Project No: 636-02

TRAFFIC STUDY

FOR

A PROPOSED INDUSTRIAL/WAREHOUSE AND RETAIL COMMERCIAL LAND DEVELOPMENT

AT

SOUTH H STREET AND HOSKING AVENUE

BAKERSFIELD, CALIFORNIA

Prepared for:

Majestic Realty, Co.

October 2021

(updated April 2022)

Prepared by:

1800 30TH STREET, SUITE 260
BAKERSFIELD, CA 93301

Draft 4-25-2022

John D. Schuler, RCE 51825

TABLE OF CONTENTS

INTRODUCTION

The purpose of this study is to provide an evaluation of the potential traffic impacts of a proposed 90-acre Industrial Warehouse and Retail Commercial land development located along the west side of South H Street between Hosking Avenue and Berkshire Road, in the City of Bakersfield, California. Traffic impacts were evaluated for vehicle miles travelled (VMT) in accordance with current CEQA requirements. A vicinity map, location map, and site plan are presented in figures 1 through 3 respectively.

Additionally, this study provides an operational analysis of the existing and future street system with the addition of project traffic, for the purpose of evaluating consistency with the City's General Plan goals relating to intersection and roadway level of service.

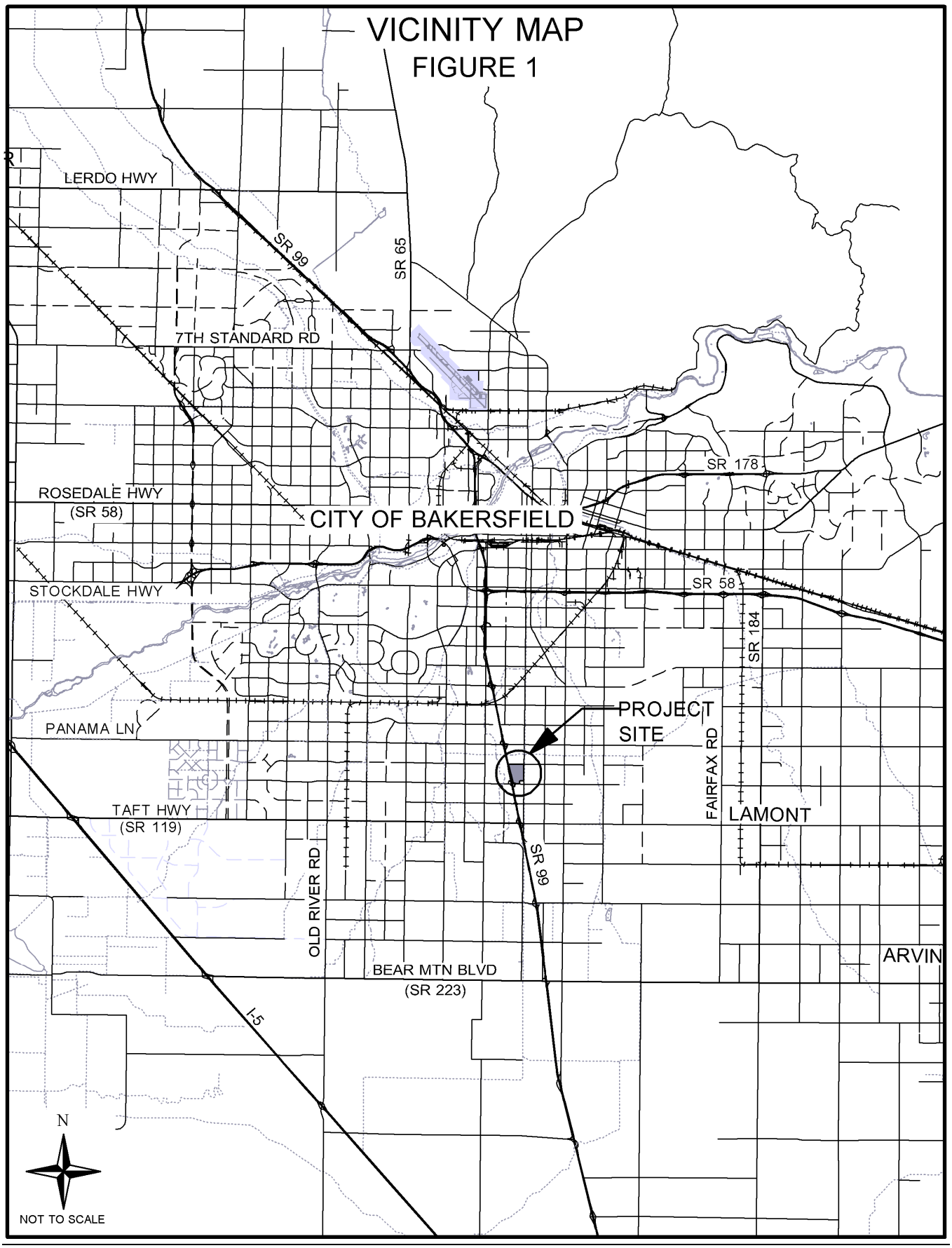
A. Project Description

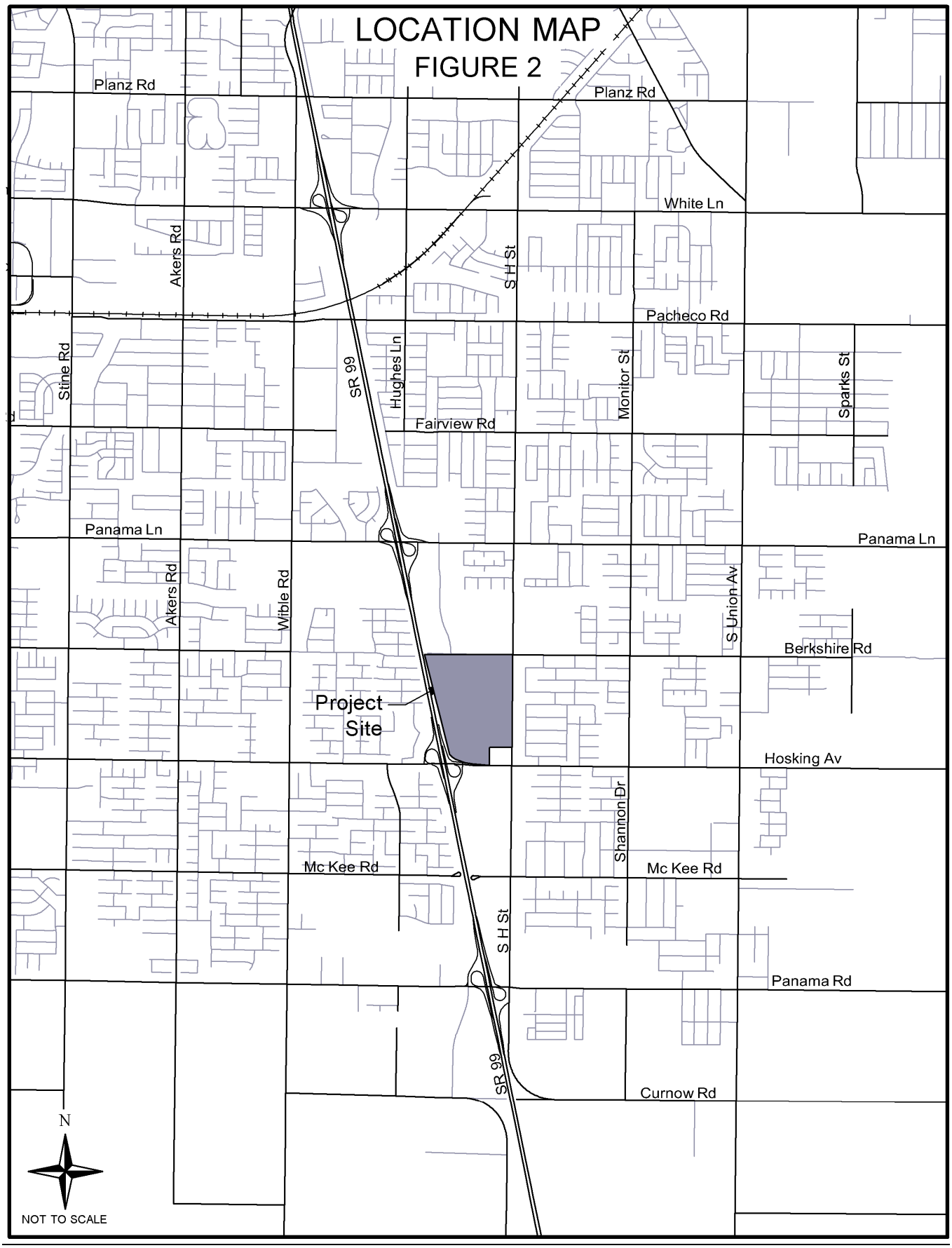
The project is comprised of 187,500 square feet of retail commercial and a 1.012 million square foot industrial warehouse, with the warehouse floor space reasonably expected to be occupied by 90% fulfillment center and 10% cold storage. The project site is situated on approximately 90 acres of property in the east half of Section 25, Township 30 South, Range 27 East, M.D.B.&M.

For purposes of this traffic study it was assumed that the project will be developed in two phases. The industrial warehouse will be constructed in the first phase, with completion anticipated in 2024. Construction of the retail portion will follow the warehouse and full build-out is anticipated by 2029.

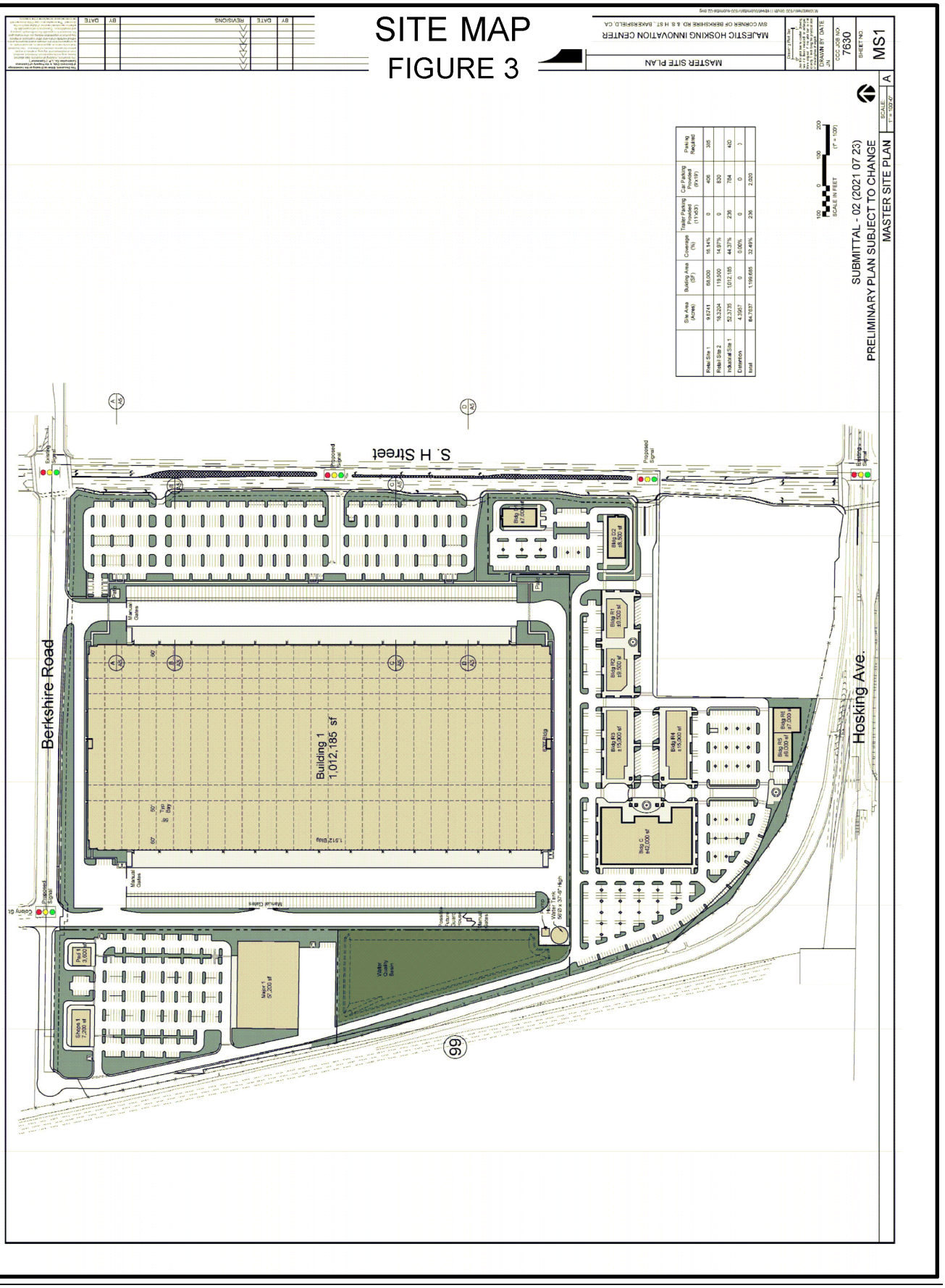
B. Existing and Proposed Land Use and Zoning

The project will require a General Plan Amendment and Zone Change (GPA/ZC). The current land use designation for the site is GC (General Commercial). The current zoning for the site is C2-PCD (Planned Commercial Development). A land use designation of LI (Light Industrial) and zone change to M-1 (Light Manufacturing) are proposed for the 56 acre warehouse portion of the site. The retail commercial portion will remain designated GC, but the zoning will be changed to Exclusive PCD.


VICINITY MAP
FIGURE 1
LERDO HWY
SR 99
SR 65
7TH STANDARD RD
SR 178
ROSEDALE HWY
(SR 58)
CITY OF BAKERSFIELD
STOCKDALE HWY
SR 58
SR 184
PANAMA LN
PROJECT
SITE
FAIRFAX RD
LAMONT
TAFT HWY
(SR 119)
OLD RIVER RD
SR 99
ARVIN
BEAR MTN BLVD
(SR 223)
I-5
N
NOT TO SCALE


LOCATION MAP
FIGURE 2
Planz Rd
Planz Rd
White Ln
Akers Rd
S H St
Pacheco Rd
Stine Rd
SR 99
Hughes Ln
Monitor St
Sparks St
Fairview Rd
Panama Ln
Panama Ln
Akers Rd
Wible Rd
S Union Av
Berkshire Rd
Project Site
Hosking Av
Shannon Dr
Mc Kee Rd
Mc Kee Rd
S H St
Panama Rd
SR 99
Curnow Rd
N
NOT TO SCALE

SITE MAP
FIGURE 3



	Site Area (Acres)	Building Area (SF)	Coverage (%)	Trailer Parking Provided (11'x53')	Car Parking Provided (9'x19')	Parking Required
Retail Site 1	9.8241	88,000	16.14%	0	406	385
Retail Site 2	18.3204	119,950	14.97%	0	830	
Industrial Site 1	53.3735	1012,185	44.37%	238	784	420
Detention	4.3907	0	0.00%	0	0	7
Total	84.7087	1,189,685	32.49%	238	2,020	

C. Proposed Site Access

Access to the project site will be provided along South H Street and Berkshire Road, with three signalized intersections proposed at Colony Street and Berkshire Road and on South H Street at the main entrance to the warehouse and at the entrance to the retail commercial portion of the project.

D. Project Vicinity - Existing Land Uses

The project site lies near the southerly end of the City of Bakersfield in an area in which the surrounding land uses include retail and future medical to north, the Kern Island Canal and residential to the east, freeway and residential to the west, and undeveloped land to the south, which is currently zoned for retail commercial and residential uses. Major residential areas exist farther north, east and west of the project. Commercial developments are located along major transportation corridors, including Panama Lane, White Lane, Stine Road and Wible Road.

STUDY APPROACH

In 2013, the State of California approved legislation (SB 743) to change the primary basis of evaluation of traffic impacts in CEQA from Level of Service (LOS) to Vehicle Miles Traveled (VMT). CEQA Guidelines section 15064.3 was approved in December 2018, and became effective in early 2019. Section 15064.3 required agencies to implement the new VMT requirement no later than July 1, 2020. The Governor's Office of Planning and Research (OPR) released a Technical Advisory On Evaluating Transportation Impacts In CEQA in December 2018, which provides guidelines and recommendations for VMT evaluation and thresholds. As of September 2021, the City of Bakersfield has not finalized or adopted any policies or methodologies for VMT analysis, therefore the OPR Technical Advisory was used as the basis for this evaluation.

In addition to the VMT evaluation, this study also provides an operational analysis of the existing and future street system with the addition of project traffic. The operation analysis includes LOS analysis for peak hour intersection and daily roadway operations as well as queueing and signal warrant evaluation. The purpose of the operational analysis is to evaluate consistency with the City's General Plan goals relating to intersection and roadway level of service and identify potential LOS or geometric deficiencies.

VEHICLE MILES TRAVELED (VMT)

The Technical Advisory provides initial screening criteria and thresholds of significance for the VMT evaluation. The VMT evaluation is limited to automobiles and light trucks. For retail commercial land uses with building areas above 50,000 square feet, the criteria for significance is whether or not the overall VMT for the region will increase above current baseline overall VMT with the addition of the project. No specific recommendations are provided for industrial land uses, however, a 15% reduction in VMT per employee is recommended for office land uses. For the industrial use anticipated for this project, most of the passenger vehicle trips are generated by employees, like the office use, therefore, an assessment consistent with office employees was used for evaluating the industrial component of this project. For the industrial portion of the project, the focus of the per employee evaluation is the home-based work trips.

The regional transportation model, maintained by the Kern Council of Governments (KernCOG), was used to estimate baseline VMT and project VMT for existing and future cumulative scenarios. The

KernCOG model is developed for use in adoption of the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The KernCOG model contains "gateway" points to State transportation model data and the VMT scripts within the KernCOG model account for Statewide travel, to assure that the model does not terminate at TAZ or jurisdictional boundaries. The current model baseline year is 2018. The model run for the cumulative future year for the RTP is 2042. Model runs were prepared by KernCOG with and without the retail and industrial portions of the project at buildout for the years 2018 and 2042, which allow the differentiation of traffic from each of the project elements within the TAZ and the region. The output from the KernCOG model provides a detailed breakdown of the number of employees and trips and VMT by trip purpose by TAZ county wide.

For the industrial component of the project, the employment and associated VMT for home-to-work trips for the county and corresponding significance threshold are shown in Table 1 and the project values are shown in Table 2.

Table 1
County Employment, VMT and Threshold

	Baseline			Significant Threshold (85%)
Year	VMT Home-to-work	Employees	VMT per Employee	VMT per Employee
2018	5,899,656	307,783	19.17	16.29

Table 2
Project Industrial Employment and VMT

Year	Employees	VMT Home-to-work	VMT per Employee
2018	2,000	19,671	9.84
2042	2,000	18,294	9.15

From Table 2, the project VMT/employee compared to the 2018 baseline of 19.17 miles is 51.33% and 47.73% for 2018 and 2042 respectively. These values are below the 15% OPR Technical Advisory recommendations, therefore, the project's industrial traffic VMT impact should be considered less than significant.

For the retail component of the project, Table 3 shows the comparison of the 2018 baseline and the with-project value for overall Countywide VMT.

Table 3
Retail Commercial VMT Evaluation

Model scenario	Overall VMT (Countywide)
2018 Baseline	24,064,856
2018 + Project retail	24,022,967
Difference	41,889 less

From Table 3, the overall VMT with the project is less than the baseline, therefore the project's retail traffic VMT impact should be considered less than significant. The reduction of overall VMT with the addition of the project's retail area is due to the reduced trip length for retail services for the surrounding residential areas.

Warehouse Truck VMT

The State CEQA Guidelines and the OPR Technical Advisory omit heavy duty trucks from the VMT analysis and consideration regarding thresholds of significance. However, for informational purposes only, an estimate of the daily VMT associated with trucks from the warehouse portion of the project is provided as follows. The San Joaquin Valley Air Pollution Control District has established a default value of 50 miles/trip for trucks operating at warehouse facilities within the San Joaquin Valley. This default is used for the air quality analysis of the project. The estimated daily truck volume for the project is 580 (see Table 4). Therefore, the daily VMT associated with the warehouse trucks would be 29,000 miles/day. There are no baseline or threshold values defined by the State for comparison with the project truck VMT estimate, it is provided for information purposes only.

OPERATIONAL ANALYSIS

The scope of the intersections for the operational analysis was approved by the City of Bakersfield Traffic Department and Caltrans. The evaluation methodology is consistent with the City of Bakersfield guidelines (Subdivision & Engineering Design Manual, Division Six, October 28, 2019).

The operational analyses were performed for the years 2021 (existing), 2024 (Phase 1 buildout, standard and cumulative scenarios), 2029 (Phase 1 and 2 full buildout, standard and cumulative scenarios) and 2042 (Cumulative future year with and without full project).

A. Study Area and Scope

The operational analysis study area is generally bounded by White Lane on the north, Taft Highway on the south, Cottonwood Road on the east, and Gosford Road on the west. The study area boundary was set based upon a threshold of 50 PM peak hour project trips. The scope of the study was developed in association with the City of Bakersfield Traffic Department. A total of 45 intersections are included in this operational analysis, of which 10 are unsignalized and 35 are signalized. The study area, along with the turn movement volumes at the studied intersections, is shown in Figures 4 through 33.

B. Roadway Descriptions

Descriptions of streets included in the scope of this study are presented below.

Akers Road is a north-south collector between Stine Road and Wible Road, and operates as a two-lane facility at various stages of widening. Akers Road currently provides access to residential areas.

Ashe Road is designated as an arterial and currently operates at various stages of widening from two to four lanes south of Panama Lane and as a fully improved arterial north of Panama Lane. Within the study area, Ashe Road provides access to residential and commercial areas north and south of Panama Lane as well as agricultural areas south of development.

Berkshire Road is an east-west collector that exists as a two-lane roadway at various stages of widening and improvement in the project vicinity. Berkshire Road extends from Colony Street to the east and to north-south arterials. It also provides access to the project on its north side.

Colony Street is a north-south roadway that crosses the Arvin Edison Canal and provides a connection from Berkshire Road to Panama Lane. Colony Street is a two-lane facility south of the canal, and a four-lane facility to the north, and it has curb and gutter and concrete sidewalk along its length.

Cottonwood Road is designated as an arterial. It currently exists within the study area as a two-lane, north-south roadway with paved shoulders and provides access to agricultural and low density residential land uses

Fairview Road is an east-west roadway located east of State Route 99 midway between Panama Lane and Pacheco Road. It is designated as a collector and provides access to residential land uses within the study area. Fairview Road currently exists as a two-lane roadway with full width improvements adjacent to residential development.

Gosford Road is designated as an arterial and provides access to residential, commercial and agricultural land uses within the study area. It currently exists as a two-lane road south of Panama Lane and at various stages of widening and improvement adjacent to development from Panama Lane to District Boulevard. Gosford Road operates as a six-lane facility north of District Boulevard. Gosford Road extends north of Stockdale Highway on the Coffee Road alignment to 7th Standard Road. Gosford Road/Coffee Road is one of four north-south arterials that cross the Kern River west of State Route 99, and therefore, serves as a major north-south corridor in the western metropolitan Bakersfield area.

Harris Road is an east-west roadway located west of State Route 99 midway between Panama Lane and Pacheco Road. It is designated as a collector and operates as a two-lane facility east of Stine Road and as a four-lane facility west of Stine Road. Harris Road provides access to residential and industrial land uses within the study area.

Hosking Avenue is an east-west arterial which extends from Stine Road to Cottonwood Road. It currently exists at various stages of widening from two to six lanes, with full width improvements existing adjacent to development. Hosking Avenue interchanges with State Route 99 with full width/ultimate improvements and ramp and freeway configuration. Hosking Avenue provides access to

residential and agricultural areas. Hosking Avenue continues west of Stine Road along the McCutchen Road alignment.

Hughes Lane is a north-south roadway located southwest of the project site midway between Wible Road and South H Street. It is designated as a collector and currently exists as an improved two-lane roadway. Hughes Lane provides access to residential land uses within the study area.

McCutchen Road is an east-west arterial west of Stine Road. It exists in various stages of widening and improvement adjacent to development and provides access to agricultural and residential areas.

McKee Road is an east-west collector which currently exists as a two-lane roadway at various stages of widening in the project vicinity. While McKee Road does not currently cross State Route 99, it does provide access to residential neighborhoods on the east and west sides of State Route 99.

Monitor Street is a two-lane, north-south roadway located midway between South H Street and South Union Avenue. It is designated as a collector and provides access to residential areas.

Mountain Ridge Drive is a north-south roadway in various stages of widening that provides access to residential and developing residential areas between Berkshire Road and Taft Highway.

Pacheco Road is an east-west two-lane roadway that extends west from Cottonwood Road midway between Fairview Road and White Lane and crosses under State Route 99 without an interchange. It is designated as a collector within the study area and provides access to residential and industrial land uses.

Panama Lane is designated as an arterial. It extends east from State Route 43 near Interstate 5 through the southern metropolitan Bakersfield area with an interchange connection at State Route 99. Panama Lane operates as a four-or-six-lane facility at various stages of widening and improvement within the study area and provides access to residential and commercial land uses.

Panama Road is an east-west arterial which extends east from SR 99 through southern metropolitan Bakersfield. It exists as a two-lane roadway with graded shoulders. It provides access to the community of Lamont and outlying agricultural areas.

South H Street is a north-south arterial which extends from State Route 119 (Taft Highway) to Brundage Lane, and continues northward through downtown Bakersfield as H Street. It exists as a four-lane

roadway north of Panama Lane and narrows to a two-lane roadway south of Panama Lane. South H Street provides access to residential, commercial and industrial land uses within the study area.

South Union Avenue is designated as an arterial and was formerly a segment of State Route 99. South Union Avenue extends from State Route 99 to Brundage Lane, and continues north to Columbus Street as Union Avenue. (The segment of Union Avenue between Brundage Lane and Golden State Highway is part of State Route 204.) Within the project vicinity, South Union Avenue operates with four lanes and has paved shoulders and a median. It provides access to residential, commercial and industrial areas.

