%	99%	0%	0%	97%	3%	49%	1%	51%	0%	0%	0%	
	APP/DEPART	3,974	/	3,987	2,771	/	2,762	144	/	2	0	/	138	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	31	2,078	0	0	1,310	38	32	0	34	0	0	0	3,523
	APPROACH %	1%	99%	0%	0%	97%	3%	48%	0%	52%	0%	0%	0%	
	PEAK HR FACTOR		0.969			0.926			0.717			0.000		0.955
	APP/DEPART	2,109	/	2,110	1,348	/	1,344	66	/	0	0	/	69	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	5	2	0	0	2	1	0	0	0	0	0	0	10
	7:15 AM	8	9	0	0	5	3	0	0	0	0	0	0	25
	7:30 AM	7	5	0	0	6	3	2	0	0	0	0	0	23
	7:45 AM	2	4	0	1	7	2	0	0	0	0	0	0	16
	8:00 AM	3	7	0	0	3	1	0	0	0	0	0	0	14
	8:15 AM	4	5	0	0	12	4	2	0	3	0	0	0	30
	8:30 AM	1	5	0	0	3	0	1	0	2	0	0	0	12
	8:45 AM	1	22	0	0	7	4	1	0	1	0	0	0	36
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	31	59	0	1	45	18	6	0	6	0	0	0	166
	APPROACH %	34%	66%	0%	2%	70%	28%	50%	0%	50%	0%	0%	0%	
	APP/DEPART	90	/	65	64	/	51	12	/	1	0	/	49	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	9	39	0	0	25	9	4	0	6	0	0	0	92
	APPROACH %	19%	81%	0%	0%	74%	26%	40%	0%	60%	0%	0%	0%	
	PEAK HR FACTOR		0.522			0.531			0.500			0.000		0.639
	APP/DEPART	48	/	43	34	/	31	10	/	0	0	/	18	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	10	0	0	5	2	2	0	0	0	0	0	21
	4:15 PM	1	5	0	0	3	2	0	0	0	0	0	0	11
	4:30 PM	2	5	0	0	5	2	0	0	0	0	0	0	14
	4:45 PM	2	5	0	0	6	1	0	0	1	0	0	0	15
	5:00 PM	1	3	0	0	3	4	0	0	1	0	0	0	12
	5:15 PM	4	7	0	0	7	6	0	0	2	0	0	0	26
	5:30 PM	0	5	0	0	4	1	0	0	0	0	0	0	10
	5:45 PM	2	2	0	0	2	1	0	0	0	0	0	0	7
	VOLUMES	14	42	0	0	35	19	2	0	4	0	0	0	116
	APPROACH %	25%	75%	0%	0%	65%	35%	33%	0%	67%	0%	0%	0%	
	APP/DEPART	56	/	44	54	/	39	6	/	0	0	/	33	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	9	20	0	0	21	13	0	0	4	0	0	0	67
	APPROACH %	31%	69%	0%	0%	62%	38%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.659			0.654			0.500			0.000		0.644
	APP/DEPART	29	/	20	34	/	25	4	/	0	0	/	22	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	1	2	0	0	0	0	0	0	3
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	3	5	0	0	0	0	0	0	12
	APPROACH %	0%	100%	0%	0%	38%	63%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	4	/	4	8	/	3	0	/	0	0	/	5	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	3	0	0	1	4	0	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	20%	80%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.375			0.417			0.000			0.000		0.667
	APP/DEPART	3	/	3	5	/	1	0	/	0	0	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	2	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	2	0	0	1	3	0	0	0	0	0	0	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	1	8	0	0	0	0	0	0	12
	APPROACH %	33%	67%	0%	0%	11%	89%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	2	9	/	1	0	/	0	0	/	9	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	2	0	0	1	8	0	0	0	0	0	0	12
	APPROACH %	33%	67%	0%	0%	11%	89%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.375			0.563			0.000			0.000		0.500
	APP/DEPART	3	/	2	9	/	1	0	/	0	0	/	9	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	1	2	0	0	1	0	1	0	0	0	0	0	5
	7:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	8
	7:30 AM	1	7	0	0	2	1	0	0	0	0	0	0	11
	7:45 AM	4	5	0	0	3	0	0	0	0	0	0	0	12
	8:00 AM	1	8	0	0	2	0	0	0	1	0	0	0	12
	8:15 AM	5	3	0	0	3	0	0	0	0	0	0	0	11
	8:30 AM	5	2	0	0	4	2	0	0	0	0	0	0	13
	8:45 AM	2	2	0	0	5	1	0	0	0	0	0	0	10
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	21	31	0	0	24	4	1	0	1	0	0	0	82
	APPROACH %	40%	60%	0%	0%	86%	14%	50%	0%	50%	0%	0%	0%	
	APP/DEPART	52	/	32	28	/	25	2	/	0	0	/	25	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	15	18	0	0	12	2	0	0	1	0	0	0	48
	APPROACH %	45%	55%	0%	0%	86%	14%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.917			0.583			0.250			0.000		0.923
	APP/DEPART	33	/	18	14	/	13	1	/	0	0	/	17	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	3	0	0	1	0	0	0	0	0	0	0	13
	4:15 PM	6	4	0	0	4	1	2	0	0	0	0	0	17
	4:30 PM	10	7	0	0	5	1	0	0	0	0	0	0	23
	4:45 PM	9	4	0	0	2	0	0	0	0	0	0	0	15
	5:00 PM	11	5	0	0	1	0	1	0	0	0	0	0	18
	5:15 PM	6	1	0	0	3	1	0	0	1	0	0	0	12
	5:30 PM	2	3	0	0	2	0	0	0	0	0	0	0	7
	5:45 PM	2	1	0	0	1	0	0	0	0	0	0	0	4
	VOLUMES	55	28	0	0	19	3	3	0	1	0	0	0	109
	APPROACH %	66%	34%	0%	0%	86%	14%	75%	0%	25%	0%	0%	0%	
	APP/DEPART	83	/	31	22	/	20	4	/	0	0	/	58	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	36	20	0	0	12	2	3	0	0	0	0	0	73
	APPROACH %	64%	36%	0%	0%	86%	14%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.824			0.583			0.375			0.000		0.793
	APP/DEPART	56	/	23	14	/	12	3	/	0	0	/	38	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	7:45 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	11	0	0	15	0	0	0	0	0	0	0	26
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	11	/	11	15	/	15	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	7	0	0	9	0	0	0	0	0	0	0	16
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.438			0.750			0.000			0.000		0.667
	APP/DEPART	7	/	7	9	/	9	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	4:15 PM	0	2	0	0	2	0	1	0	0	0	0	0	5
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	0	12	0	0	9	0	1	0	0	0	0	0	22
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	12	/	13	9	/	9	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	8	0	0	5	0	1	0	0	0	0	0	14
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.667			0.625			0.250			0.000		0.700
	APP/DEPART	8	/	9	5	/	5	1	/	0	0	/	0	0

7. Azusa Avenue at Railroad Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	10	193	41	18	347	3	0	1	3	25	0	26	666
	7:15 AM	5	262	80	36	457	4	0	3	3	26	2	28	903
	7:30 AM	6	309	103	60	443	2	0	1	5	34	0	20	982
	7:45 AM	15	341	190	57	467	9	0	0	11	47	3	22	1,160
	8:00 AM	17	344	166	43	457	9	0	4	0	27	5	45	1,114
	8:15 AM	10	313	210	54	421	1	2	2	3	45	4	23	1,087
	8:30 AM	17	291	177	57	403	2	1	2	10	52	2	15	1,026
	8:45 AM	12	260	222	54	385	0	0	0	12	46	0	30	1,018
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	91	2,311	1,186	378	3,377	30	3	12	46	300	15	207	7,955
	APPROACH %	3%	64%	33%	10%	89%	1%	5%	20%	75%	57%	3%	40%	
	APP/DEPART	3,588	/	2,521	3,785	/	3,723	61	/	1,576	522	/	136	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	59	1,288	742	211	1,746	21	3	7	24	170	13	104	4,387
	APPROACH %	3%	62%	36%	11%	88%	1%	9%	21%	70%	59%	5%	36%	
	PEAK HR FACTOR		0.957			0.929			0.698			0.942		0.945
	APP/DEPART	2,089	/	1,395	1,978	/	1,940	34	/	960	287	/	93	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	23	467	119	14	325	0	4	4	13	81	3	52	1,104
	4:15 PM	7	430	72	21	346	7	6	4	10	85	1	52	1,038
	4:30 PM	10	503	93	16	375	5	5	4	19	123	2	85	1,238
	4:45 PM	12	492	99	28	323	5	7	0	20	103	5	51	1,143
	5:00 PM	5	499	99	17	362	0	3	8	5	169	5	72	1,243
	5:15 PM	15	498	100	29	356	4	2	2	7	165	3	59	1,238
	5:30 PM	4	530	75	18	327	7	2	1	12	214	0	86	1,275
	5:45 PM	12	496	85	13	344	2	2	1	3	119	1	52	1,129
	VOLUMES	86	3,914	739	155	2,756	30	31	24	88	1,058	20	507	9,406
	APPROACH %	2%	83%	16%	5%	94%	1%	22%	17%	61%	67%	1%	32%	
	APP/DEPART	4,739	/	4,452	2,940	/	3,901	143	/	918	1,585	/	135	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	36	2,019	372	91	1,367	16	14	11	44	651	13	266	4,898
	APPROACH %	1%	83%	15%	6%	93%	1%	20%	16%	64%	70%	1%	29%	
	PEAK HR FACTOR		0.990			0.949			0.639			0.776		0.961
	APP/DEPART	2,426	/	2,299	1,474	/	2,062	69	/	474	930	/	65	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	7	173	30	18	322	3	0	1	1	15	0	23	593
	7:15 AM	3	234	63	34	429	4	0	0	0	17	2	20	806
	7:30 AM	6	272	90	60	408	2	0	1	2	13	0	20	874
	7:45 AM	15	304	179	57	434	6	0	0	2	23	1	20	1,041
	8:00 AM	12	299	152	43	417	6	0	2	0	22	2	34	989
	8:15 AM	7	286	187	54	388	1	2	2	0	24	2	20	973
	8:30 AM	8	247	168	51	359	2	1	0	2	24	2	10	874
	8:45 AM	9	225	191	46	360	0	0	0	4	20	0	12	867
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	67	2,040	1,060	363	3,117	24	3	6	11	158	9	159	7,017
	APPROACH %	2%	64%	33%	10%	89%	1%	15%	30%	55%	48%	3%	49%	
	APP/DEPART	3,167	/	2,202	3,504	/	3,286	20	/	1,429	326	/	100	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	42	1,136	686	205	1,598	15	3	4	4	93	7	84	3,877
	APPROACH %	2%	61%	37%	11%	88%	1%	27%	36%	36%	51%	4%	46%	
	PEAK HR FACTOR		0.936			0.914			0.688			0.793		0.931
	APP/DEPART	1,864	/	1,223	1,818	/	1,695	11	/	895	184	/	64	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	407	73	14	301	0	1	1	8	64	0	46	916
	4:15 PM	2	394	46	18	316	1	3	1	8	68	1	40	898
	4:30 PM	4	436	52	13	347	3	2	4	11	106	0	82	1,060
	4:45 PM	1	441	64	22	303	2	4	0	11	85	2	49	984
	5:00 PM	2	459	64	17	351	0	3	5	5	160	2	67	1,135
	5:15 PM	3	471	78	18	328	1	2	2	4	139	3	54	1,103
	5:30 PM	1	506	63	16	298	4	2	1	9	202	0	81	1,183
	5:45 PM	4	485	71	11	333	2	2	1	3	110	1	52	1,075
	VOLUMES	18	3,599	511	129	2,577	13	19	15	59	934	9	471	8,354
	APPROACH %	0%	87%	12%	5%	95%	0%	20%	16%	63%	66%	1%	33%	
	APP/DEPART	4,128	/	4,089	2,719	/	3,570	93	/	655	1,414	/	40	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	10	1,921	276	62	1,310	7	9	9	21	611	6	254	4,496
	APPROACH %	0%	87%	13%	4%	95%	1%	23%	23%	54%	70%	1%	29%	
	PEAK HR FACTOR		0.968			0.937			0.750			0.769		0.950
	APP/DEPART	2,207	/	2,184	1,379	/	1,942	39	/	347	871	/	23	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	4	3	0	4	0	0	0	1	3	0	0	15
	7:15 AM	1	15	3	1	7	0	0	2	0	2	0	1	32
	7:30 AM	0	9	3	0	6	0	0	0	0	4	0	0	22
	7:45 AM	0	8	1	0	3	0	0	0	0	4	1	1	18
	8:00 AM	1	11	0	0	11	0	0	1	0	1	2	1	28
	8:15 AM	2	8	7	0	9	0	0	0	2	6	1	0	35
	8:30 AM	2	5	4	2	7	0	0	1	1	3	0	3	28
	8:45 AM	0	9	7	5	3	0	0	0	1	9	0	12	46
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	69	28	8	50	0	0	4	5	32	4	18	224
	APPROACH %	6%	67%	27%	14%	86%	0%	0%	44%	56%	59%	7%	33%	
	APP/DEPART	103	/	87	58	/	87	9	/	40	54	/	10	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	5	33	18	7	30	0	0	2	4	19	3	16	137
	APPROACH %	9%	59%	32%	19%	81%	0%	0%	33%	67%	50%	8%	42%	
	PEAK HR FACTOR		0.824			0.841			0.750			0.452		0.745
	APP/DEPART	56	/	49	37	/	53	6	/	27	38	/	8	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	12	7	0	6	0	0	0	1	4	2	2	37
	4:15 PM	1	3	9	0	5	0	0	0	1	5	0	4	28
	4:30 PM	0	6	8	0	7	1	0	0	1	5	1	0	29
	4:45 PM	1	8	7	4	5	0	2	0	0	8	0	1	36
	5:00 PM	0	2	7	0	5	0	0	0	0	2	0	1	17
	5:15 PM	0	6	7	3	7	0	0	0	0	4	0	1	28
	5:30 PM	0	5	6	1	6	0	0	0	0	0	0	1	19
	5:45 PM	1	2	3	1	4	0	0	0	0	6	0	0	17
	VOLUMES	6	44	54	9	45	1	2	0	3	34	3	10	211
	APPROACH %	6%	42%	52%	16%	82%	2%	40%	0%	60%	72%	6%	21%	
	APP/DEPART	104	/	56	55	/	82	5	/	63	47	/	10	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	5	29	31	4	23	1	2	0	3	22	3	7	130
	APPROACH %	8%	45%	48%	14%	82%	4%	40%	0%	60%	69%	9%	22%	
	PEAK HR FACTOR		0.739			0.778			0.625			0.889		0.878
	APP/DEPART	65	/	38	28	/	48	5	/	35	32	/	9	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	6	1	0	4	0	0	0	0	1	0	0	12
	APPROACH %	0%	86%	14%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	7	/	6	4	/	5	0	/	1	1	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	5	1	0	2	0	0	0	0	0	0	0	8
	APPROACH %	0%	83%	17%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.500			0.000			0.000		0.667
	APP/DEPART	6	/	5	2	/	2	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	1	0	0	0	0	0	0	1	0	0	5
	APPROACH %	0%	75%	25%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	4	/	3	0	/	1	0	/	1	1	/	0	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	2	0	0	0	0	0	0	0	1	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.250
	APP/DEPART	2	/	2	0	/	1	0	/	0	1	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	1	4	2	0	5	0	0	0	0	1	0	1	14
	7:15 AM	0	1	4	0	5	0	0	0	1	2	0	2	15
	7:30 AM	0	7	2	0	6	0	0	0	1	5	0	0	21
	7:45 AM	0	7	3	0	8	1	0	0	3	6	0	0	28
	8:00 AM	1	8	4	0	7	1	0	0	0	1	0	3	25
	8:15 AM	0	3	4	0	5	0	0	0	0	4	0	1	17
	8:30 AM	2	10	1	1	9	0	0	0	2	7	0	0	32
	8:45 AM	1	5	6	0	6	0	0	0	2	4	0	0	24
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	45	26	1	51	2	0	0	9	30	0	7	176
	APPROACH %	7%	59%	34%	2%	94%	4%	0%	0%	100%	81%	0%	19%	
	APP/DEPART	76	/	52	54	/	90	9	/	27	37	/	7	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	3	28	12	1	29	2	0	0	5	18	0	4	102
	APPROACH %	7%	65%	28%	3%	91%	6%	0%	0%	100%	82%	0%	18%	
	PEAK HR FACTOR		0.827			0.800			0.417			0.786		0.797
	APP/DEPART	43	/	32	32	/	52	5	/	13	22	/	5	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	12	11	0	5	0	1	1	1	3	0	1	40
	4:15 PM	1	9	4	1	6	2	1	1	0	3	0	2	30
	4:30 PM	2	16	9	1	5	0	1	0	2	3	0	1	40
	4:45 PM	3	13	8	0	4	1	0	0	3	2	1	0	35
	5:00 PM	1	11	8	0	1	0	0	1	0	2	1	1	26
	5:15 PM	4	4	3	2	5	1	0	0	1	6	0	1	27
	5:30 PM	1	4	1	0	6	1	0	0	1	4	0	1	19
	5:45 PM	2	2	3	0	1	0	0	0	0	0	0	0	8
	VOLUMES	19	71	47	4	33	5	3	3	8	23	2	7	225
	APPROACH %	14%	52%	34%	10%	79%	12%	21%	21%	57%	72%	6%	22%	
	APP/DEPART	137	/	81	42	/	64	14	/	54	32	/	26	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	11	50	32	2	20	3	3	2	6	11	1	4	145
	APPROACH %	12%	54%	34%	8%	80%	12%	27%	18%	55%	69%	6%	25%	
	PEAK HR FACTOR		0.830			0.694			0.917			0.800		0.906
	APP/DEPART	93	/	57	25	/	37	11	/	36	16	/	15	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM		▲ N	
BUSES		PM	◄ W		E ►
		MD			
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:30 AM	0	0	0	0	3	0	0	0	0	1	0	0	4
	8:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	10	1	0	12	0	0	0	0	1	0	0	24
	APPROACH %	0%	91%	9%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	11	/	10	12	/	13	0	/	1	1	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	7	0	0	6	0	0	0	0	1	0	0	14
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.583			0.500			0.000			0.250		0.875
	APP/DEPART	7	/	7	6	/	7	0	/	0	1	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	1	0	0	0	0	0	0	0	1	0	0	3
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
	4:30 PM	0	5	1	0	1	0	0	0	0	0	0	0	7
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	1	14	2	0	6	0	0	0	0	1	0	0	24
	APPROACH %	6%	82%	12%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	17	/	14	6	/	7	0	/	2	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	8	1	0	3	0	0	0	0	1	0	0	14
	APPROACH %	10%	80%	10%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.417			0.375			0.000			0.250		0.500
	APP/DEPART	10	/	8	3	/	4	0	/	1	1	/	1	0

