

July 22, 2019

Ms. Tracy Zinn  
T & B Planning  
17542 17<sup>th</sup> Street, # 100  
Tustin, CA 92780

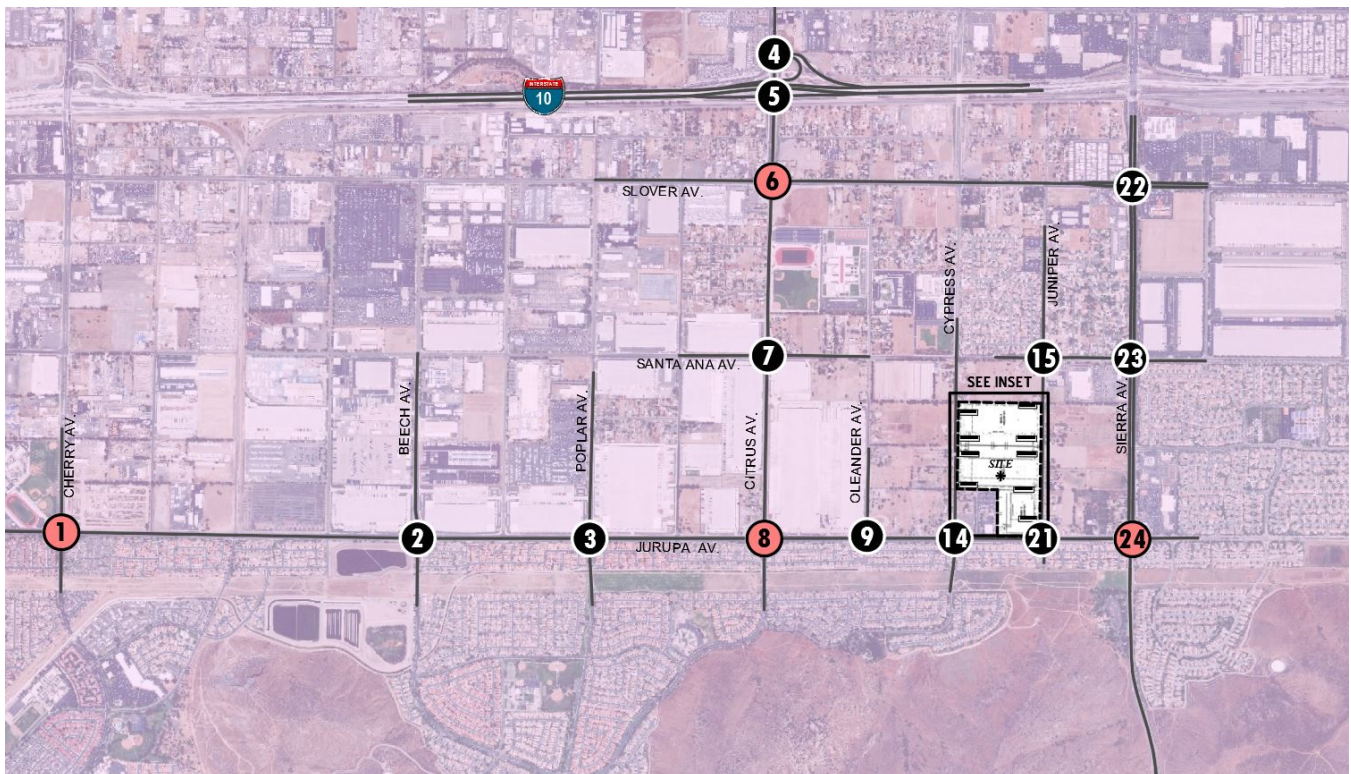
**SUBJECT: GOODMAN INDUSTRIAL PARK FONTANA III TRAFFIC IMPACT ANALYSIS DESIGN REFINEMENTS REVIEW**

Dear Ms. Tracy Zinn:

Urban Crossroads, Inc. is pleased to provide this letter documenting our Goodman Industrial Park Fontana III Traffic Impact Analysis Design Refinements Review. The purpose of this work effort is to address several aspects of the traffic engineering design that are unusual and / or do not conform with City of Fontana design standards.