Sparks Street is a two-lane roadway which extends from Pacheco Road to Buckley Avenue midway between South Union Avenue and Cottonwood Road. It is designated as a collector and provides access for residential areas.

State Route 99 is a major north-south route through the central valley of California, extending from Interstate 5 south of Bakersfield to Sacramento. State Route 99 operates as an eight lane freeway from Wilson Road to Airport Drive with six lanes elsewhere in Kern County.

State Route 119 (Taft Highway) an east-west roadway, is designated as an expressway west of State Route 99 (State Route 119) and as an arterial east of State Route 99. It currently exists as a two-lane roadway at various stages of widening adjacent to development between State Route 99 and South Union Avenue. Taft Highway continues as a two-lane roadway with graded shoulders east of South Union Avenue along the Panama Road alignment. Taft Highway provides access from the communities of Greenfield, Weedpatch and Lamont to State Route 99.

Stine Road is designated as an arterial and currently exists at full improvement width north of Panama Lane and at various stages of widening adjacent to development south of Panama Lane. Stine Road provides access to agricultural, residential, commercial and industrial land uses within the study area.

White Lane is an east-west arterial extending east from Allen Road, providing access to residential and commercial land uses through the southern metropolitan Bakersfield area. It currently exists within the study area as a six-lane roadway with a raised center median and an interchange at State Route 99.

Wible Road is a north-south arterial located adjacent to State Route 99. It currently operates as a four-lane roadway north of Panama Lane and at various widths and stages of improvement south of Panama

Lane. Wible Road continues as Oak Street north of Stockdale Highway/Brundage Lane. It provides access to residential, commercial and industrial land uses within the study area.

PROJECT TRAFFIC

A. Trip Generation

Project trip generation and peak hour volumes shown in Tables 4a and 4b were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. Rates and directional splits for ITE Land Use Code 820 (Shopping Center) were used to estimate project trip generation for the retail commercial component of the project during the week (peak hour of adjacent street traffic).

The warehouse trip generation rates for AM, PM and daily traffic were based on a Technical Memorandum for trip generation rate recommendations specific for the Bakersfield site, prepared by Urban Crossroads using published ITE methodologies (see Appendix). The project warehouse is being proposed on a speculative basis, meaning that the future user/occupant of the building is not known at this time. Thus, user-specific trip data is not available or use, because the user is currently unknown. Trip rates for warehouses available in the Trip Generation Manual are either based on a low number of surveyed sites or at sites in areas outside of the central and southern California area collected from the 1980's through 2010's. The Memorandum provides a comparison of the recommended rates, developed from trip counts collected at warehouses in Southern California that are expected to have operating characteristics similar to those expected at the Project, with available ITE rates for warehousing. The comparison demonstrates that applicability, accuracy, and conservative nature of the recommended rates versus the ITE rates. For this reason, the rates recommended by Urban Crossroads were used. The five sites included in the assessment were found to be consistent with the proposed Project with respect to the building size/layout and parking field layout. Each of the 5 facilities surveyed had traffic counts collected for 24-hours over 2 to 3 consecutive days. The peak hour timeframe for the developed rates is for the peak hour of generator (potential shift change). The estimates traffic from these rates is applied to the peak hour of adjacent street traffic for a conservative analysis.

A pass-by rate of 15% was applied to the shopping center portion of the project to account for trips which are made as intermediate stops between trip origin and ultimate destination without a route diversion. Pass-by trips are attracted from traffic passing a site on an adjacent street, and therefore, do not add trips to the adjacent street system. The pass-by rate is based on Table 6.2.2 "Pass-by Factors" in the City of Bakersfield Subdivision and Engineering Manual (page 6-16).

Table 4a
Phase I Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
-	Warehouse and Cold Storage (Passenger Vehicles)	1012.185 1000 sq ft GFA	2.939	2975	0.451	87% 397	13% 60	0.665	49% 330	51% 343
-	Warehouse and Cold Storage (Trucks)	1012.185 1000 sq ft GFA	0.573	580	0.018	63% 12	37% 6	0.024	41% 10	59% 14
Total				3,555		409	66		340	358

Table 4b
Phase I & II Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
-	Warehouse and Cold Storage (Passenger Vehicles)	1012.185 1000 sq ft GFA	2.939	2975	0.451	87% 397	13% 60	0.665	49% 330	51% 343
-	Warehouse and Cold Storage (Trucks)	1012.185 1000 sq ft GFA	0.573	580	0.018	63% 12	37% 6	0.024	41% 10	59% 14
820	Shopping Center	187.5 1000 sq ft GLA	eq	10759	eq	62% 151	38% 93	eq	48% 426	52% 461
sub-total				14,314		560	159		766	819
Adjustments Pass-by[1]		15%		1,614		23	14		64	69
Total				12,700		537	145		702	750

[1]Shopping Center only

B. Trip Distribution and Assignment

The project traffic distribution is comprised of three different distributions, one for each element of the project: retail, warehouse employees and warehouse trucks. The trip distributions shown in Tables 5a,5b & 5c represent the most logically traveled routes for traffic accessing the project. Project traffic distribution was estimated based on a review of the potential draw from population centers within the region and the type of land use involved, and in cooperation with the City of Bakersfield Public Works Department. These assumptions were used to distribute project traffic as shown in Figure 4 through 7.

Table 5a
Retail Trip Distribution and Assignment

Direction	Percentage	Primary Route(s)
North	45	State Route 99 & South H Street
East	15	Berkshire Rd & Hosking Ave
South	10	State Route 99 & South H Street
West	30	Hosking Ave & Panama Lane

Table 5b
Warehouse Employee Trip Distribution and Assignment

Direction	Percentage	Primary Route(s)
North	40	State Route 99 & South H Street
East	20	Berkshire Rd & Hosking Ave
South	10	State Route 99 & South H Street
West	30	Hosking Ave & Panama Lane

Table 5c
Warehouse Truck Trip Distribution and Assignment

Direction	Percentage	Primary Route(s)
North	50	State Route 99 via S. H Street & Hosking Ave.
South	50	State Route 99 via S. H Street & Hosking Ave.

EXISTING AND FUTURE TRAFFIC

Weekday AM and PM peak hour turning movements were field measured in July 2021. Traffic counts were conducted between the hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM.

COVID-19 Impact review and adjustments

Traffic counts were reviewed and compared to pre-COVID-19 count data from 2018 and 2014, as well as KernCOG ADT data for the years prior to 2020 and recent counts published for 2021 for the purpose of assessing appropriateness of the data with respect to potential temporary declines in traffic due to COVID-19. In general, the daily counts from the KernCOG ADT data for 2021 indicate that most of the

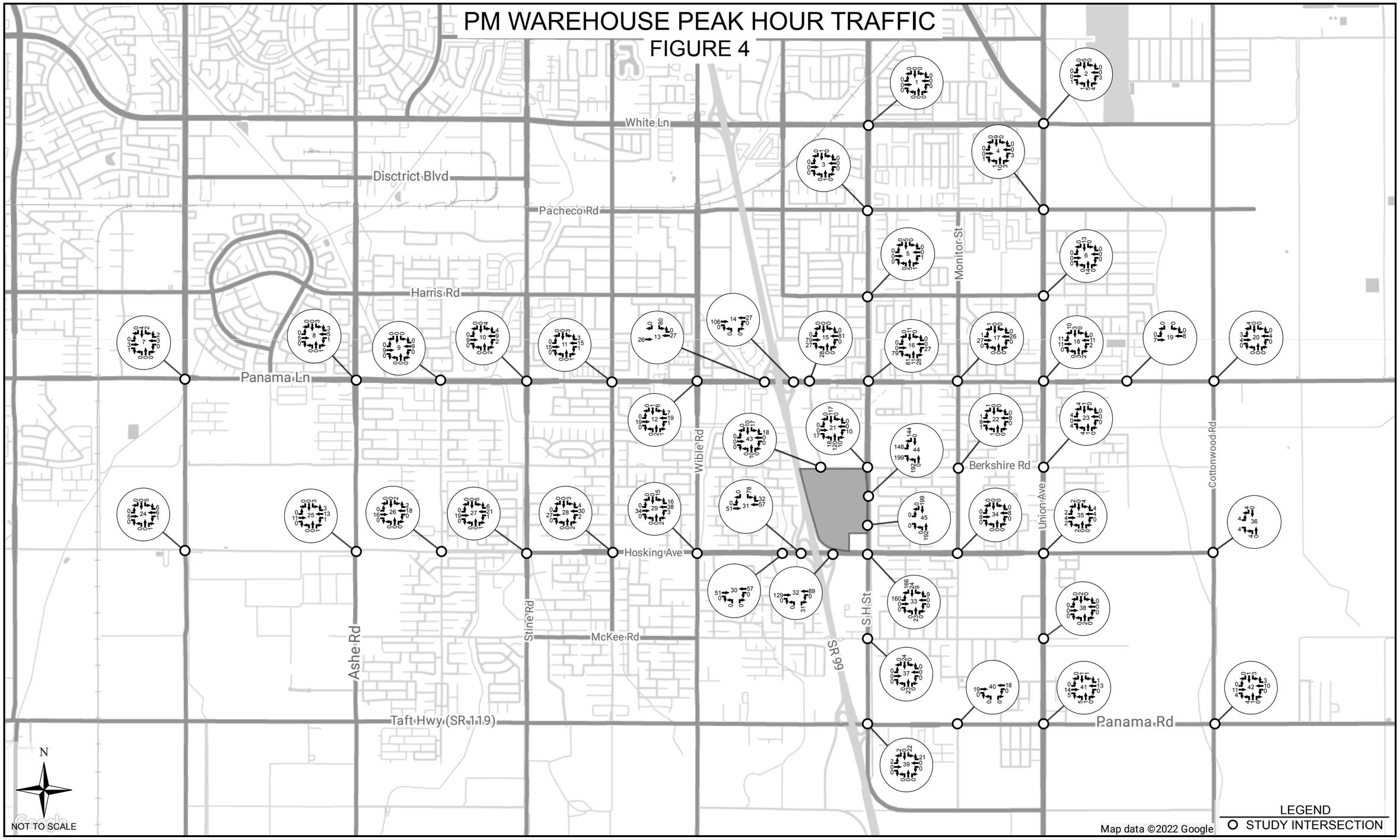
streets are operating in the pre-2020 range. However, for Hosking Avenue at the SR 99 ramps and along intersections to the west of SR 99, the 2021 counts were measurably less than 2018 count data. Therefore, 2018 data was used at the SR 99 ramp intersections and count data was adjusted upward accordingly for east-west through movements along Hosking Avenue west of SR 99.

Peak hour turning movement volumes for 2021, with these noted adjustments, are shown in Figure 8 & 9.

Annual growth rates ranging between 0.19% and 3.1% were applied to existing traffic volumes to estimate future traffic volumes for the years 2024, 2029 and 2042. These growth rates were estimated based on a review of existing and approved future developments in the vicinity of the project and KernCOG traffic model data. Additionally, future cumulative scenarios were developed with the addition of future projects in the immediate vicinity of the project and which were requested for inclusion by City staff. Trip generations and distributions included in the cumulative scenarios were from the following locations: retail commercial on the northwest corner of Hosking and South H Street (approximately 100,000 square feet) ; retail commercial on the southwest corner of Hosking and South H Street (approximately 278,000 square feet); retail commercial on the northeast corner of Hosking Avenue and Wible Road (approximately 75,000 square feet); and medical office on the northwest corner of Berkshire Road and South H Street (approximately 160,000 square feet).