8. Curl Court at Railroad Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	1	60	0	0	78	3	142
	7:15 AM	0	0	0	4	0	0	0	96	0	0	63	3	166
	7:30 AM	0	0	0	0	0	0	1	153	0	1	62	3	219
	7:45 AM	0	0	0	2	0	0	2	226	0	1	77	1	308
	8:00 AM	0	0	0	0	0	0	0	222	1	1	85	3	311
	8:15 AM	3	0	0	2	0	3	4	231	9	4	76	4	336
	8:30 AM	0	0	0	1	0	0	0	215	7	0	72	0	295
	8:45 AM	0	0	0	0	0	0	6	237	0	1	76	0	320
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	9	0	3	14	1,439	17	8	588	17	2,096
	APPROACH %	100%	0%	0%	74%	0%	26%	1%	98%	1%	1%	96%	3%	
	APP/DEPART	3	/	31	12	/	25	1,469	/	1,447	613	/	594	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	3	0	0	3	0	3	10	905	17	6	309	7	1,262
	APPROACH %	100%	0%	0%	50%	0%	50%	1%	97%	2%	2%	96%	2%	
	PEAK HR FACTOR		0.250			0.300			0.956			0.908		0.940
	APP/DEPART	3	/	17	6	/	23	931	/	908	322	/	315	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	2	0	1	0	151	3	0	139	0	296
	4:15 PM	2	0	0	0	0	0	0	90	3	0	107	0	202
	4:30 PM	3	0	0	0	0	1	0	130	0	0	208	0	341
	4:45 PM	1	0	3	1	0	0	0	133	1	3	124	0	265
	5:00 PM	3	0	0	2	0	0	1	160	1	1	261	0	429
	5:15 PM	2	0	0	0	0	1	3	121	4	1	169	0	300
	5:30 PM	14	0	8	3	0	1	0	86	0	1	289	1	403
	5:45 PM	2	0	1	1	0	0	0	100	1	0	139	2	246
	VOLUMES	27	0	12	9	0	4	4	970	12	6	1,434	3	2,479
	APPROACH %	70%	0%	30%	69%	0%	31%	0%	98%	1%	0%	99%	0%	
	APP/DEPART	39	/	7	13	/	18	986	/	990	1,442	/	1,465	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	20	0	11	6	0	2	4	500	6	6	842	1	1,396
	APPROACH %	65%	0%	35%	75%	0%	25%	1%	98%	1%	1%	99%	0%	
	PEAK HR FACTOR		0.341			0.500			0.785			0.729		0.814
	APP/DEPART	30	/	5	8	/	11	509	/	516	849	/	864	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	1	46	0	0	63	0	110
	7:15 AM	0	0	0	1	0	0	0	78	0	0	45	0	124
	7:30 AM	0	0	0	0	0	0	1	142	0	1	42	0	186
	7:45 AM	0	0	0	0	0	0	2	211	0	1	51	1	266
	8:00 AM	0	0	0	0	0	0	0	205	1	1	68	0	275
	8:15 AM	0	0	0	2	0	0	2	219	9	4	46	1	283
	8:30 AM	0	0	0	1	0	0	0	194	7	0	43	0	245
	8:45 AM	0	0	0	0	0	0	3	214	0	1	31	0	249
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	0	9	1,309	17	8	389	2	1,738
	APPROACH %	0%	0%	0%	100%	0%	0%	1%	98%	1%	2%	97%	1%	
	APP/DEPART	0	/	11	4	/	25	1,335	/	1,313	399	/	389	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	3	0	0	4	829	17	6	208	2	1,069
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	98%	2%	3%	96%	1%	
	PEAK HR FACTOR		0.000			0.375			0.924			0.783		0.944
	APP/DEPART	0	/	6	3	/	23	850	/	832	216	/	208	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	1	0	104	1	0	102	0	209
	4:15 PM	2	0	0	0	0	0	0	63	0	0	84	0	149
	4:30 PM	1	0	0	0	0	1	0	84	0	0	188	0	274
	4:45 PM	1	0	1	1	0	0	0	88	1	1	107	0	200
	5:00 PM	0	0	0	2	0	0	1	109	1	1	238	0	352
	5:15 PM	0	0	0	0	0	1	0	93	2	1	142	0	239
	5:30 PM	14	0	8	0	0	1	0	74	0	1	277	1	376
	5:45 PM	2	0	1	1	0	0	0	85	1	0	130	0	220
	VOLUMES	21	0	10	4	0	4	1	700	6	4	1,268	1	2,019
	APPROACH %	68%	0%	32%	50%	0%	50%	0%	99%	1%	0%	100%	0%	
	APP/DEPART	31	/	2	8	/	10	707	/	714	1,273	/	1,293	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	16	0	9	3	0	2	1	361	4	3	787	1	1,187
	APPROACH %	64%	0%	36%	60%	0%	40%	0%	99%	1%	0%	99%	0%	
	PEAK HR FACTOR		0.284			0.625			0.824			0.709		0.789
	APP/DEPART	25	/	2	5	/	7	366	/	373	791	/	805	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	6	0	9
	7:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
	7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
	7:45 AM	0	0	0	1	0	0	0	2	0	0	3	0	6
	8:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
	8:15 AM	0	0	0	0	0	0	1	6	0	0	6	0	13
	8:30 AM	0	0	0	0	0	0	0	6	0	0	6	0	12
	8:45 AM	0	0	0	0	0	0	0	6	0	0	24	0	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	33	0	0	53	0	88
	APPROACH %	0%	0%	0%	100%	0%	0%	3%	97%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	1	/	0	34	/	34	53	/	53	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	0	0	0	1	21	0	0	39	0	61
	APPROACH %	0%	0%	0%	0%	0%	0%	5%	95%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.786			0.406		0.508
	APP/DEPART	0	/	1	0	/	0	22	/	21	39	/	39	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	5	1	0	8	0	14
	4:15 PM	0	0	0	0	0	0	0	8	0	0	9	0	17
	4:30 PM	1	0	0	0	0	0	0	9	0	0	5	0	15
	4:45 PM	0	0	1	0	0	0	0	8	0	1	5	0	15
	5:00 PM	0	0	0	0	0	0	0	10	0	0	3	0	13
	5:15 PM	1	0	0	0	0	0	0	9	1	0	4	0	15
	5:30 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
	5:45 PM	0	0	0	0	0	0	0	4	0	0	6	1	11
	VOLUMES	2	0	1	0	0	0	0	59	2	1	40	1	106
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	97%	3%	2%	95%	2%	
	APP/DEPART	3	/	1	0	/	3	61	/	60	42	/	42	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	1	0	0	0	0	30	1	1	27	0	61
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	97%	3%	4%	96%	0%	
	PEAK HR FACTOR		0.500			0.000			0.861			0.778		0.897
	APP/DEPART	2	/	0	0	/	2	31	/	31	28	/	28	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	1	0	0	1	0	3
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	1	/	0	1	/	2	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	1	0	0	0	0	0	0	1	0	2
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.250
	APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	2	1	6
	7:15 AM	0	0	0	1	0	0	0	4	0	0	5	1	11
	7:30 AM	0	0	0	0	0	0	0	2	0	0	5	1	8
	7:45 AM	0	0	0	0	0	0	0	4	0	0	7	0	11
	8:00 AM	0	0	0	0	0	0	0	4	0	0	4	1	9
	8:15 AM	1	0	0	0	0	1	0	1	0	0	7	1	11
	8:30 AM	0	0	0	0	0	0	0	4	0	0	6	0	10
	8:45 AM	0	0	0	0	0	0	1	4	0	0	3	0	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	1	0	1	1	26	0	0	39	5	74
	APPROACH %	100%	0%	0%	50%	0%	50%	4%	96%	0%	0%	89%	11%	
	APP/DEPART	1	/	6	2	/	0	27	/	27	44	/	41	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	1	0	0	0	0	1	0	13	0	0	24	2	41
	APPROACH %	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	92%	8%	
	PEAK HR FACTOR		0.250			0.250			0.813			0.813		0.932
	APP/DEPART	1	/	2	1	/	0	13	/	13	26	/	26	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	13	0	0	7	0	20
	4:15 PM	0	0	0	0	0	0	0	5	1	0	3	0	9
	4:30 PM	0	0	0	0	0	0	0	10	0	0	4	0	14
	4:45 PM	0	0	0	0	0	0	0	11	0	0	3	0	14
	5:00 PM	1	0	0	0	0	0	0	12	0	0	6	0	19
	5:15 PM	0	0	0	0	0	0	1	4	0	0	7	0	12
	5:30 PM	0	0	0	1	0	0	0	1	0	0	4	0	6
	5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	VOLUMES	1	0	0	1	0	0	1	59	1	0	34	0	97
	APPROACH %	100%	0%	0%	100%	0%	0%	2%	97%	2%	0%	100%	0%	
	APP/DEPART	1	/	1	1	/	1	61	/	60	34	/	35	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	1	0	0	0	0	0	1	37	0	0	20	0	59
	APPROACH %	100%	0%	0%	0%	0%	0%	3%	97%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.000			0.792			0.714		0.776
	APP/DEPART	1	/	1	0	/	0	38	/	37	20	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 6:	NOTES:	AM		▲ N	
BUSES		PM	◄ W		E ►
		MD			
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0

9. Chestnut Street at Railroad Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	0.5	0.5	1	1	0	1	2	1	1	2	0	
AM	7:00 AM	38	8	0	7	5	3	0	28	10	1	43	10	152
	7:15 AM	19	9	3	8	1	2	0	82	20	0	42	7	191
	7:30 AM	18	9	2	12	6	1	4	101	40	0	38	6	236
	7:45 AM	27	6	0	11	8	12	7	154	53	0	55	13	344
	8:00 AM	38	11	5	14	5	10	2	165	30	1	45	7	331
	8:15 AM	21	5	2	25	2	8	4	195	29	2	47	6	345
	8:30 AM	23	8	4	23	7	11	10	158	28	0	54	7	331
	8:45 AM	4	1	4	20	5	6	11	210	38	2	56	10	364
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	185	57	19	119	38	52	37	1,091	246	6	379	65	2,293
	APPROACH %	71%	22%	7%	57%	18%	25%	3%	79%	18%	1%	84%	14%	
	APP/DEPART	261	/	159	209	/	290	1,374	/	1,229	450	/	616	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	85	25	15	81	19	35	26	727	124	5	202	29	1,370
	APPROACH %	68%	20%	12%	60%	14%	26%	3%	83%	14%	2%	86%	12%	
	PEAK HR FACTOR		0.579			0.838			0.851			0.872		0.941
	APP/DEPART	124	/	80	134	/	147	877	/	822	236	/	321	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	43	0	0	14	3	3	5	111	34	1	79	5	296
	4:15 PM	22	0	0	15	9	4	4	73	22	3	76	11	237
	4:30 PM	30	7	3	15	12	6	0	105	22	4	181	20	402
	4:45 PM	13	3	2	17	5	3	1	117	26	3	118	5	312
	5:00 PM	47	5	3	20	8	6	3	133	26	3	172	14	439
	5:15 PM	30	1	1	14	1	4	4	100	24	3	128	13	322
	5:30 PM	44	4	3	17	6	1	0	75	39	3	233	34	458
	5:45 PM	25	3	6	3	7	2	1	78	18	5	105	12	262
	VOLUMES	252	23	17	114	51	29	17	790	210	25	1,090	112	2,727
	APPROACH %	86%	8%	6%	59%	26%	15%	2%	78%	21%	2%	89%	9%	
	APP/DEPART	291	/	152	193	/	285	1,016	/	921	1,227	/	1,370	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	133	13	9	68	20	14	8	424	115	12	651	65	1,530
	APPROACH %	86%	8%	6%	67%	20%	14%	1%	78%	21%	2%	89%	9%	
	PEAK HR FACTOR		0.711			0.746			0.844			0.676		0.836
	APP/DEPART	155	/	86	102	/	147	546	/	500	728	/	798	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	30	2	0	3	2	1	0	25	10	1	35	3	112
	7:15 AM	17	9	1	1	1	0	0	62	18	0	24	7	140
	7:30 AM	16	6	2	9	3	1	4	93	34	0	23	6	197
	7:45 AM	27	6	0	9	6	7	5	139	50	0	35	4	288
	8:00 AM	33	8	2	10	3	4	2	153	28	1	32	5	281
	8:15 AM	13	5	2	23	2	2	4	178	26	2	29	3	289
	8:30 AM	15	6	4	17	5	3	8	149	26	0	27	5	265
	8:45 AM	4	1	2	16	5	1	7	190	24	2	29	3	284
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	155	43	13	88	27	19	30	989	216	6	234	36	1,856
	APPROACH %	73%	20%	6%	66%	20%	14%	2%	80%	17%	2%	85%	13%	
	APP/DEPART	211	/	109	134	/	249	1,235	/	1,090	276	/	408	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	88	25	8	59	16	16	19	619	130	3	123	17	1,123
	APPROACH %	73%	21%	7%	65%	18%	18%	2%	81%	17%	2%	86%	12%	
	PEAK HR FACTOR		0.703			0.843			0.923			0.917		0.971
	APP/DEPART	121	/	61	91	/	149	768	/	686	143	/	227	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	35	0	0	9	3	1	1	74	22	1	59	1	206
	4:15 PM	19	0	0	12	4	4	4	56	14	0	56	5	174
	4:30 PM	22	4	1	7	6	4	0	67	16	4	167	6	304
	4:45 PM	10	3	2	9	2	3	1	76	17	0	100	5	228
	5:00 PM	39	5	0	14	8	6	3	86	23	3	154	9	350
	5:15 PM	25	1	1	2	1	4	2	82	16	0	107	8	249
	5:30 PM	44	4	0	6	6	1	0	64	27	3	222	32	409
	5:45 PM	20	1	1	3	3	2	1	69	13	0	102	9	224
	VOLUMES	214	18	5	62	33	25	12	574	148	11	967	75	2,144
	APPROACH %	90%	8%	2%	52%	28%	21%	2%	78%	20%	1%	92%	7%	
	APP/DEPART	237	/	105	120	/	192	734	/	641	1,053	/	1,206	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	118	13	3	31	17	14	6	308	83	6	583	54	1,236
	APPROACH %	88%	10%	2%	50%	27%	23%	2%	78%	21%	1%	91%	8%	
	PEAK HR FACTOR		0.698			0.554			0.886			0.625		0.756
	APP/DEPART	134	/	73	62	/	106	397	/	342	643	/	715	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	3	2	6
	7:15 AM	1	0	1	2	0	1	0	3	1	0	4	0	13
	7:30 AM	1	0	0	0	0	0	0	3	2	0	0	0	6
	7:45 AM	0	0	0	0	1	1	1	2	2	0	3	0	10
	8:00 AM	1	2	0	0	0	0	0	2	1	0	3	1	10
	8:15 AM	5	0	0	1	0	2	0	7	0	0	2	0	17
	8:30 AM	1	0	0	1	1	0	1	4	1	0	16	0	25
	8:45 AM	0	0	1	1	0	0	1	5	5	0	16	1	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	10	2	2	5	2	4	3	26	12	0	47	4	117
	APPROACH %	71%	14%	14%	45%	18%	36%	7%	63%	29%	0%	92%	8%	
	APP/DEPART	14	/	9	11	/	14	41	/	33	51	/	61	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	7	2	1	3	1	2	2	18	7	0	37	2	82
	APPROACH %	70%	20%	10%	50%	17%	33%	7%	67%	26%	0%	95%	5%	
	PEAK HR FACTOR		0.500			0.500			0.614			0.574		0.683
	APP/DEPART	10	/	6	6	/	8	27	/	22	39	/	46	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	0	1	5	2	0	5	0	14
	4:15 PM	2	0	0	0	2	0	0	5	3	0	7	1	20
	4:30 PM	1	0	1	5	0	1	0	6	2	0	3	3	22
	4:45 PM	0	0	0	5	0	0	0	9	4	0	6	0	24
	5:00 PM	1	0	0	4	0	0	0	7	0	0	4	1	17
	5:15 PM	1	0	0	6	0	0	1	6	3	2	4	2	25
	5:30 PM	0	0	0	4	0	0	0	5	4	0	3	1	17
	5:45 PM	3	1	3	0	1	0	0	2	1	3	2	0	16
	VOLUMES	9	1	4	24	3	1	2	45	19	5	34	8	155
	APPROACH %	64%	7%	29%	86%	11%	4%	3%	68%	29%	11%	72%	17%	
	APP/DEPART	14	/	11	28	/	27	66	/	73	47	/	44	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	3	0	1	20	0	1	1	28	9	2	17	6	88
	APPROACH %	75%	0%	25%	95%	0%	5%	3%	74%	24%	8%	68%	24%	
	PEAK HR FACTOR		0.500			0.875			0.731			0.781		0.880
	APP/DEPART	4	/	7	21	/	11	38	/	49	25	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	0.5	0.5	1	1	0	1	2	1	1	2	0	
AM	7:00 AM	0	0	0	2	0	1	0	0	0	0	0	2	5
	7:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	3	4
	8:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	2	0	0	0	0	0	0	0	1	4
	8:45 AM	0	0	0	1	0	1	0	0	0	0	0	1	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	10	1	2	0	0	0	0	0	7	21
	APPROACH %	0%	100%	0%	77%	8%	15%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	1	/	8	13	/	1	0	/	10	7	/	2	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1	0	5	1	0	0	0	0	0	0	4	11
	APPROACH %	0%	100%	0%	83%	17%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.250			0.500			0.000			0.333		0.550
	APP/DEPART	1	/	5	6	/	1	0	/	5	4	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	1	1	0	0	0	2	5
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	2	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	2	2	0	1	1	0	0	0	8	14
	APPROACH %	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%	100%	
	APP/DEPART	0	/	9	4	/	2	2	/	3	8	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	1	1	0	1	1	0	0	0	7	11
	APPROACH %	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.000			0.500			0.250			0.583		0.550
	APP/DEPART	0	/	8	2	/	1	2	/	2	7	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	2	2	0	0	1	0	0	1	0	0	1	0	7
	7:15 AM	0	0	0	0	0	0	0	5	0	0	4	0	9
	7:30 AM	0	1	0	1	1	0	0	1	1	0	5	0	10
	7:45 AM	0	0	0	0	0	1	0	4	0	0	5	1	11
	8:00 AM	1	0	1	0	0	2	0	3	0	0	2	0	9
	8:15 AM	0	0	0	0	0	1	0	2	1	0	5	1	10
	8:30 AM	2	0	0	0	0	2	0	1	0	0	1	0	6
	8:45 AM	0	0	0	0	0	1	0	4	2	0	1	1	9
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	3	1	1	2	7	0	21	4	0	24	3	71
	APPROACH %	56%	33%	11%	10%	20%	70%	0%	84%	16%	0%	89%	11%	
	APP/DEPART	9	/	6	10	/	6	25	/	23	27	/	36	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	1	1	1	1	4	0	10	2	0	17	2	40
	APPROACH %	33%	33%	33%	17%	17%	67%	0%	83%	17%	0%	89%	11%	
	PEAK HR FACTOR		0.375			0.750			0.750			0.792		0.909
	APP/DEPART	3	/	3	6	/	3	12	/	12	19	/	22	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	0	1	0	0	0	9	3	0	4	0	19
	4:15 PM	0	0	0	1	0	0	0	3	1	1	3	0	9
	4:30 PM	2	1	0	0	2	0	0	9	1	0	3	1	19
	4:45 PM	1	0	0	0	1	0	0	9	1	1	3	0	16
	5:00 PM	2	0	1	0	0	0	0	12	1	0	4	1	21
	5:15 PM	1	0	0	1	0	0	0	3	1	0	5	0	11
	5:30 PM	0	0	1	1	0	0	0	1	2	0	2	0	7
	5:45 PM	0	0	0	0	0	0	0	2	1	0	0	1	4
	VOLUMES	8	1	2	4	3	0	0	48	11	2	24	3	106
	APPROACH %	73%	9%	18%	57%	43%	0%	0%	81%	19%	7%	83%	10%	
	APP/DEPART	11	/	4	7	/	16	59	/	54	29	/	32	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	6	1	1	1	3	0	0	33	4	1	15	2	67
	APPROACH %	75%	13%	13%	25%	75%	0%	0%	89%	11%	6%	83%	11%	
	PEAK HR FACTOR		0.667			0.500			0.712			0.900		0.798
	APP/DEPART	8	/	3	4	/	8	37	/	35	18	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	1	0	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	1	/	0	1	/	0	1	/	2	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	0	0	1	1	0	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.750
	APP/DEPART	0	/	1	1	/	0	1	/	0	1	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.500
	APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0