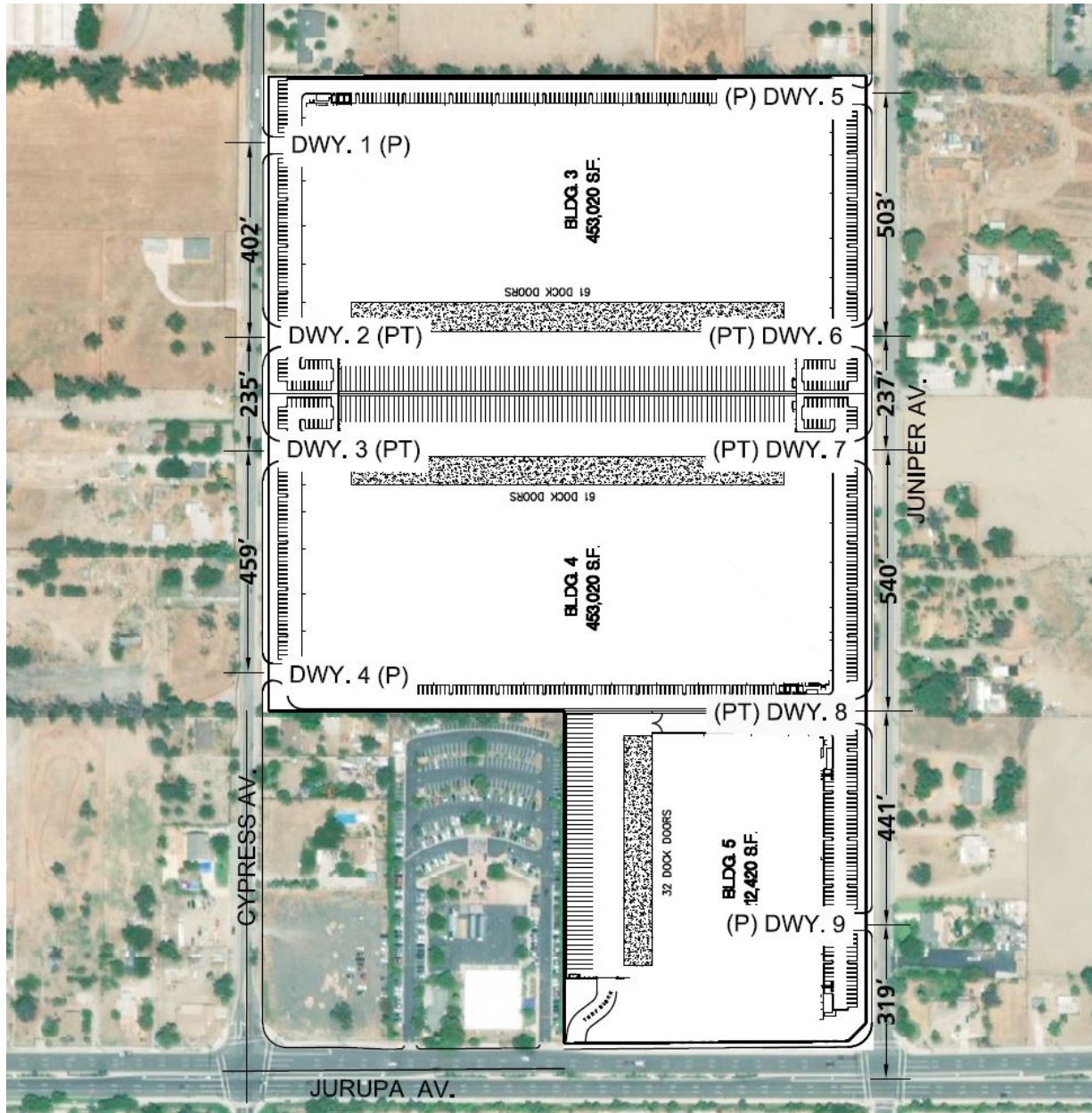
The Project is located north of Jurupa Avenue and west of Cypress Avenue. The location of the project is shown on Exhibit A.

**EXHIBIT A: PROJECT LOCATION**



The project site plan is shown on Exhibit B.

**EXHIBIT B: PROJECT SITE PLAN**



The items considered in our review include:

- Minimum Driveway Spacing
- Driveway Centerline Offset

- Roadway Lane Configuration

### **MINIMUM DRIVEWAY SPACING**

As shown on Exhibit B, the proposed driveway spacing between Driveways 2 and 3 is approximately 235 feet. This is less than the minimum driveway spacing standard of 330 feet per City of Fontana Access Management Criteria (City of Fontana Standard Plan 701). The purpose of the minimum driveway spacing guidelines is to improve the efficiency of the roadway system by minimizing conflicts. The minor reduction in driveway spacing enhances the efficiency of the roadway system by improving the movements of trucks into and out of the proposed driveways. If the driveways were to be spaced at 330 feet, this creates a less direct travel path and would cause slower truck movements.

### **DRIVEWAY CENTERLINE OFFSET**

The project engineer is proposing an offset of the driveway centerline that provides additional room for inbound trucks to complete their turns. The proposed inbound lane would be between 25 and 28 feet wide, leaving room for an outbound lane that is between 12 to 15 feet wide. The proposed shift of the centerline allows both inbound and outbound vehicles to complete their maneuvers without conflicts and allow inbound trucks to execute their turns from the outside travel lane.

### **ROADWAY LANE CONFIGURATION**

The striping concept developed for Cypress Avenue provides for a slightly wider (18') outside lane, with associated narrowing of the inside lane. This also improves the ability of large trucks to enter the project site.

### **CONCLUSION**

The proposed design refinements all serve to improve the movement of trucks into and out of the proposed project. It is recommended that these refinements be implemented in conjunction with the final project design. Urban Crossroads, Inc. is pleased to provide this letter report for your use. If you have any questions, please contact me directly at (949) 336-5981.

Respectfully submitted,

URBAN CROSSROADS, INC.



Carleton Waters. P.E.

Senior Traffic Engineer