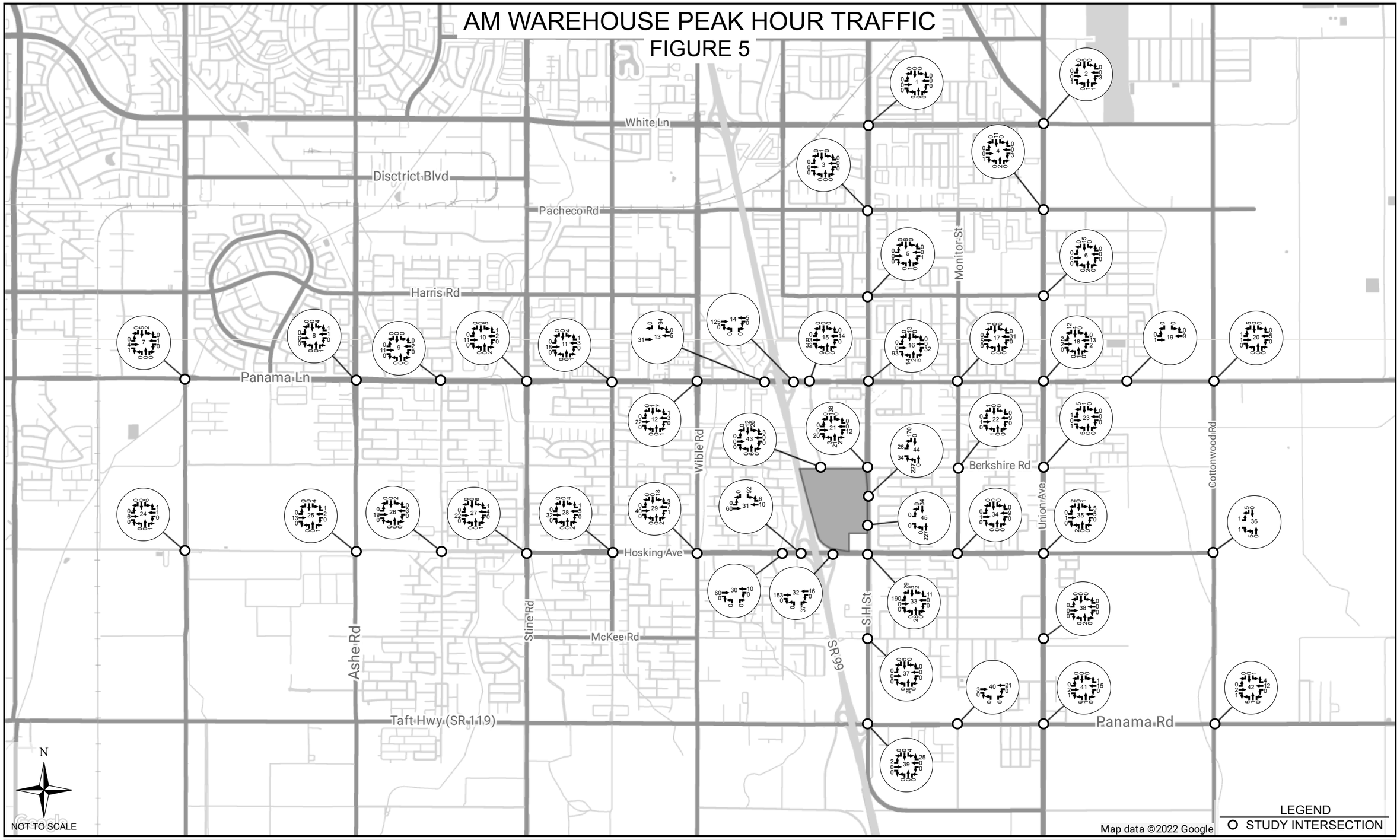
PM WAREHOUSE PEAK HOUR TRAFFIC

FIGURE 4



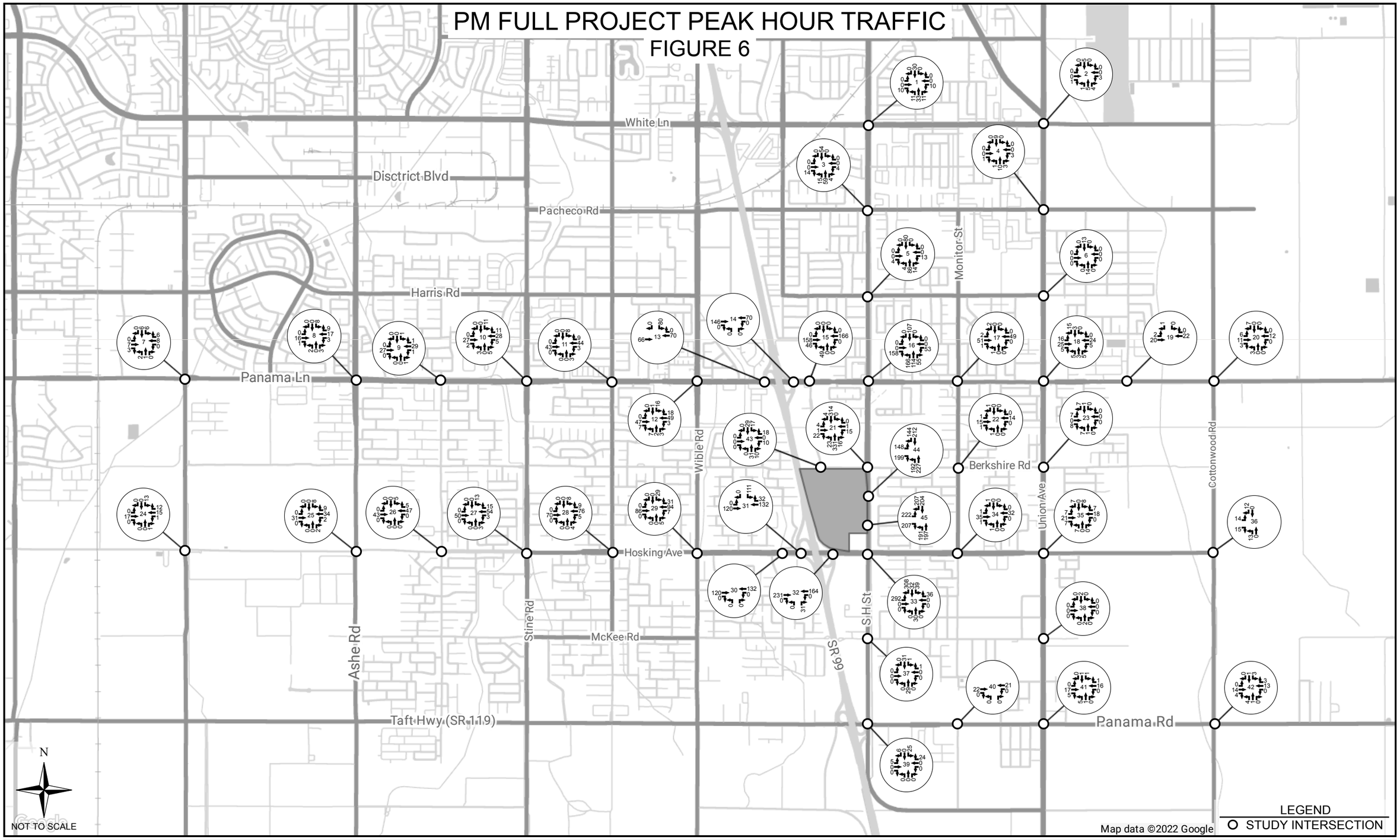
AM WAREHOUSE PEAK HOUR TRAFFIC

FIGURE 5



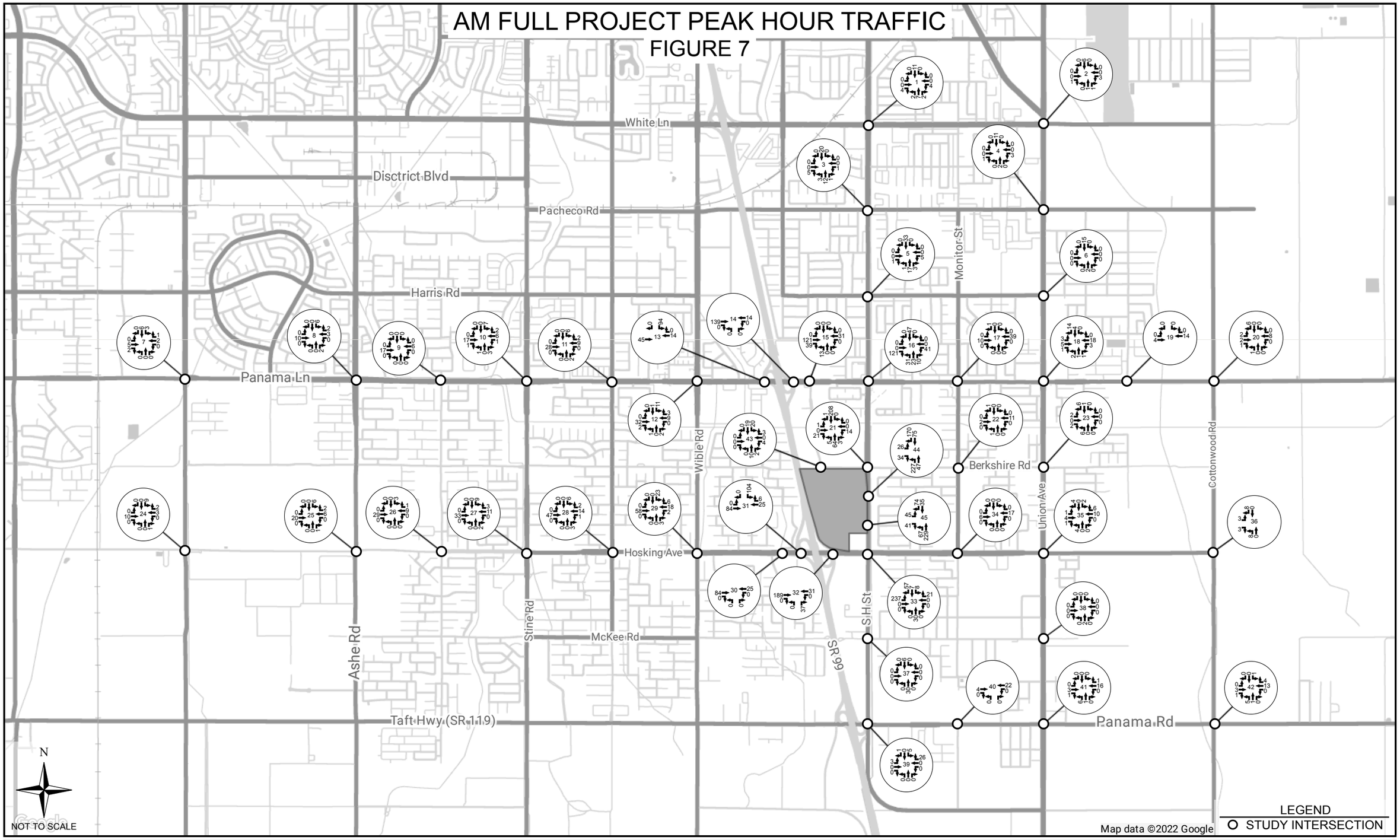
PM FULL PROJECT PEAK HOUR TRAFFIC

FIGURE 6

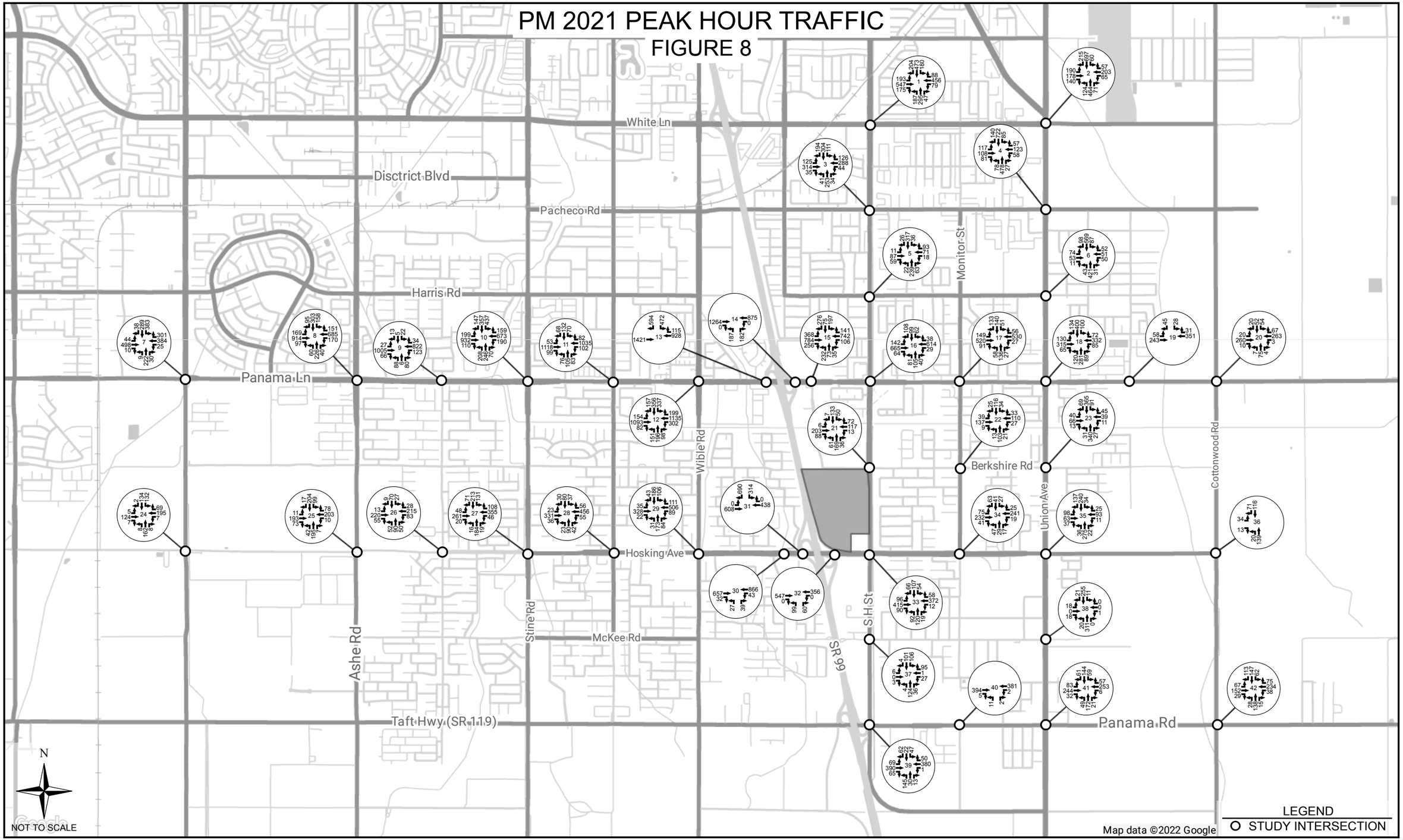


AM FULL PROJECT PEAK HOUR TRAFFIC

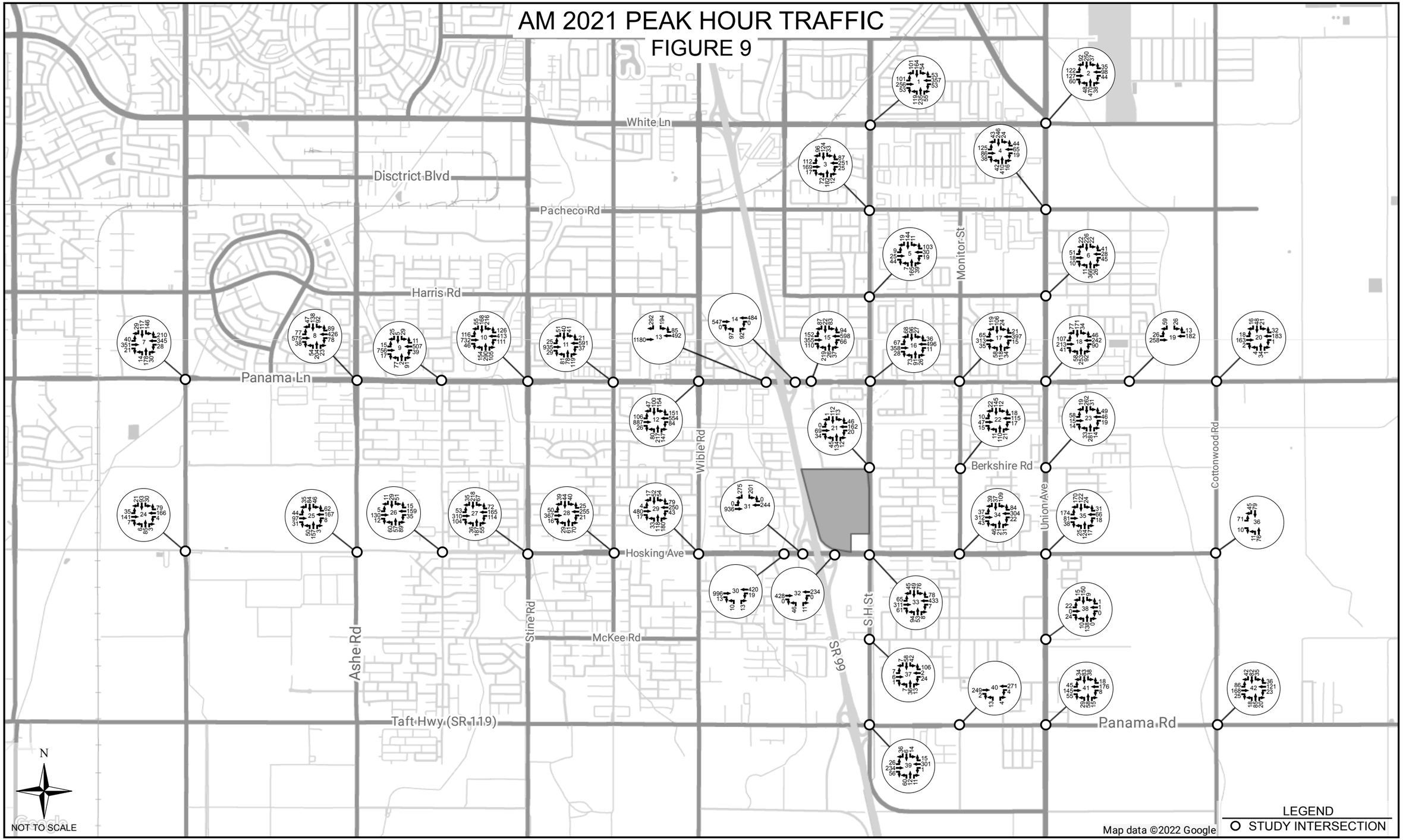
FIGURE 7



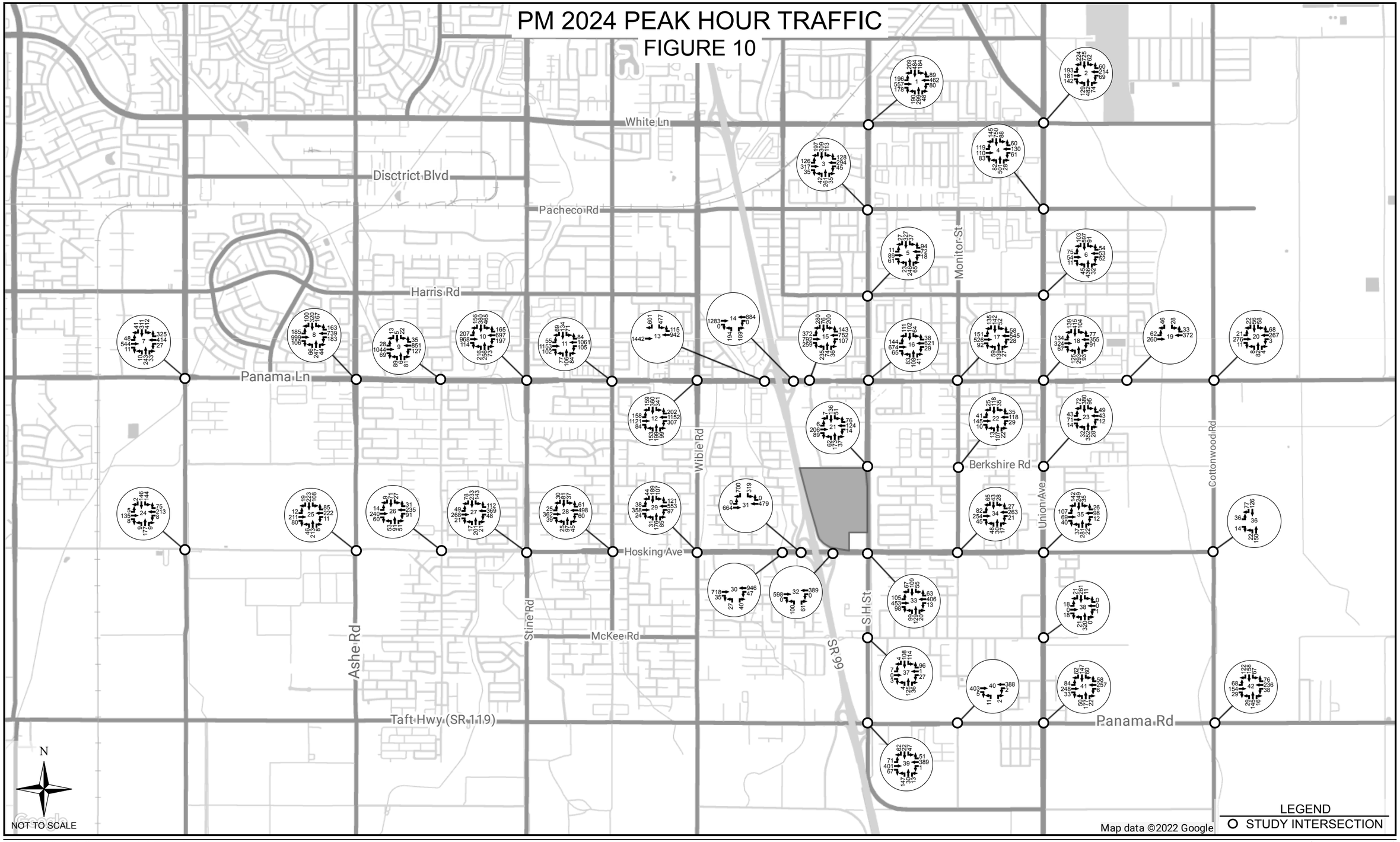
PM 2021 PEAK HOUR TRAFFIC
FIGURE 8



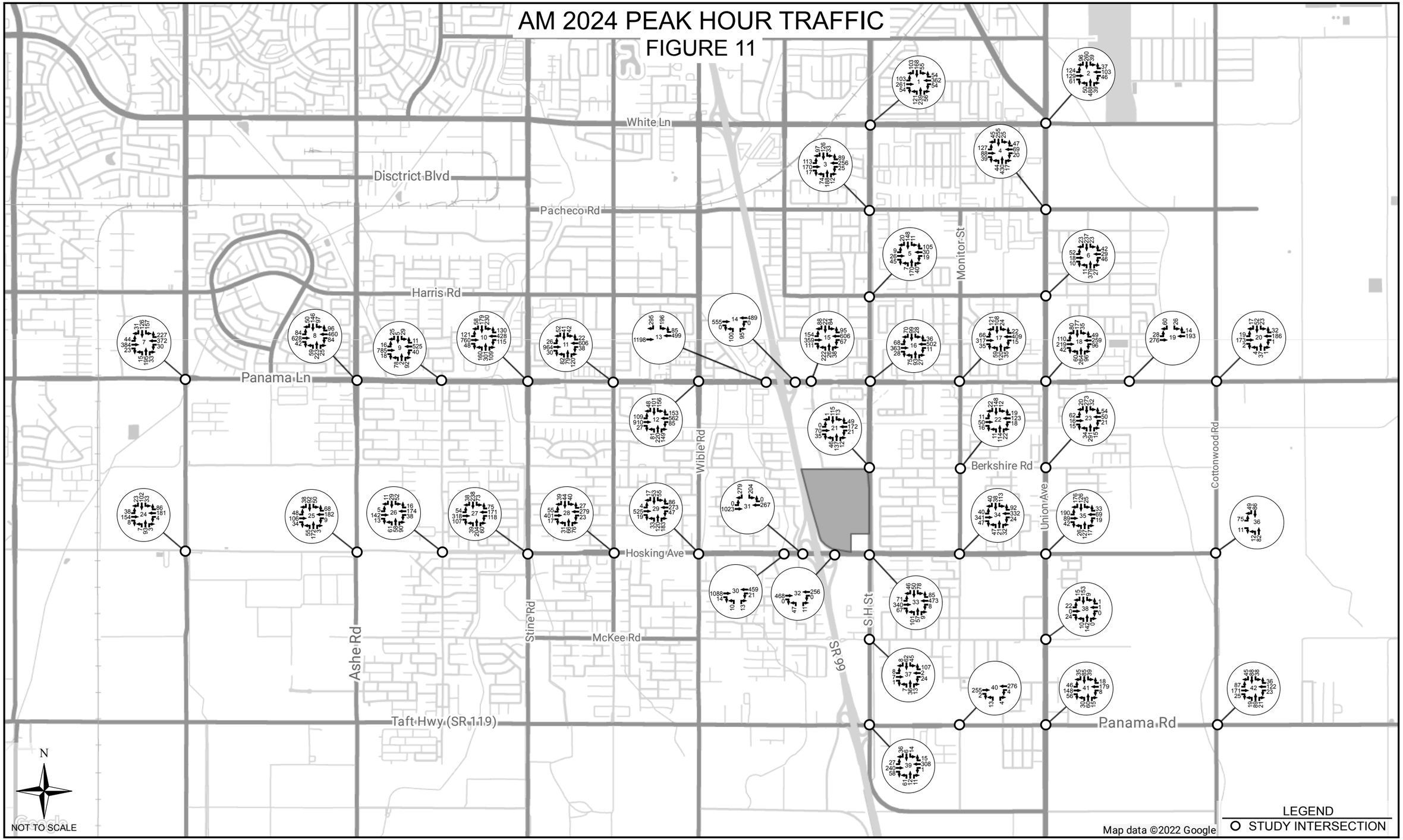
AM 2021 PEAK HOUR TRAFFIC
FIGURE 9



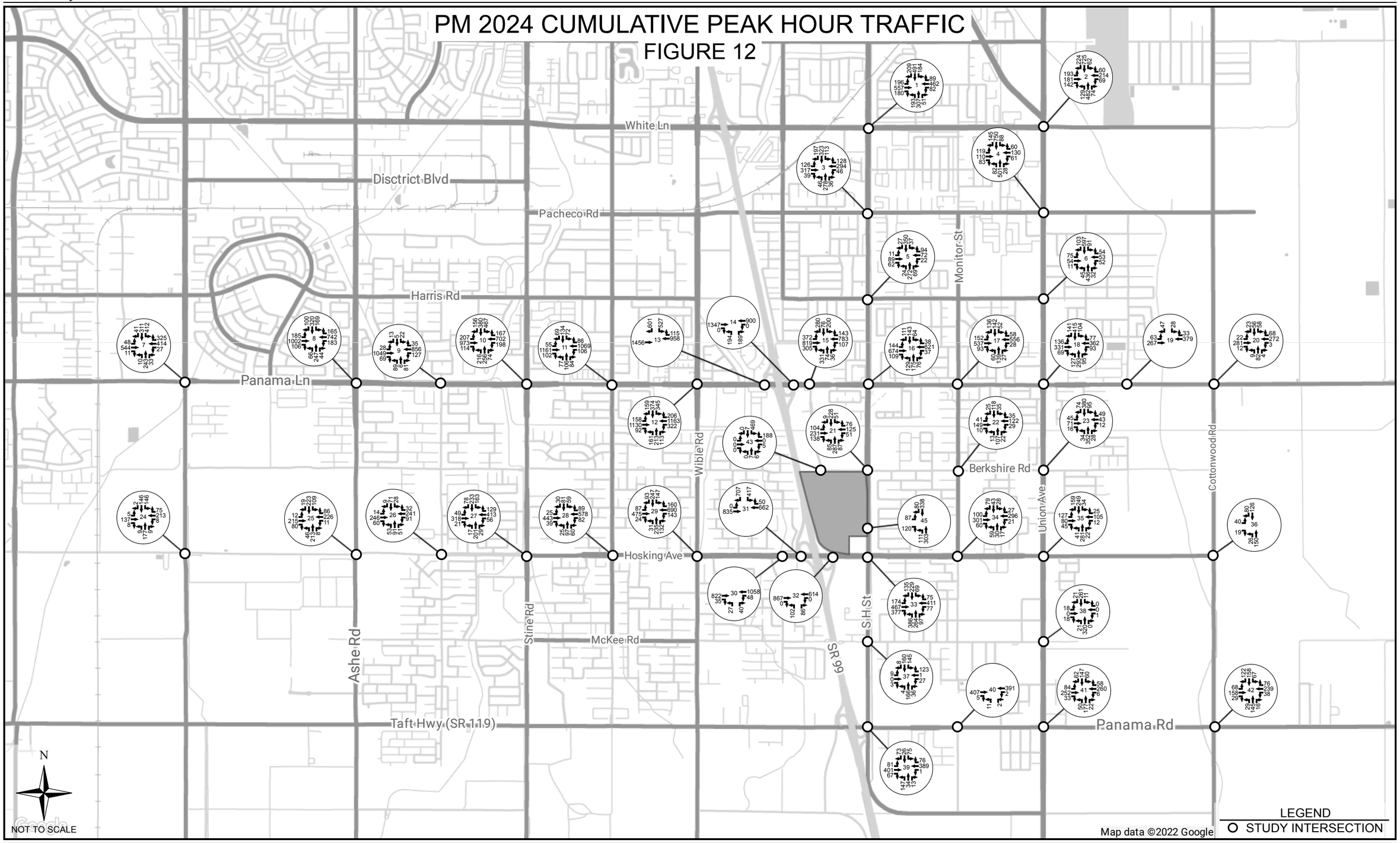
PM 2024 PEAK HOUR TRAFFIC
FIGURE 10



AM 2024 PEAK HOUR TRAFFIC
FIGURE 11

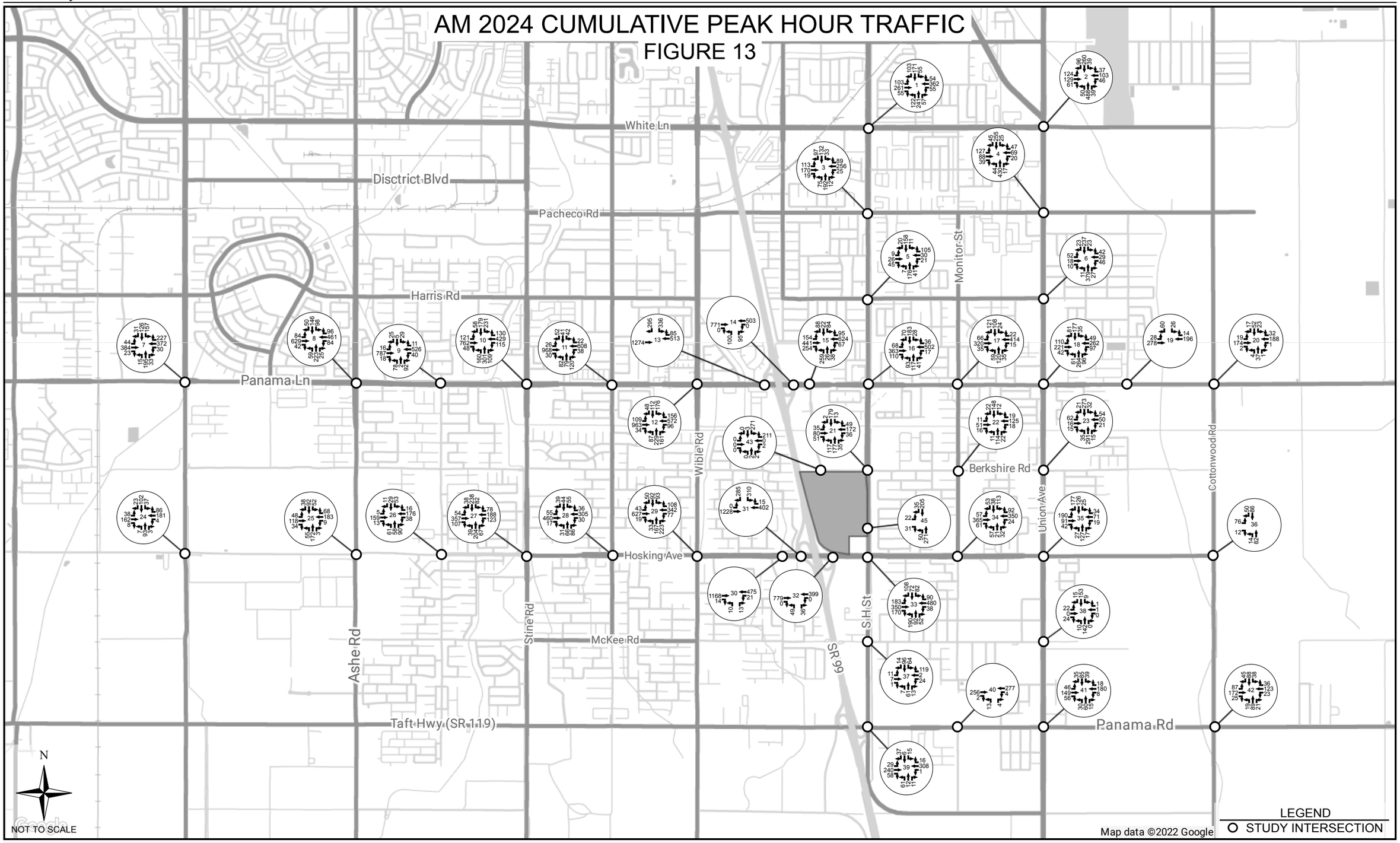


PM 2024 CUMULATIVE PEAK HOUR TRAFFIC
FIGURE 12



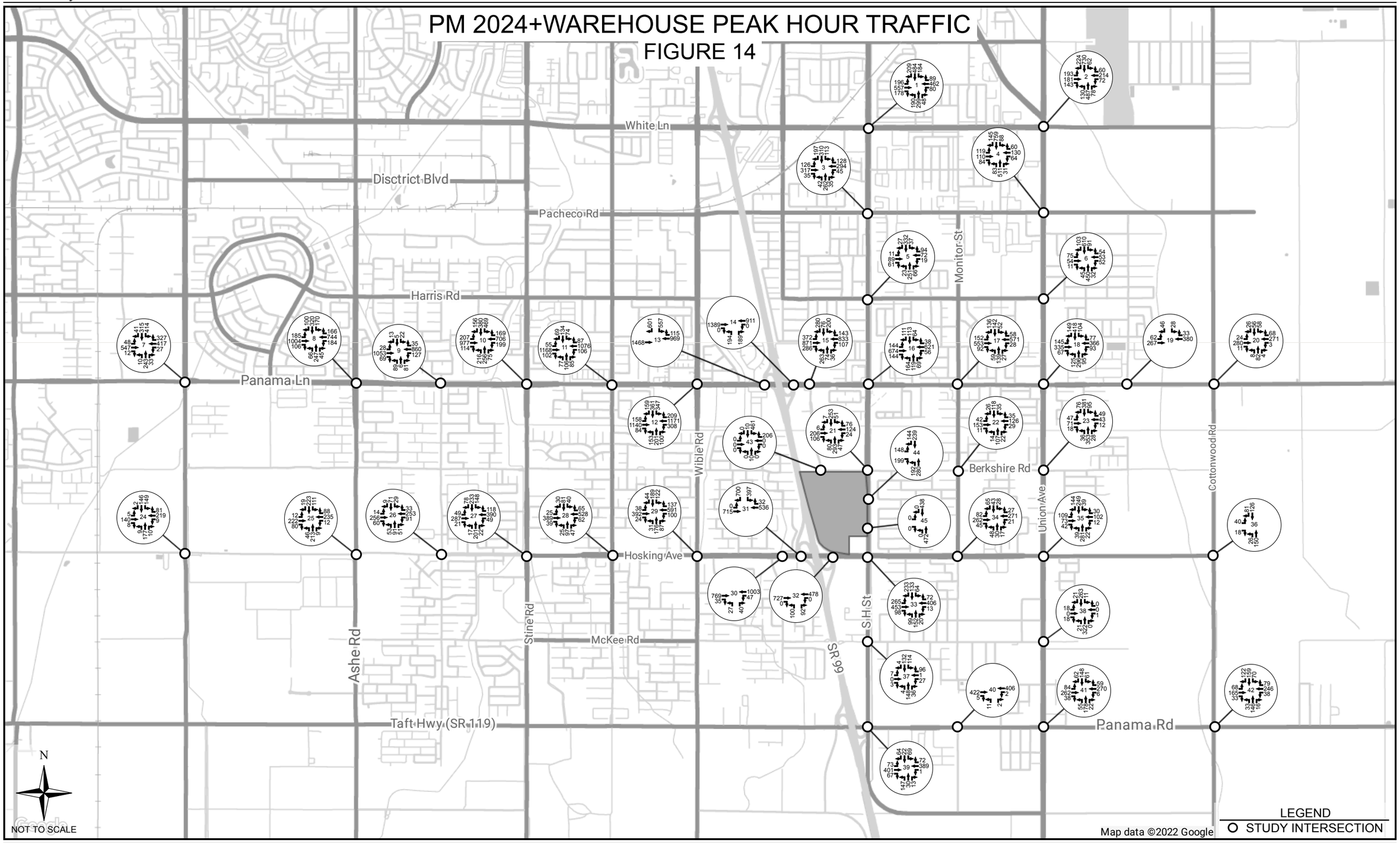
AM 2024 CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 13