10. Azusa Avenue at Gale Avenue

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	2	3	1	2	3	1	2	2	2	2	3	0	
AM	7:00 AM	150	187	30	29	314	71	25	23	30	12	152	38	1,059
	7:15 AM	129	307	33	41	433	68	33	30	46	33	211	56	1,418
	7:30 AM	153	330	41	35	338	69	61	34	56	13	192	55	1,374
	7:45 AM	204	490	44	69	410	72	54	49	100	20	163	30	1,703
	8:00 AM	191	436	58	50	332	77	59	52	77	20	129	62	1,540
	8:15 AM	165	416	38	66	377	82	69	41	63	12	110	50	1,487
	8:30 AM	165	391	43	57	315	68	59	74	87	26	169	51	1,502
	8:45 AM	179	375	58	72	321	72	64	54	47	21	129	66	1,455
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1,334	2,931	343	418	2,840	576	421	356	504	156	1,253	406	11,536
	APPROACH %	29%	64%	7%	11%	74%	15%	33%	28%	39%	9%	69%	22%	
	APP/DEPART	4,608	/	3,758	3,834	/	3,499	1,280	/	1,117	1,815	/	3,163	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	725	1,732	182	242	1,434	298	239	215	326	78	571	192	6,232
	APPROACH %	27%	66%	7%	12%	73%	15%	31%	28%	42%	9%	68%	23%	
	PEAK HR FACTOR		0.894			0.896			0.892			0.855		0.915
	APP/DEPART	2,639	/	2,163	1,973	/	1,838	780	/	639	840	/	1,593	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	116	454	40	57	384	46	98	155	119	48	76	85	1,675
	4:15 PM	98	407	38	82	329	40	95	129	126	62	84	87	1,575
	4:30 PM	113	450	60	78	400	35	113	173	108	57	68	79	1,730
	4:45 PM	124	417	51	82	344	31	86	158	128	41	81	78	1,620
	5:00 PM	90	459	40	72	449	34	145	167	166	65	87	98	1,869
	5:15 PM	95	447	52	99	392	36	94	160	126	68	67	85	1,718
	5:30 PM	114	425	55	79	406	36	106	163	177	67	85	81	1,791
	5:45 PM	102	351	55	86	392	39	121	215	161	54	118	83	1,776
	VOLUMES	851	3,409	389	634	3,094	296	856	1,319	1,109	460	664	675	13,752
	APPROACH %	18%	73%	8%	16%	77%	7%	26%	40%	34%	26%	37%	38%	
	APP/DEPART	4,648	/	4,939	4,023	/	4,662	3,283	/	2,341	1,798	/	1,810	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	401	1,681	201	335	1,637	145	466	705	629	253	356	347	7,154
	APPROACH %	18%	74%	9%	16%	77%	7%	26%	39%	35%	26%	37%	36%	
	PEAK HR FACTOR		0.962			0.955			0.905			0.938		0.957
	APP/DEPART	2,283	/	2,493	2,117	/	2,519	1,799	/	1,241	955	/	901	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	125	156	30	26	278	62	19	21	25	9	141	38	930
	7:15 AM	113	261	31	41	394	60	31	27	36	28	196	53	1,271
	7:30 AM	129	271	36	35	304	55	56	34	47	13	185	53	1,218
	7:45 AM	187	440	44	67	338	60	50	46	65	17	154	30	1,498
	8:00 AM	168	377	53	50	287	65	45	46	58	20	127	58	1,354
	8:15 AM	153	366	36	60	318	65	64	36	40	12	107	48	1,305
	8:30 AM	148	330	40	52	260	55	54	72	56	21	160	49	1,297
	8:45 AM	150	322	53	70	259	55	50	46	31	16	118	63	1,233
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1,173	2,523	323	401	2,438	477	369	328	358	136	1,188	392	10,106
	APPROACH %	29%	63%	8%	12%	74%	14%	35%	31%	34%	8%	69%	23%	
	APP/DEPART	4,019	/	3,284	3,316	/	2,932	1,055	/	1,052	1,716	/	2,838	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	656	1,513	173	229	1,203	245	213	200	219	70	548	185	5,454
	APPROACH %	28%	65%	7%	14%	72%	15%	34%	32%	35%	9%	68%	23%	
	PEAK HR FACTOR		0.873			0.902			0.868			0.873		0.910
	APP/DEPART	2,342	/	1,911	1,677	/	1,492	632	/	602	803	/	1,449	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	106	350	37	57	328	35	85	142	112	44	67	83	1,446
	4:15 PM	81	345	36	79	291	34	87	129	111	55	76	81	1,405
	4:30 PM	107	352	58	71	353	26	102	165	104	57	66	74	1,535
	4:45 PM	106	338	51	79	297	23	77	152	117	39	69	75	1,423
	5:00 PM	74	382	40	70	420	34	124	165	155	61	82	90	1,697
	5:15 PM	86	410	47	97	343	30	83	154	109	62	62	82	1,565
	5:30 PM	109	388	53	76	366	34	103	161	169	63	85	78	1,685
	5:45 PM	90	332	55	86	370	33	110	212	156	54	116	80	1,694
	VOLUMES	759	2,897	377	615	2,768	249	771	1,280	1,033	435	623	643	12,450
	APPROACH %	19%	72%	9%	17%	76%	7%	25%	42%	33%	26%	37%	38%	
	APP/DEPART	4,033	/	4,311	3,632	/	4,236	3,084	/	2,272	1,701	/	1,631	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	359	1,512	195	329	1,499	131	420	692	589	240	345	330	6,641
	APPROACH %	17%	73%	9%	17%	77%	7%	25%	41%	35%	26%	38%	36%	
	PEAK HR FACTOR		0.939			0.935			0.890			0.915		0.978
	APP/DEPART	2,066	/	2,262	1,959	/	2,328	1,701	/	1,216	915	/	835	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	5	6	0	2	9	4	0	1	1	0	5	0	33
	7:15 AM	2	16	0	0	4	1	1	2	3	1	5	2	37
	7:30 AM	1	10	3	0	8	3	3	0	2	0	1	1	32
	7:45 AM	6	9	0	1	8	4	1	0	5	0	6	0	40
	8:00 AM	4	15	1	0	8	3	3	2	2	0	1	1	40
	8:15 AM	2	14	1	2	16	5	3	3	6	0	2	1	55
	8:30 AM	1	12	2	0	8	3	3	1	5	0	6	1	42
	8:45 AM	5	10	3	1	10	7	4	2	5	3	3	2	55
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	26	92	10	6	71	30	18	11	29	4	29	8	334
	APPROACH %	20%	72%	8%	6%	66%	28%	31%	19%	50%	10%	71%	20%	
	APP/DEPART	128	/	118	107	/	104	58	/	27	41	/	85	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	12	51	7	3	42	18	13	8	18	3	12	5	192
	APPROACH %	17%	73%	10%	5%	67%	29%	33%	21%	46%	15%	60%	25%	
	PEAK HR FACTOR		0.875			0.685			0.813			0.625		0.873
	APP/DEPART	70	/	69	63	/	63	39	/	18	20	/	42	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	16	0	0	15	4	1	1	1	1	2	1	45
	4:15 PM	1	6	1	0	8	4	5	0	2	1	1	4	33
	4:30 PM	1	12	1	3	16	2	3	3	1	0	1	1	44
	4:45 PM	6	11	0	2	10	3	2	2	1	0	2	2	41
	5:00 PM	2	7	0	1	7	0	2	0	0	1	1	1	22
	5:15 PM	4	8	1	1	15	0	5	2	3	2	3	2	46
	5:30 PM	2	9	1	2	7	1	2	1	1	1	0	2	29
	5:45 PM	4	4	0	0	11	2	2	2	2	0	1	0	28
	VOLUMES	23	73	4	9	89	16	22	11	11	6	11	13	288
	APPROACH %	23%	73%	4%	8%	78%	14%	50%	25%	25%	20%	37%	43%	
	APP/DEPART	100	/	108	114	/	106	44	/	24	30	/	50	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	11	45	2	5	49	13	11	6	5	2	6	8	163
	APPROACH %	19%	78%	3%	7%	73%	19%	50%	27%	23%	13%	38%	50%	
	PEAK HR FACTOR		0.763			0.798			0.786			0.667		0.906
	APP/DEPART	58	/	64	67	/	56	22	/	13	16	/	30	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	2	1	0	0	1	0	0	0	0	0	1	0	5
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
	8:00 AM	0	2	0	0	0	2	0	0	1	0	0	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
	8:45 AM	2	3	0	0	2	0	0	1	0	0	0	0	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	8	0	0	5	2	1	1	1	1	1	0	27
	APPROACH %	47%	53%	0%	0%	71%	29%	33%	33%	33%	50%	50%	0%	
	APP/DEPART	15	/	9	7	/	7	3	/	1	2	/	10	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	2	6	0	0	2	2	0	1	1	1	0	0	15
	APPROACH %	25%	75%	0%	0%	50%	50%	0%	50%	50%	100%	0%	0%	
	PEAK HR FACTOR		0.400			0.500			0.500			0.250		0.469
	APP/DEPART	8	/	6	4	/	4	2	/	1	1	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	0	0	0	0	1	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.250
	APP/DEPART	1	/	2	0	/	0	1	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	3	6	0	0	6	1	2	0	1	1	1	0	21
	7:15 AM	3	6	0	0	9	2	0	0	1	1	1	0	23
	7:30 AM	6	14	0	0	6	3	0	0	2	0	1	0	32
	7:45 AM	2	10	0	0	18	2	0	1	9	1	0	0	43
	8:00 AM	5	10	1	0	11	1	3	1	4	0	0	0	36
	8:15 AM	3	9	0	1	11	3	0	0	4	0	0	0	31
	8:30 AM	5	13	0	1	13	2	0	0	7	1	0	0	42
	8:45 AM	5	10	0	0	13	2	2	1	2	0	2	0	37
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	32	78	1	2	87	16	7	3	30	4	5	0	265
	APPROACH %	29%	70%	1%	2%	83%	15%	18%	8%	75%	44%	56%	0%	
	APP/DEPART	111	/	85	105	/	121	40	/	6	9	/	53	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	15	42	1	2	53	8	3	2	24	2	0	0	152
	APPROACH %	26%	72%	2%	3%	84%	13%	10%	7%	83%	100%	0%	0%	
	PEAK HR FACTOR		0.806			0.788			0.725			0.500		0.884
	APP/DEPART	58	/	45	63	/	79	29	/	5	2	/	23	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	24	1	0	11	1	3	3	1	0	2	0	47
	4:15 PM	5	17	0	1	8	0	0	0	4	1	2	0	38
	4:30 PM	0	24	0	0	7	2	2	1	0	0	0	1	37
	4:45 PM	3	20	0	0	10	1	2	1	3	0	3	0	43
	5:00 PM	3	20	0	0	6	0	6	0	3	0	1	2	41
	5:15 PM	1	7	1	0	8	2	1	1	4	1	0	0	26
	5:30 PM	0	5	0	0	9	0	0	0	2	0	0	0	16
	5:45 PM	2	3	0	0	1	1	2	0	0	0	0	1	10
	VOLUMES	15	120	2	1	60	7	16	6	17	2	8	4	258
	APPROACH %	11%	88%	1%	1%	88%	10%	41%	15%	44%	14%	57%	29%	
	APP/DEPART	137	/	140	68	/	79	39	/	9	14	/	30	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	9	85	1	1	36	4	7	5	8	1	7	1	165
	APPROACH %	9%	89%	1%	2%	88%	10%	35%	25%	40%	11%	78%	11%	
	PEAK HR FACTOR		0.913			0.854			0.714			0.750		0.878
	APP/DEPART	95	/	93	41	/	45	20	/	7	9	/	20	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	1	2	0	0	2	0	0	0	0	0	0	0	5
	7:15 AM	0	1	1	0	1	0	0	0	1	0	1	0	5
	7:30 AM	2	1	0	0	1	0	0	0	0	0	1	0	5
	7:45 AM	1	2	0	0	2	0	0	0	0	0	0	0	5
	8:00 AM	1	1	0	0	0	0	0	0	1	0	0	1	4
	8:15 AM	0	1	0	0	1	0	0	0	1	0	0	0	3
	8:30 AM	0	1	0	1	2	1	0	0	1	0	0	0	6
	8:45 AM	1	1	0	0	2	0	1	0	1	0	0	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	10	1	1	11	1	1	0	5	0	2	1	39
	APPROACH %	35%	59%	6%	8%	85%	8%	17%	0%	83%	0%	67%	33%	
	APP/DEPART	17	/	12	13	/	16	6	/	2	3	/	9	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	4	6	1	0	6	0	0	0	1	0	2	0	20
	APPROACH %	36%	55%	9%	0%	100%	0%	0%	0%	100%	0%	100%	0%	
	PEAK HR FACTOR		0.917			0.750			0.250			0.500		1.000
	APP/DEPART	11	/	6	6	/	7	1	/	1	2	/	6	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	3	0	0	0	1	0	1	1	1	0	0	8
	4:15 PM	0	1	0	0	1	0	0	0	0	1	0	0	3
	4:30 PM	2	4	0	1	1	0	0	0	1	0	0	0	9
	4:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	3
	5:00 PM	2	3	0	0	0	0	0	1	1	1	0	0	8
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	1	3	0	0	1	0	0	0	0	1	0	0	6
	5:45 PM	0	2	0	0	1	0	1	0	1	0	0	0	5
	VOLUMES	6	18	0	1	6	1	1	2	4	5	0	0	44
	APPROACH %	25%	75%	0%	13%	75%	13%	14%	29%	57%	100%	0%	0%	
	APP/DEPART	24	/	19	8	/	15	7	/	3	5	/	7	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	4	9	0	1	3	0	0	1	2	3	0	0	23
	APPROACH %	31%	69%	0%	25%	75%	0%	0%	33%	67%	100%	0%	0%	
	PEAK HR FACTOR		0.542			0.500			0.375			0.750		0.639
	APP/DEPART	13	/	9	4	/	8	3	/	2	3	/	4	0

11. Azusa Avenue at CA-60 Westbound Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	225	43	0	366	63	0	0	0	154	1	179	1,031
	7:15 AM	0	363	53	0	518	40	0	0	0	194	0	141	1,308
	7:30 AM	0	308	48	0	453	38	0	0	0	203	0	243	1,293
	7:45 AM	0	485	59	0	528	55	0	0	0	181	0	306	1,613
	8:00 AM	0	424	65	0	420	56	0	0	0	145	0	291	1,400
	8:15 AM	0	393	61	0	442	35	0	0	0	160	0	253	1,344
	8:30 AM	0	372	52	0	386	78	0	0	0	151	0	267	1,305
	8:45 AM	0	404	71	0	358	73	0	0	0	167	0	245	1,317
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,972	451	0	3,471	437	0	0	0	1,355	1	1,923	10,609
	APPROACH %	0%	87%	13%	0%	89%	11%	0%	0%	0%	41%	0%	59%	
	APP/DEPART	3,423	/	4,895	3,908	/	4,825	0	/	451	3,278	/	438	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1,674	236	0	1,776	224	0	0	0	637	0	1,115	5,661
	APPROACH %	0%	88%	12%	0%	89%	11%	0%	0%	0%	36%	0%	64%	
	PEAK HR FACTOR		0.878			0.858			0.000			0.900		0.878
	APP/DEPART	1,910	/	2,789	2,000	/	2,413	0	/	236	1,752	/	224	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	503	107	0	472	154	0	0	0	151	1	146	1,532
	4:15 PM	0	427	133	0	378	170	0	0	0	143	0	161	1,411
	4:30 PM	0	468	129	0	437	200	0	0	0	132	0	190	1,555
	4:45 PM	0	451	127	0	370	215	0	0	0	167	0	184	1,513
	5:00 PM	0	472	189	0	421	291	0	0	0	174	0	137	1,683
	5:15 PM	0	488	191	0	385	236	0	0	0	172	1	137	1,609
	5:30 PM	0	482	160	0	461	235	0	0	0	176	0	145	1,658
	5:45 PM	0	380	184	0	426	242	0	0	0	210	0	157	1,598
	VOLUMES	0	3,669	1,219	0	3,349	1,741	0	0	0	1,325	2	1,255	12,558
	APPROACH %	0%	75%	25%	0%	66%	34%	0%	0%	0%	51%	0%	49%	
	APP/DEPART	4,888	/	4,924	5,089	/	4,673	0	/	1,219	2,581	/	1,743	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1,822	724	0	1,692	1,003	0	0	0	732	1	575	6,548
	APPROACH %	0%	72%	28%	0%	63%	37%	0%	0%	0%	56%	0%	44%	
	PEAK HR FACTOR		0.937			0.947			0.000			0.892		0.973
	APP/DEPART	2,545	/	2,397	2,695	/	2,424	0	/	724	1,308	/	1,004	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	191	41	0	336	45	0	0	0	134	1	148	896
	7:15 AM	0	307	46	0	466	31	0	0	0	172	0	126	1,148
	7:30 AM	0	259	46	0	396	29	0	0	0	185	0	198	1,113
	7:45 AM	0	441	57	0	426	38	0	0	0	157	0	259	1,378
	8:00 AM	0	371	61	0	357	38	0	0	0	136	0	248	1,211
	8:15 AM	0	348	56	0	358	26	0	0	0	151	0	228	1,167
	8:30 AM	0	312	47	0	307	54	0	0	0	142	0	229	1,091
	8:45 AM	0	344	68	0	289	48	0	0	0	149	0	214	1,112
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,573	422	0	2,935	309	0	0	0	1,226	1	1,650	9,116
	APPROACH %	0%	86%	14%	0%	90%	10%	0%	0%	0%	43%	0%	57%	
	APP/DEPART	2,995	/	4,223	3,244	/	4,161	0	/	422	2,877	/	310	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	1,419	220	0	1,537	131	0	0	0	629	0	933	4,869
	APPROACH %	0%	87%	13%	0%	92%	8%	0%	0%	0%	40%	0%	60%	
	PEAK HR FACTOR		0.823			0.899			0.000			0.939		0.883
	APP/DEPART	1,639	/	2,352	1,668	/	2,166	0	/	220	1,562	/	131	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	406	102	0	425	129	0	0	0	140	1	121	1,324
	4:15 PM	0	365	130	0	337	138	0	0	0	134	0	129	1,233
	4:30 PM	0	388	126	0	401	166	0	0	0	126	0	157	1,364
	4:45 PM	0	388	125	0	327	189	0	0	0	155	0	137	1,321
	5:00 PM	0	396	181	0	389	265	0	0	0	168	0	112	1,511
	5:15 PM	0	448	191	0	334	201	0	0	0	157	1	116	1,448
	5:30 PM	0	442	157	0	430	200	0	0	0	167	0	131	1,527
	5:45 PM	0	354	182	0	399	224	0	0	0	181	0	141	1,481
	VOLUMES	0	3,187	1,194	0	3,042	1,512	0	0	0	1,228	2	1,044	11,209
	APPROACH %	0%	73%	27%	0%	67%	33%	0%	0%	0%	54%	0%	46%	
	APP/DEPART	4,381	/	4,231	4,554	/	4,270	0	/	1,194	2,274	/	1,514	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1,640	711	0	1,552	890	0	0	0	673	1	500	5,967
	APPROACH %	0%	70%	30%	0%	64%	36%	0%	0%	0%	57%	0%	43%	
	PEAK HR FACTOR		0.920			0.933			0.000			0.911		0.977
	APP/DEPART	2,351	/	2,140	2,442	/	2,225	0	/	711	1,174	/	891	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	8	0	0	6	6	0	0	0	2	0	5	27
	7:15 AM	0	15	0	0	8	2	0	0	0	7	0	4	36
	7:30 AM	0	7	0	0	12	0	0	0	0	6	0	8	33
	7:45 AM	0	8	1	0	12	3	0	0	0	6	0	9	39
	8:00 AM	0	14	1	0	10	4	0	0	0	4	0	7	40
	8:15 AM	0	16	0	0	22	2	0	0	0	2	0	3	45
	8:30 AM	0	13	0	0	8	8	0	0	0	4	0	7	40
	8:45 AM	0	15	2	0	13	7	0	0	0	8	0	6	51
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	96	4	0	91	32	0	0	0	39	0	49	311
	APPROACH %	0%	96%	4%	0%	74%	26%	0%	0%	0%	44%	0%	56%	
	APP/DEPART	100	/	145	123	/	130	0	/	4	88	/	32	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	58	3	0	53	21	0	0	0	18	0	23	176
	APPROACH %	0%	95%	5%	0%	72%	28%	0%	0%	0%	44%	0%	56%	
	PEAK HR FACTOR		0.897			0.771			0.000			0.732		0.863
	APP/DEPART	61	/	81	74	/	71	0	/	3	41	/	21	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	15	2	0	6	13	0	0	0	3	0	7	46
	4:15 PM	0	6	2	0	7	7	0	0	0	4	0	5	31
	4:30 PM	0	9	2	0	8	11	0	0	0	2	0	6	38
	4:45 PM	0	11	1	0	8	4	0	0	0	4	0	9	37
	5:00 PM	0	7	2	0	5	8	0	0	0	2	0	6	30
	5:15 PM	0	8	0	0	9	13	0	0	0	2	0	8	40
	5:30 PM	0	10	2	0	4	7	0	0	0	2	0	3	28
	5:45 PM	0	4	1	0	6	10	0	0	0	2	0	5	28
	VOLUMES	0	70	12	0	53	73	0	0	0	21	0	49	278
	APPROACH %	0%	85%	15%	0%	42%	58%	0%	0%	0%	30%	0%	70%	
	APP/DEPART	82	/	119	126	/	74	0	/	12	70	/	73	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	41	7	0	29	35	0	0	0	13	0	27	152
	APPROACH %	0%	85%	15%	0%	45%	55%	0%	0%	0%	33%	0%	68%	
	PEAK HR FACTOR		0.706			0.842			0.000			0.769		0.826
	APP/DEPART	48	/	68	64	/	42	0	/	7	40	/	35	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3	2	X	3	1	X	X	X	1.5	X	1.5	
AM	7:00 AM	0	2	0	0	1	0	0	0	0	0	0	1	4
	7:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	5
	7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	6
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	8:45 AM	0	3	0	0	2	0	0	0	0	0	0	2	7
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	16	0	0	12	0	0	0	0	0	0	3	31
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	16	/	19	12	/	12	0	/	0	3	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	10	0	0	8	0	0	0	0	0	0	0	18
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.667			0.000			0.000		0.750
	APP/DEPART	10	/	10	8	/	8	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	1	8
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	3	/	4	4	/	4	0	/	0	1	/	0	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	0	7
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.500			0.000			0.000		0.583
	APP/DEPART	3	/	3	4	/	4	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	4	0	0	5	3	0	0	0	5	0	7	24
	7:15 AM	0	7	1	0	10	2	0	0	0	3	0	3	26
	7:30 AM	0	10	0	0	11	3	0	0	0	3	0	11	38
	7:45 AM	0	6	0	0	24	4	0	0	0	5	0	11	50
	8:00 AM	0	8	0	0	14	4	0	0	0	1	0	10	37
	8:15 AM	0	7	1	0	15	2	0	0	0	2	0	6	33
	8:30 AM	0	12	1	0	19	4	0	0	0	1	0	9	46
	8:45 AM	0	9	0	0	13	4	0	0	0	2	0	6	34
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	63	3	0	111	26	0	0	0	22	0	63	288
	APPROACH %	0%	95%	5%	0%	81%	19%	0%	0%	0%	26%	0%	74%	
	APP/DEPART	66	/	126	137	/	133	0	/	3	85	/	26	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	33	2	0	72	14	0	0	0	9	0	36	166
	APPROACH %	0%	94%	6%	0%	84%	16%	0%	0%	0%	20%	0%	80%	
	PEAK HR FACTOR		0.673			0.768			0.000			0.703		0.830
	APP/DEPART	35	/	69	86	/	81	0	/	2	45	/	14	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	22	0	0	12	1	0	0	0	2	0	4	41
	4:15 PM	0	17	0	0	10	5	0	0	0	1	0	8	41
	4:30 PM	0	20	0	0	6	5	0	0	0	1	0	6	38
	4:45 PM	0	14	0	0	9	6	0	0	0	2	0	11	42
	5:00 PM	0	19	1	0	6	4	0	0	0	1	0	4	35
	5:15 PM	0	8	0	0	11	5	0	0	0	4	0	3	31
	5:30 PM	0	5	0	0	7	8	0	0	0	2	0	3	25
	5:45 PM	0	6	0	0	4	1	0	0	0	8	0	2	21
	VOLUMES	0	111	1	0	65	35	0	0	0	21	0	41	274
	APPROACH %	0%	99%	1%	0%	65%	35%	0%	0%	0%	34%	0%	66%	
	APP/DEPART	112	/	152	100	/	86	0	/	1	62	/	35	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	73	0	0	37	17	0	0	0	6	0	29	162
	APPROACH %	0%	100%	0%	0%	69%	31%	0%	0%	0%	17%	0%	83%	
	PEAK HR FACTOR		0.830			0.900			0.000			0.673		0.964
	APP/DEPART	73	/	102	54	/	43	0	/	0	35	/	17	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3	2	X	3	1	X	X	X	1.5	X	1.5	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	1	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	2	/	1	0	/	0	0	/	1	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	0	1	1	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250
	APP/DEPART	0	/	0	2	/	1	0	/	0	0	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	3	1	0	2	0	0	0	0	1	0	0	7
	7:15 AM	0	2	2	0	3	0	0	0	0	1	0	0	8
	7:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	5
	7:45 AM	0	4	0	0	3	0	0	0	0	0	0	0	7
	8:00 AM	0	2	1	0	1	0	0	0	0	0	0	1	5
	8:15 AM	0	0	1	0	3	0	0	0	0	0	0	1	5
	8:30 AM	0	1	1	0	4	0	0	0	0	0	0	0	6
	8:45 AM	0	2	0	0	3	1	0	0	0	0	0	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	17	7	0	20	1	0	0	0	2	0	2	49
	APPROACH %	0%	71%	29%	0%	95%	5%	0%	0%	0%	50%	0%	50%	
	APP/DEPART	24	/	19	21	/	22	0	/	7	4	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	12	4	0	9	0	0	0	0	2	0	0	27
	APPROACH %	0%	75%	25%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		1.000			0.750			0.000			0.500		0.844
	APP/DEPART	16	/	12	9	/	11	0	/	4	2	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	4	1	0	1	1	0	0	0	0	0	0	7
	4:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	4
	4:30 PM	0	3	0	0	2	0	0	0	0	0	0	3	8
	4:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
	5:00 PM	0	3	1	0	1	1	0	0	0	0	0	2	8
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	4	0	0	2	0	0	0	0	0	0	0	6
	5:45 PM	0	1	0	0	3	0	0	0	0	1	0	1	6
	VOLUMES	0	18	2	0	11	6	0	0	0	1	0	6	44
	APPROACH %	0%	90%	10%	0%	65%	35%	0%	0%	0%	14%	0%	86%	
	APP/DEPART	20	/	24	17	/	12	0	/	2	7	/	6	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	8	1	0	4	5	0	0	0	0	0	5	23
	APPROACH %	0%	89%	11%	0%	44%	56%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.563			0.750			0.000			0.417		0.719
	APP/DEPART	9	/	13	9	/	4	0	/	1	5	/	5	0

12. Azusa Avenue at CA-60 Eastbound Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3.5	0.5	X	4	1	1.5	1	0.5	X	X	0	
AM	7:00 AM	0	272	0	0	337	157	134	29	39	0	0	16	983
	7:15 AM	0	381	2	0	522	154	167	30	42	0	0	22	1,319
	7:30 AM	0	334	5	0	448	190	184	24	67	0	0	19	1,269
	7:45 AM	0	408	3	0	488	201	262	44	76	0	0	31	1,511
	8:00 AM	0	469	5	0	377	180	249	33	41	0	0	27	1,379
	8:15 AM	0	336	3	0	417	172	243	42	60	0	0	28	1,301
	8:30 AM	0	349	2	0	321	198	203	58	58	0	0	31	1,218
	8:45 AM	0	375	2	0	352	144	220	67	94	0	0	34	1,287
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,922	22	0	3,260	1,395	1,660	325	476	0	0	207	10,266
	APPROACH %	0%	99%	1%	0%	70%	30%	67%	13%	19%	0%	0%	100%	
	APP/DEPART	2,944	/	4,789	4,655	/	3,735	2,461	/	347	207	/	1,395	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	1,591	15	0	1,834	725	862	130	225	0	0	98	5,478
	APPROACH %	0%	99%	1%	0%	72%	28%	71%	11%	18%	0%	0%	100%	
	PEAK HR FACTOR		0.847			0.929			0.797			0.803		0.906
	APP/DEPART	1,606	/	2,551	2,558	/	2,059	1,217	/	145	98	/	725	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	522	6	0	500	102	137	60	77	1	0	74	1,478
	4:15 PM	0	476	6	0	413	68	135	69	92	0	0	78	1,335
	4:30 PM	0	463	7	0	444	108	180	80	80	0	0	89	1,450
	4:45 PM	0	455	10	0	418	90	156	81	90	0	0	100	1,399
	5:00 PM	0	480	6	0	460	97	201	84	82	0	0	111	1,519
	5:15 PM	0	591	6	0	444	88	125	81	97	0	0	91	1,522
	5:30 PM	0	530	8	0	532	84	135	89	90	0	0	100	1,567
	5:45 PM	0	432	13	0	506	105	142	94	116	0	0	123	1,529
	VOLUMES	0	3,948	62	0	3,715	740	1,209	636	724	1	0	764	11,797
	APPROACH %	0%	98%	2%	0%	83%	17%	47%	25%	28%	0%	0%	100%	
	APP/DEPART	4,010	/	5,920	4,455	/	4,440	2,569	/	698	765	/	740	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	2,033	33	0	1,941	373	602	347	385	0	0	424	6,136
	APPROACH %	0%	98%	2%	0%	84%	16%	45%	26%	29%	0%	0%	100%	
	PEAK HR FACTOR		0.865			0.940			0.911			0.864		0.979
	APP/DEPART	2,066	/	3,058	2,314	/	2,326	1,333	/	380	424	/	373	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	251	0	0	308	136	106	26	36	0	0	16	879
	7:15 AM	0	347	2	0	470	145	129	27	34	0	0	22	1,176
	7:30 AM	0	297	3	0	423	144	159	22	60	0	0	16	1,124
	7:45 AM	0	380	3	0	435	139	231	38	74	0	0	29	1,329
	8:00 AM	0	434	5	0	338	151	220	31	36	0	0	25	1,240
	8:15 AM	0	307	3	0	371	129	204	40	60	0	0	25	1,139
	8:30 AM	0	299	2	0	290	131	177	58	53	0	0	29	1,039
	8:45 AM	0	349	2	0	307	108	186	62	89	0	0	28	1,131
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,664	20	0	2,942	1,083	1,412	304	442	0	0	190	9,057
	APPROACH %	0%	99%	1%	0%	73%	27%	65%	14%	20%	0%	0%	100%	
	APP/DEPART	2,684	/	4,266	4,025	/	3,384	2,158	/	324	190	/	1,083	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	1,458	13	0	1,666	579	739	118	204	0	0	92	4,869
	APPROACH %	0%	99%	1%	0%	74%	26%	70%	11%	19%	0%	0%	100%	
	PEAK HR FACTOR		0.838			0.913			0.773			0.793		0.916
	APP/DEPART	1,471	/	2,289	2,245	/	1,870	1,061	/	131	92	/	579	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	473	6	0	469	81	82	60	77	1	0	74	1,323
	4:15 PM	0	456	6	0	375	57	90	67	90	0	0	76	1,217
	4:30 PM	0	439	7	0	419	93	101	80	78	0	0	87	1,304
	4:45 PM	0	431	10	0	384	70	113	81	82	0	0	97	1,268
	5:00 PM	0	455	6	0	433	86	137	82	80	0	0	109	1,388
	5:15 PM	0	566	6	0	404	68	106	79	95	0	0	91	1,415
	5:30 PM	0	505	8	0	506	69	114	84	84	0	0	98	1,468
	5:45 PM	0	412	13	0	472	91	119	92	112	0	0	118	1,429
	VOLUMES	0	3,737	62	0	3,462	615	862	625	698	1	0	750	10,812
	APPROACH %	0%	98%	2%	0%	85%	15%	39%	29%	32%	0%	0%	100%	
	APP/DEPART	3,799	/	5,349	4,077	/	4,161	2,185	/	687	751	/	615	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1,938	33	0	1,815	314	476	337	371	0	0	416	5,700
	APPROACH %	0%	98%	2%	0%	85%	15%	40%	28%	31%	0%	0%	100%	
	PEAK HR FACTOR		0.861			0.926			0.916			0.881		0.971
	APP/DEPART	1,971	/	2,830	2,129	/	2,186	1,184	/	370	416	/	314	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM	▲ N
2-AXLE WORK VEHICLES/ TRUCKS		PM MD OTHER OTHER	◄ W S ▼ E ►

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	3	0	0	4	4	7	0	2	0	0	0	20
	7:15 AM	0	5	0	0	11	2	12	0	2	0	0	0	32
	7:30 AM	0	4	1	0	10	5	7	1	0	0	0	2	30
	7:45 AM	0	3	0	0	9	8	8	2	1	0	0	1	32
	8:00 AM	0	10	0	0	9	2	6	1	1	0	0	1	30
	8:15 AM	0	6	0	0	14	8	10	1	0	0	0	2	41
	8:30 AM	0	13	0	0	5	7	3	0	1	0	0	0	29
	8:45 AM	0	10	0	0	11	8	7	1	0	0	0	2	39
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	54	1	0	73	44	60	6	7	0	0	8	253
	APPROACH %	0%	98%	2%	0%	62%	38%	82%	8%	10%	0%	0%	100%	
	APP/DEPART	55	/	122	117	/	80	73	/	7	8	/	44	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	39	0	0	39	25	26	3	2	0	0	5	139
	APPROACH %	0%	100%	0%	0%	61%	39%	84%	10%	6%	0%	0%	100%	
	PEAK HR FACTOR		0.750			0.727			0.705			0.625		0.848
	APP/DEPART	39	/	70	64	/	41	31	/	3	5	/	25	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	11	0	0	3	6	7	0	0	0	0	0	27
	4:15 PM	0	6	0	0	7	3	2	1	0	0	0	1	20
	4:30 PM	0	5	0	0	6	4	6	0	0	0	0	1	22
	4:45 PM	0	8	0	0	10	1	3	0	4	0	0	2	28
	5:00 PM	0	3	0	0	4	3	9	1	0	0	0	1	21
	5:15 PM	0	4	0	0	4	7	5	1	0	0	0	0	21
	5:30 PM	0	8	0	0	5	0	4	2	0	0	0	1	20
	5:45 PM	0	2	0	0	5	3	3	1	0	0	0	3	17
	VOLUMES	0	47	0	0	44	27	39	6	4	0	0	9	176
	APPROACH %	0%	100%	0%	0%	62%	38%	80%	12%	8%	0%	0%	100%	
	APP/DEPART	47	/	95	71	/	48	49	/	6	9	/	27	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	30	0	0	26	14	18	1	4	0	0	4	97
	APPROACH %	0%	100%	0%	0%	65%	35%	78%	4%	17%	0%	0%	100%	
	PEAK HR FACTOR		0.682			0.909			0.821			0.500		0.866
	APP/DEPART	30	/	52	40	/	30	23	/	1	4	/	14	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3.5	0.5	X	4	1	1.5	1	0.5	X	X	0	
AM	7:00 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
	7:15 AM	0	3	0	0	1	0	1	0	0	0	0	0	5
	7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
	7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:00 AM	0	1	0	0	1	1	1	0	0	0	0	0	4
	8:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	0	1	1	0	0	0	0	0	3
	8:45 AM	0	2	0	0	2	0	1	0	0	0	0	0	5
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	13	0	0	9	5	5	0	0	0	0	0	32
	APPROACH %	0%	100%	0%	0%	64%	36%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	13	/	18	14	/	9	5	/	0	0	/	5	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	9	0	0	4	2	2	0	0	0	0	0	17
	APPROACH %	0%	100%	0%	0%	67%	33%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.750			0.500			0.000		0.850
	APP/DEPART	9	/	11	6	/	4	2	/	0	0	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	5	0	1	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	4	5	/	5	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	2	0	0	5	0	1	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.625			0.250			0.000		0.667
	APP/DEPART	2	/	3	5	/	5	1	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	2	0	0	5	5	5	1	0	0	0	0	18
	7:15 AM	0	4	0	0	9	2	6	1	1	0	0	0	23
	7:30 AM	0	7	0	0	2	12	4	0	1	0	0	0	26
	7:45 AM	0	3	0	0	11	16	5	1	0	0	0	0	36
	8:00 AM	0	4	0	0	7	8	6	0	1	0	0	0	26
	8:15 AM	0	6	0	0	5	9	8	0	0	0	0	0	28
	8:30 AM	0	8	0	0	5	18	5	0	1	0	0	0	37
	8:45 AM	0	1	0	0	6	8	7	1	1	0	0	1	25
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	35	0	0	50	78	46	4	5	0	0	1	219
	APPROACH %	0%	100%	0%	0%	39%	61%	84%	7%	9%	0%	0%	100%	
	APP/DEPART	35	/	82	128	/	55	55	/	4	1	/	78	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	21	0	0	28	51	24	1	2	0	0	0	127
	APPROACH %	0%	100%	0%	0%	35%	65%	89%	4%	7%	0%	0%	0%	
	PEAK HR FACTOR		0.656			0.731			0.844			0.000		0.858
	APP/DEPART	21	/	45	79	/	30	27	/	1	0	/	51	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	8	0	0	8	4	14	0	0	0	0	0	34
	4:15 PM	0	3	0	0	9	2	14	0	0	0	0	0	28
	4:30 PM	0	4	0	0	4	3	22	0	0	0	0	0	33
	4:45 PM	0	2	0	0	5	6	12	0	0	0	0	0	25
	5:00 PM	0	4	0	0	5	2	16	0	0	0	0	0	27
	5:15 PM	0	5	0	0	10	3	3	0	0	0	0	0	21
	5:30 PM	0	1	0	0	4	5	5	0	0	0	0	0	15
	5:45 PM	0	5	0	0	6	3	6	0	0	0	0	0	20
	VOLUMES	0	32	0	0	51	28	92	0	0	0	0	0	203
	APPROACH %	0%	100%	0%	0%	65%	35%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	32	/	124	79	/	51	92	/	0	0	/	28	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	17	0	0	26	15	62	0	0	0	0	0	120
	APPROACH %	0%	100%	0%	0%	63%	37%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.531			0.854			0.705			0.000		0.882
	APP/DEPART	17	/	79	41	/	26	62	/	0	0	/	15	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3.5	0.5	X	4	1	1.5	1	0.5	X	X	0	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	1	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	1	1	/	1	1	/	0	0	/	0	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	4	0	0	3	0	0	0	0	0	0	0	7
	7:15 AM	0	4	0	0	2	0	0	0	1	0	0	0	7
	7:30 AM	0	3	0	0	1	0	1	0	2	0	0	0	7
	7:45 AM	0	4	0	0	2	1	2	0	0	0	0	0	9
	8:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	2	0	0	4	0	1	0	0	0	0	1	8
	8:45 AM	0	2	0	0	3	0	0	0	1	0	0	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	23	0	0	19	1	4	0	4	0	0	1	52
	APPROACH %	0%	100%	0%	0%	95%	5%	50%	0%	50%	0%	0%	100%	
	APP/DEPART	23	/	28	20	/	23	8	/	0	1	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	15	0	0	8	1	3	0	3	0	0	0	30
	APPROACH %	0%	100%	0%	0%	89%	11%	50%	0%	50%	0%	0%	0%	
	PEAK HR FACTOR		0.938			0.750			0.500			0.000		0.833
	APP/DEPART	15	/	18	9	/	11	6	/	0	0	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	4	0	0	1	0	1	0	0	0	0	0	6
	4:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
	4:30 PM	0	1	0	0	1	0	2	0	1	0	0	0	5
	4:45 PM	0	2	0	0	1	0	1	0	1	0	0	0	5
	5:00 PM	0	3	0	0	1	0	1	0	1	0	0	0	6
	5:15 PM	0	2	0	0	1	0	0	0	1	0	0	0	4
	5:30 PM	0	4	0	0	2	0	0	1	3	0	0	0	10
	5:45 PM	0	1	0	0	4	0	0	0	2	0	0	0	7
	VOLUMES	0	18	0	0	11	0	5	1	10	0	0	0	45
	APPROACH %	0%	100%	0%	0%	100%	0%	31%	6%	63%	0%	0%	0%	
	APP/DEPART	18	/	23	11	/	21	16	/	1	0	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	10	0	0	8	0	1	1	7	0	0	0	27
	APPROACH %	0%	100%	0%	0%	100%	0%	11%	11%	78%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.500			0.563			0.000		0.675
	APP/DEPART	10	/	11	8	/	15	9	/	1	0	/	0	0

Average Daily Traffic

Thursday, March 19, 2015 | CITY: City of Industry | PROJECT: SC0570

ADT1 Azusa south of Hurley. | Prepared by: Field Data Services | **Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	126		66			12:00	324		231.5		
0:15	108		69			12:15	299		305		
0:30	92		50			12:30	291		301		
0:45	74	399.5	28	212.5	612	12:45	326	1239	266	1102.5	2341.5
1:00	75		27			13:00	368		350		
1:15	49		24			13:15	316		312		
1:30	45		27			13:30	407		283		
1:45	39	208	22	100	308	13:45	377	1467	272	1216	2683
2:00	42		30			14:00	378		253		
2:15	45		23			14:15	312		262		
2:30	39		31			14:30	353		315		
2:45	47	172.5	22	105.5	278	14:45	392	1433.5	271	1100.5	2534
3:00	34		40			15:00	424		209		
3:15	40		48			15:15	360		254		
3:30	38		44			15:30	372		235		
3:45	34	146	65	196.5	342.5	15:45	412	1567.5	263	959.5	2527
4:00	43		96			16:00	543		334		
4:15	50		100			16:15	533		371		
4:30	46		100			16:30	576		358		
4:45	44	181.5	175	470.5	652	16:45	559	2210	358	1419.5	3629.5
5:00	48		220			17:00	586		333		
5:15	82		222			17:15	619		385		
5:30	94		279			17:30	505		304		
5:45	111	334.5	311	1030.5	1365	17:45	447	2155.5	315	1336	3491.5
6:00	111		316			18:00	423		186		
6:15	119		251			18:15	464		234		
6:30	122		272			18:30	522		253		
6:45	170	521	331	1170	1691	18:45	491	1899	224	897	2796
7:00	226		373			19:00	489		235		
7:15	303		455			19:15	514		240		
7:30	333		532			19:30	506		232		
7:45	332	1192.5	569	1927.5	3120	19:45	462	1969.5	206	912.5	2882
8:00	402		518			20:00	417		186		
8:15	333		521			20:15	412		189		
8:30	296		458			20:30	417		174		
8:45	290	1320	459	1955	3275	20:45	427	1672	142	690	2362
9:00	326		275			21:00	349		162		
9:15	293		290			21:15	318		205		
9:30	266		268			21:30	323		144		
9:45	303	1187.5	282	1114.5	2302	21:45	308	1296.5	169	680	1976.5
10:00	286		308			22:00	280		152		
10:15	282		287			22:15	252		142		
10:30	299		281			22:30	194		116		
10:45	281	1146.5	292	1167	2313.5	22:45	186	911	135	545	1456
11:00	323		230			23:00	159		110		
11:15	309		300			23:15	169		75		
11:30	343		282			23:30	163		81		
11:45	317	1291	232	1044	2335	23:45	153	642.5	88	354	996.5
Total Vol.		8100.5		10493.5	**18594**			18463		11212.5	**29675.5**

Daily Totals				
EB	WB	EB	WB	**Combined**
26564	21706			**48269.5**

	AM					PM		
Split %	43.6%	56.4%			**38.5%**	62.2%	37.8%	**61.5%**
Peak Hour	7:30	7:30	0:30	0:30	**7:30**	16:30	16:30	**16:30**
Volume	1399	2139			**3538**	2339	1433	**3772**
P.H.F.	0.87	0.94			**0.96**	0.98	0.93	**0.94**

pacific@aimtd.com Tell. 951 249 3226

Thursday, March 19, 2015 | CITY: City Of Industry | PROJECT: SC0570

ADT2 Azusa north of Anaheim. | Prepared by: Field Data Services | **AimTD LLC tel. 714 458 3281 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	179		57			12:00	393		355.5		
0:15	126		39			12:15	435		437		
0:30	87		24			12:30	446		405		
0:45	62	453.5	24	144	597.5	12:45	406	1679.5	415	1611	3290.5
1:00	74		35			13:00	410		455		
1:15	49		26			13:15	423		491		
1:30	54		28			13:30	471		427		
1:45	48	225	37	126	351	13:45	487	1790.5	450	1822.5	3613
2:00	59		18			14:00	498		505		
2:15	48		25			14:15	405		461		
2:30	53		28			14:30	541		391		
2:45	47	207	28	99	306	14:45	442	1885	473	1830	3715
3:00	38		42			15:00	533		382		
3:15	35		35			15:15	452		410		
3:30	31		71			15:30	467		449		
3:45	30	134	82	229	363	15:45	473	1924.5	482	1722.5	3647
4:00	37		122			16:00	485		363		
4:15	50		165			16:15	487		371		
4:30	53		207			16:30	568		392		
4:45	74	213.5	237	729.5	943	16:45	465	2003.5	393	1517	3520.5
5:00	48		227			17:00	575		382		
5:15	80		279			17:15	522		341		
5:30	125		306			17:30	538		360		
5:45	156	408.5	390	1201	1609.5	17:45	548	2181.5	328	1409	3590.5
6:00	128		333			18:00	513		255		
6:15	146		409			18:15	518		326		
6:30	191		376			18:30	512		327		
6:45	260	724.5	450	1566.5	2291	18:45	532	2074.5	284	1191	3265.5
7:00	210		345			19:00	512		297		
7:15	266		522			19:15	485		328		
7:30	347		569			19:30	448		294		
7:45	360	1182	613	2048	3230	19:45	392	1836	220	1139	2975
8:00	373		508			20:00	443		243		
8:15	312		524			20:15	352		189		
8:30	289		444			20:30	391		142		
8:45	275	1247.5	484	1959	3206.5	20:45	434	1619.5	206	779.5	2399
9:00	385		423			21:00	406		212		
9:15	354		405			21:15	352		219		
9:30	340		399			21:30	334		174		
9:45	331	1410	398	1624.5	3034.5	21:45	343	1434.5	161	766	2200.5
10:00	295		362			22:00	290		168		
10:15	370		367			22:15	232		160		
10:30	389		361			22:30	186		118		
10:45	366	1419	372	1461	2880	22:45	217	924	94	540	1464
11:00	376		330			23:00	178		82		
11:15	365		424			23:15	154		88		
11:30	459		416			23:30	152		87		
11:45	409	1607.5	383	1552.5	3160	23:45	118	601.5	74	331	932.5
Total Vol.		9232		12740	**21972**			19954.5		14658.5	**34613**

Daily Totals				
EB	WB	EB	WB	**Combined**
29187	27399			**56585**

	AM					**PM**		
Split %	42.0%	58.0%			**38.8%**	57.7%	42.3%	**61.2%**
Peak Hour	11:30	7:30	0:30	0:30	**7:30**	17:00	13:15	**13:15**
Volume	1695	2213.5			**3604**	2182	1873	**3752**
P.H.F.	0.92	0.90			**0.93**	0.94	0.93	**0.94**

pacific@aimtd.com | Tell. 951 249 3226

Thursday, March 19, 2015 | CITY: City Of Industry | PROJECT: SC0570

ADT3 Azusa north of Gale. | Prepared by: Field Data Services | **Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	129		60			12:00	519		537		
0:15	115		43			12:15	512		497		
0:30	80		35			12:30	581		509		
0:45	69	391.5	29	165.5	557	12:45	518	2129.5	425	1967.5	4097
1:00	72		41			13:00	635		533		
1:15	61		28			13:15	481		481		
1:30	40		39			13:30	625		478		
1:45	53	226	30	137	363	13:45	597	2337	502	1994	4331
2:00	44		30			14:00	559		441		
2:15	47		31			14:15	544		417		
2:30	64		29			14:30	595		425		
2:45	59	213.5	31	120.5	334	14:45	561	2258.5	479	1761	4019.5
3:00	55		55			15:00	608		435		
3:15	56		41			15:15	556		531		
3:30	54		67			15:30	542		464		
3:45	55	218.5	65	226.5	445	15:45	566	2271.5	462	1890.5	4162
4:00	57		100			16:00	637		458		
4:15	81		111			16:15	589		427		
4:30	90		141			16:30	641		494		
4:45	112	338.5	141	492	830.5	16:45	581	2447	426	1803.5	4250.5
5:00	92		215			17:00	701		542		
5:15	135		259			17:15	628		501		
5:30	178		296			17:30	610		499		
5:45	176	580	279	1048.5	1628.5	17:45	555	2493	518	2059.5	4552.5
6:00	158		350			18:00	618		400		
6:15	179		359			18:15	591		543		
6:30	221		339			18:30	597		451		
6:45	311	868	377	1424.5	2292.5	18:45	479	2284	329	1721.5	4005.5
7:00	250		397			19:00	511		356		
7:15	396		510			19:15	496		352		
7:30	445		417			19:30	424		286		
7:45	574	1664.5	498	1820	3484.5	19:45	466	1897	286	1279	3176
8:00	557		429			20:00	430		206		
8:15	534		483			20:15	351		226		
8:30	500		395			20:30	416		190		
8:45	505	2095.5	424	1729.5	3825	20:45	385	1580.5	198	818.5	2399
9:00	551		363			21:00	318		207		
9:15	450		405			21:15	300		187		
9:30	379		344			21:30	294		154		
9:45	388	1767.5	395	1506.5	3274	21:45	306	1217.5	155	703	1920.5
10:00	297		395			22:00	256		159		
10:15	482		450			22:15	244		151		
10:30	400		397			22:30	191		123		
10:45	390	1568.5	423	1664	3232.5	22:45	182	872.5	92	525	1397.5
11:00	411		385			23:00	154		99		
11:15	485		481			23:15	150		93		
11:30	446		479			23:30	136		83		
11:45	541	1882	460	1803.5	3685.5	23:45	126	564	50	324.5	888.5
Total Vol.		11814		12138	**23952**			22352		16847.5	**39199.5**