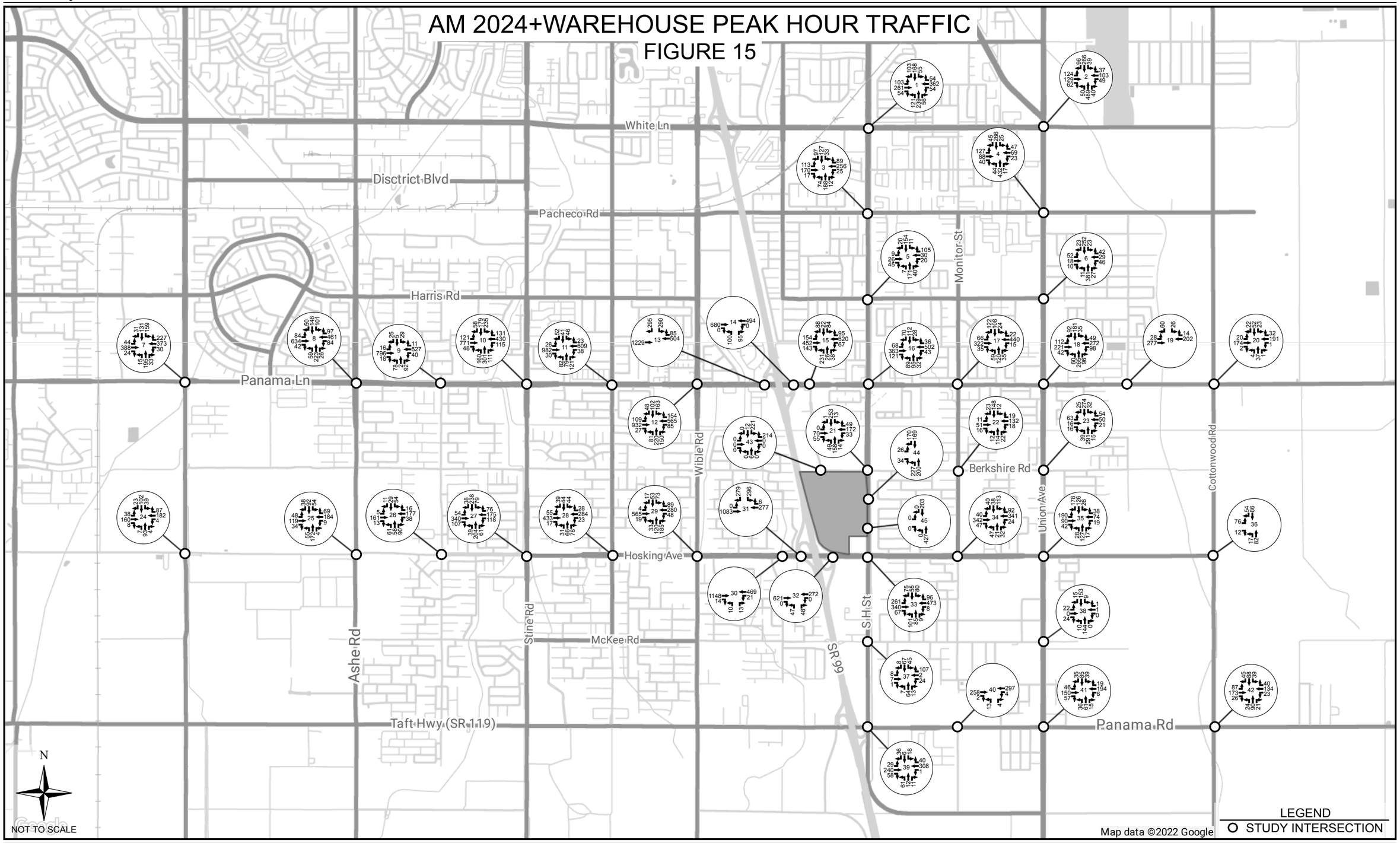
PM 2024+WAREHOUSE PEAK HOUR TRAFFIC

FIGURE 14



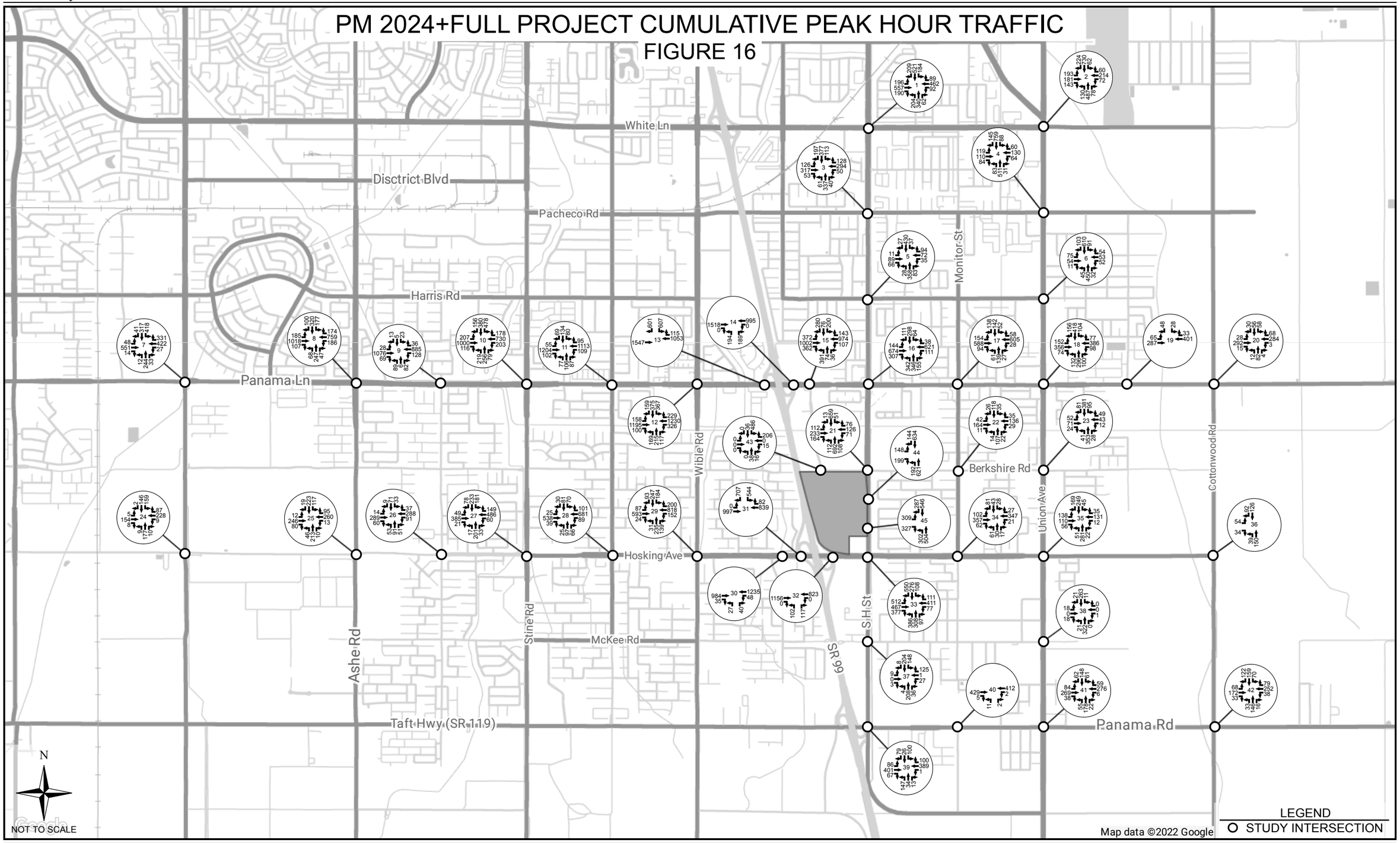
AM 2024+WAREHOUSE PEAK HOUR TRAFFIC

FIGURE 15



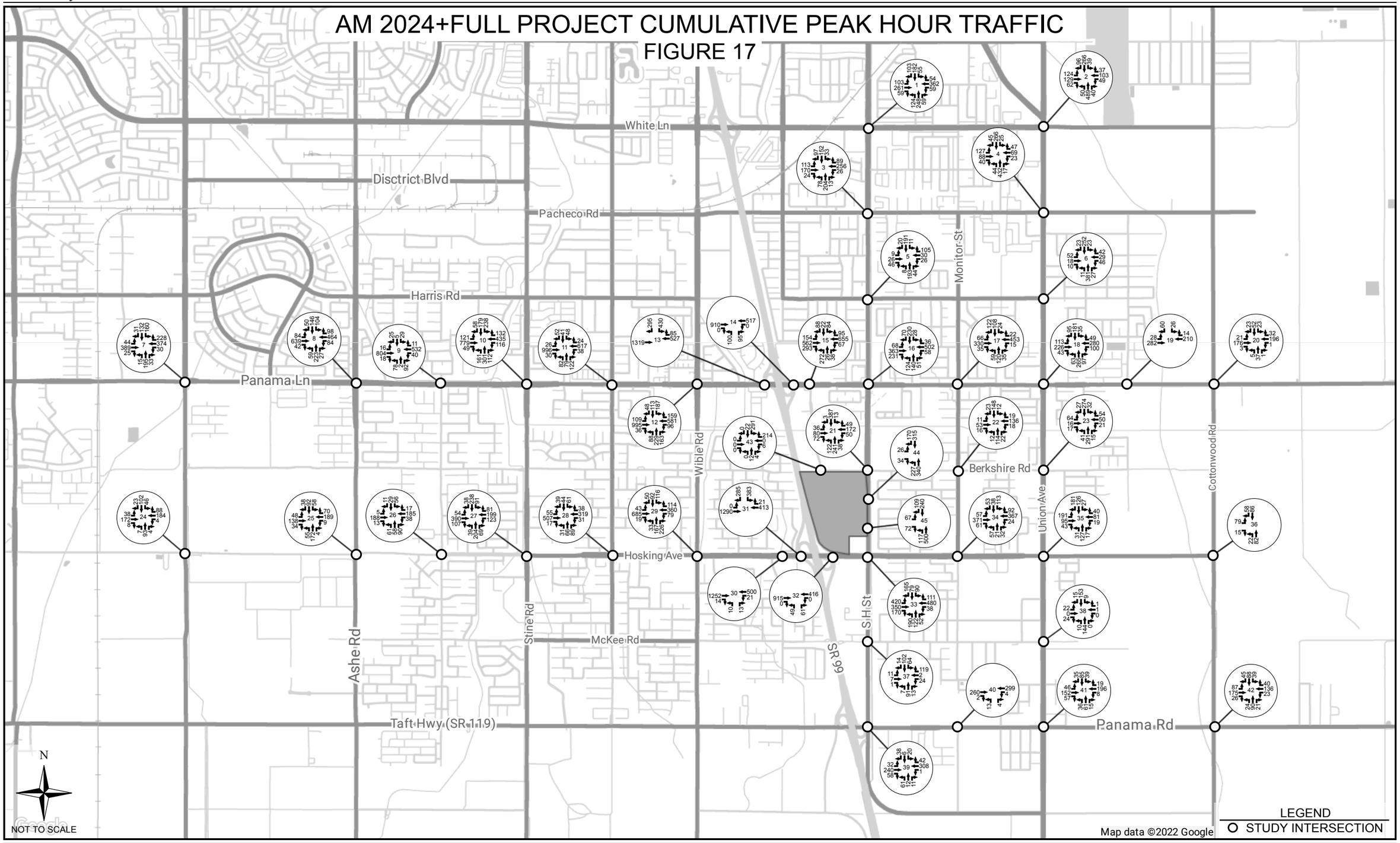
PM 2024+FULL PROJECT CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 16