Daily Totals				
EB	WB	EB	WB	**Combined**
34166	28986			**63151.5**

	AM					PM		
Split %	49.3%	50.7%			**37.9%**	57.0%	43.0%	**62.1%**
Peak Hour	7:45	11:45	0:30	0:30	**11:45**	16:30	17:00	**17:00**
Volume	2164.5	2002.5			**4154.5**	2550	2060	**4553**
P.H.F.	0.94	0.93			**0.95**	0.94	0.95	**0.92**

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Thursday, March 19, 2015 | CITY: City Of Industry | PROJECT: SC0570

ADT4 Azusa south of Gale. | Prepared by: Field Data Services | **Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	121		77			12:00	536		560		
0:15	88		57			12:15	575		556		
0:30	91		55			12:30	641		578		
0:45	69	368	43	230.5	598.5	12:45	585	2335	494	2187.5	4522.5
1:00	64		57			13:00	711		619		
1:15	70		43			13:15	593		567		
1:30	46		54			13:30	687		605		
1:45	63	242	38	190	432	13:45	631	2620	572	2361.5	4981.5
2:00	45		45			14:00	586		496		
2:15	55		36			14:15	597		514		
2:30	77		43			14:30	602		491		
2:45	59	235	34	157	392	14:45	594	2378.5	513	2013	4391.5
3:00	46		53			15:00	614		524		
3:15	64		51			15:15	590		552		
3:30	69		68			15:30	532		548		
3:45	73	251.5	76	247	498.5	15:45	563	2298.5	494	2117	4415.5
4:00	76		110			16:00	613		523		
4:15	93		123			16:15	547		481		
4:30	124		157			16:30	622		556		
4:45	163	455	136	525.5	980.5	16:45	593	2374	476	2034	4408
5:00	119		215			17:00	588		662		
5:15	176		250			17:15	595		549		
5:30	230		311			17:30	596		630		
5:45	245	768.5	248	1023	1791.5	17:45	508	2286	609	2449	4735
6:00	221		345			18:00	598		533		
6:15	225		336			18:15	557		628		
6:30	264		322			18:30	593		508		
6:45	450	1159	344	1346	2505	18:45	495	2242	417	2085	4327
7:00	367		337			19:00	525		416		
7:15	469		481			19:15	488		376		
7:30	523		389			19:30	432		317		
7:45	739	2097	455	1661.5	3758.5	19:45	485	1928.5	360	1469	3397.5
8:00	685		390			20:00	459		244		
8:15	619		410			20:15	340		289		
8:30	600		369			20:30	414		234		
8:45	611	2514	348	1516.5	4030.5	20:45	354	1567	250	1015.5	2582.5
9:00	657		369			21:00	349		279		
9:15	569		417			21:15	320		244		
9:30	490		348			21:30	308		207		
9:45	479	2194.5	388	1521	3715.5	21:45	295	1271	197	925.5	2196.5
10:00	445		396			22:00	271		200		
10:15	593		436			22:15	244		183		
10:30	522		465			22:30	207		152		
10:45	480	2038.5	439	1735.5	3774	22:45	184	904.5	111	645.5	1550
11:00	498		419			23:00	168		123		
11:15	577		484			23:15	152		111		
11:30	497		523			23:30	140		83		
11:45	604	2174.5	496	1921	4095.5	23:45	141	599.5	72	388	987.5
Total Vol.		14497.5		12074.5	**26572**			22804.5		19690.5	**42495**

	Daily Totals				
	EB	WB	EB	WB	**Combined**
	37302	31765			**69067**

	AM					PM		
Split %	54.6%	45.4%			**38.5%**	53.7%	46.3%	**61.5%**
Peak Hour	7:45	11:45	0:30	0:30	**11:45**	13:00	17:00	**13:00**
Volume	2641.5	2190			**4544**	2620	2449	**4982**
P.H.F.	0.89	0.95			**0.93**	0.94	0.92	**0.94**

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Appendix B

Existing Conditions
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1319	71	51	1926	93	161	69	115	111	113	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1319	71	51	1926	93	161	69	115	111	113	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1319	71	51	1926	93	161	69	115	111	113	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.85	0.15	1.00	2.86	0.14	0.70	0.30	1.00	0.38	0.39	0.23
Final Sat.:	1600	4555	245	1600	4579	221	1120	480	1600	612	623	364
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.03	0.42	0.42	0.10	0.14	0.07	0.07	0.18	0.18
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	2165	145	57	1288	78	171	66	88	65	45	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2165	145	57	1288	78	171	66	88	65	45	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2165	145	57	1288	78	171	66	88	65	45	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.81	0.19	1.00	2.83	0.17	0.72	0.28	1.00	0.44	0.31	0.25
Final Sat.:	1600	4499	301	1600	4526	274	1154	446	1600	707	490	403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.48	0.04	0.28	0.28	0.11	0.15	0.06	0.04	0.09	0.09
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1029	235	158	1695	1	163	24	320	142	26	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1029	235	158	1695	1	163	24	320	142	26	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1029	235	158	1695	1	163	24	320	142	26	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.15	0.10	0.35	0.35	0.06	0.06	0.20	0.09	0.02	0.14
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1833	243	95	1028	2	244	11	257	158	23	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1833	243	95	1028	2	244	11	257	158	23	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1833	243	95	1028	2	244	11	257	158	23	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.15	0.06	0.21	0.21	0.08	0.08	0.16	0.10	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	293	0	87	23	996	0	0	1812	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	293	0	87	23	996	0	0	1812	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	293	0	87	23	996	0	0	1812	388
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3953	847
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.05	0.01	0.21	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	306	0	62	30	1744	0	0	1225	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	306	0	62	30	1744	0	0	1225	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	306	0	62	30	1744	0	0	1225	427
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.22	0.78
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3559	1241
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.04	0.02	0.36	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	88	76	6	89	156	64	48	53	10	53	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	125	95	82	7	97	169	69	52	57	11	57	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	95	82	7	97	169	69	52	57	11	57	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	95	82	7	97	169	69	52	57	11	57	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	339	259	711	39	575	704	308	231	631	85	452	607
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.12	0.17	0.17	0.24	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****	****			****		
Delay/Veh:	11.7	11.7	8.2	9.4	9.4	9.1	10.7	10.7	8.5	9.8	9.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	8.2	9.4	9.4	9.1	10.7	10.7	8.5	9.8	9.8	8.3
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.8			9.2			10.0			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			10.0			9.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.5	0.5	0.1	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	133	39	13	135	77	224	104	75	15	43	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	42	158	46	15	161	92	267	124	89	18	51	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	158	46	15	161	92	267	124	89	18	51	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	158	46	15	161	92	267	124	89	18	51	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	106	402	569	45	468	571	371	172	635	126	360	545
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.08	0.34	0.34	0.16	0.72	0.72	0.14	0.14	0.14	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	13.4	13.4	9.1	12.6	12.6	9.7	23.3	23.3	9.0	10.6	10.6	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	9.1	12.6	12.6	9.7	23.3	23.3	9.0	10.6	10.6	9.2
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.6			11.6			20.7			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			11.6			20.7			10.1		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.1	2.1	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	48	0	44		0	0	0		0	106	17		20	43	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	0	44		0	0	0		0	106	17		20	43	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	54	0	50		0	0	0		0	120	19		23	49	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	0	50		0	0	0		0	120	19		23	49	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	0	50		0	0	0		0	120	19		23	49	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	638	0	807		0	0	0		0	735	856		659	725	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	0.16	0.02		0.03	0.07	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.4	6.9		8.3	7.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.4	6.9		8.3	7.9	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.0				xxxxxx					8.2				8.0		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.0				xxxxxx					8.2				8.0		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.0	0.1		0.0	0.0	0.0		0.0	0.2	0.0		0.0	0.1	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.149
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	30	0	6		0	0	0		0	82	69		51	83	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	0	6		0	0	0		0	82	69		51	83	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75	
PHF Volume:	40	0	8		0	0	0		0	110	92		68	111	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	0	8		0	0	0		0	110	92		68	111	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	0	8		0	0	0		0	110	92		68	111	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	590	0	732		0	0	0		0	746	872		675	746	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	xxxx	0.01		xxxx	xxxx	xxxx		xxxx	0.15	0.11		0.10	0.15	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.9	0.0	7.4		0.0	0.0	0.0		0.0	8.3	7.3		8.6	8.3	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.9	0.0	7.4		0.0	0.0	0.0		0.0	8.3	7.3		8.6	8.3	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.7				xxxxxx					7.8				8.4		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.7				xxxxxx					7.8				8.4		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.0	0.0		0.0	0.0	0.0		0.0	0.2	0.1		0.1	0.2	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1373	0	2	2039	189	17	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1373	0	2	2039	189	17	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1373	0	2	2039	189	17	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.75	0.25	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4393	407	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.00	0.00	0.46	0.46	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	2088	0	0	1459	74	39	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2088	0	0	1459	74	39	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	2088	0	0	1459	74	39	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4568	232	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.00	0.00	0.32	0.32	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1288	742	211	1746	21	3	7	24	170	13	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1288	742	211	1746	21	3	7	24	170	13	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1288	742	211	1746	21	3	7	24	170	13	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4743	57	141	329	1129	2973	227	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.46	0.13	0.37	0.37	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2019	372	91	1367	16	14	11	44	651	13	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2019	372	91	1367	16	14	11	44	651	13	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2019	372	91	1367	16	14	11	44	651	13	266
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4744	56	325	255	1020	3137	63	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.23	0.06	0.29	0.29	0.04	0.04	0.04	0.21	0.21	0.17
Crit Moves:		****		****				****			****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[19.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	1	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	3	0	0	3	0	3	10	905	17	6	309	7								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94								
PHF Volume:	3	0	0	3	0	3	11	963	18	6	329	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	3	0	0	3	0	3	11	963	18	6	329	7								
Critical Gap Module:																				
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1170	xxxx	xxxxx	848	xxxx	168	336	xxxx	xxxxx	981	xxxx	xxxxx								
Potent Cap.:	150	xxxx	xxxxx	258	xxxx	853	1234	xxxx	xxxxx	712	xxxx	xxxxx								
Move Cap.:	148	xxxx	xxxxx	255	xxxx	853	1234	xxxx	xxxxx	712	xxxx	xxxxx								
Total Cap:	248	292	xxxxx	436	285	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	19.7	xxxx	xxxxx	13.3	xxxx	9.2	7.9	xxxx	xxxxx	10.1	xxxx	xxxxx								
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	19.7			11.3			xxxxxx			xxxxxx										
ApproachLOS:	C			B			*			*										

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[19.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	0	11	6	0	2	4	500	6	6	842	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	11	6	0	2	4	500	6	6	842	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	25	0	14	7	0	2	5	614	7	7	1034	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	14	7	0	2	5	614	7	7	1034	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1160	1678	311	1367	xxxx	518	1036	xxxx	xxxxx	622	xxxx	xxxxx
Potent Cap.:	153	96	691	108	xxxx	508	679	xxxx	xxxxx	969	xxxx	xxxxx
Move Cap.:	151	95	691	105	xxxx	508	679	xxxx	xxxxx	969	xxxx	xxxxx
Total Cap:	341	253	xxxxx	226	255	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.02	0.03	xxxx	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	21.5	xxxx	12.1	10.3	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	415	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.5			19.2			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	25	15	81	19	35	26	727	124	5	202	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	25	15	81	19	35	26	727	124	5	202	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	25	15	81	19	35	26	727	124	5	202	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	25	15	81	19	35	26	727	124	5	202	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.62	0.38	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1000	600	1600	563	1037	1600	3200	1600	1600	2798	402
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.05	0.03	0.03	0.02	0.23	0.08	0.00	0.07	0.07
Crit Moves:	****			****				****		****		

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	13	9	68	20	14	8	424	115	12	651	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	13	9	68	20	14	8	424	115	12	651	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	13	9	68	20	14	8	424	115	12	651	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	13	9	68	20	14	8	424	115	12	651	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.59	0.41	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	945	655	1600	941	659	1600	3200	1600	1600	2909	291
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.01	0.04	0.02	0.02	0.01	0.13	0.07	0.01	0.22	0.22
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	1732	182	242	1434	298	239	215	326	78	571	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	1732	182	242	1434	298	239	215	326	78	571	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	1732	182	242	1434	298	239	215	326	78	571	192
OvlAdjVol:			143			179			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.25	0.75
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3592	1208
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.11	0.08	0.30	0.19	0.07	0.07	0.10	0.02	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1681	201	335	1637	145	466	705	629	253	356	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1681	201	335	1637	145	466	705	629	253	356	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1681	201	335	1637	145	466	705	629	253	356	347
OvlAdjVol:			74			0			228			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.13	0.10	0.34	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	8	Average Delay (sec/veh):	26.7
Optimal Cycle:	114	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1674	236	0	1776	224	0	0	0	637	0	1115
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	1907	0	0	2023	0	0	0	0	726	0	1270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	0	0	2023	0	0	0	0	726	0	1270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	0	0	2023	0	0	0	0	726	0	1270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2302	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.66	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.64	0.00	0.93
Delay/Veh:	0.0	21.6	0.0	0.0	33.0	0.0	0.0	0.0	0.0	17.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	0.0	33.0	0.0	0.0	0.0	0.0	17.3	0.0	29.6
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	12	0	0	21	0	0	0	0	12	0	25

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	8	Average Delay (sec/veh):	21.9
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	724	0	1692	1003	0	0	0	732	1	575
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1873	0	0	1739	0	0	0	0	752	1	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1873	0	0	1739	0	0	0	0	752	1	591
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1873	0	0	1739	0	0	0	0	752	1	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.55	0.01	1.44
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2535	2	2340
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.30	0.41	0.25
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.66	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.59	0.82	0.50
Delay/Veh:	0.0	22.2	0.0	0.0	26.5	0.0	0.0	0.0	0.0	16.2	22.4	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	0.0	26.5	0.0	0.0	0.0	0.0	16.2	22.4	15.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	12	0	0	15	0	0	0	0	10	18	8

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	8	Average Delay (sec/veh):	20.5
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1591	15	0	1834	725	862	130	225	0	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1756	17	0	2024	0	951	143	248	0	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1756	17	0	2024	0	951	143	248	0	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1756	17	0	2024	0	951	143	248	0	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.72	0.72	0.72	1.00	1.00	0.87
Lanes:	0.00	3.96	0.04	0.00	4.00	1.00	2.00	0.37	0.63	0.00	0.00	1.00
Final Sat.:	0	6845	65	0	6916	1900	2719	498	862	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.29	0.00	0.35	0.29	0.29	0.00	0.00	0.07
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.42	0.42	0.00	0.42	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.62	0.00	0.71	0.00	0.71	0.58	0.58	0.00	0.00	xxxx
Delay/Veh:	0.0	21.1	21.1	0.0	22.6	0.0	18.8	16.4	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	0.0	22.6	0.0	18.8	16.4	16.4	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	11	11	0	14	0	12	9	9	0	0	3

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	8	Average Delay (sec/veh):	18.8
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2033	33	0	1941	373	602	347	385	0	0	424
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2077	34	0	1983	0	615	354	393	0	0	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2077	34	0	1983	0	615	354	393	0	0	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2077	34	0	1983	0	615	354	393	0	0	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.35	0.78	0.87	0.00	0.00	1.00
Final Sat.:	0	6792	110	0	6916	1900	1899	1095	1214	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.29	0.00	0.32	0.32	0.32	0.00	0.00	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.69	0.00	0.65	0.00	0.69	0.69	0.69	0.00	0.00	xxxx
Delay/Veh:	0.0	20.8	20.8	0.0	20.1	0.0	19.9	19.9	19.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	20.8	0.0	20.1	0.0	19.9	19.9	19.9	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	14	14	0	12	0	11	11	11	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix C

Cumulative Projects Information

Cumulative Projects

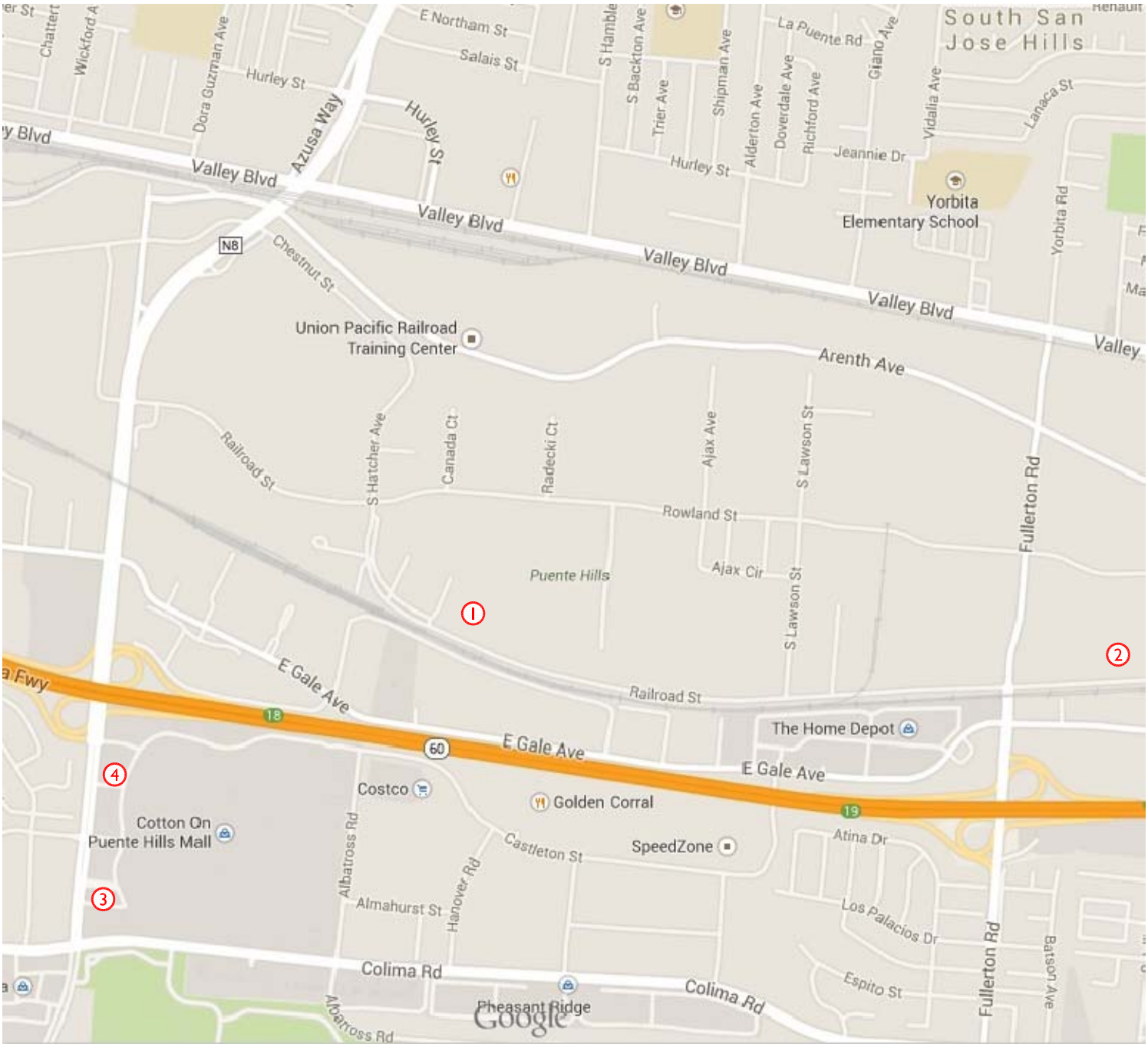
Within 1.5 miles (further east to capture Nogales grade separation)

Location	Acres	Building SF	Use
17651 Railroad St.	3.02	65,599	Tilt-up spec. industrial building for warehouse and distribution
18639 Railroad St.	4.96	107,000	Tilt-up spec. industrial building for warehouse and distribution
1590 Azusa Avenue	1.08	5,910	New freestanding restaurant (Applebee's). 210 seats
1548 Azusa Avenue	1.75	4,632	New freestanding fast-food restaurant with drive-thru (Chick-Fil-A). 138 seats
17300 through 17475 Gale (Azusa to Hatcher north side of Gale)	30	653,400 (approx.)	Not approved and no application yet but city has entered into exclusive negotiations to sell former redevelopment properties to an entity that owns the developed 5.9 acre site between the two vacant parcels. Future development would be commercial/office retail center with some entertainment. Zoning would be changed to Commercial to accommodate development.
17647 Gale	6.25	136,125 (max)	Not approved and no application yet but city is recommending that it sell former redevelopment property to an auto dealer. Future development would be an automobile dealership

Fullerton and Nogales Grade separation projects – assumed in GP EIR traffic study. Attached striping plan for Nogales and project description from IS for the Fullerton grade separation project.