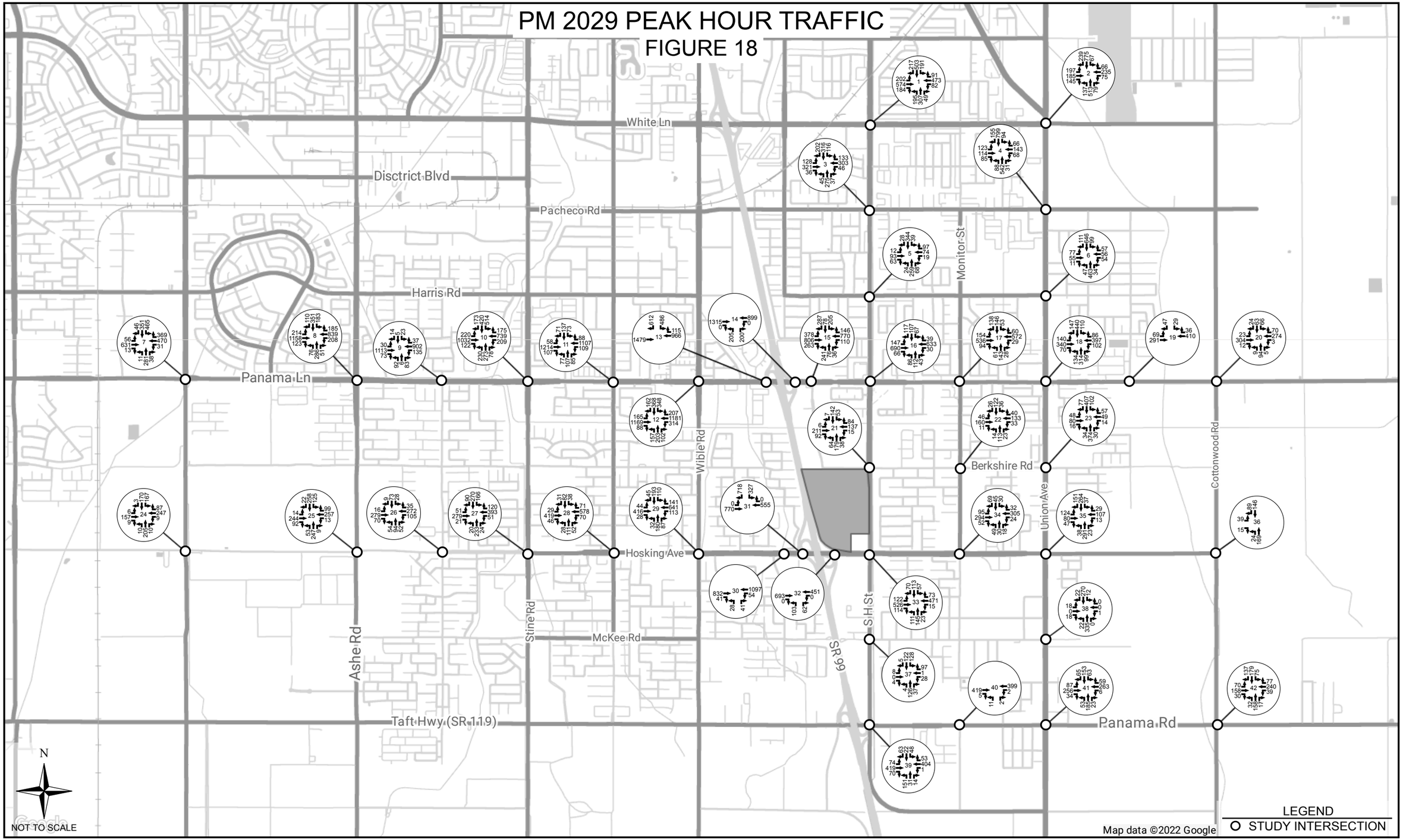


AM 2024+FULL PROJECT CUMULATIVE PEAK HOUR TRAFFIC

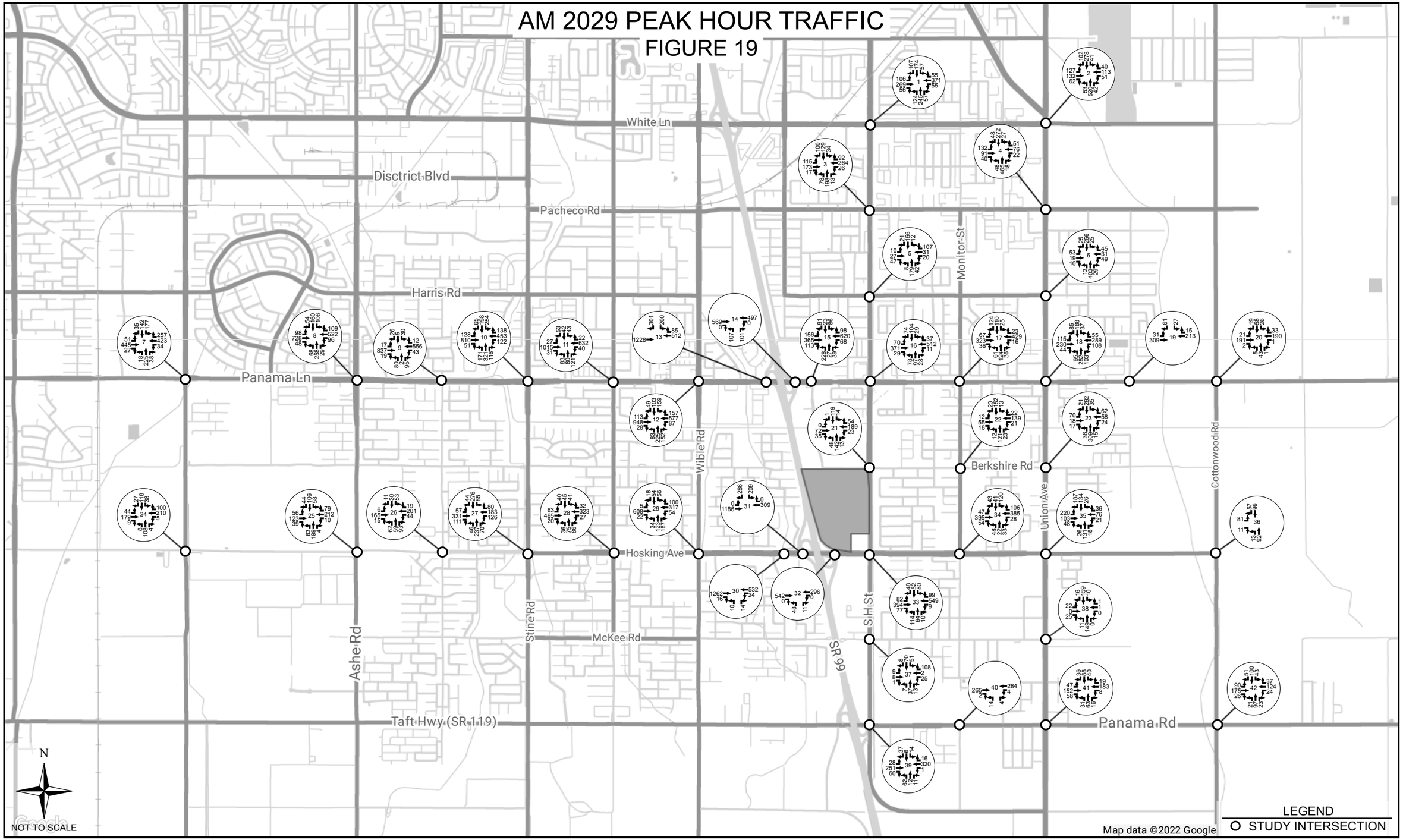
FIGURE 17



PM 2029 PEAK HOUR TRAFFIC
FIGURE 18

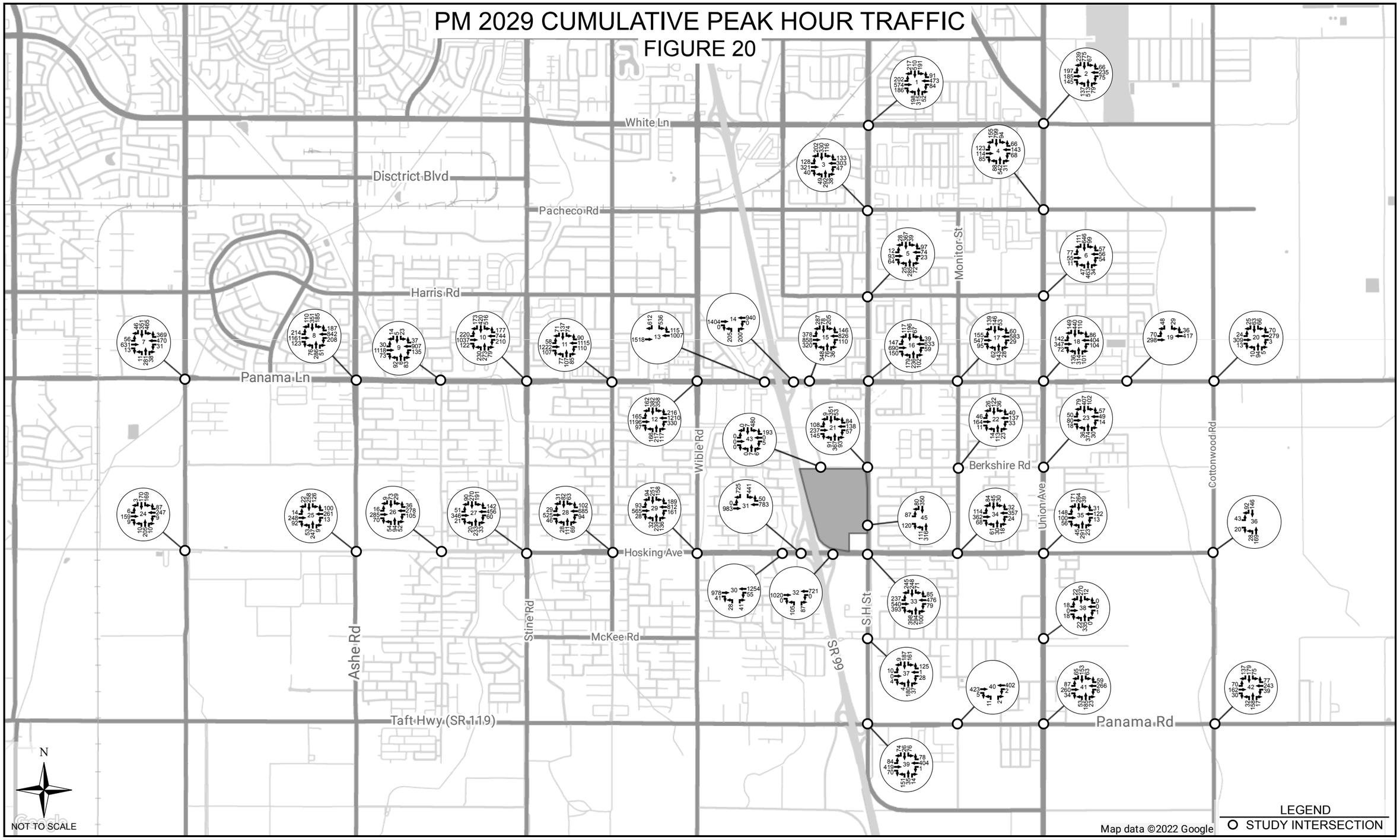


AM 2029 PEAK HOUR TRAFFIC
FIGURE 19

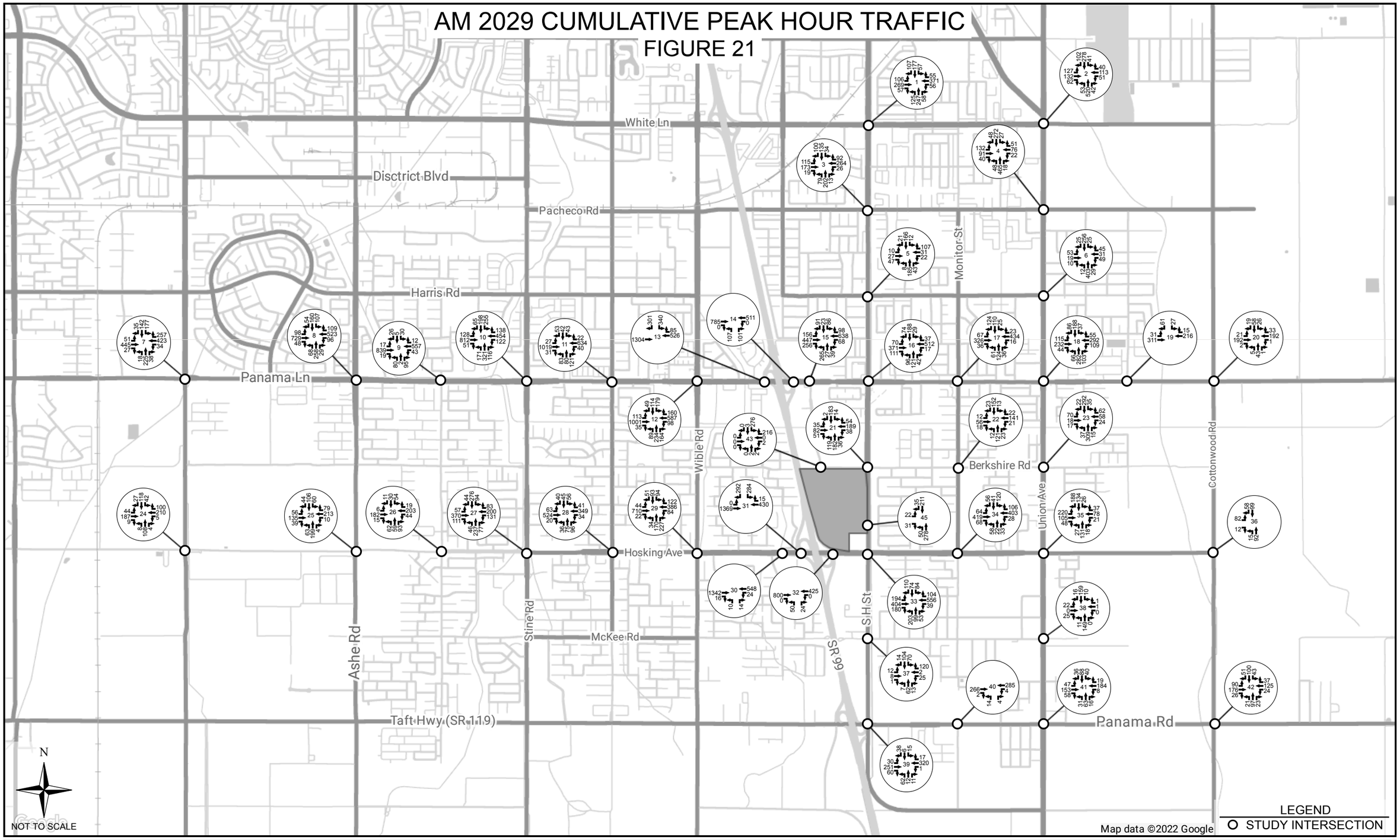


PM 2029 CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 20

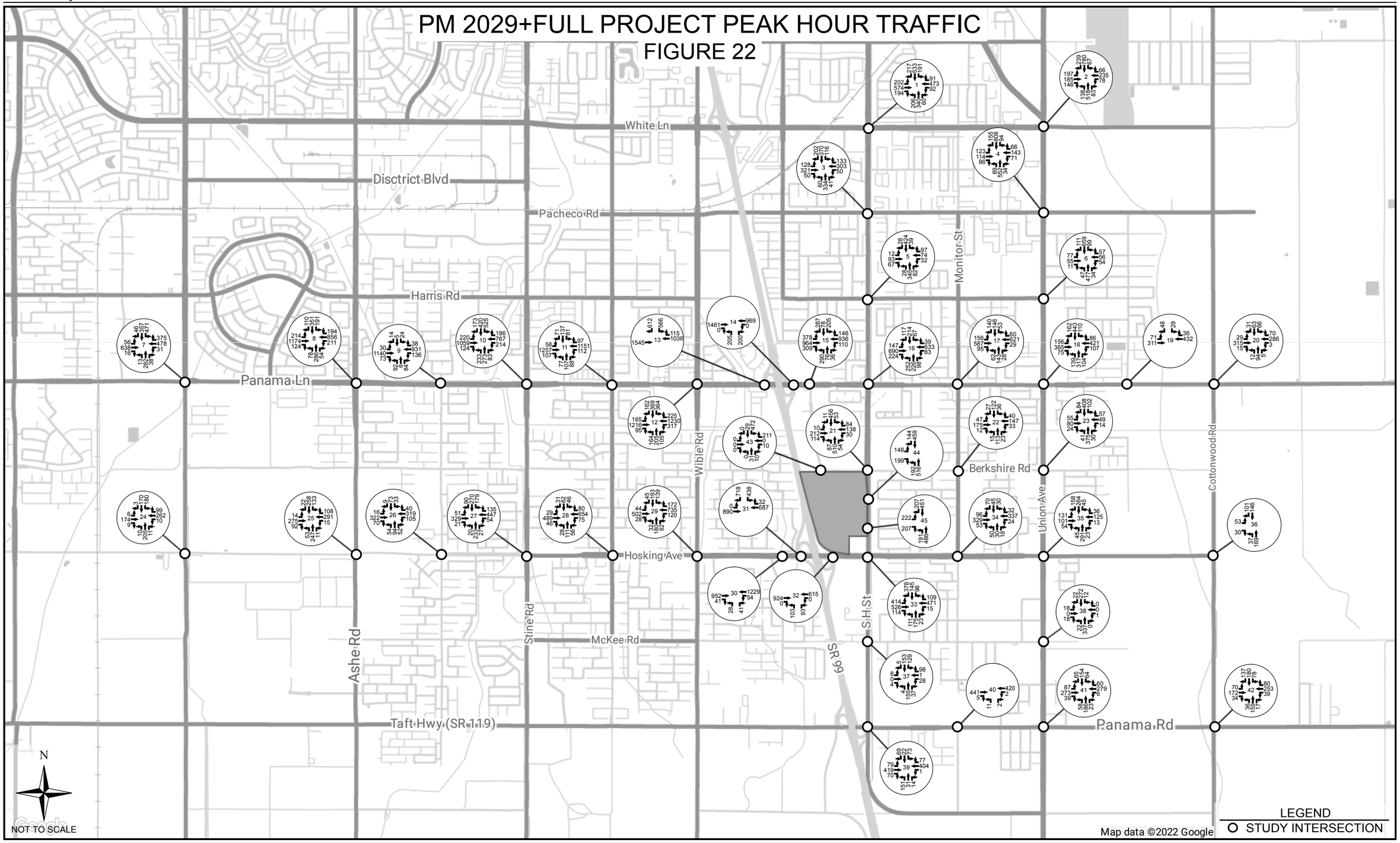


AM 2029 CUMULATIVE PEAK HOUR TRAFFIC
FIGURE 21



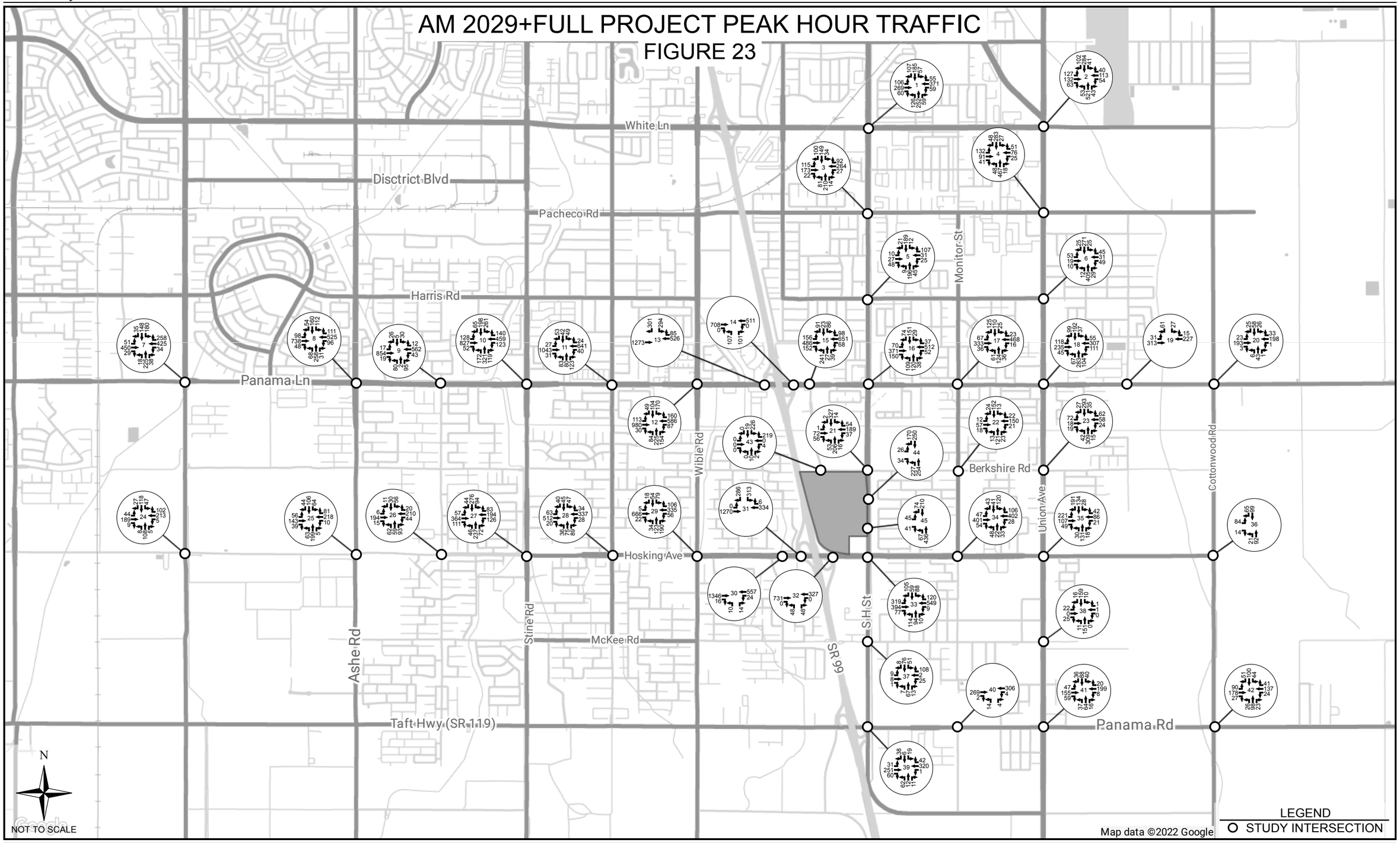
PM 2029+FULL PROJECT PEAK HOUR TRAFFIC

FIGURE 22



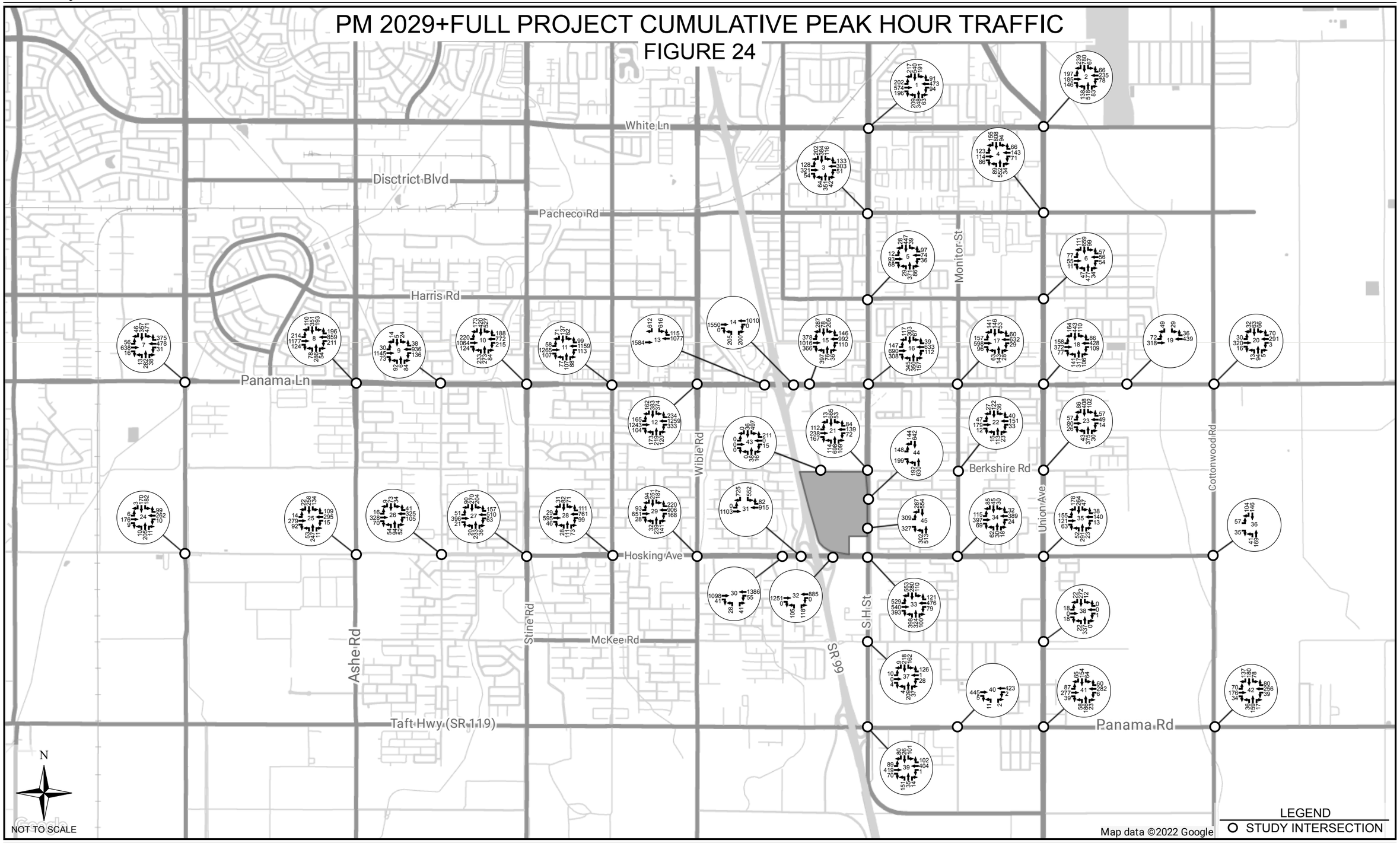
AM 2029+FULL PROJECT PEAK HOUR TRAFFIC

FIGURE 23



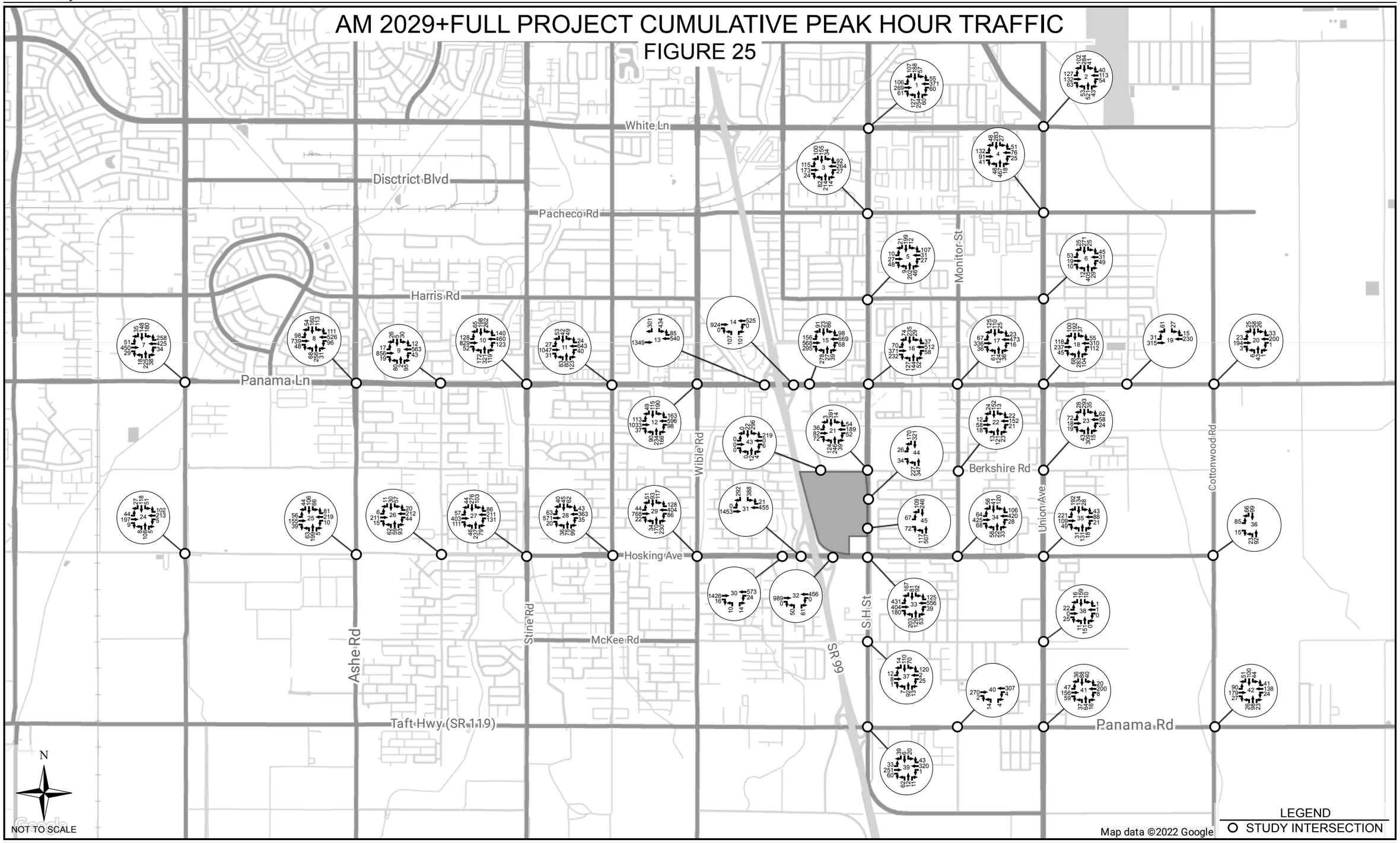
PM 2029+FULL PROJECT CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 24

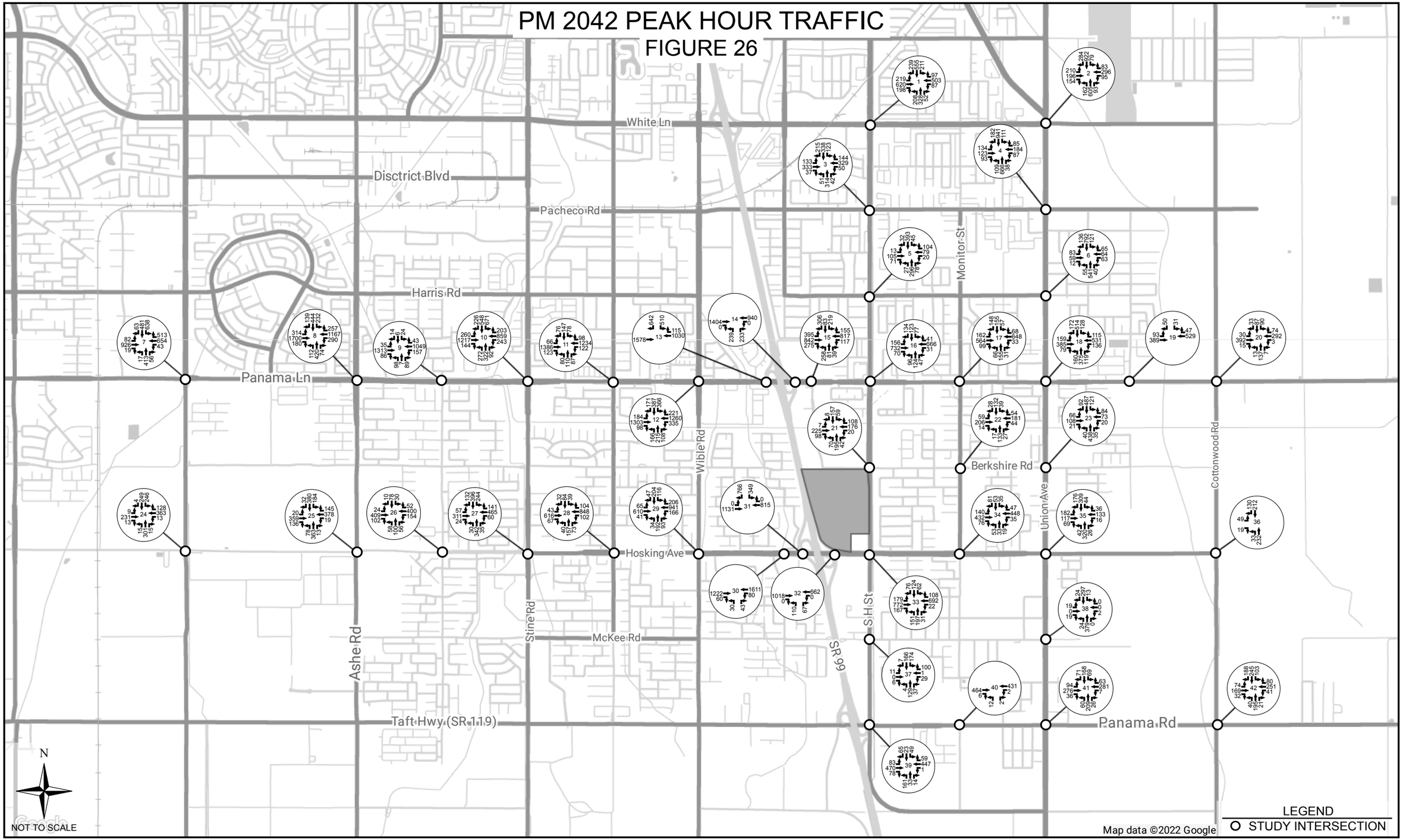


AM 2029+FULL PROJECT CUMULATIVE PEAK HOUR TRAFFIC

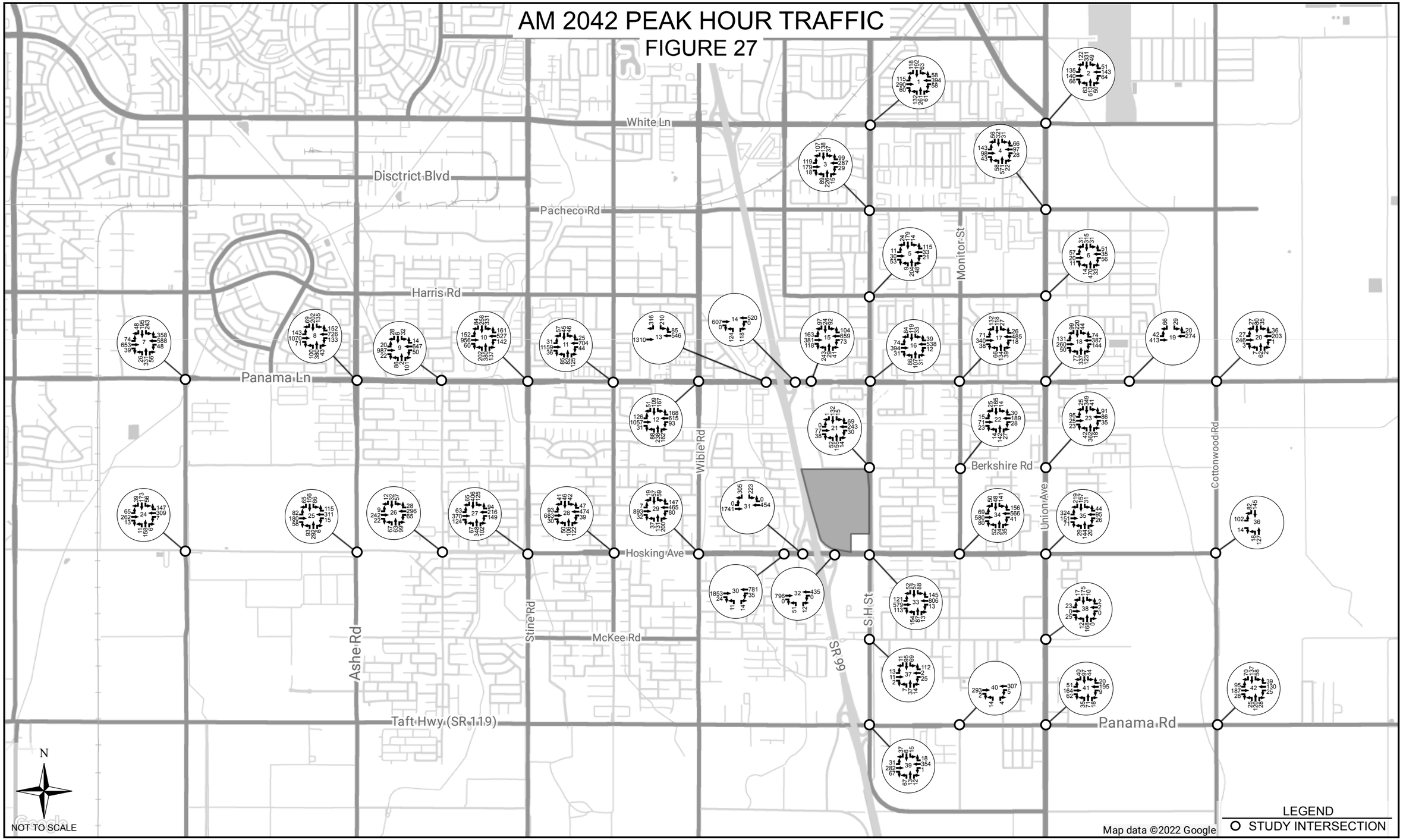
FIGURE 25



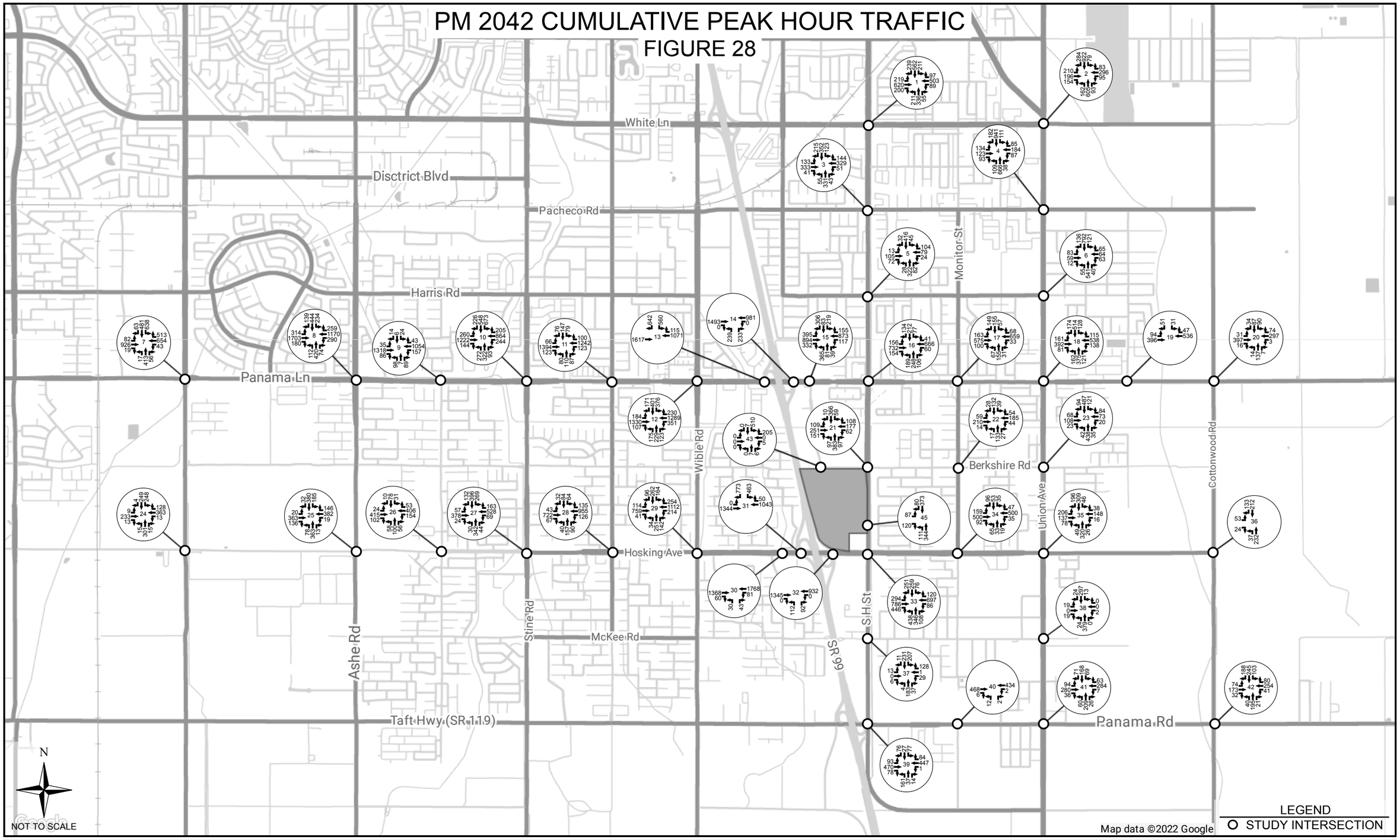
PM 2042 PEAK HOUR TRAFFIC
FIGURE 26



AM 2042 PEAK HOUR TRAFFIC
FIGURE 27

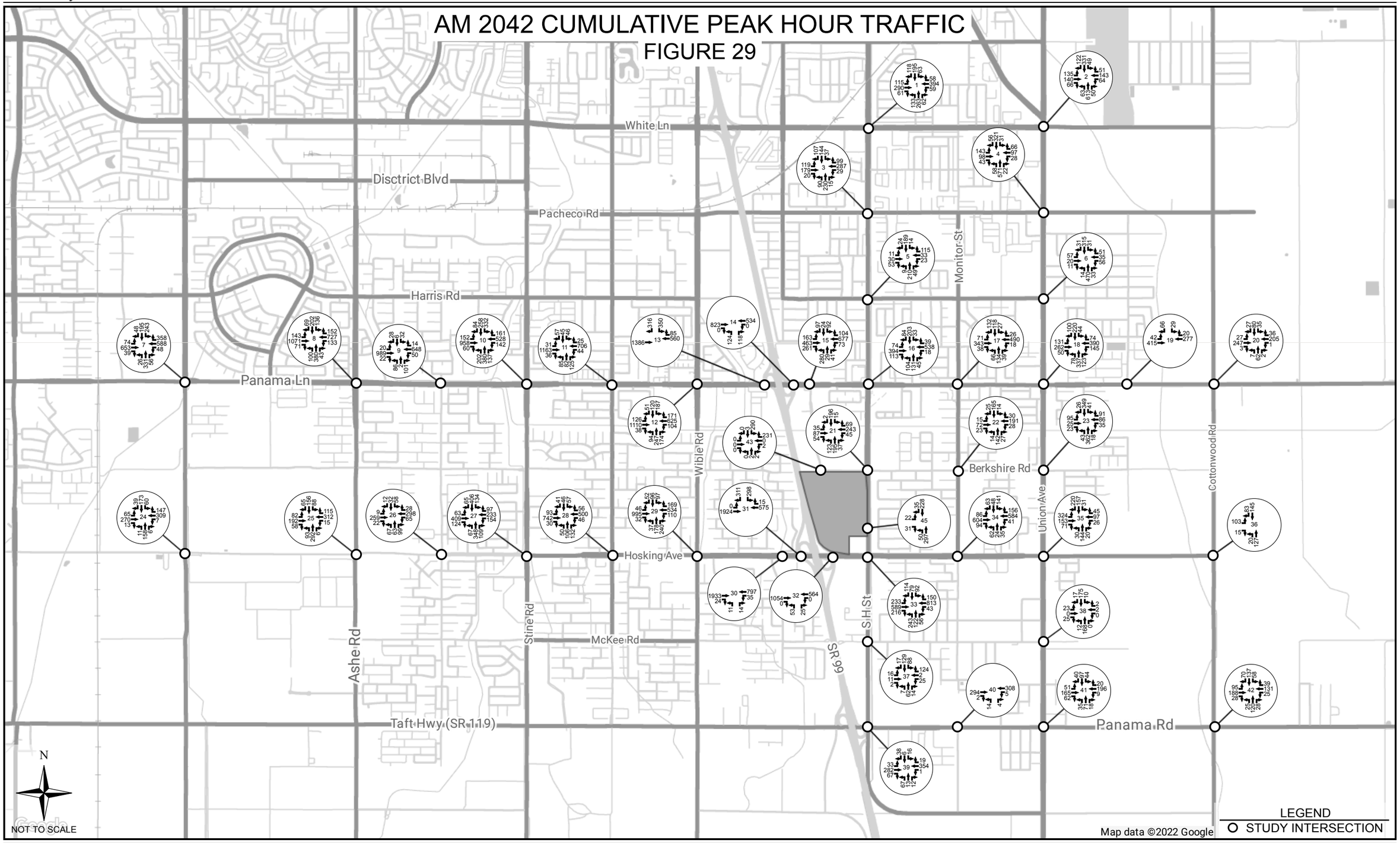


PM 2042 CUMULATIVE PEAK HOUR TRAFFIC
FIGURE 28



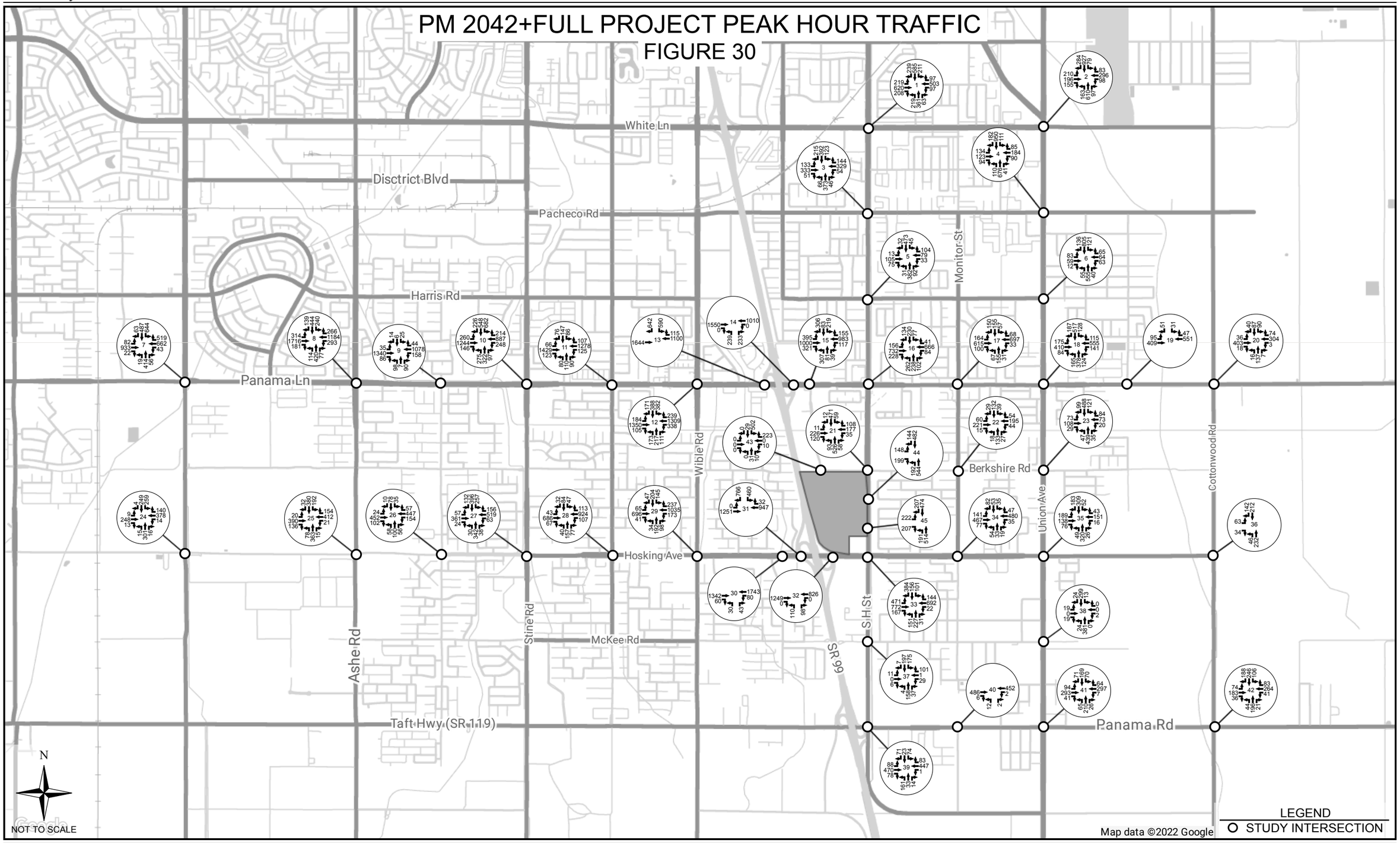
AM 2042 CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 29



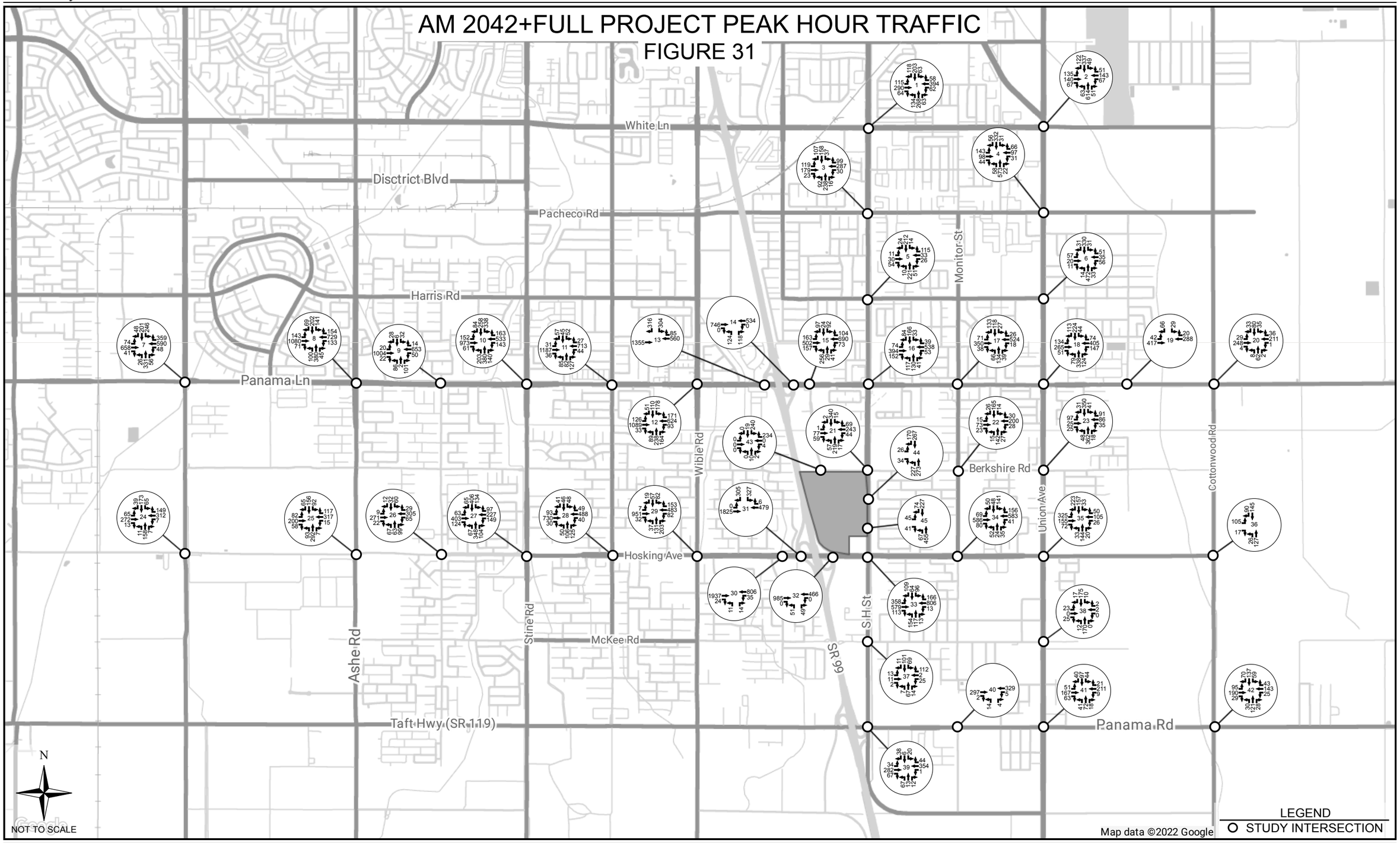
PM 2042+FULL PROJECT PEAK HOUR TRAFFIC

FIGURE 30



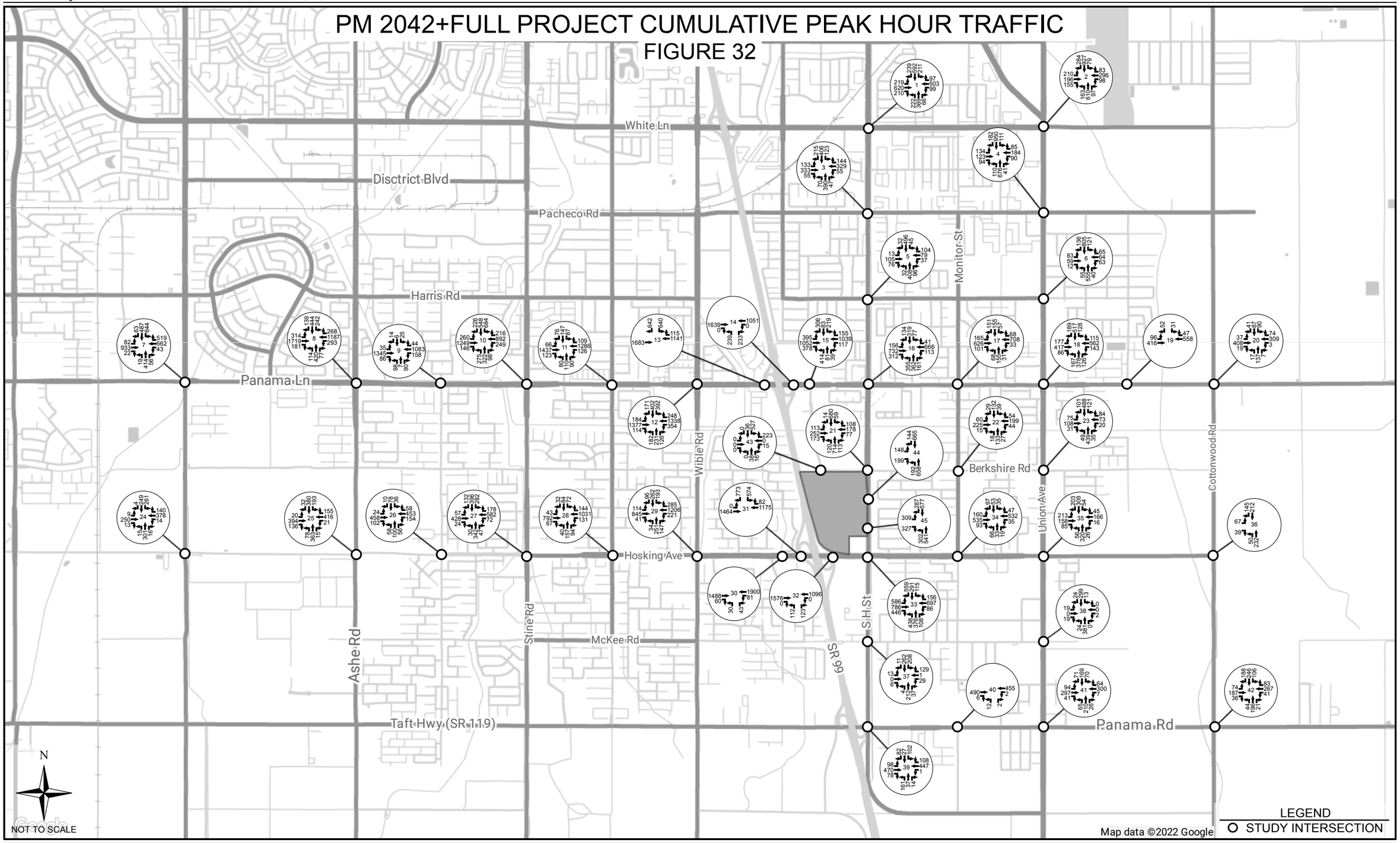
AM 2042+FULL PROJECT PEAK HOUR TRAFFIC

FIGURE 31



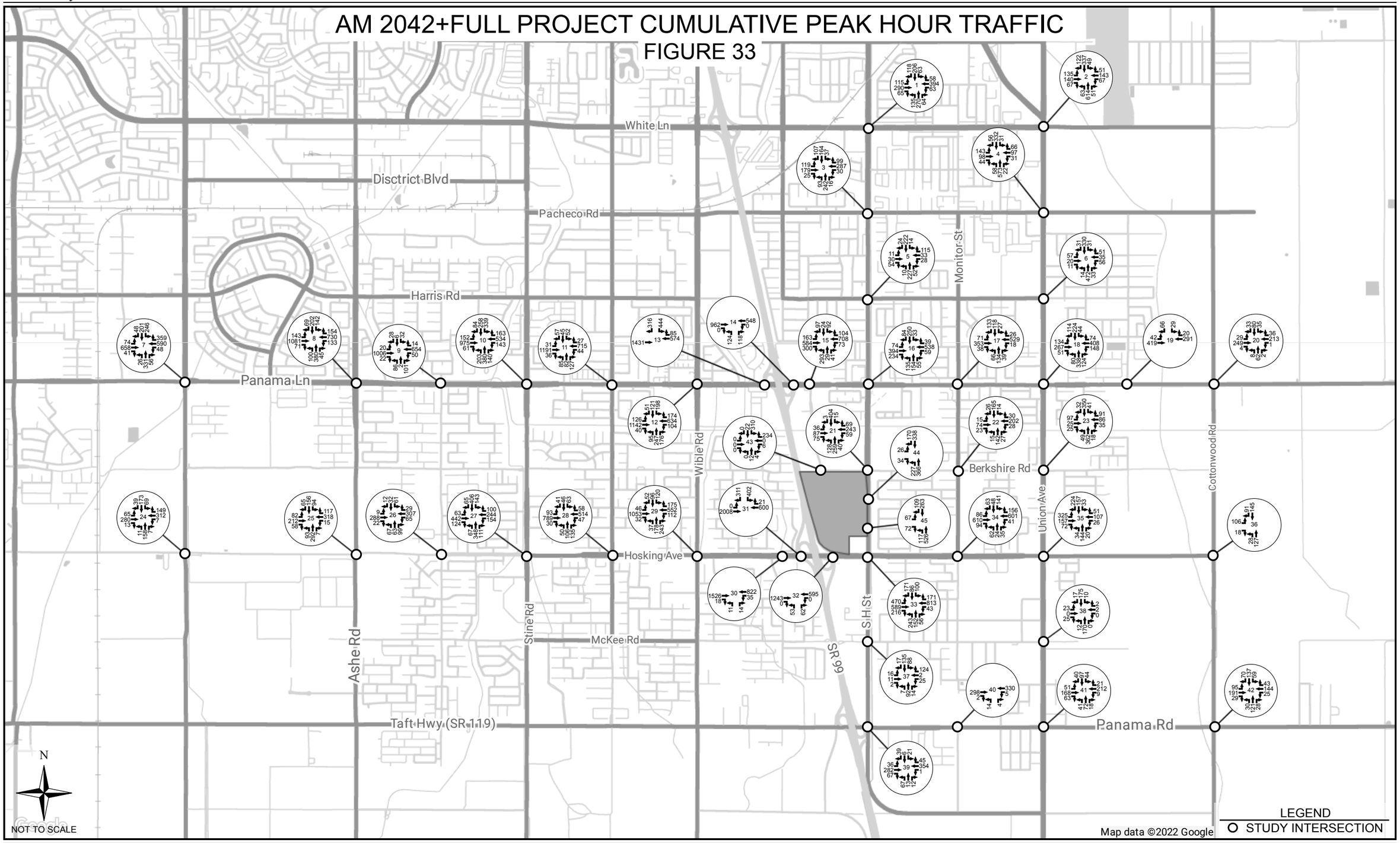
PM 2042+FULL PROJECT CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 32



AM 2042+FULL PROJECT CUMULATIVE PEAK HOUR TRAFFIC

FIGURE 33



ANALYSIS

A. Intersection Level of Service

A capacity analysis of the study intersections was conducted using Synchro 9 software from Trafficware. This software utilizes the 2010 capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2021)
- Phase 1 Build Year (2024)
- Phase 1 Build Year (2024) + Project Phase 1
- Year 2024 + Cumulative Other Projects
- Year 2024 + Cumulative Other Projects + Full Project (phases 1&2)
- Phase 2 Build (2029)
- Phase 2 Build (2029) + Full Project (phases 1 & 2)
- Year 2029 + Cumulative Other Projects
- Year 2029 + Cumulative Other Projects + Full Project (phases 1&2)
- Future (2042)
- Future (2042) + Full Project (phases 1 & 2)
- Year 2042 + Cumulative Other Projects
- Year 2042 + Cumulative Other Projects + Full Project (phases 1&2)

Criteria for intersection level of service (LOS) are shown in the tables below.

LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTIONS

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Levels of service for the intersections in the study are presented in Tables 6a and 6b.

The City of Bakersfield's Level of Service goal is LOS C. Project related LOS deficiencies are generally identified by the City with the following three performance criteria. First, a project related deficiency is found where the addition of project traffic causes the level of service of an intersection or roadway segment to drop below LOS C. Second, a project related deficiency is found if an intersection or roadway segment operates below LOS C in the base year prior to the addition of project traffic, and the added project traffic lowers the level of service below its pre-project status. Third, a project related deficiency is found where the addition of project traffic causes an increase in average delay per vehicle of more than 5 seconds to the existing or projected congestion at an intersection already or projected to operate at LOS D, E, or F.

Table 6a
Intersection Level of Service
PM Peak Hour

#	Intersection	Control Type	2021	2024	2024 Cumulative	2024+ Warehouse	2024 Cumulative+ Full Project	2029	2029 Cumulative	2029+ Full Project	2029 Cumulative+ Full Project	2042	2042 Cumulative	2042+ Full Project	2042 Cumulative+ Full Project	2042 Cumulative+ Full Project w/Improvements[1]
1	S H St & White Ln	Signal	D (38.3)	D (38.6)	D (38.8)	D (38.6)	D (39.6)	D (39.1)	D (39.3)	D (40.0)	D (40.2)	D (40.7)	D (40.9)	D (41.6)	D (40.7)	-
2	S Union Ave & White Ln	Signal	C	C	C	C	C	C	C	C	C	D (38.7)	D (38.7)	D (38.9)	D (36.7)	-
3	S H St & Pacheco Rd	Signal	D (45.0)	D (45.9)	D (45.9)	D (45.9)	D (45.9)	D (46.8)	D (46.8)	D (45.8)	D (45.9)	D (46.6)	D (46.7)	D (47.0)	D (46.9)	-
4	S Union Ave & Pacheco Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
5	S H St & Fairview Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
6	S Union Ave & Fairview Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
7	Gosford Rd & Panama Ln	Signal	D (45.9)	D (51.3)	D (51.3)	D (51.7)	D (52.4)	E (71.4)	E (71.4)	E (73.6)	E (73.6)	F (185.1)	F (185.1)	F (188.6)	F (176.2)	C
8	Ashe Rd & Panama Ln	Signal	D (40.8)	D (42.9)	D (42.9)	D (43.1)	D (43.3)	D (47.5)	D (47.5)	D (48.1)	D (48.0)	E (66.0)	E (66.0)	E (66.8)	E (62.7)	
9	Mtn Ridge Dr & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	
10	Stine Rd & Panama Ln	Signal	D (38.8)	D (39.5)	D (39.5)	D (39.6)	D (39.8)	D (40.9)	D (41.0)	D (41.2)	D (41.3)	D (49.2)	D (49.4)	D (50.1)	D (45.3)	-
11	Akers Rd & Panama Ln	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
12	Wible Rd & Panama Ln	Signal	D (35.4)	D (35.7)	D (36.0)	D (36.0)	D (37.4)	D (36.1)	D (36.8)	D (37.2)	D (38.0)	D (37.6)	D (38.6)	D (39.1)	D (39.0)	-
13	SB 99 Off Ramp & Panama Ln	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
14	NB 99 Off Ramp & Panama Ln	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
15	Colony St & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
16	S H St & Panama Ln	Signal	D (39.3)	D (39.5)	D (40.5)	D (41.5)	D (47.9)	D (39.9)	D (41.5)	D (44.4)	D (53.1)	D (41.0)	D (42.7)	D (46.5)	D (53.8)	D (40.4)
17	Monitor St & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
18	S Union Ave & Panama Ln	Signal	C	D (35.3)	D (37.6)	D (37.9)	D (39.9)	D (40.7)	D (41.0)	D (43.2)	D (44.6)	D (49.6)	D (49.9)	D (51.1)	D (50.7)	-
19	Sparks St & Panama Ln	SB	B	B	B	B	B	B	B	C	C	C	C	C	C	-

[1]See Table 10 for details.

Table 6a Continued
Intersection Level of Service
PM Peak Hour

#	Intersection	Control Type	2021	2024	2024 Cumulative	2024+ Warehouse	2024 Cumulative+ Full Project	2029	2029 Cumulative	2029+ Full Project	2029 Cumulative+ Full Project	2042	2042 Cumulative	2042+ Full Project	2042 Cumulative+ Full Project	2042 Cumulative+ Full Project w/Improvements[1]
20	Cottonwood Rd & Panama Ln	AWSC	B	B	B	B	B	B	B	C	C	C	D (25.4)	D (28.6)	D (31.4)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	B
21	S H St & Berkshire Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
22	Monitor St & Berkshire Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
23	S Union Ave & Berkshire Rd	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
24	Gosford Rd & McCutchen Rd	AWSC	B	B	B	C	C	C	C	C	C	F (61.6)	F (61.8)	F (63.1)	F (63.3)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	C
25	Ashe Rd & McCutchen Rd	AWSC	C	D (33.7)	E (36.2)	E (40.2)	F (55.0)	F (58.2)	F (58.7)	F (61.4)	F (61.8)	F (75.5)	F (75.5)	F (75.6)	F (75.6)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	C
26	Mtn Ridge Dr & McCutchen Rd	AWSC	B	B	C	C	C	C	C	C	C	F (47.8)	F (47.8)	E (49.0)	E (49.1)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	C
27	Stine Rd & Hosking Ave/McCutchen Rd	Signal	D (36.0)	D (36.8)	D (37.2)	D (37.0)	D (38.2)	D (38.7)	D (39.5)	D (39.4)	D (40.9)	D (49.8)	D (53.7)	D (53.5)	E (59.4)	C
28	Akers Rd & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
29	Wible Rd & Hosking Ave	Signal	D (47.0)	D (46.5)	D (46.6)	D (46.4)	D (46.9)	D (45.8)	D (46.6)	D (45.8)	D (47.1)	D (45.6)	D (49.4)	D (47.3)	D (46.7)	-
30	Hughes Ln & Hosking Ave	NB	C	C	C	C	D (26.9)	C	D (29.5)	D (31.0)	E (39.2)	F (92.6)	F (139.2)	F (153.0)	F (222.4)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	B
31	SR 99 SB Off Ramp & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
32	SR 99 NB Off Ramp & Hosking Ave	Signal	A	A	A	A	A	A	A	A	A	A	A	A	A	-
33	S H St & Hosking Ave	Signal	D (47.4)	D (47.4)	D (46.0)	D (49.7)	F (125.0)	D (47.9)	E (61.9)	E (68.6)	F (164.3)	E (77.6)	F (116.5)	F (112.2)	F (112.6)	C

[1]See Table 10 for details.

Table 6a Continued
Intersection Level of Service
PM Peak Hour

#	Intersection	Control Type	2021	2024	2024 Cumulative	2024+ Warehouse	2024 Cumulative+ Full Project	2029	2029 Cumulative	2029+ Full Project	2029 Cumulative+ Full Project	2042	2042 Cumulative	2042+ Full Project	2042 Cumulative+ Full Project	2042 Cumulative+ Full Project w/Improvements[1]
34	Monitor St/Shannon Dr & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
35	S Union Ave & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
36	Cottonwood Rd & Hosking Ave	EB	B	B	B	B	B	B	B	B	B	B	B	B	C	-
37	S H St & McKee Rd	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
38	S Union Ave & McKee Rd	EB WB	B B	B B	B B	B B	B B	B B	B B	B B	B B	B C	B C	B C	B C	-
39	S H St & Taft Hwy (SR 119)	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
40	Chevalier Rd & Taft Hwy (SR 119)	NB	C	C	C	C	C	C	C	C	C	C	C	C	C	-
41	S Union Ave & Taft Hwy (SR 119)	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
42	Cottonwood Rd & Taft Hwy (SR 119)	AWSC	C	C	C	C	C	D (26.5)	D (27.2)	D (32.7)	D (33.7)	E (49.2)	F (50.1)	F (54.8)	F (56.0)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	C
43	Colony St & Berkshire Rd	Signal	-	-	C	C	C	-	C	C	C	-	C	C	C	-
44	S H St & Project Entrance North	Signal	-	-	-	C	C	-	-	C	C	-	-	C	C	-
45	S H St & Project Entrance South	Signal	-	-	B	-	C	-	B	B	C	-	B	B	C	-

[1]See Table 10 for details.