Exhibit I

Cumulative Developments Location Map



Zone 1:

1 = 17651 Railroad Street; 65.599 TSF Warehouse

2 = 18639 Railroad Street; 107.000 TSF Warehouse

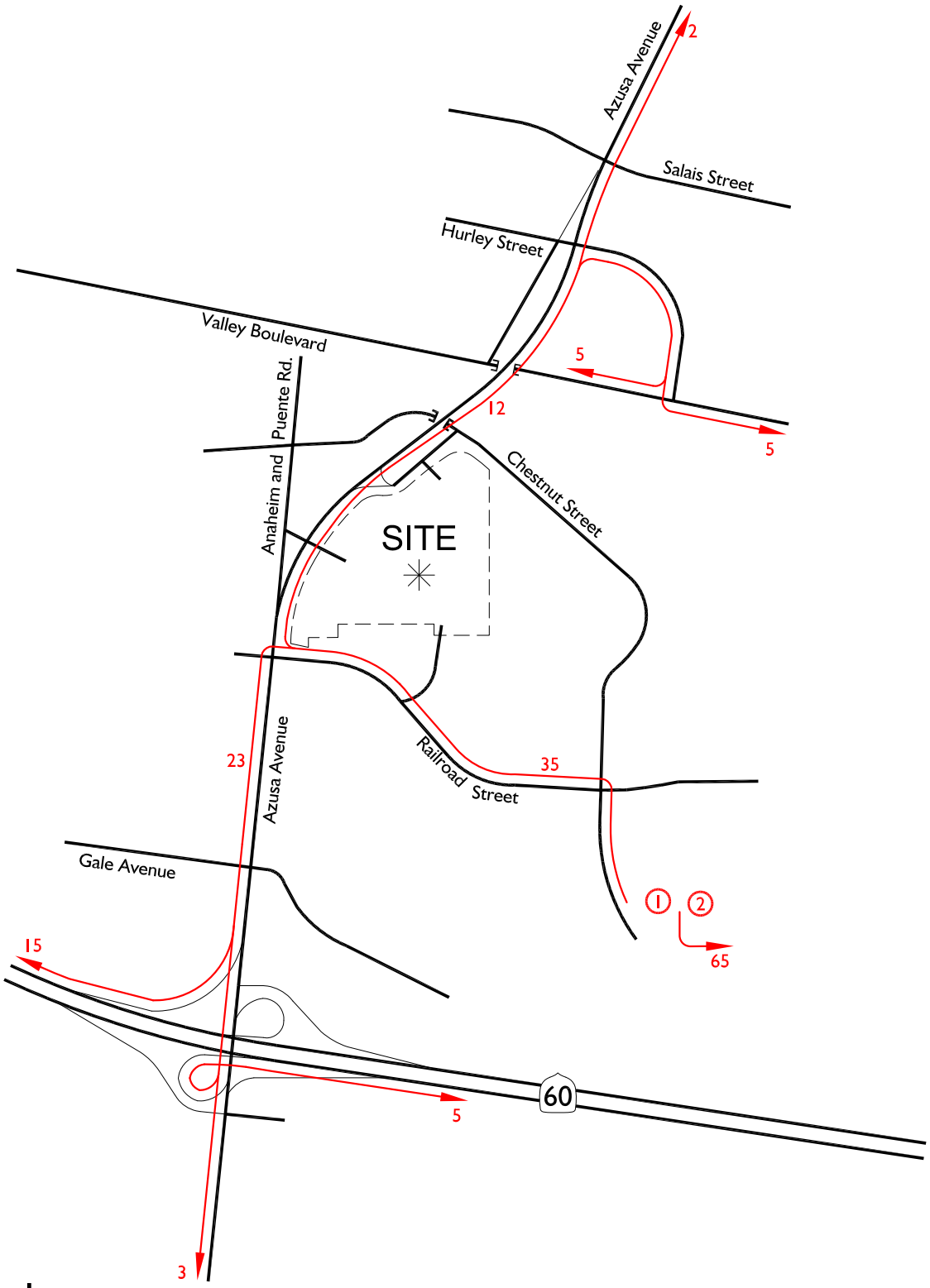
Zone 2:

3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

Zone 1 Trip Distribution



Legend:

10 = Percent to/from Project

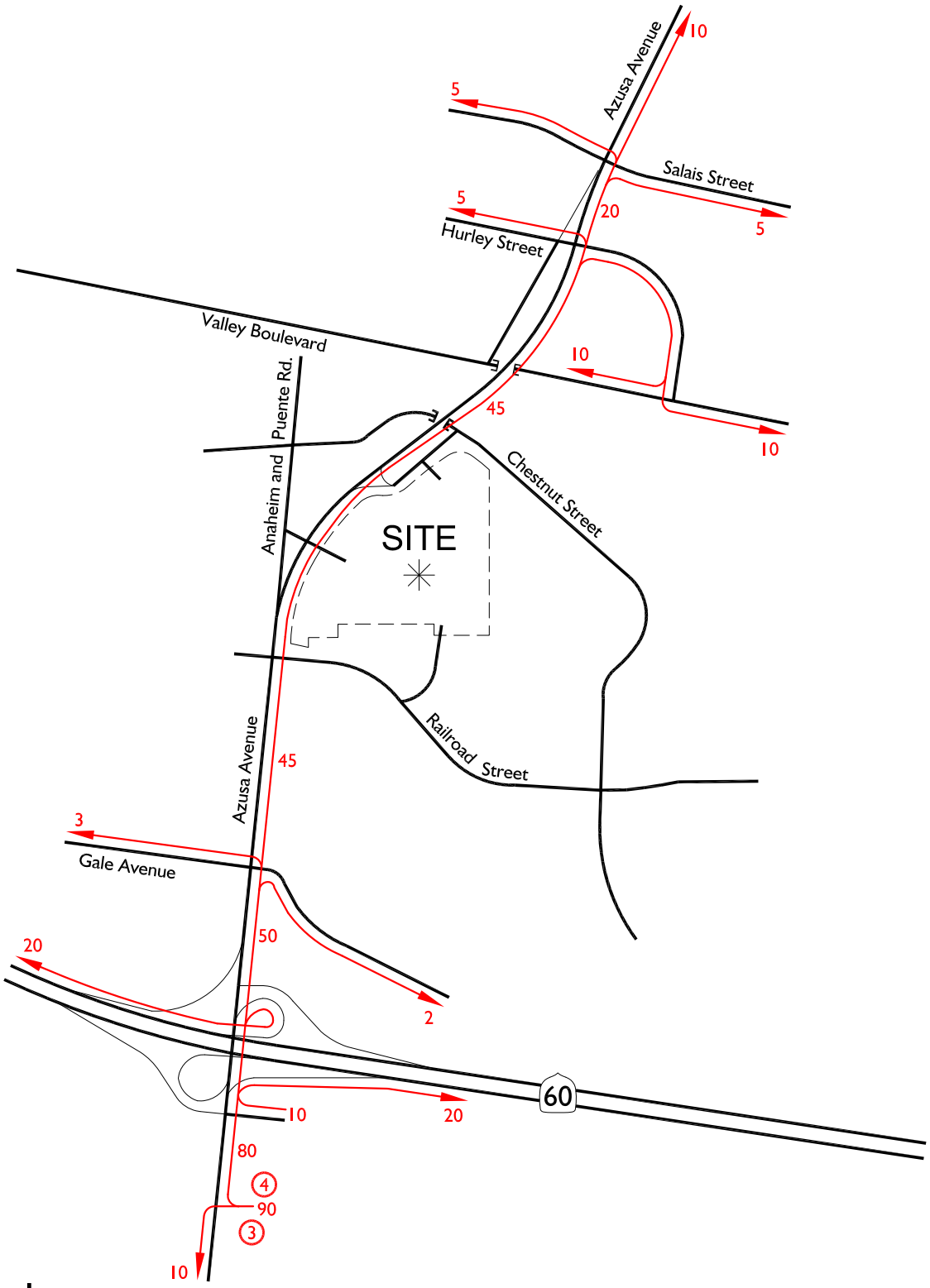
1 = 17651 Railroad Street; 65.599 TSF Warehouse

2 = 18639 Railroad Street; 107.000 TSF Warehouse

N

Appendix C-2

Zone 2 Outbound Trip Distribution



Legend:

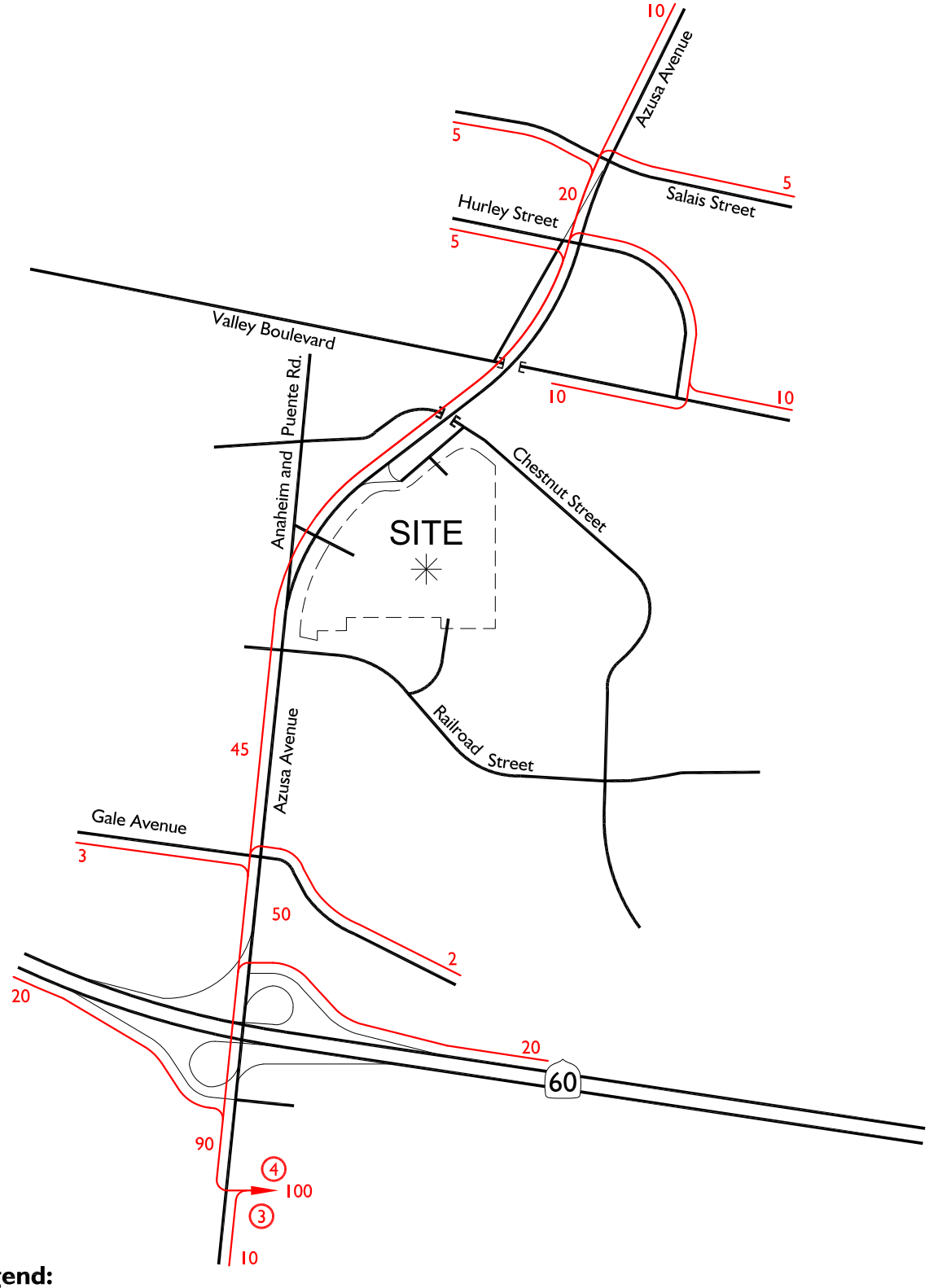
10 = Percent from Project

3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

Zone 2 Inbound Trip Distribution



Legend:

10 = Percent to Project

3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

Appendix D

Los Angeles CMP Information

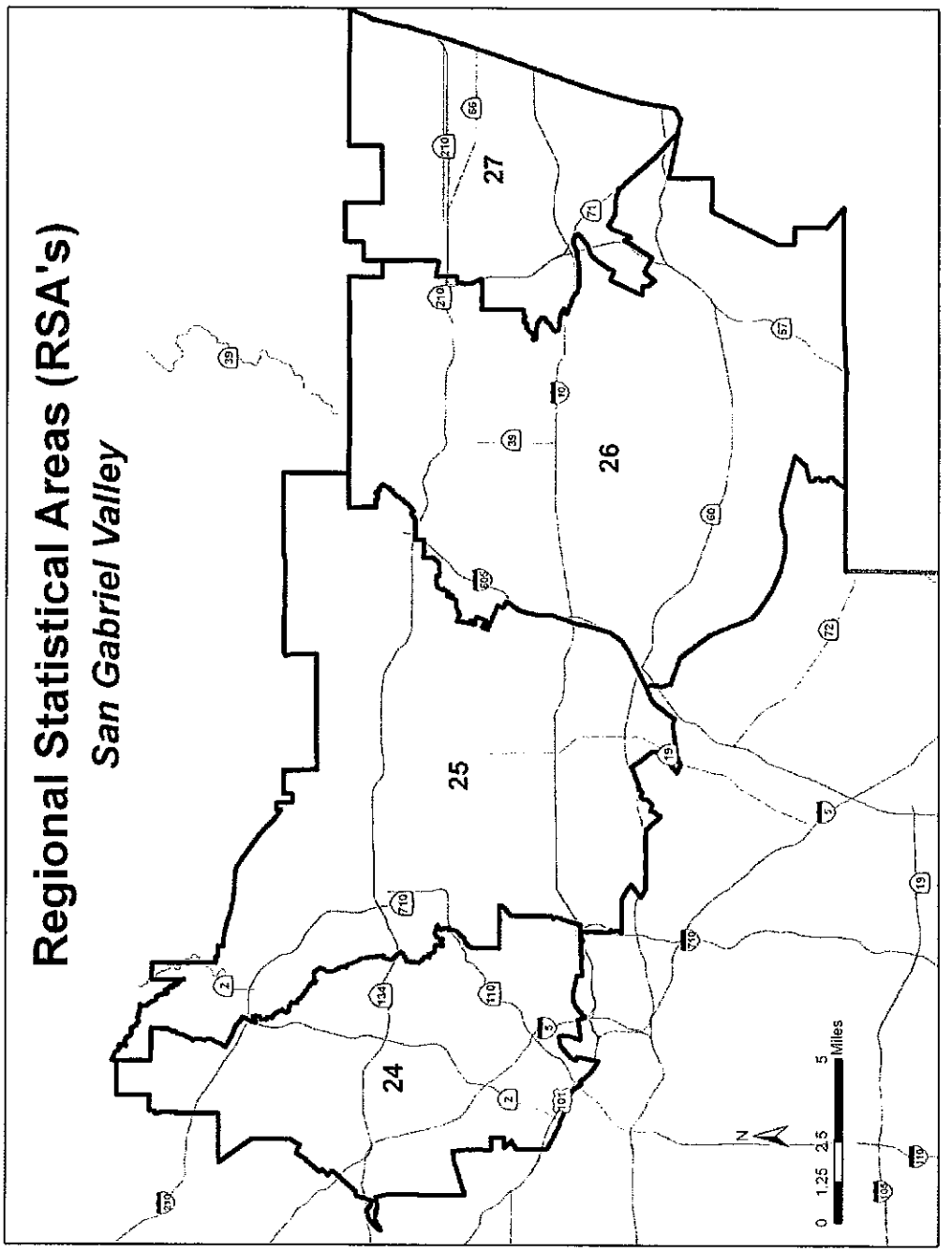

Regional Statistical Areas (RSA's)
San Gabriel Valley
24
25
26
27
0 1.25 2.5 5 Miles
N

Exhibit D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

RSA	Representative City/Place	2010	2015	2020	2025	2030	2035
7	Agoura Hills	1.000	1.020	1.041	1.052	1.063	1.075
8	Santa Clarita	1.000	1.145	1.291	1.348	1.405	1.461
9	Lancaster	1.000	1.214	1.427	1.676	1.924	2.172
10	Palmdale	1.000	1.134	1.267	1.363	1.458	1.553
11	Angeles Forest	1.000	1.151	1.301	1.394	1.487	1.580
12	West S.F. Valley	1.000	1.027	1.054	1.068	1.083	1.097
13	Burbank	1.000	1.024	1.049	1.063	1.077	1.092
14	Sylmar	1.000	1.024	1.049	1.071	1.093	1.114
15	Malibu	1.000	1.027	1.054	1.075	1.096	1.117
16	Santa Monica	1.000	1.014	1.028	1.038	1.049	1.059
17	West/Central L.A.	1.000	1.007	1.014	1.024	1.034	1.044
18	South Bay/LAX	1.000	1.013	1.026	1.035	1.044	1.053
19	Palos Verdes	1.000	1.025	1.051	1.061	1.071	1.081
20	Long Beach	1.000	1.076	1.152	1.160	1.168	1.177
21	Vernon	1.000	1.073	1.146	1.158	1.170	1.182
22	Downey	1.000	1.052	1.104	1.116	1.127	1.139
23	Downtown L.A.	1.000	1.009	1.018	1.030	1.042	1.054
24	Glendale	1.000	1.014	1.027	1.041	1.055	1.068
25	Pasadena	1.000	1.041	1.082	1.098	1.115	1.131
26	West Covina	1.000	1.023	1.046	1.066	1.086	1.106
27	Pomona	1.000	1.081	1.161	1.190	1.219	1.248

Appendix E

Existing Plus Project Conditions
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1319	71	51	1926	93	161	69	115	111	113	66
Added Vol:	2	4	2	0	15	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1323	73	51	1941	93	161	69	121	117	113	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1323	73	51	1941	93	161	69	121	117	113	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1323	73	51	1941	93	161	69	121	117	113	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1323	73	51	1941	93	161	69	121	117	113	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.86	0.14	0.70	0.30	1.00	0.40	0.38	0.22
Final Sat.:	1600	4549	251	1600	4581	219	1120	480	1600	632	611	357
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.03	0.42	0.42	0.10	0.14	0.08	0.07	0.19	0.18
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	2165	145	57	1288	78	171	66	88	65	45	37
Added Vol:	6	16	6	0	5	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	2181	151	57	1293	78	171	66	90	67	45	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	2181	151	57	1293	78	171	66	90	67	45	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2181	151	57	1293	78	171	66	90	67	45	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	2181	151	57	1293	78	171	66	90	67	45	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.81	0.19	1.00	2.83	0.17	0.72	0.28	1.00	0.45	0.30	0.25
Final Sat.:	1600	4489	311	1600	4527	273	1154	446	1600	719	483	397
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.04	0.29	0.29	0.11	0.15	0.06	0.04	0.09	0.09
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1029	235	158	1695	1	163	24	320	142	26	230
Added Vol:	2	7	10	0	27	0	0	0	6	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1036	245	158	1722	1	163	24	326	180	26	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1036	245	158	1722	1	163	24	326	180	26	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1036	245	158	1722	1	163	24	326	180	26	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1036	245	158	1722	1	163	24	326	180	26	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.15	0.10	0.36	0.36	0.06	0.06	0.20	0.11	0.02	0.14
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1833	243	95	1028	2	244	11	257	158	23	302
Added Vol:	6	27	39	0	9	0	0	0	2	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1860	282	95	1037	2	244	11	259	171	23	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1860	282	95	1037	2	244	11	259	171	23	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1860	282	95	1037	2	244	11	259	171	23	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1860	282	95	1037	2	244	11	259	171	23	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.39	0.18	0.06	0.22	0.22	0.08	0.08	0.16	0.11	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	293	0	87	23	996	0	0	1812	388
Added Vol:	0	0	0	5	0	5	19	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	298	0	92	42	996	0	0	1812	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	92	42	996	0	0	1812	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	92	42	996	0	0	1812	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	298	0	92	42	996	0	0	1812	407
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.45	0.55
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3920	880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.03	0.21	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	306	0	62	30	1744	0	0	1225	427
Added Vol:	0	0	0	19	0	19	7	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	325	0	81	37	1744	0	0	1225	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	325	0	81	37	1744	0	0	1225	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	0	81	37	1744	0	0	1225	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	325	0	81	37	1744	0	0	1225	434
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.22	0.78
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3544	1256
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.02	0.36	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	88	76	6	89	156	64	48	53	10	53	16
Added Vol:	0	0	21	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	88	97	6	89	156	64	48	53	10	53	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	125	95	105	7	97	169	69	52	57	11	57	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	95	105	7	97	169	69	52	57	11	57	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	95	105	7	97	169	69	52	57	11	57	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	339	259	711	39	572	699	306	230	626	84	448	600
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.15	0.17	0.17	0.24	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****	****			****		
Delay/Veh:	11.8	11.8	8.4	9.5	9.5	9.1	10.8	10.8	8.6	9.8	9.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	8.4	9.5	9.5	9.1	10.8	10.8	8.6	9.8	9.8	8.3
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.7			9.3			10.0			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			9.3			10.0			9.5		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.5	0.5	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	133	39	13	135	77	224	104	75	15	43	31
Added Vol:	0	0	7	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	133	46	13	135	77	224	104	75	15	43	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	42	158	55	15	161	92	267	124	89	18	51	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	158	55	15	161	92	267	124	89	18	51	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	158	55	15	161	92	267	124	89	18	51	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	106	402	569	45	467	570	370	172	633	125	359	543
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.10	0.34	0.34	0.16	0.72	0.72	0.14	0.14	0.14	0.07
Crit Moves:	****				****		****				****	
Delay/Veh:	13.4	13.4	9.2	12.6	12.6	9.7	23.5	23.5	9.0	10.7	10.7	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	9.2	12.6	12.6	9.7	23.5	23.5	9.0	10.7	10.7	9.2
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.5			11.6			20.8			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			11.6			20.8			10.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.1	2.1	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.175
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 1	0	1	1	0 1	0	0
Volume Module:																
Base Vol:	48	0	44		0	0	0		0	106	17		20	43	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	0	44		0	0	0		0	106	17		20	43	0	
Added Vol:	0	0	1		0	0	0		0	7	14		4	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	0	45		0	0	0		0	113	31		24	43	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	54	0	51		0	0	0		0	128	35		27	49	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	0	51		0	0	0		0	128	35		27	49	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	0	51		0	0	0		0	128	35		27	49	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	629	0	795		0	0	0		0	734	855		656	722	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	0.17	0.04		0.04	0.07	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.5	7.0		8.3	7.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.5	7.0		8.3	7.9	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.1				xxxxxx					8.2				8.1		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.1				xxxxxx					8.2				8.1		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.0	0.1		0.0	0.0	0.0		0.0	0.2	0.0		0.0	0.1	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.151
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	30	0	6				0	0	0				0	82	69				51	83	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	30	0	6				0	0	0				0	82	69				51	83	0			
Added Vol:	0	0	5				0	0	0				0	2	5				1	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	30	0	11				0	0	0				0	84	74				52	83	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75			
PHF Volume:	40	0	15				0	0	0				0	112	99				70	111	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	40	0	15				0	0	0				0	112	99				70	111	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	40	0	15				0	0	0				0	112	99				70	111	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	587	0	728				0	0	0				0	742	866				670	741	0			
Capacity Analysis Module:																								
Vol/Sat:	0.07	xxxx	0.02				xxxx	xxxx	xxxx				xxxx	0.15	0.11				0.10	0.15	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.5						xxxxxx						7.9						8.4					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.5						xxxxxx						7.9						8.4					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.0				0.0	0.0	0.0				0.0	0.2	0.1				0.1	0.2	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1373	0	2	2039	189	17	0	21	0	0	0
Added Vol:	0	14	57	50	0	21	0	0	0	22	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1387	57	52	2039	210	17	0	21	22	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1387	57	52	2039	210	17	0	21	22	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1387	57	52	2039	210	17	0	21	22	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1387	57	52	2039	210	17	0	21	22	0	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.72	0.28	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4352	448	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.03	0.47	0.47	0.01	0.00	0.01	0.01	0.00	0.01
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	2088	0	0	1459	74	39	0	50	0	0	0
Added Vol:	0	19	19	17	0	7	0	0	0	83	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	2107	19	17	1459	81	39	0	50	83	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2107	19	17	1459	81	39	0	50	83	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2107	19	17	1459	81	39	0	50	83	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	2107	19	17	1459	81	39	0	50	83	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.84	0.16	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4548	252	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.01	0.01	0.32	0.32	0.02	0.00	0.03	0.05	0.00	0.02
Crit Moves:		****		****					****	****		

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1288	742	211	1746	21	3	7	24	170	13	104
Added Vol:	0	67	35	0	22	0	0	0	0	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1355	777	211	1768	21	3	7	24	175	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1355	777	211	1768	21	3	7	24	175	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1355	777	211	1768	21	3	7	24	175	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1355	777	211	1768	21	3	7	24	175	13	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4744	56	141	329	1129	2979	221	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.49	0.13	0.37	0.37	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2019	372	91	1367	16	14	11	44	651	13	266
Added Vol:	0	23	12	0	83	0	0	0	0	19	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2042	384	91	1450	16	14	11	44	670	13	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2042	384	91	1450	16	14	11	44	670	13	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2042	384	91	1450	16	14	11	44	670	13	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2042	384	91	1450	16	14	11	44	670	13	282
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4748	52	325	255	1020	3139	61	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.24	0.06	0.31	0.31	0.04	0.04	0.04	0.21	0.21	0.18
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[21.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	0	3	0	3	10	905	17	6	309	7
Added Vol:	0	0	0	3	0	7	35	0	0	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	6	0	10	45	905	17	6	313	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	0	6	0	11	48	963	18	6	333	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	0	6	0	11	48	963	18	6	333	14
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1247	xxxx	xxxxx	930	xxxx	173	347	xxxx	xxxxx	981	xxxx	xxxxx
Potent Cap.:	132	xxxx	xxxxx	225	xxxx	846	1223	xxxx	xxxxx	712	xxxx	xxxxx
Move Cap.:	126	xxxx	xxxxx	217	xxxx	846	1223	xxxx	xxxxx	712	xxxx	xxxxx
Total Cap:	217	261	xxxxx	390	256	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	21.8	xxxx	xxxxx	14.4	xxxx	9.3	8.1	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.8			11.2			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[16.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	0	1	1	0	1	1	0	0	1	0	1	1	0
Volume Module:																					
Base Vol:	20	0	11		6	0	2		4	500	6		6	842	1						
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00						
Initial Bse:	20	0	11		6	0	2		4	500	6		6	842	1						
Added Vol:	0	0	0		10	0	25		12	0	0		0	1	2						
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0						
Initial Fut:	20	0	11		16	0	27		16	500	6		6	843	3						
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00						
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81						
PHF Volume:	25	0	14		20	0	33		20	614	7		7	1036	4						
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0						
FinalVolume:	25	0	14		20	0	33		20	614	7		7	1036	4						
Critical Gap Module:																					
Critical Gp:	7.5	6.5	6.9		7.5	xxxx	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																					
Cnflict Vol:	1190	1711	311		1399	xxxx	520		1039	xxxx	xxxxx		622	xxxx	xxxxx						
Potent Cap.:	146	92	691		102	xxxx	506		677	xxxx	xxxxx		969	xxxx	xxxxx						
Move Cap.:	132	88	691		97	xxxx	506		677	xxxx	xxxxx		969	xxxx	xxxxx						
Total Cap:	313	240	xxxxx		223	250	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Volume/Cap:	0.08	0.00	0.02		0.09	xxxx	0.07		0.03	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	0.2		0.1	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx		22.7	xxxx	12.6		10.5	xxxx	xxxxx		8.7	xxxx	xxxxx						
LOS by Move:	*	*	*		C	*	B		B	*	*		A	*	*						
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT						
Shared Cap.:	xxxx	388	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	15.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shared LOS:	*	C	*		*	*	*		*	*	*		*	*	*						
ApproachDel:	15.3				16.4				xxxxxx				xxxxxx								
ApproachLOS:	C				C				*				*								

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	25	15	81	19	35	26	727	124	5	202	29
Added Vol:	10	10	0	0	3	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	35	15	81	22	35	26	727	127	5	202	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	35	15	81	22	35	26	727	127	5	202	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	35	15	81	22	35	26	727	127	5	202	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	35	15	81	22	35	26	727	127	5	202	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.70	0.30	1.00	0.39	0.61	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1120	480	1600	618	982	1600	3200	1600	1600	2798	402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.05	0.04	0.04	0.02	0.23	0.08	0.00	0.07	0.07
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	13	9	68	20	14	8	424	115	12	651	65
Added Vol:	3	3	0	0	10	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	16	9	68	30	14	8	424	125	12	651	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	16	9	68	30	14	8	424	125	12	651	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	16	9	68	30	14	8	424	125	12	651	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	16	9	68	30	14	8	424	125	12	651	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	1.00	0.68	0.32	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	1024	576	1600	1091	509	1600	3200	1600	1600	2909	291
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.04	0.03	0.03	0.01	0.13	0.08	0.01	0.22	0.22
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	1732	182	242	1434	298	239	215	326	78	571	192
Added Vol:	0	96	0	1	25	1	3	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	1828	182	243	1459	299	242	215	326	78	571	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	1828	182	243	1459	299	242	215	326	78	571	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	1828	182	243	1459	299	242	215	326	78	571	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	1828	182	243	1459	299	242	215	326	78	571	194
OvlAdjVol:			143			178			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.24	0.76
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3583	1217
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.11	0.08	0.30	0.19	0.08	0.07	0.10	0.02	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1681	201	335	1637	145	466	705	629	253	356	347
Added Vol:	0	33	0	2	97	4	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1714	201	337	1734	149	467	705	629	253	356	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1714	201	337	1734	149	467	705	629	253	356	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1714	201	337	1734	149	467	705	629	253	356	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1714	201	337	1734	149	467	705	629	253	356	348
OvlAdjVol:			74			0			228			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.13	0.11	0.36	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	1732	182	242	1434	298	239	215	326	78	571	192
Added Vol:	0	96	0	1	25	1	3	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	1828	182	243	1459	299	242	215	326	78	571	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	1828	182	243	1459	299	242	215	326	78	571	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	1828	182	243	1459	299	242	215	326	78	571	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	1828	182	243	1459	299	242	215	326	78	571	194
OvlAdjVol:			143			178			0			72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.11	0.08	0.30	0.19	0.08	0.07	0.10	0.02	0.18	0.12
OvlAdjV/S:			0.09			0.11			0.00			0.05
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1681	201	335	1637	145	466	705	629	253	356	347
Added Vol:	0	33	0	2	97	4	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1714	201	337	1734	149	467	705	629	253	356	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1714	201	337	1734	149	467	705	629	253	356	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1714	201	337	1734	149	467	705	629	253	356	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1714	201	337	1734	149	467	705	629	253	356	348
OvlAdjVol:			74			0			228			180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.13	0.11	0.36	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			0.11
Crit Moves:	****				****			****			****	

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

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	8	Average Delay (sec/veh):	27.9
Optimal Cycle:	125	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Added Vol:	0	69	0	0	11	14	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1743	236	0	1787	238	0	0	0	637	0	1142
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	1985	0	0	2035	0	0	0	0	726	0	1301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1985	0	0	2035	0	0	0	0	726	0	1301
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1985	0	0	2035	0	0	0	0	726	0	1301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2291	0	2769
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.00	0.47
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.69	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.64	0.00	0.95
Delay/Veh:	0.0	22.4	0.0	0.0	35.0	0.0	0.0	0.0	0.0	17.1	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	0.0	0.0	35.0	0.0	0.0	0.0	0.0	17.1	0.0	31.2
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	13	0	0	21	0	0	0	0	12	0	26

Note: Queue reported is the number of cars per lane.

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

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	8	Average Delay (sec/veh):	22.1
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Added Vol:	0	23	0	0	43	54	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1845	724	0	1735	1057	0	0	0	732	1	584
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1896	0	0	1783	0	0	0	0	752	1	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1896	0	0	1783	0	0	0	0	752	1	600
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1896	0	0	1783	0	0	0	0	752	1	600
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.55	0.01	1.44
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2531	2	2348
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.30	0.42	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.67	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.60	0.83	0.51
Delay/Veh:	0.0	22.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	16.5	23.2	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	16.5	23.2	15.3
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	12	0	0	15	0	0	0	0	10	19	8

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	8	Average Delay (sec/veh):	21.2
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1591	15	0	1834	725	862	130	225	0	0	98
Added Vol:	0	15	0	0	4	7	54	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1606	15	0	1838	732	916	130	225	0	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1773	17	0	2029	0	1011	143	248	0	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1773	17	0	2029	0	1011	143	248	0	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1773	17	0	2029	0	1011	143	248	0	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.71	0.71	0.71	1.00	1.00	0.87
Lanes:	0.00	3.96	0.04	0.00	4.00	1.00	2.00	0.37	0.63	0.00	0.00	1.00
Final Sat.:	0	6845	64	0	6916	1900	2715	497	860	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.29	0.00	0.37	0.29	0.29	0.00	0.00	0.07
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.40	0.40	0.00	0.40	0.00	0.51	0.51	0.51	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.00	0.73	0.00	0.73	0.57	0.57	0.00	0.00	xxxx
Delay/Veh:	0.0	22.3	22.3	0.0	23.8	0.0	18.7	15.5	15.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	22.3	0.0	23.8	0.0	18.7	15.5	15.5	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	12	12	0	14	0	13	8	8	0	0	3

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8	Average Delay (sec/veh):	19.0
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 0	0 0	4	0 1	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2033	33	0	1941	373	602	347	385	0	0	424
Added Vol:	0	5	0	0	16	27	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2038	33	0	1957	400	620	347	385	0	0	424
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2082	34	0	1999	0	633	354	393	0	0	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2082	34	0	1999	0	633	354	393	0	0	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2082	34	0	1999	0	633	354	393	0	0	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.38	0.77	0.85	0.00	0.00	1.00
Final Sat.:	0	6792	110	0	6916	1900	1925	1077	1195	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.29	0.00	0.33	0.33	0.33	0.00	0.00	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.00	0.66	0.00	0.70	0.70	0.70	0.00	0.00	xxxx
Delay/Veh:	0.0	21.1	21.1	0.0	20.4	0.0	19.8	19.8	19.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	0.0	20.4	0.0	19.8	19.8	19.8	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	14	14	0	13	0	12	12	12	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix F

Project Buildout (Year 2017) Without Project
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	62	1345	72	52	1965	95	164	70	117	113	115	67
Added Vol:	7	13	7	0	15	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1358	79	52	1980	95	164	70	124	120	115	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1358	79	52	1980	95	164	70	124	120	115	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1358	79	52	1980	95	164	70	124	120	115	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1358	79	52	1980	95	164	70	124	120	115	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.86	0.14	0.70	0.30	1.00	0.40	0.38	0.22
Final Sat.:	1600	4535	265	1600	4580	220	1120	480	1600	635	609	356
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.43	0.43	0.10	0.15	0.08	0.08	0.19	0.19
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	2208	148	58	1314	80	174	67	90	66	46	38
Added Vol:	5	11	5	0	12	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	2219	153	58	1326	80	174	67	96	72	46	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	2219	153	58	1326	80	174	67	96	72	46	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2219	153	58	1326	80	174	67	96	72	46	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	2219	153	58	1326	80	174	67	96	72	46	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.81	0.19	1.00	2.83	0.17	0.72	0.28	1.00	0.47	0.29	0.24
Final Sat.:	1600	4491	309	1600	4528	272	1154	446	1600	742	471	387
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.04	0.29	0.29	0.11	0.15	0.06	0.05	0.10	0.10
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	139	1050	240	161	1729	1	166	24	326	145	27	235
Added Vol:	7	27	28	0	29	0	0	0	7	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1077	268	161	1758	1	166	24	333	179	27	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1077	268	161	1758	1	166	24	333	179	27	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1077	268	161	1758	1	166	24	333	179	27	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1077	268	161	1758	1	166	24	333	179	27	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.17	0.10	0.37	0.37	0.06	0.06	0.21	0.11	0.02	0.15
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	255	1870	248	97	1049	2	249	11	262	161	23	308
Added Vol:	5	20	24	0	23	0	0	0	6	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1890	272	97	1072	2	249	11	268	186	23	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1890	272	97	1072	2	249	11	268	186	23	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1890	272	97	1072	2	249	11	268	186	23	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1890	272	97	1072	2	249	11	268	186	23	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.39	0.17	0.06	0.22	0.22	0.08	0.08	0.17	0.12	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	299	0	89	23	1016	0	0	1848	396
Added Vol:	0	0	0	14	0	14	17	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	313	0	103	40	1016	0	0	1848	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	313	0	103	40	1016	0	0	1848	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	103	40	1016	0	0	1848	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	313	0	103	40	1016	0	0	1848	413
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.45	0.55
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3924	876
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.06	0.03	0.21	0.00	0.00	0.47	0.47
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	312	0	63	31	1779	0	0	1250	436
Added Vol:	0	0	0	12	0	12	12	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	324	0	75	43	1779	0	0	1250	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	324	0	75	43	1779	0	0	1250	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	324	0	75	43	1779	0	0	1250	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	324	0	75	43	1779	0	0	1250	448
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.21	0.79
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3534	1266
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.03	0.37	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	117	90	78	6	91	159	65	49	54	10	54	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	90	78	6	91	159	65	49	54	10	54	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	97	84	7	98	173	71	53	59	11	59	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	97	84	7	98	173	71	53	59	11	59	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	97	84	7	98	173	71	53	59	11	59	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	337	258	707	39	572	698	307	230	627	85	448	601
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.12	0.17	0.17	0.25	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****		****			****	
Delay/Veh:	11.9	11.9	8.2	9.5	9.5	9.2	10.8	10.8	8.6	9.8	9.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	8.2	9.5	9.5	9.2	10.8	10.8	8.6	9.8	9.8	8.3
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.9			9.3			10.1			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			9.3			10.1			9.5		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.6	0.6	0.1	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	136	40	13	138	79	228	106	77	15	44	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	136	40	13	138	79	228	106	77	15	44	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	43	162	47	16	164	94	272	126	91	18	52	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	162	47	16	164	94	272	126	91	18	52	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	162	47	16	164	94	272	126	91	18	52	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	105	399	563	45	464	566	368	171	631	124	357	540
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.08	0.35	0.35	0.17	0.74	0.74	0.14	0.15	0.15	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	13.7	13.7	9.2	12.8	12.8	9.8	24.6	24.6	9.1	10.8	10.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	9.2	12.8	12.8	9.8	24.6	24.6	9.1	10.8	10.8	9.3
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.9			11.8			21.7			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			11.8			21.7			10.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.3	2.3	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.167
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	48	0	44				0	0	0				0	106	17				20	43	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	49	0	45				0	0	0				0	108	17				20	44	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	49	0	45				0	0	0				0	108	17				20	44	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	56	0	51				0	0	0				0	123	20				23	50	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	56	0	51				0	0	0				0	123	20				23	50	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	56	0	51				0	0	0				0	123	20				23	50	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	635	0	805				0	0	0				0	734	855				658	724	0			
Capacity Analysis Module:																								
Vol/Sat:	0.09	xxxx	0.06				xxxx	xxxx	xxxx				xxxx	0.17	0.02				0.04	0.07	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.7	0.0	7.3				0.0	0.0	0.0				0.0	8.5	6.9				8.3	7.9	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.7	0.0	7.3				0.0	0.0	0.0				0.0	8.5	6.9				8.3	7.9	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.0						xxxxxx						8.3						8.0					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.0						xxxxxx						8.3						8.0					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.1				0.0	0.0	0.0				0.0	0.2	0.0				0.0	0.1	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.152
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	30	0	6				0	0	0				0	82	69				51	83	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	31	0	6				0	0	0				0	84	70				52	85	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	31	0	6				0	0	0				0	84	70				52	85	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75			
PHF Volume:	41	0	8				0	0	0				0	112	94				70	113	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	41	0	8				0	0	0				0	112	94				70	113	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	41	0	8				0	0	0				0	112	94				70	113	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	587	0	729				0	0	0				0	745	869				674	743	0			
Capacity Analysis Module:																								
Vol/Sat:	0.07	xxxx	0.01				xxxx	xxxx	xxxx				xxxx	0.15	0.11				0.10	0.15	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.7						xxxxxx						7.8						8.4					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.7						xxxxxx						7.8						8.4					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.0				0.0	0.0	0.0				0.0	0.2	0.1				0.1	0.2	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	1400	0	2	2080	193	17	0	21	0	0	0
Added Vol:	0	61	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1461	0	2	2150	193	17	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1461	0	2	2150	193	17	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1461	0	2	2150	193	17	0	21	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1461	0	2	2150	193	17	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.75	0.25	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4405	395	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.49	0.49	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	147	2130	0	0	1488	75	40	0	51	0	0	0
Added Vol:	0	50	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2180	0	0	1541	75	40	0	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	2180	0	0	1541	75	40	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2180	0	0	1541	75	40	0	51	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	2180	0	0	1541	75	40	0	51	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4576	224	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.00	0.00	0.34	0.34	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	60	1314	757	215	1781	21	3	7	24	173	13	106
Added Vol:	0	59	12	6	64	0	0	0	0	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1373	769	221	1845	21	3	7	24	176	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1373	769	221	1845	21	3	7	24	176	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1373	769	221	1845	21	3	7	24	176	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1373	769	221	1845	21	3	7	24	176	13	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4745	55	141	329	1129	2976	224	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.48	0.14	0.39	0.39	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	2059	379	93	1394	16	14	11	45	664	13	271
Added Vol:	0	43	4	2	51	0	0	0	0	12	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2102	383	95	1445	16	14	11	45	676	13	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	2102	383	95	1445	16	14	11	45	676	13	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2102	383	95	1445	16	14	11	45	676	13	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2102	383	95	1445	16	14	11	45	676	13	277
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4746	54	325	255	1020	3138	62	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.24	0.06	0.30	0.30	0.04	0.04	0.04	0.22	0.22	0.17
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

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

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	3	0	0	3	0	3	10	923	17	6	315	7
Added Vol:	0	0	0	0	0	0	0	18	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	3	0	3	10	941	17	6	320	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	0	3	0	3	11	1001	18	7	341	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	0	3	0	3	11	1001	18	7	341	8
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1215	xxxx	xxxxx	880	xxxx	174	348	xxxx	xxxxx	1020	xxxx	xxxxx
Potent Cap.:	139	xxxx	xxxxx	245	xxxx	845	1222	xxxx	xxxxx	688	xxxx	xxxxx
Move Cap.:	137	xxxx	xxxxx	241	xxxx	845	1222	xxxx	xxxxx	688	xxxx	xxxxx
Total Cap:	235	280	xxxxx	423	273	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.5	xxxx	xxxxx	13.6	xxxx	9.3	8.0	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.5			11.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

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

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[20.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	0	1	1	0	1	1	0	0	1	0	1	1	0
Volume Module:																					
Base Vol:	20	0	11		6	0	2		4	500	6		6	842	1						
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02						
Initial Bse:	20	0	11		6	0	2		4	510	6		6	859	1						
Added Vol:	0	0	0		0	0	0		0	6	0		0	19	0						
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0						
Initial Fut:	20	0	11		6	0	2		4	516	6		6	878	1						
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00						
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81						
PHF Volume:	25	0	14		8	0	3		5	634	8		8	1078	1						
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0						
FinalVolume:	25	0	14		8	0	3		5	634	8		8	1078	1						
Critical Gap Module:																					
Critical Gp:	7.5	6.5	6.9		7.5	xxxx	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																					
Cnflict Vol:	1202	1742	321		1421	xxxx	540		1080	xxxx	xxxxx		641	xxxx	xxxxx						
Potent Cap.:	143	88	681		98	xxxx	491		654	xxxx	xxxxx		953	xxxx	xxxxx						
Move Cap.:	140	86	681		95	xxxx	491		654	xxxx	xxxxx		953	xxxx	xxxxx						
Total Cap:	329	242	xxxxx		212	244	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Volume/Cap:	0.08	0.00	0.02		0.04	xxxx	0.01		0.01	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx	xxxxx		0.1	xxxx	0.0		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx		22.6	xxxx	12.4		10.6	xxxx	xxxxx		8.8	xxxx	xxxxx						
LOS by Move:	*	*	*		C	*	B		B	*	*		A	*	*						
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT						
Shared Cap.:	xxxx	403	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	14.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*						
ApproachDel:	14.9				20.0				xxxxxx				xxxxxx								
ApproachLOS:	B				C				*				*								

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	26	15	83	19	36	27	742	126	5	206	30
Added Vol:	0	0	0	0	0	0	0	18	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	26	15	83	19	36	27	760	126	5	211	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	26	15	83	19	36	27	760	126	5	211	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	26	15	83	19	36	27	760	126	5	211	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	26	15	83	19	36	27	760	126	5	211	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.62	0.38	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1000	600	1600	563	1037	1600	3200	1600	1600	2807	393
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.05	0.03	0.03	0.02	0.24	0.08	0.00	0.08	0.08
Crit Moves:	****			****				****		****		

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	136	13	9	69	20	14	8	432	117	12	664	66
Added Vol:	0	0	0	0	0	0	0	6	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	13	9	69	20	14	8	438	117	12	683	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	13	9	69	20	14	8	438	117	12	683	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	13	9	69	20	14	8	438	117	12	683	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	13	9	69	20	14	8	438	117	12	683	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.59	0.41	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	945	655	1600	941	659	1600	3200	1600	1600	2917	283
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.01	0.04	0.02	0.02	0.01	0.14	0.07	0.01	0.23	0.23
Crit Moves:	****			****			****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	740	1767	186	247	1463	304	244	219	333	80	582	196
Added Vol:	4	71	3	0	67	0	0	0	4	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	744	1838	189	247	1530	304	244	219	337	83	582	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	744	1838	189	247	1530	304	244	219	337	83	582	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	1838	189	247	1530	304	244	219	337	83	582	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	744	1838	189	247	1530	304	244	219	337	83	582	196
OvlAdjVol:			147			182			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.25	0.75
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3592	1208
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.12	0.08	0.32	0.19	0.08	0.07	0.11	0.03	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	409	1715	205	342	1670	148	475	719	642	258	363	354
Added Vol:	3	47	2	0	63	0	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1762	207	342	1733	148	475	719	645	260	363	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1762	207	342	1733	148	475	719	645	260	363	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1762	207	342	1733	148	475	719	645	260	363	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1762	207	342	1733	148	475	719	645	260	363	354
OvlAdjVol:			77			0			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.13	0.11	0.36	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	8	Average Delay (sec/veh):	30.1
Optimal Cycle:	151	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1707	241	0	1812	228	0	0	0	650	0	1137
Added Vol:	0	75	26	0	72	2	0	0	0	28	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1782	267	0	1884	230	0	0	0	678	0	1140
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	2030	0	0	2145	0	0	0	0	772	0	1299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	0	0	2145	0	0	0	0	772	0	1299
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2030	0	0	2145	0	0	0	0	772	0	1299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2321	0	2751
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.33	0.00	0.47
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.69	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.68	0.00	0.97
Delay/Veh:	0.0	21.7	0.0	0.0	38.6	0.0	0.0	0.0	0.0	18.5	0.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	0.0	0.0	38.6	0.0	0.0	0.0	0.0	18.5	0.0	36.1
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	D
HCM2kAvgQ:	0	13	0	0	23	0	0	0	0	13	0	28

Note: Queue reported is the number of cars per lane.