Table 6b
Intersection Level of Service
AM Peak Hour

#	Intersection	Control Type	2021	2024	2024 Cumulative	2024+ Warehouse	2024 Cumulative+ Full Project	2029	2029 Cumulative	2029+ Full Project	2029 Cumulative+ Full Project	2042	2042 Cumulative	2042+ Full Project	2042 Cumulative+ Full Project	2042 Cumulative+ Full Project w/Improvements[1]
1	S H St & White Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
2	S Union Ave & White Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
3	S H St & Pacheco Rd	Signal	D (39.7)	D (39.6)	D (39.5)	D (39.7)	D (39.4)	D (39.5)	D (39.4)	D (39.3)	D (39.2)	D (39.2)	D (39.1)	D (39.0)	D (39.0)	-
4	S Union Ave & Pacheco Rd	Signal	D (43.5)	D (43.3)	D (43.3)	D (43.0)	D (43.0)	D (43.1)	D (43.1)	D (42.9)	D (42.9)	D (43.1)	D (43.1)	D (42.8)	D (42.8)	-
5	S H St & Fairview Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
6	S Union Ave & Fairview Rd	Signal	D (44.8)	D (44.3)	D (44.3)	D (43.7)	D (43.7)	D (43.8)	D (43.8)	D (43.2)	D (43.2)	D (42.1)	D (42.1)	D (41.6)	D (41.6)	-
7	Gosford Rd & Panama Ln	Signal	D (43.5)	D (43.8)	D (43.8)	D (43.8)	D (43.8)	D (46.7)	D (46.7)	D (46.7)	D (46.7)	F (86.2)	F (86.2)	F (87.2)	F (87.2)	C
8	Ashe Rd & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
9	Mtn Ridge Dr & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
10	Stine Rd & Panama Ln	Signal	C	C	C	C	C	D (35.4)	D (35.4)	D (35.4)	D (35.4)	D (37.3)	D (37.3)	D (37.3)	D (37.3)	
11	Akers Rd & Panama Ln	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
12	Wible Rd & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
13	SB 99 Off Ramp & Panama Ln	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
14	NB 99 Off Ramp & Panama Ln	Signal	A	A	A	A	A	A	A	A	A	A	A	A	A	-
15	Colony St & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
16	S H St & Panama Ln	Signal	D (40.4)	D (40.5)	D (41.1)	D (39.9)	D (41.4)	D (40.7)	D (41.3)	D (40.9)	D (41.6)	D (41.3)	D (41.8)	D (41.4)	D (42.2)	-
17	Monitor St & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
18	S Union Ave & Panama Ln	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-

[1]See Table 10 for details.

Table 6b Continued
Intersection Level of Service
AM Peak Hour

#	Intersection	Control Type	2021	2024	2024 Cumulative	2024+ Warehouse	2024 Cumulative+ Full Project	2029	2029 Cumulative	2029+ Full Project	2029 Cumulative+ Full Project	2042	2042 Cumulative	2042+ Full Project	2042 Cumulative+ Full Project	2042 Cumulative+ Full Project w/Improvements[1]
19	Sparks St & Panama Ln	SB	B	B	B	B	B	B	B	B	B	B	B	B	B	-
20	Cottonwood Rd & Panama Ln	AWSC	A	A	A	A	A	A	A	A	A	B	B	B	B	-
21	S H St & Berkshire Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
22	Monitor St & Berkshire Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
23	S Union Ave & Berkshire Rd	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
24	Gosford Rd & McCutchen Rd	AWSC	B	B	B	B	B	B	B	B	B	D (34.5)	E (36.1)	E (38.7)	E (41.4)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	C
25	Ashe Rd & McCutchen Rd	AWSC	B	B	B	B	C	C	C	C	C	F (61.9)	F (63.3)	F (64.7)	F (66.5)	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	C
26	Mtn Ridge Dr & McCutchen Rd	AWSC	B	B	B	B	B	B	B	B	B	C	C	C	C	-
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	B
27	Stine Rd & Hosking Ave/McCutchen Rd	Signal	D (38.6)	D (39.4)	D (39.8)	D (39.7)	D (40.5)	D (42.3)	D (44.2)	D (42.8)	D (45.1)	E (58.2)	E (59.0)	E (58.8)	E (60.4)	C
28	Akers Rd & Hosking Ave	Signal	D (44.9)	D (44.4)	D (42.3)	D (43.4)	D (41.0)	D (43.1)	D (41.1)	D (41.8)	D (40.0)	D (40.6)	D (39.0)	D (39.5)	D (38.1)	-
29	Wible Rd & Hosking Ave	Signal	D (43.5)	D (43.9)	D (46.8)	D (44.7)	D (47.9)	D (44.7)	D (47.6)	D (45.7)	D (47.3)	D (47.8)	E (58.4)	D (54.8)	D (47.4)	
30	Hughes Ln & Hosking Ave	NB	C	C	C	C	D (25.7)	D (26.2)	D (29.3)	D (29.5)	D (32.8)	F (85.1)	F (104.0)	F (104.0)	E (48.2)	
		Signal	-	-	-	-	-	-	-	-	-	-	-	-	-	B

[1]See Table 10 for details.

Table 6b Continued
Intersection Level of Service
AM Peak Hour

#	Intersection	Control Type	2021	2024	2024 Cumulative	2024+ Warehouse	2024 Cumulative+ Full Project	2029	2029 Cumulative	2029+ Full Project	2029 Cumulative+ Full Project	2042	2042 Cumulative	2042+ Full Project	2042 Cumulative+ Full Project	2042 Cumulative+ Full Project w/Improvements[1]
31	SR 99 SB Off Ramp & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
32	SR 99 NB Off Ramp & Hosking Ave	Signal	A	A	A	A	A	A	A	A	C	A	A	A	C	-
33	S H St & Hosking Ave	Signal	D (36.3)	D (49.5)	D (47.2)	D (50.8)	E (67.2)	D (51.9)	D (51.2)	D (54.7)	E (65.9)	D (54.7)	E (70.1)	F (107.1)	F (114.2)	C
34	Monitor St/Shannon Dr & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
35	S Union Ave & Hosking Ave	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
36	Cottonwood Rd & Hosking Ave	EB	B	B	B	B	B	B	B	B	B	B	B	B	B	-
37	S H St & McKee Rd	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
38	S Union Ave & McKee Rd	EB WB	A B	A B	A B	A B	A B	A B	A B	A B	A B	B B	B B	B B	B B	-
39	S H St & Taft Hwy (SR 119)	Signal	B	B	B	B	B	B	B	B	B	B	B	B	B	-
40	Chevalier Rd & Taft Hwy (SR 119)	NB SB	B	B	B	B	B	B	B	B	B	B	B	B	B	-
41	S Union Ave & Taft Hwy (SR 119)	Signal	C	C	C	C	C	C	C	C	C	C	C	C	C	-
42	Cottonwood Rd & Taft Hwy (SR 119)	AWSC	B	B	B	B	B	B	B	B	B	B	B	B	B	-
43	Colony St & Berkshire Rd	Signal	-	-	C	C	C	-	C	C	C	-	C	C	C	-
44	S H St & Project Entrance North	Signal	-	-	-	A	A	-	-	A	A	-	-	A	A	-
45	S H St & Project Entrance South	Signal	-	-	B	-	B	-	B	B	B	-	B	B	B	-

[1]See Table 10 for details.

B. Traffic Signal Warrants

Peak hour signal warrants were evaluated for each of the unsignalized intersections in the study area based on the California Manual on Uniform Traffic Control Devices for Streets and Highways. Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 7a and 7b.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic control signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS C, or operate below LOS C and not meet signal warrant criteria.

Table 7a
Traffic Signal Warrants
PM Peak Hour

#	Intersection	2021			2024			2024+Warehouse			2024 Cumulative+Full Project			2029			2029 Cumulative+Full Project			2042			2042 Cumulative+Full Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
19	Sparks St at Panama Ln	683	73	NO	727	74	NO	714	74	NO	761	76	NO	833	77	NO	834	78	NO	1085	82	NO	1067	83	NO
20	Cottonwood Rd at Panama Ln	623	126	NO	646	136	NO	630	149	YES	666	153	YES	707	155	YES	703	170	YES	827	212	YES	814	227	YES
24	Gosford Rd at McCutchen Rd	446	271	NO	487	296	YES	463	324	YES	481	315	YES	569	348	YES	547	363	YES	834	509	YES	791	552	YES
25	Ashe Rd at McCutchen Rd	568	320	YES	621	350	YES	631	356	YES	695	364	YES	743	408	YES	785	419	YES	1081	599	YES	1098	610	YES
26	Mtn Ridge Dr at McCutchen Rd	614	192	NO	671	195	NO	690	195	YES	771	195	YES	809	200	YES	870	200	YES	1173	214	YES	1206	214	YES
30	Hughes Ln at Hosking Ave	1598	66	NO	1746	67	NO	1804	67	NO	2164	67	NO	2275	69	NO	2421	69	NO	3224	73	NO	3299	73	NO
36	Cottonwood Rd at Hosking Ave	347	48	NO	376	51	NO	361	65	NO	389	100	NO	443	71	NO	438	104	NO	623	85	NO	604	118	NO
38	S Union Ave at McKee Rd	618	36	NO	634	36	NO	594	36	NO	594	36	NO	661	36	NO	619	36	NO	737	38	NO	689	38	NO
40	Chevalier Rd at Taft Hwy	783	13	NO	799	13	NO	810	13	NO	827	13	NO	838	13	NO	852	13	NO	916	14	NO	924	14	NO
42	Cottonwood Rd at Taft Hwy	595	322	YES	601	347	YES	609	354	YES	625	354	YES	626	391	YES	637	398	YES	792	378	YES	748	408	YES

Table 7b
Traffic Signal Warrants
AM Peak Hour

#	Intersection	2021			2024			2024+Warehouse			2024 Cumulative+Full Project			2029 Cumulative			2029 Cumulative+Full Project			2042 Cumulative			2042 Cumulative+Full Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
19	Sparks St at Panama Ln	479	85	NO	511	86	NO	494	80	NO	511	80	NO	494	80	NO	494	80	NO	494	80	NO	494	80	NO
20	Cottonwood Rd at Panama Ln	399	85	NO	413	92	NO	394	96	NO	406	99	NO	394	96	NO	394	96	NO	394	96	NO	394	96	NO
24	Gosford Rd at McCutchen Rd	432	144	NO	471	158	NO	449	155	NO	470	166	NO	449	155	NO	449	155	YES	449	155	YES	449	155	YES
25	Ashe Rd at McCutchen Rd	409	210	NO	447	230	NO	437	215	NO	470	216	NO	437	215	NO	437	215	NO	437	215	YES	437	215	YES
26	Mtn Ridge Dr at McCutchen Rd	356	206	NO	388	209	NO	389	193	NO	436	193	NO	389	193	NO	389	193	NO	389	193	YES	389	193	YES
30	Hughes Ln at Hosking Ave	1448	23	NO	1535	23	NO	1508	21	NO	1670	21	NO	1508	21	NO	1508	21	NO	1508	21	NO	1508	21	NO
36	Cottonwood Rd at Hosking Ave	211	81	NO	229	86	NO	223	81	NO	241	87	NO	223	81	NO	223	81	NO	223	81	NO	223	81	NO
38	S Union Ave at McKee Rd	322	46	NO	329	46	NO	307	43	NO	307	43	NO	307	43	NO	307	43	NO	307	43	NO	307	43	NO
40	Chevalier Rd at Taft Hwy	526	17	NO	537	17	NO	531	16	NO	537	16	NO	531	16	NO	531	16	NO	531	16	NO	531	16	NO
42	Cottonwood Rd at Taft Hwy	459	159	NO	464	171	NO	453	159	NO	460	159	NO	453	159	NO	453	159	NO	453	159	YES	453	159	YES

C. Roadway Capacity

The volume-to-capacity ratios shown in Table 8 were calculated for roadways with published ADT information and future projected traffic. Where current ADT data was not available, the most current year's data was grown out to the existing year using an appropriate growth rate for the specific roadway.

A volume-to-capacity ratio (v/c) of greater than 0.80 corresponds to a LOS of less than C, as defined in the Highway Capacity Manual. The City of Bakersfield's operational goal for roadway capacity is LOS C or better.

Table 8
Roadway Capacity

Roadway Segment	2021[1]	Warehouse ADT	Full Project ADT	Cumulative ADT	2024 ADT	2024 Cum ADT	2024+ Warehouse ADT	2024 Cum+ Full Project ADT	2029 ADT	2029 Cum ADT	2029+ Full Project ADT	2029 Cum+ Full Project ADT	2042 ADT	2042 Cum ADT	2042+ Full Project ADT	2042 Cum+ Full Project ADT	Existing Capacity	Mitigated Capacity	v/c 2021	v/c 2024	v/c 2024 Cum	v/c 2024+ Warehouse	v/c 2024 Cum+ Full Project	v/c 2029	v/c 2029 Cum	v/c 2029+ Full Project	v/c 2029 Cum+ Full Project	v/c 2042	v/c 2042 Cum	v/c 2042+ Full Project	v/c 2042 Cum+ Full Project	v/c (Mit) 2042 Cum+ Full Project
White Ln: S H St to Union Ave	15,116	11	119	23	15403	15,426	15,437	15,556	15,694	15,717	15,813	15,836	16,682	16,705	16,801	16,824	40,000	-	0.38	0.39	0.39	0.39	0.39	0.39	0.39	0.40	0.40	0.42	0.42	0.42	0.42	-
Pacheco Rd: S H St to Union Ave	11,420	11	45	6	11716	11,722	11,733	11,778	12,019	12,025	12,064	12,070	13,059	13,065	13,104	13,110	20,000	-	0.57	0.59	0.59	0.59	0.59	0.60	0.60	0.60	0.60	0.65	0.65	0.66	0.66	-
Fairview Rd: S H St to Union Ave	3,786	11	153	34	3865	3,899	3,910	4,063	3,946	3,980	4,099	4,133	4,221	4,255	4,374	4,408	15,000	-	0.25	0.26	0.26	0.26	0.27	0.26	0.27	0.27	0.28	0.28	0.28	0.29	0.29	-
Panama Ln: Gosford Rd to Ashe Rd	13,361	57	204	23	14789	14,812	14,869	15,073	16,369	16,392	16,573	16,596	22,769	22,792	22,973	22,996	37,500	-	0.36	0.39	0.39	0.40	0.40	0.44	0.44	0.44	0.44	0.61	0.61	0.61	0.61	-
Panama Ln: Ashe Rd to Mountain Ridge Dr	18,963	102	318	45	19949	19,994	20,096	20,414	20,986	21,031	21,304	21,349	24,745	24,790	25,063	25,108	50,000	-	0.38	0.40	0.40	0.40	0.41	0.42	0.42	0.43	0.43	0.49	0.50	0.50	0.50	-
Panama Ln: Mountain Ridge Dr to Stine Rd	23,683	102	341	57	24809	24,866	24,968	25,309	25,988	26,045	26,329	26,386	30,223	30,280	30,564	30,621	50,000	-	0.47	0.50	0.50	0.50	0.51	0.52	0.52	0.53	0.53	0.60	0.61	0.61	0.61	-
Panama Ln: Stine Rd to Akers Rd	34,139	170	494	85	35571	35,656	35,826	36,320	37,062	37,147	37,556	37,641	42,356	42,441	42,850	42,935	60,000	-	0.57	0.59	0.59	0.60	0.61	0.62	0.62	0.63	0.63	0.71	0.71	0.71	0.72	-
Panama Ln: Akers Rd to Wible Rd	31,594	216	625	153	32666	32,819	33,035	33,660	33,774	33,927	34,399	34,552	37,641	37,794	38,266	38,419	60,000	-	0.53	0.54	0.55	0.55	0.56	0.56	0.57	0.57	0.58	0.63	0.63	0.64	0.64	-
Panama Ln: Wible Rd to SR 99 SB Ramps	40,269	301	722	216	40216	40,432	40,733	41,455	40,163	40,379	40,885	41,101	39,992	40,208	40,714	40,930	60,000	-	0.67	0.67	0.67	0.68	0.69	0.67	0.67	0.68	0.69	0.67	0.67	0.68	0.68	-
Panama Ln: SR 99 SB Off Ramp to SR 99 NB Off Ramp	35,673	755	1,227	426	35796	36,222	36,977	38,204	35,919	36,345	37,146	37,572	36,323	36,749	37,550	37,976	60,000	-	0.59	0.60	0.60	0.62	0.64	0.60	0.61	0.62	0.63	0.61	0.61	0.63	0.63	-
Panama Ln: SR 99 NB Ramps to Colony St	30,064	1,221	2,380	426	30474	30,900	32,121	34,501	30,890	31,316	33,270	33,696	32,282	32,708	34,662	35,088	60,000	-	0.50	0.51	0.52	0.54	0.58	0.51	0.52	0.55	0.56	0.54	0.55	0.58	0.58	-
Panama Ln: Colony St to S H St	29,962	909	1,840	227	30514	30,741	31,650	33,490	31,077	31,304	32,917	33,144	32,978	33,205	34,818	35,045	60,000	-	0.50	0.51	0.51	0.53	0.56	0.52	0.52	0.55	0.55	0.55	0.55	0.58	0.58	-
Panama Ln: S H St to Monitor St	21,699	312	613	216	22041	22,257	22,569	23,182	22,388	22,604	23,001	23,217	23,556	23,772	24,169	24,385	50,000	-	0.43	0.44	0.45	0.45	0.46	0.45	0.45	0.46	0.46	0.47	0.48	0.48	0.49	-
Panama Ln: Monitor St to Union Ave	14,768	301	568	85	15342	15,427	15,728	16,296	15,938	16,023	16,506	16,591	18,041	18,126	18,609	18,694	40,000	-	0.37	0.38	0.39	0.39	0.41	0.40	0.40	0.41	0.41	0.45	0.45	0.47	0.47	-
Panama Ln: Union Ave to Sparks St	11,985	148	335	57	13105	13,162	13,310	13,645	14,329	14,386	14,664	14,721	19,156	19,213	19,491	19,548	20,000	30,000	0.60	0.66	0.66	0.67	0.68	0.72	0.72	0.73	0.74	**0.96**	**0.96**	**0.97**	**0.98**	0.65
Panama Ln: Sparks St to Cottonwood Rd	11,985	85	239	51	12955	13,006	13,091	13,330	14,004	14,055	14,243	14,294	18,035	18,086	18,274	18,325	15,000	30,000	0.80	**0.86**	**0.87**	**0.87**	**0.89**	**0.93**	**0.94**	**0.95**	**0.95**	**1.20**	**1.21**	**1.22**	**1.22**	0.61
Berkshire Rd: Colony St to S H St	7,012	199	312	994	7153	8,147	8,346	8,658	7,297	8,291	7,609	8,603	7,786	8,780	8,098	9,092	20,000	-	0.35	0.36	0.41	0.42	0.43	0.36	0.41	0.38	0.43	0.39	0.44	0.40	0.45	-
Berkshire Rd: S H St to Monitor St	7,113	114	187	91	7685	7,776	7,890	8,077	8,303	8,394	8,490	8,581	10,675	10,766	10,862	10,953	15,000	-	0.47	0.51	0.52	0.53	0.54	0.55	0.56	0.57	0.57	0.71	0.72	0.72	0.73	-
Berkshire Rd: Monitor St to Union Ave	7,144	91	165	23	7853	7,876	7,967	8,132	8,631	8,654	8,796	8,819	11,737	11,760	11,902	11,925	20,000	-	0.36	0.39	0.39	0.40	0.41	0.43	0.43	0.44	0.44	0.59	0.59	0.60	0.60	-
McCutchen Rd: Gosford Rd to Ashe Rd	6,093	136	369	45	6858	6,903	7,039	7,408	7,718	7,763	8,087	8,132	11,335	11,380	11,704	11,749	15,000	-	0.41	0.46	0.46	0.47	0.49	0.51	0.52	0.54	0.54	0.76	0.76	0.78	0.78	-
McCutchen Rd: Ashe Rd to Mountain Ridge Dr	5,916	193	511	62	6659	6,721	6,914	7,425	7,494	7,556	8,005	8,067	11,006	11,068	11,517	11,579	15,000	-	0.39	0.44	0.45	0.46	0.50	0.50	0.50	0.53	0.54	0.73	0.74	0.77	0.77	-
McCutchen Rd: Mountain Ridge Dr to Stine Rd	6,093	227	591	222	6858	7,080	7,307	7,898	7,718	7,940	8,309	8,531	11,335	11,557	11,926	12,148	30,000	-	0.20	0.23	0.24	0.24	0.26	0.26	0.26	0.28	0.28	0.38	0.39	0.40	0.40	-
Hosking Ave: Stine Rd to Akers Rd	9,458	324	829	540	10645	11,185	11,509	12,338	11,981	12,521	12,810	13,350	17,595	18,135	18,424	18,964	20,000	40,000	0.47	0.53	0.56	0.58	0.62	0.60	0.63	0.64	0.67	**0.88**	**0.91**	**0.92**	**0.95**	0.47
Hosking Ave: Akers Rd to Wible Rd	11,286	409	1,022	841	12702	13,543	13,952	14,974	14,297	15,138	15,319	16,160	20,995	21,836	22,017	22,858	40,000	-	0.28	0.32	0.34	0.35	0.37	0.36	0.38	0.38	0.40	0.52	0.55	0.55	0.57	-
Hosking Ave: Wible Rd to Hughes Ln	15,627	613	1,431	443	17588	18,031	18,644	20,075	19,796	20,239	21,227	21,670	29,071	29,514	30,502	30,945	40,000	-	0.39	0.44	0.45	0.47	0.50	0.49	0.51	0.53	0.54	0.73	0.74	0.76	0.77	-
Hosking Ave: Hughes Ln to SR 99 SB Ramps	15,627	613	1,431	824	17588	18,412	19,025	20,456	19,796	20,620	21,227	22,051	29,071	29,895	30,502	31,326	50,000	-	0.31	0.35	0.37	0.38	0.41	0.40	0.41	0.42	0.44	0.58	0.60	0.61	0.63	-
Hosking Ave: SR 99 SB Off Ramp to SR 99 NB Off Ramp	16,096	1,238	2,244	1,443	18116	19,559	20,797	23,041	20,390	21,833	22,634	24,077	29,943	31,386	32,187	33,630	50,000	-	0.32	0.36	0.39	0.42	0.46	0.41	0.44	0.45	0.48	0.60	0.63	0.64	0.67	-
Hosking Ave: SR 99 NB Off Ramp to S H St	16,096	1,852	3,408	1,301	18116	19,417	21,269	24,677	20,390	21,691	23,798	25,099	29,943	31,244	33,351	34,652	50,000	-	0.32	0.36	0.39	0.43	0.49	0.41	0.43	0.48	0.50	0.60	0.62	0.67	0.69	-
Hosking Ave: S H St to Monitor St	14,587	102	403	398	16418	16,816	16,918	17,321	18,478	18,876	18,881	19,279	27,136	27,534	27,539	27,937	40,000	-	0.36	0.41	0.42	0.42	0.43	0.46	0.47	0.47	0.48	0.68	0.69	0.69	0.70	-
Hosking Ave: Monitor St to Union Ave	7,713	91	381	153	8681	8,834	8,925	9,306	9,771	9,924	10,152	10,305	14,348	14,501	14,729	14,882	40,000	-	0.19	0.22	0.22	0.22	0.23	0.24	0.25	0.25	0.26	0.36	0.36	0.37	0.37	-