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

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	8	Average Delay (sec/veh):	22.7
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1858	738	0	1726	1023	0	0	0	747	1	587
Added Vol:	0	51	19	0	61	8	0	0	0	23	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1909	757	0	1787	1031	0	0	0	770	1	588
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1962	0	0	1836	0	0	0	0	791	1	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	0	0	1836	0	0	0	0	791	1	604
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1962	0	0	1836	0	0	0	0	791	1	604
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.56	0.01	1.43
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2546	2	2328
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.31	0.43	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.69	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.62	0.86	0.52
Delay/Veh:	0.0	22.5	0.0	0.0	27.9	0.0	0.0	0.0	0.0	16.9	24.7	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	27.9	0.0	0.0	0.0	0.0	16.9	24.7	15.4
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	13	0	0	17	0	0	0	0	11	20	8

Note: Queue reported is the number of cars per lane.

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	8	Average Delay (sec/veh):	20.9
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1623	15	0	1871	740	879	133	230	0	0	100
Added Vol:	0	107	0	0	100	1	8	0	28	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1730	15	0	1971	741	887	133	258	0	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1909	17	0	2175	0	979	146	284	0	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1909	17	0	2175	0	979	146	284	0	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1909	17	0	2175	0	979	146	284	0	0	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.72	0.72	0.72	1.00	1.00	0.87
Lanes:	0.00	3.96	0.04	0.00	4.00	1.00	2.00	0.34	0.66	0.00	0.00	1.00
Final Sat.:	0	6849	61	0	6916	1900	2717	462	897	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.31	0.00	0.36	0.32	0.32	0.00	0.00	0.08
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.42	0.42	0.00	0.42	0.00	0.49	0.49	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.66	0.00	0.74	0.00	0.74	0.65	0.65	0.00	0.00	xxxx
Delay/Veh:	0.0	21.2	21.2	0.0	22.8	0.0	20.1	18.1	18.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	21.2	0.0	22.8	0.0	20.1	18.1	18.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	B	B	A	A	A
HCM2kAvgQ:	0	12	12	0	15	0	13	10	10	0	0	3

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	8	Average Delay (sec/veh):	19.4
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 0	0 0	4	0 1	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	2074	34	0	1980	380	614	354	393	0	0	432
Added Vol:	0	77	0	0	81	3	3	0	23	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2151	34	0	2061	383	617	354	416	0	0	442
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2197	34	0	2105	0	630	362	425	0	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2197	34	0	2105	0	630	362	425	0	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2197	34	0	2105	0	630	362	425	0	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.33	0.77	0.90	0.00	0.00	1.00
Final Sat.:	0	6796	106	0	6916	1900	1871	1073	1260	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.30	0.00	0.34	0.34	0.34	0.00	0.00	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.72	0.00	0.68	0.00	0.72	0.72	0.72	0.00	0.00	xxxx
Delay/Veh:	0.0	21.3	21.3	0.0	20.5	0.0	20.8	20.8	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	21.3	0.0	20.5	0.0	20.8	20.8	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	15	0	14	0	12	12	12	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix G

Project Buildout (Year 2017) With Project
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	62	1345	72	52	1965	95	164	70	117	113	115	67
Added Vol:	8	18	8	0	31	0	0	0	13	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1363	80	52	1996	95	164	70	130	126	115	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1363	80	52	1996	95	164	70	130	126	115	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1363	80	52	1996	95	164	70	130	126	115	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1363	80	52	1996	95	164	70	130	126	115	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.86	0.14	0.70	0.30	1.00	0.41	0.37	0.22
Final Sat.:	1600	4533	267	1600	4582	218	1120	480	1600	654	597	349
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.44	0.44	0.10	0.15	0.08	0.08	0.19	0.19
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	2208	148	58	1314	80	174	67	90	66	46	38
Added Vol:	11	26	11	0	17	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2234	159	58	1331	80	174	67	98	74	46	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2234	159	58	1331	80	174	67	98	74	46	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2234	159	58	1331	80	174	67	98	74	46	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	2234	159	58	1331	80	174	67	98	74	46	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.83	0.17	0.72	0.28	1.00	0.47	0.29	0.24
Final Sat.:	1600	4481	319	1600	4529	271	1154	446	1600	753	465	382
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.04	0.29	0.29	0.11	0.15	0.06	0.05	0.10	0.10
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	139	1050	240	161	1729	1	166	24	326	145	27	235
Added Vol:	8	34	38	0	56	0	0	0	13	72	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1084	278	161	1785	1	166	24	339	217	27	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1084	278	161	1785	1	166	24	339	217	27	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1084	278	161	1785	1	166	24	339	217	27	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1084	278	161	1785	1	166	24	339	217	27	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.17	0.10	0.37	0.37	0.06	0.06	0.21	0.14	0.02	0.15
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	255	1870	248	97	1049	2	249	11	262	161	23	308
Added Vol:	11	48	63	0	32	0	0	0	8	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1918	311	97	1081	2	249	11	270	199	23	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1918	311	97	1081	2	249	11	270	199	23	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1918	311	97	1081	2	249	11	270	199	23	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1918	311	97	1081	2	249	11	270	199	23	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.19	0.06	0.23	0.23	0.08	0.08	0.17	0.12	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	299	0	89	23	1016	0	0	1848	396
Added Vol:	0	0	0	19	0	19	36	0	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	318	0	108	59	1016	0	0	1848	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	318	0	108	59	1016	0	0	1848	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	318	0	108	59	1016	0	0	1848	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	318	0	108	59	1016	0	0	1848	432
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.43	0.57
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3891	909
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.04	0.21	0.00	0.00	0.47	0.48
Crit Moves:				****			****					****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	312	0	63	31	1779	0	0	1250	436
Added Vol:	0	0	0	32	0	32	19	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	344	0	95	50	1779	0	0	1250	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	344	0	95	50	1779	0	0	1250	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	344	0	95	50	1779	0	0	1250	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	344	0	95	50	1779	0	0	1250	455
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.20	0.80
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3520	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.03	0.37	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	117	90	78	6	91	159	65	49	54	10	54	16
Added Vol:	0	0	21	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	90	99	6	91	159	65	49	54	10	54	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	97	107	7	98	173	71	53	59	11	59	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	97	107	7	98	173	71	53	59	11	59	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	97	107	7	98	173	71	53	59	11	59	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	337	258	707	38	569	694	305	228	622	84	445	596
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.15	0.17	0.17	0.25	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****		****			****	
Delay/Veh:	11.9	11.9	8.4	9.5	9.5	9.2	10.9	10.9	8.6	9.9	9.9	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	8.4	9.5	9.5	9.2	10.9	10.9	8.6	9.9	9.9	8.4
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.8			9.3			10.1			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.3			10.1			9.6		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.6	0.6	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	136	40	13	138	79	228	106	77	15	44	32
Added Vol:	0	0	7	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	136	47	13	138	79	228	106	77	15	44	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	43	162	56	16	164	94	272	126	91	18	52	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	162	56	16	164	94	272	126	91	18	52	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	162	56	16	164	94	272	126	91	18	52	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	105	398	563	45	463	564	367	171	629	124	356	538
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.10	0.35	0.35	0.17	0.74	0.74	0.14	0.15	0.15	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	13.7	13.7	9.3	12.8	12.8	9.8	24.8	24.8	9.1	10.8	10.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	9.3	12.8	12.8	9.8	24.8	24.8	9.1	10.8	10.8	9.3
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.8			11.8			21.9			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			11.8			21.9			10.3		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.3	2.3	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.178
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	48	0	44				0	0	0				0	106	17				20	43	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	49	0	45				0	0	0				0	108	17				20	44	0			
Added Vol:	0	0	1				0	0	0				0	7	14				4	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	49	0	46				0	0	0				0	115	31				24	44	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	56	0	52				0	0	0				0	131	36				28	50	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	56	0	52				0	0	0				0	131	36				28	50	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	56	0	52				0	0	0				0	131	36				28	50	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	627	0	792				0	0	0				0	733	853				655	721	0			
Capacity Analysis Module:																								
Vol/Sat:	0.09	xxxx	0.07				xxxx	xxxx	xxxx				xxxx	0.18	0.04				0.04	0.07	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.8	0.0	7.3				0.0	0.0	0.0				0.0	8.6	7.0				8.3	8.0	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.8	0.0	7.3				0.0	0.0	0.0				0.0	8.6	7.0				8.3	8.0	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.1						xxxxxx						8.2						8.1					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.1						xxxxxx						8.2						8.1					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.1				0.0	0.0	0.0				0.0	0.2	0.0				0.0	0.1	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	30	0	6				0	0	0				0	82	69				51	83	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	31	0	6				0	0	0				0	84	70				52	85	0			
Added Vol:	0	0	5				0	0	0				0	2	5				1	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	31	0	11				0	0	0				0	86	75				53	85	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75			
PHF Volume:	41	0	15				0	0	0				0	114	101				71	113	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	41	0	15				0	0	0				0	114	101				71	113	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	41	0	15				0	0	0				0	114	101				71	113	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	585	0	726				0	0	0				0	741	865				669	740	0			
Capacity Analysis Module:																								
Vol/Sat:	0.07	xxxx	0.02				xxxx	xxxx	xxxx				xxxx	0.15	0.12				0.11	0.15	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	9.0	0.0	7.4				0.0	0.0	0.0				0.0	8.4	7.3				8.6	8.4	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	9.0	0.0	7.4				0.0	0.0	0.0				0.0	8.4	7.3				8.6	8.4	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.6						xxxxxx						7.9						8.5					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.6						xxxxxx						7.9						8.5					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.0				0.0	0.0	0.0				0.0	0.2	0.1				0.1	0.2	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	1400	0	2	2080	193	17	0	21	0	0	0
Added Vol:	0	75	57	50	70	21	0	0	0	22	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1475	57	52	2150	214	17	0	21	22	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1475	57	52	2150	214	17	0	21	22	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1475	57	52	2150	214	17	0	21	22	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1475	57	52	2150	214	17	0	21	22	0	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.73	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4366	434	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.04	0.03	0.49	0.49	0.01	0.00	0.01	0.01	0.00	0.01
Crit Moves:	****				****				****	****		

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	147	2130	0	0	1488	75	40	0	51	0	0	0
Added Vol:	0	68	19	17	53	7	0	0	0	83	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2198	19	17	1541	82	40	0	51	83	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	2198	19	17	1541	82	40	0	51	83	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2198	19	17	1541	82	40	0	51	83	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	2198	19	17	1541	82	40	0	51	83	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4556	244	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.01	0.01	0.34	0.34	0.02	0.00	0.03	0.05	0.00	0.02
Crit Moves:		****		****					****	****		

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	60	1314	757	215	1781	21	3	7	24	173	13	106
Added Vol:	0	126	46	6	86	0	0	0	0	8	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1440	803	221	1867	21	3	7	24	181	13	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1440	803	221	1867	21	3	7	24	181	13	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1440	803	221	1867	21	3	7	24	181	13	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1440	803	221	1867	21	3	7	24	181	13	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4746	54	141	329	1129	2982	218	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.50	0.14	0.39	0.39	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	2059	379	93	1394	16	14	11	45	664	13	271
Added Vol:	0	66	16	2	135	0	0	0	0	32	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2125	395	95	1529	16	14	11	45	696	13	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	2125	395	95	1529	16	14	11	45	696	13	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2125	395	95	1529	16	14	11	45	696	13	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2125	395	95	1529	16	14	11	45	696	13	293
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4749	51	325	255	1020	3140	60	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.25	0.06	0.32	0.32	0.04	0.04	0.04	0.22	0.22	0.18
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) With Project Conditions

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

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[22.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	3	0	0	3	0	3	10	923	17	6	315	7
Added Vol:	0	0	0	3	0	7	35	18	0	0	8	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	6	0	10	45	941	17	6	323	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	0	6	0	11	48	1001	18	7	344	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	0	6	0	11	48	1001	18	7	344	14
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1291	xxxx	xxxxx	961	xxxx	179	358	xxxx	xxxxx	1020	xxxx	xxxxx
Potent Cap.:	123	xxxx	xxxxx	214	xxxx	839	1212	xxxx	xxxxx	688	xxxx	xxxxx
Move Cap.:	116	xxxx	xxxxx	206	xxxx	839	1212	xxxx	xxxxx	688	xxxx	xxxxx
Total Cap:	205	251	xxxxx	379	245	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	22.8	xxxx	xxxxx	14.7	xxxx	9.3	8.1	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.8			11.3			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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Project Buildout (Year 2017) With Project Conditions

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

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	20	0	11	6	0	2	4	500	6	6	842	1
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	0	11	6	0	2	4	510	6	6	859	1
Added Vol:	0	0	0	10	0	25	12	6	0	0	20	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	11	16	0	27	16	516	6	6	879	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	25	0	14	20	0	33	20	634	8	8	1080	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	14	20	0	33	20	634	8	8	1080	4
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1232	1776	321	1453	xxxx	542	1083	xxxx	xxxxx	641	xxxx	xxxxx
Potent Cap.:	136	84	681	93	xxxx	490	651	xxxx	xxxxx	953	xxxx	xxxxx
Move Cap.:	123	80	681	89	xxxx	490	651	xxxx	xxxxx	953	xxxx	xxxxx
Total Cap:	302	228	xxxxx	210	239	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.02	0.09	xxxx	0.07	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.9	xxxx	12.9	10.7	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	376	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.7			17.0			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	26	15	83	19	36	27	742	126	5	206	30
Added Vol:	10	10	0	0	3	0	0	18	3	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	36	15	83	22	36	27	760	129	5	211	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	36	15	83	22	36	27	760	129	5	211	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	36	15	83	22	36	27	760	129	5	211	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	36	15	83	22	36	27	760	129	5	211	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.70	0.30	1.00	0.39	0.61	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1118	482	1600	617	983	1600	3200	1600	1600	2807	393
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.05	0.04	0.04	0.02	0.24	0.08	0.00	0.08	0.08
Crit Moves:	****			****				****		****		

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	136	13	9	69	20	14	8	432	117	12	664	66
Added Vol:	3	3	0	0	10	0	0	6	10	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	16	9	69	30	14	8	438	127	12	683	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	16	9	69	30	14	8	438	127	12	683	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	16	9	69	30	14	8	438	127	12	683	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	16	9	69	30	14	8	438	127	12	683	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	1.00	0.68	0.32	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	1023	577	1600	1089	511	1600	3200	1600	1600	2917	283
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.04	0.03	0.03	0.01	0.14	0.08	0.01	0.23	0.23
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	740	1767	186	247	1463	304	244	219	333	80	582	196
Added Vol:	4	167	3	1	92	1	3	0	4	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	744	1934	189	248	1555	305	247	219	337	83	582	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	744	1934	189	248	1555	305	247	219	337	83	582	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	1934	189	248	1555	305	247	219	337	83	582	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	744	1934	189	248	1555	305	247	219	337	83	582	198
OvlAdjVol:			147			182			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.24	0.76
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3583	1217
Capacity Analysis Module:												
Vol/Sat:	0.23	0.40	0.12	0.08	0.32	0.19	0.08	0.07	0.11	0.03	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	409	1715	205	342	1670	148	475	719	642	258	363	354
Added Vol:	3	80	2	2	160	4	1	0	3	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1795	207	344	1830	152	476	719	645	260	363	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1795	207	344	1830	152	476	719	645	260	363	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1795	207	344	1830	152	476	719	645	260	363	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1795	207	344	1830	152	476	719	645	260	363	355
OvlAdjVol:			77			0			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.13	0.11	0.38	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	740	1767	186	247	1463	304	244	219	333	80	582	196
Added Vol:	4	167	3	1	92	1	3	0	4	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	744	1934	189	248	1555	305	247	219	337	83	582	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	744	1934	189	248	1555	305	247	219	337	83	582	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	1934	189	248	1555	305	247	219	337	83	582	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	744	1934	189	248	1555	305	247	219	337	83	582	198
OvlAdjVol:			147						0			74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.34	0.66	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	5350	1050	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.40	0.12	0.08	0.29	0.29	0.08	0.07	0.11	0.03	0.18	0.12
OvlAdjV/S:			0.09						0.00			0.05
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	409	1715	205	342	1670	148	475	719	642	258	363	354
Added Vol:	3	80	2	2	160	4	1	0	3	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1795	207	344	1830	152	476	719	645	260	363	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1795	207	344	1830	152	476	719	645	260	363	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1795	207	344	1830	152	476	719	645	260	363	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1795	207	344	1830	152	476	719	645	260	363	355
OvlAdjVol:			77						233			183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.69	0.31	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	5909	491	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.13	0.11	0.31	0.31	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05						0.07			0.11
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) With Project Conditions

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

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	8	Average Delay (sec/veh):	31.9
Optimal Cycle:	168	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1707	241	0	1812	228	0	0	0	650	0	1137
Added Vol:	0	144	26	0	83	16	0	0	0	28	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1851	267	0	1895	244	0	0	0	678	0	1166
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	2109	0	0	2158	0	0	0	0	772	0	1328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2109	0	0	2158	0	0	0	0	772	0	1328
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2109	0	0	2158	0	0	0	0	772	0	1328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2309	0	2757
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.33	0.00	0.48
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.72	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.68	0.00	0.99
Delay/Veh:	0.0	22.5	0.0	0.0	41.6	0.0	0.0	0.0	0.0	18.3	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	41.6	0.0	0.0	0.0	0.0	18.3	0.0	38.8
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	D
HCM2kAvgQ:	0	14	0	0	23	0	0	0	0	13	0	29

Note: Queue reported is the number of cars per lane.

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

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	8	Average Delay (sec/veh):	22.9
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1858	738	0	1726	1023	0	0	0	747	1	587
Added Vol:	0	75	19	0	104	62	0	0	0	23	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1933	757	0	1830	1085	0	0	0	770	1	597
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1987	0	0	1881	0	0	0	0	791	1	613
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1987	0	0	1881	0	0	0	0	791	1	613
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1987	0	0	1881	0	0	0	0	791	1	613
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.56	0.01	1.43
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2543	2	2337
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.43	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.69	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.63	0.87	0.53
Delay/Veh:	0.0	22.3	0.0	0.0	28.3	0.0	0.0	0.0	0.0	17.2	25.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	0.0	0.0	28.3	0.0	0.0	0.0	0.0	17.2	25.7	15.7
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	13	0	0	16	0	0	0	0	11	21	8

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	8	Average Delay (sec/veh):	21.7
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1623	15	0	1871	740	879	133	230	0	0	100
Added Vol:	0	123	0	0	104	8	61	0	28	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1746	15	0	1975	748	940	133	258	0	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1927	17	0	2180	0	1038	146	284	0	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1927	17	0	2180	0	1038	146	284	0	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1927	17	0	2180	0	1038	146	284	0	0	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.71	0.71	0.71	1.00	1.00	0.87
Lanes:	0.00	3.97	0.03	0.00	4.00	1.00	2.00	0.34	0.66	0.00	0.00	1.00
Final Sat.:	0	6849	60	0	6916	1900	2717	462	897	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.32	0.00	0.38	0.32	0.32	0.00	0.00	0.08
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.41	0.41	0.00	0.41	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.00	0.77	0.00	0.77	0.63	0.63	0.00	0.00	xxxx
Delay/Veh:	0.0	22.4	22.4	0.0	24.0	0.0	20.1	17.1	17.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	22.4	0.0	24.0	0.0	20.1	17.1	17.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	B	B	A	A	A
HCM2kAvgQ:	0	13	13	0	16	0	14	10	10	0	0	3

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

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

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8	Average Delay (sec/veh):	19.5
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	2074	34	0	1980	380	614	354	393	0	0	432
Added Vol:	0	83	0	0	97	30	21	0	23	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2157	34	0	2077	410	635	354	416	0	0	442
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2203	34	0	2121	0	649	362	425	0	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2203	34	0	2121	0	649	362	425	0	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2203	34	0	2121	0	649	362	425	0	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.36	0.75	0.89	0.00	0.00	1.00
Final Sat.:	0	6796	106	0	6916	1900	1900	1059	1244	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.31	0.00	0.34	0.34	0.34	0.00	0.00	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.73	0.00	0.69	0.00	0.73	0.73	0.73	0.00	0.00	xxxx
Delay/Veh:	0.0	21.5	21.5	0.0	20.8	0.0	20.8	20.8	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	21.5	0.0	20.8	0.0	20.8	20.8	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	15	0	14	0	13	13	13	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix H

Queueing Analysis:
Azusa Avenue (NS) at Anaheim and Puente Road (EW)

CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	5	0	1	18	18	2	0	4	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	7	12	0	0	15	15	4	0	5	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	9	1	4	18	18	2	0	3	2	0	1

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	7	16	0	3	17	17	3	0	3	6	0	2

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	6	0	1	19	19	2	0	4	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	8	12	0	0	16	16	4	0	5	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	9	1	4	20	20	2	0	3	2	0	1

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	8	17	0	3	18	18	3	0	4	7	0	2

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