[1]Historic Count data grown out to 2021

Table 8
Roadway Capacity Continued

Roadway Segment	2021[1]	Warehouse ADT	Full Project ADT	Cumulative ADT	2024 ADT	2024 Cum ADT	2024+ Warehouse ADT	2024 Cum+ Full Project ADT	2029 ADT	2029 Cum ADT	2029+ Full Project ADT	2029 Cum+ Full Project ADT	2042 ADT	2042 Cum ADT	2042+ Full Project ADT	2042 Cum+ Full Project ADT	Existing Capacity	Mitigated Capacity	v/c 2021	v/c 2024	v/c 2024 Cum	v/c 2024+ Warehouse	v/c 2024 Cum+ Full Project	v/c 2029	v/c 2029 Cum	v/c 2029+ Full Project	v/c 2029 Cum+ Full Project	v/c 2042	v/c 2042 Cum	v/c 2042+ Full Project	v/c 2042 Cum+ Full Project	v/c (Mit) 2042 Cum+ Full Project
Hosking Ave: Union Ave to Cottonwood Rd	1,781	91	307	62	1908	1,970	2,061	2,368	2,043	2,105	2,350	2,412	2,555	2,617	2,862	2,924	15,000	-	0.12	0.13	0.13	0.14	0.16	0.14	0.14	0.16	0.16	0.17	0.17	0.19	0.19	-
McKee Rd: S H St to Union Ave	3,609	0	11	108	3647	3,755	3,755	3,766	3,685	3,793	3,696	3,804	3,811	3,919	3,822	3,930	15,000	-	0.24	0.24	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.26	0.25	0.26	-
Taft Hwy: S H St to Chevallier Rd	11,736	244	278	23	12106	12,129	12,373	12,651	12,487	12,510	12,765	12,788	13,811	13,834	14,089	14,112	20,000	-	0.59	0.61	0.61	0.62	0.63	0.62	0.63	0.64	0.64	0.69	0.69	0.70	0.71	-
Taft Hwy: Chevallier Rd to Union Ave	10,497	210	244	17	10749	10,766	10,976	11,220	11,006	11,023	11,250	11,267	11,887	11,904	12,131	12,148	20,000	-	0.52	0.54	0.54	0.55	0.56	0.55	0.55	0.56	0.56	0.59	0.60	0.61	0.61	-
Panama Rd: Union Ave to Cottonwood Rd	6,585	165	199	17	6479	6,496	6,661	6,860	6,375	6,392	6,574	6,591	6,047	6,064	6,246	6,263	15,000	-	0.44	0.43	0.43	0.44	0.46	0.43	0.43	0.44	0.44	0.40	0.40	0.42	0.42	-
Gosford Rd: McCutchen Rd to Panama Ln	6,965	62	142	6	8172	8,178	8,240	8,382	9,589	9,595	9,731	9,737	16,123	16,129	16,265	16,271	15,000	30,000	0.46	0.54	0.55	0.55	0.56	0.64	0.64	0.65	0.65	**1.07**	**1.08**	**1.08**	**1.08**	0.54
Ashe Rd: McCutchen to Panama Ln	8,891	34	97	11	11348	11,359	11,393	11,490	14,484	14,495	14,581	14,592	32,012	32,023	32,109	32,120	40,000	-	0.22	0.28	0.28	0.28	0.29	0.36	0.36	0.36	0.36	0.80	0.80	0.80	0.80	-
Mountain Ridge Rd: McCutchen Rd to Panama Ln	6,030	23	57	6	6152	6,158	6,181	6,238	6,275	6,281	6,332	6,338	6,696	6,702	6,753	6,759	20,000	-	0.30	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.32	0.33	0.34	0.34	0.34	-
Stine Rd: McCutchen Rd/Hosking Ave to Panama Ln	16,590	62	159	80	17466	17,546	17,608	17,767	18,388	18,468	18,547	18,627	21,735	21,815	21,894	21,974	20,000	40,000	**0.83**	**0.87**	**0.88**	**0.88**	**0.89**	**0.92**	**0.92**	**0.93**	**0.93**	**1.09**	**1.09**	**1.09**	**1.10**	0.55
Akers Rd: Hosking Ave to Panama Ln	5,476	40	97	108	5530	5,638	5,678	5,775	5,584	5,692	5,681	5,789	5,763	5,871	5,860	5,968	20,000	-	0.27	0.28	0.28	0.28	0.29	0.28	0.28	0.28	0.29	0.29	0.29	0.29	0.30	-
Wible Ave: Hosking Ave to Panama Ln	9,712	176	341	801	9887	10,688	10,864	11,205	10,066	10,867	10,407	11,208	10,668	11,469	11,009	11,810	20,000	-	0.49	0.49	0.53	0.54	0.56	0.50	0.54	0.52	0.56	0.53	0.57	0.55	0.59	-
S H St: Taft Hwy to McKee Rd	6,263	267	341	187	6310	6,497	6,764	7,105	6,357	6,544	6,698	6,885	6,512	6,699	6,853	7,040	15,000	-	0.42	0.42	0.43	0.45	0.47	0.42	0.44	0.45	0.46	0.43	0.45	0.46	0.47	-
S H St: McKee Rd to Hosking Ave	6,251	267	352	2,079	6871	8,950	9,217	9,569	7,553	9,632	7,905	9,984	10,272	12,351	10,624	12,703	15,000	40,000	0.42	0.46	0.60	0.61	0.64	0.50	0.64	0.53	0.67	0.68	**0.82**	0.71	**0.85**	0.32
S H St: Hosking Ave to Berkshire Rd	9,020	2,221	4,714	1,096	9271	10,367	12,588	17,302	9,529	10,625	14,243	15,339	10,419	11,515	15,133	16,229	15,000	40,000	0.60	0.62	0.69	**0.84**	**1.15**	0.64	0.71	**0.95**	**1.02**	0.69	0.77	**1.01**	**1.08**	0.41
S H St: Berkshire Rd to Panama Ln	8,958	1,346	3,709	909	9244	10,153	11,499	15,208	9,538	10,447	13,247	14,156	10,563	11,472	14,272	15,181	40,000	-	0.22	0.23	0.25	0.29	0.38	0.24	0.26	0.33	0.35	0.26	0.29	0.36	0.38	-
S H St: Panama Ln to Fairview Rd	14,867	125	1,255	273	15484	15,757	15,882	17,137	16,127	16,400	17,382	17,655	18,407	18,680	19,662	19,935	40,000	-	0.37	0.39	0.39	0.40	0.43	0.40	0.41	0.43	0.44	0.46	0.47	0.49	0.50	-
S H St: Fairview Rd to Pacheco Rd	14,124	57	943	165	14717	14,882	14,939	15,882	15,334	15,499	16,277	16,442	17,527	17,692	18,470	18,635	40,000	-	0.35	0.37	0.37	0.37	0.40	0.38	0.39	0.41	0.41	0.44	0.44	0.46	0.47	-
S H St: Pacheco Rd to White Ln	18,902	11	642	125	18962	19,087	19,098	19,740	19,022	19,147	19,664	19,789	19,218	19,343	19,860	19,985	40,000	-	0.47	0.47	0.48	0.48	0.49	0.48	0.48	0.49	0.49	0.48	0.48	0.50	0.50	-
Monitor St: Hosking Ave to Berkshire Rd	6,650	11	11	62	6979	7,041	7,052	7,063	7,325	7,387	7,336	7,398	8,572	8,634	8,583	8,645	20,000	-	0.33	0.35	0.35	0.35	0.35	0.37	0.37	0.37	0.37	0.43	0.43	0.43	0.43	-
Monitor St: Berkshire Rd to Panama Ln	6,650	11	11	0	6813	6,813	6,824	6,835	6,980	6,980	6,991	6,991	7,552	7,552	7,563	7,563	20,000	-	0.33	0.34	0.34	0.34	0.34	0.35	0.35	0.35	0.35	0.38	0.38	0.38	0.38	-
Union Ave: Panama Rd to McKee Rd	9,282	23	23	0	9638	9,638	9,661	9,684	10,007	10,007	10,030	10,030	11,308	11,308	11,331	11,331	40,000	-	0.23	0.24	0.24	0.24	0.24	0.25	0.25	0.25	0.25	0.28	0.28	0.28	0.28	-
Union Ave: Mckee Rd to Hosking Ave	9,263	23	80	17	9538	9,555	9,578	9,658	9,822	9,839	9,902	9,919	10,803	10,820	10,883	10,900	40,000	-	0.23	0.24	0.24	0.24	0.24	0.25	0.25	0.25	0.25	0.27	0.27	0.27	0.27	-
Union Ave: Hosking Ave to Berkshire Rd	11,242	57	165	45	11797	11,842	11,899	12,064	12,380	12,425	12,545	12,590	14,479	14,524	14,644	14,689	40,000	-	0.28	0.29	0.30	0.30	0.30	0.31	0.31	0.31	0.31	0.36	0.36	0.37	0.37	-
Union Ave: Berkshire Rd to Panama Ln	11,161	57	148	17	11792	11,809	11,866	12,014	12,458	12,475	12,606	12,623	14,895	14,912	15,043	15,060	40,000	-	0.28	0.29	0.30	0.30	0.30	0.31	0.31	0.32	0.32	0.37	0.37	0.38	0.38	-
Union Ave: Panama Ln to Fairview Rd	11,343	153	210	6	11897	11,903	12,056	12,266	12,478	12,484	12,688	12,694	14,571	14,577	14,781	14,787	40,000	-	0.28	0.30	0.30	0.30	0.31	0.31	0.31	0.32	0.32	0.36	0.36	0.37	0.37	-
Union Ave: Fairview Rd to Pacheco Rd	16,607	153	153	0	17690	17,690	17,843	17,996	18,844	18,844	18,997	18,997	23,139	23,139	23,292	23,292	40,000	-	0.42	0.44	0.44	0.45	0.45	0.47	0.47	0.47	0.47	0.58	0.58	0.58	0.58	-
Union Ave: Pacheco Rd to White Ln	22,217	108	108	0	23370	23,370	23,478	23,586	24,582	24,582	24,690	24,690	28,974	28,974	29,082	29,082	40,000	-	0.56	0.58	0.58	0.59	0.59	0.61	0.61	0.62	0.62	0.72	0.72	0.73	0.73	-
Cottonwood Rd: Panama Rd to Hosking Ave	4,106	45	159	17	4526	4,543	4,588	4,747	4,989	5,006	5,148	5,165	6,845	6,862	7,004	7,021	15,000	-	0.27	0.30	0.30	0.31	0.32	0.33	0.33	0.34	0.34	0.46	0.46	0.47	0.47	-
Cottonwood Rd: Hosking Ave to Panama Ln	4,392	45	148	17	4929	4,946	4,991	5,139	5,531	5,548	5,679	5,696	8,046	8,063	8,194	8,211	15,000	-	0.29	0.33	0.33	0.33	0.34	0.37	0.37	0.38	0.38	0.54	0.54	0.55	0.55	-

[1]Historic Count data grown out to 2021

D. Queue Length Analysis and Safety Discussion

The queue length analysis and safety discussion are included in this study in response to the State's shift away from LOS as a CEQA metric (See Caltrans' Interim Local Development Intergovernmental Review/Safety Review Practitioners Guidance).

In general, the project provides traffic safety benefits by completing the street system along South H Street, Berkshire Road and Hosking Avenue to ultimate city standards. These improvements will provide sidewalk, bicycle, and transit facilities, which will tie into adjacent existing facilities and provide improved safety for pedestrians and cyclists. Completion of the street system will also provide adequate capacity for vehicular traffic. The freeway ramps have adequate capacity to accommodate the project without extending into the freeway mainline. And the project's low VMT provides safety benefits by reducing motor vehicle collision exposure.

A queue length analysis was conducted at all freeway off ramps within the study area to evaluate the adequacy of the existing storage lengths. Tables 9a and 9b below, show the existing storage lengths, as well as the 95th percentile queue length determined for each traffic scenario analyzed.

Table 9a
PM Queue Length Analysis

Intersection	Panama Ln & SR 99 SB Off Ramp		Panama Ln & SR 99 NB Off Ramp		Hosking Ave & SR 99 SB Off Ramp		Hosking Ave & SR 99 NB Off Ramp	
Movement	SBL	SBR	NBL	NBR	SBLR	SBR	NBLR	NBR
Ramp Length	400		320		400		400	
2021	241	123	207	78	244	210	121	21
2024	301	105	193	89	234	200	64	26
2024+Warehouse	323	119	153	81	272	217	133	21
2024 Cumulative+ Full Project	345	120	199	98	312	326	106	13
2029 Cumulative	343	216	179	100	267	258	86	30
2029 Cumulative+ Full Project	281	129	169	128	326	264	111	36
2042 Cumulative	267	125	187	11	281	250	95	42
2042 Cumulative+ Full Project	266	152	183	120	283	257	102	41

SBL = Southbound Left
SBR = Southbound Right
SBLR = Southbound Left Right

NBL = Northbound Left
NBR = Northbound Right
NBLR = Northbound Left Right

Table 9B
AM Queue Length Analysis

Intersection	Panama Ln & SR 99 SB Off Ramp		Panama Ln & SR 99 NB Off Ramp		Hosking Ave & SR 99 SB Off Ramp		Hosking Ave & SR 99 NB Off Ramp	
Movement	SBL	SBR	NBL	NBR	SBLR	SBR	NBLR	NBR
Ramp Length	400		320		400		400	
2021	162	66	109	31	183	125	34	-
2024	221	67	104	35	184	171	47	10
2024+Warehouse	189	63	113	52	220	184	44	17
2024 Cumulative+ Full Project	227	61	114	53	228	176	48	23
2029 Cumulative	205	59	163	56	225	190	71	-
2029 Cumulative+ Full Project	215	54	140	62	227	176	66	29
2042 Cumulative	197	76	131	55	205	184	60	15
2042 Cumulative+ Full Project	224	58	147	59	258	207	77	28

SBL = Southbound Left
SBR = Southbound Right
SBLR = Southbound Left Right

NBL = Northbound Left
NBR = Northbound Right
NBLR = Northbound Left Right

IMPROVEMENTS

All intersection and roadway improvements which were identified in the analysis as necessary to maintain or improve the operational level of service of the street system in the vicinity of the project are shown in Tables 10 and 11 respectively. These tables list the incremental improvements which are needed by the years 2024, 2029 and the total improvements needed by the year 2042. These improvements are comprised of lane additions and installation of signals. Most of the improvements needed are anticipated to be funded and constructed through the Metropolitan Bakersfield Regional Transportation Impact Fee (RTIF) program or by adjacent development. Improvements which are needed, but not included in the RTIF or anticipated with adjacent development are considered "Local Improvements" and a proportionate share cost is calculated for the project's traffic. The project's proportionate share responsibility for the cost of local improvements in the year 2042 is calculated according to the following equation:

$$\frac{\text{(Project Traffic)}}{\text{(2042 + Project Traffic) - (Existing Traffic)}} \times 100$$

Trucks

In addition to the improvement listed in Tables 10 and 11, due to the warehouse use and the volume of trucks anticipated for the site, the project should provide adequate intersection improvements for truck turns at the project exit on Berkshire Road, Berkshire Road at S. H Street and S. H Street at Hosking Avenue. The precise make-up of the trucks is not known at this time, however, it is likely that STAA interstate trucks will be received at the warehouse. Therefore, establishment of a Terminal Access Route will be requested by the developer of the City and Caltrans for the route along Hosking Avenue, S. H Street and Berkshire Road between State Route 99 and the warehouse entrance on Berkshire Road.

Improvements adjacent to project site

It is assumed that the project will improve South H Street to full arterial width from Berkshire Road to Hosking Avenue with the warehouse phase of the project, thus providing 6 lane roadway capacity. The project will construct two signalized intersections for project access along South H Street between Berkshire Road and Hosking Avenue. These signals will be constructed with the development phase for which they provide access, the northerly signal with the warehouse phase and the southerly signal with the retail phase. The project will also construct improvements to the northwest corner of the intersection

of South H Street and Hosking Avenue, which will include dual southbound left turn lanes, three through lanes in each direction and dual southbound right turn lanes, along with associated signal modifications. The remainder of the needed future improvements at this intersection will be constructed by adjacent development on the south side of Hosking Avenue.

Table 10
Future Intersection Improvements

#	Intersection	Improvements Needed by 2024	Improvements Needed by 2029	Improvements Needed by 2042	Total Improvements	Local Improvements (Improvements not coved by RTIF or adjacent development)	Project % Share for Local Improvements
7	Gosford Rd & Panama Ln	-	Full build out of standard expanded intersection	-	Full build out of standard expanded intersection	-	-
16	S H St & Panama Ln	-	Change EBTR to EBT Add EBR	-	Change EBTR to EBT Add EBR	Change EBTR to EBT Add EBR	47.28%
20	Cottonwood Rd & Panama Ln	-	-	Add Signal	Add Signal		
24	Gosford Rd & McCutchen Rd	-	Add Signal	-	Add Signal	-	-
25	Ashe Rd & McCutchen Rd	Add Signal	-	-	Add Signal	-	-
26	Mtn Ridge Dr & McCuthcen Rd	Add Signal	-	-	Add Signal	-	-
27	Stine Rd & McCutchen Rd/Hosking Ave	-	-	Minimum of 2 thru, 1 left, 1 right for EB and WB traffic	Minimum of 2 thru, 1 left, 1 right for EB and WB traffic	-	-
30	Hughes Ln & Hosking Ave	Add Signal	-	-	Add Signal	-	-
33	S H St & Hosking Ave	Full build out of standard expanded intersection, except NB right is shared thru/right SB right is protected overlap	-	-	Full build out of standard expanded intersection, except NB right is shared thru/right SB right is protected overlap	-	-
42	Cottonwood Rd & Panama Rd	Add Signal	-	-	Add Signal	-	-

Table 11
Future Roadway Improvements

Intersection	Improvements Needed by 2024	Improvements Needed by 2029	Improvements Needed by 2042	Local Improvements (Improvements not coved by RTIF or adjacent development)	Project % Share for Local Improvements
Panama Ln: Union Ave to Sparks St	-	-	Add 1 Lane	-	-
Panama Ln: Sparks St to Cottonwood Rd	-	-	Add 2 Lanes	-	-
Hosking Ave: Akers Rd to Wible Rd	-	-	Add 2 Lanes	-	-
Gosford Rd: McCutchen Rd to Panama Ln	-	-	Add 2 Lanes	-	-
Stine Rd: McCutchen Rd/Hosking Ave to Panama Ln	-	-	Add 2 Lanes	-	-
S H St: Hosking Ave to Berkshire Rd	-	-	Add 2 Lanes, Add Median	-	-

SUMMARY AND CONCLUSIONS

This study has evaluated the potential traffic impacts of a proposed Industrial warehouse and retail commercial development located on South H Street north of Hosking Avenue in Bakersfield, CA. The study included both a vehicle miles traveled (VMT) analysis and operational analysis.

VMT

It was determined that the project VMT impact for both the retail and industrial elements of the project is less than significant.

Operational Analysis

Of the 45 intersections studied, six currently unsignalized locations will need to be signalized within the next 20 years. All of these signals are included in the RTIF facilities list. Four of the currently signalized intersections will need to be expanded with additional lanes. Most notably of these is the intersection of South H Street and Hosking Avenue, which the project will be responsible for constructing improvements within the northwest quadrant. (See Table 10).

Roadway Capacity

There are six roadway segments which were identified as needing widening by the year 2042, all of which are included in the RTIF facilities list.

Conclusion

Project traffic does not have a significant impact. The project should construct roadway improvements along its frontage and at the intersection of South H Street and Hosking Avenue, pay a proportionate share for a right turn lane on Panama Lane at South H Street (as shown in Table 10) and participate in the Regional Transportation Impact Fee program.

REFERENCES

1. Regional Traffic Count Data, Kern COG
2. 2019 Traffic Volumes on California State Highways, State of California, Business, Transportation and Housing Agency, Department of Transportation (Caltrans)
3. Highway Capacity Manual, Transportation Research Board, 2010
4. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2014 Edition
5. City of Bakersfield General Plan, approved 2010
6. Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE)
7. City of Bakersfield Subdivision & Engineering Design Manual, Division Six, Traffic, October 28, 2019
8. Technical Memorandum, Bakersfield Hosking Avenue Warehouse Trip Generation Assessment, Urban Crossroads, April 20, 2022

APPENDIX

TECHNICAL MEMORANDUM

April 20, 2022

BAKERSFIELD HOSKING AVENUE WAREHOUSE TRIP GENERATION ASSESSMENT

The Ruettgers & Schuler prepared a Traffic Study for A Proposed Industrial/Warehouse and Retail Commercial Land Development at South H Street and Socking Avenue in Bakersfield, California (hereafter, Bakersfield Traffic Study). The purpose of this letter is to provide recommended trip generation rates for the proposed industrial component (a 1,012,185 square foot warehouse facility, hereafter, "the Project"), and to describe the methodology used by Urban Crossroads to develop the recommended trip generation rates.

Urban Crossroads' qualifications in the field of transportation analyses and engineering are attached to this memo, which document our depth of experience in traffic forecast modeling, intersection level of service analysis methodologies, and traffic simulation for projects such as large warehouses that support the supply chain industry.

BACKGROUND

The most common nationally-accepted source of trip generation rates for traffic impact analysis reports is the Institute of Transportation Engineers (ITE) Trip Generation Manual. The ITE Trip Generation Handbook (3rd Edition, 2017) recommends that if the setting or characteristics (such as size, operations, etc.) of the surveyed data included in the latest Trip Generation Manual is not applicable to the proposed project or if the Trip Generation Manual has insufficient data (low number of surveyed sites), that a localized rate should be developed in order to reflect the tenant-specific conditions (site setting/context, age of residents, worker shifts, area type, parking conditions, business activity, etc.). ITE recommends that as part of this, collection of data should include surveys from a minimum of 3 sites.

Majestic Realty Co. (the Project Applicant) is proposing the Project's warehouse on a speculative basis, meaning that the future user/occupant of the building is not known at this time. As is customary in warehouse leasing, building users typically do not express interest in leasing a building until the entitlements are in place and a construction schedule is assured to know when the building would be available for occupancy. Thus, user-specific trip data is not available for use, because the user is unknown at this time. Trip rates for warehouses available in the Trip Generation Manual are based on a low number of surveyed sites in areas outside of the central and southern California area. For this reason, we recommend the use of an average trip rate developed from trip counts collected at warehouses in Southern California that are expected to have operating characteristics similar to those expected at the Project.

Although it is unknown if Amazon will be the warehouse building tenant, Amazon operations represent operating characteristics that the Project Applicant believes will be characteristic of the warehouse building tenant. Urban Crossroads has obtained, and reviewed traffic count data associated with 5 existing Amazon fulfillment center locations.

Consistent with the recommended ITE Trip Generation Handbook methodology of relying on locally-collected data, this trip generation assessment utilizes surveyed data from the following 5 sites located within California:

- 555 E. Orange Show Road, San Bernardino, California: 1,102,360 square feet
- 24208 San Michele Road, Moreno Valley, California: 1,250,000 square feet
- 24300 Nandina Avenue, Moreno Valley, California: 769,320 square feet
- 5250 Goodman Road, Eastvale, California: 1,033,192 square feet
- 2496 W. Walnut Avenue, Rialto, California: 614,848 square feet

The traffic count data at 5 existing Amazon warehouse fulfillment center locations located within Southern California were utilized to develop a trip generation unique to the proposed Project as the characteristics and operations vary widely from other potentially comparable land uses in the ITE Trip Generation Manual, such as Land Use Codes 150 (Warehousing), 154 (High-Cube Transload/Short-Term Storage Warehouse), 155 (High-Cube Fulfillment Center), 157 (High-Cube Cold Storage Warehouse) and 156 (High-Cube Parcel Hub). The five sites selected for the purposes of this assessment were found to be consistent with the proposed Project with respect to the building size/layout and parking field layout. Each of the 5 facilities surveyed had traffic counts collected for 24-hours over 2 to 3 consecutive days. Attachment A provides aerial images of each site along with the proposed Project's warehouse site plan to show comparability

TRIP GENERATION RATES

A summary of the count data collected over 2 to 3 days from other warehouse facilities is provided in Attachment B along with the driveway counts. Table B-1 in Attachment B provides a detailed summary of the counts collected at each facility for each day. Table B-1 in Attachment B also provides the average trip generation and resulting average trip generation rates for each site for the weekday peak hours. For the purposes of this assessment we looked at the timeframe between 5:00-9:00 AM and 3:00-7:00 PM in order to capture and use the peak hour of the generator (potential shift change). The data collected at the 5 sites indicates most of the peak site activity (peak hour of the generator, or shift change timeframe) occurs between 6:30 and 7:30 AM and between 5:30 and 6:30 PM, which are just outside of the typical morning and evening peak commute hours (7-9 AM and 4-6 PM). The average trip generation was then divided by the applicable square footage for each site in order to develop the trip generation rates by site.

Table 1 presents the resulting average weekday peak hour trip generation rates calculated for the proposed warehousing use based on an average of data collected at all 5 sites (and summarized on Table B-1).

TABLE 1: ARITHMETIC (SIMPLE) AVERAGE TRIP GENERATION RATES

Land Use	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates								
Total Vehicles	TSF	0.404	0.065	0.469	0.332	0.357	0.688	3.513
Passenger Cars:		0.392	0.059	0.451	0.322	0.343	0.665	2.939
2-axle Trucks:		0.002	0.001	0.002	0.001	0.002	0.003	0.065
3-axle Trucks:		0.002	0.002	0.004	0.002	0.002	0.003	0.103
4+-axle Trucks:		0.008	0.003	0.011	0.007	0.010	0.017	0.405

[1] TSF = thousand square feet

The ITE recommended methodology (per their Trip Generation Handbook) to develop a unique trip generation rate is to collect driveway count data at a minimum of 3 sites (although 5 sites are recommended) to calculate the weighted average rate for the weekday daily, weekday AM peak hour and weekday PM peak hour. Based on this methodology, the weighted average rate has been calculated and a summary of those rates can be found in Table 2. The detailed weighted average calculation worksheets can be found in Attachment C. As shown in Table 2, the weighted average trip generation rates for total vehicles are slightly less than the arithmetic average trip generation rates shown in Table 1. In an effort to conduct a conservative analysis (that would tend to over-estimate rather than underestimate impacts), the recommendation is to use the arithmetic average shown in Table 1.

TABLE 2: WEIGHTED AVERAGE TRIP GENERATION RATES

Land Use	Units[1]	AM Total	PM Total	Daily
Trip Generation Rates				
Weighted Average Total Vehicles	TSF	0.438	0.651	3.282

[1] TSF = thousand square feet

TRIP GENERATION ASSESSMENT

Based on the arithmetic average trip generation rates shown in Table 1, the weekday peak hour Project trip generation has been calculated and is shown in Table 3. As shown in Table 3, the proposed Project is anticipated to generate 3,556 two-way daily trips with 474 AM peak hour trips and 698 PM peak hour trips.

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Passenger Cars:	1012.185	TSF	396	60	456	326	348	674	2,976
2-axle Trucks:			2	1	3	1	2	3	66
3-axle Trucks:			2	2	4	2	2	4	104
4+-axle Trucks:			8	3	11	7	10	17	410
Total Truck Trips:			12	6	18	10	14	24	580
Total Trips[2]			408	66	474	336	362	698	3,556

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

ITE TRIP GENERATION MANUAL

The ITE Trip Generation Manual includes trip generation rates for warehousing uses such as Land Use Codes 150 (Warehousing), 154 (High-Cube Transload/Short-Term Storage Warehouse), 155 (High-Cube Fulfillment Center), 157 (High-Cube Cold Storage Warehouse) and 156 (High-Cube Parcel Hub) as defined below:

- ITE land use code 150 (Warehousing) is primarily devoted to the storage of materials but may also include office and maintenance areas. The trip generation rates are based on 31-49 surveyed sites and the average square footage of those sites surveyed is approximately 300,000 to 450,000 square feet.
- The ITE Trip Generation Manual also includes land use categories that are considered high-cube. A high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the high-cube warehouse.
- ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) is defined by ITE as follows: A transload facility has the primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers and typically has little storage duration, high throughput, and its operations are highly efficient. A short-term high-cube warehouse is a distribution facility often with custom/special features built into the structure for the movement of large volumes of freight with only short-term storage of products. The trip generation rates are based on 91-103 surveyed sites and the average square footage of those sites surveyed is approximately 800,000 to 850,000 square feet.

- The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). The ITE Trip Generation Manual has two subcategories for the High-Cube Fulfillment Center use: sort and non-sort.
    - **Sort Facility:** ITE describes a sort facility as a fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means. The weekday daily and peak hour trip generation rates for a sort facility are based on 2-3 surveyed sites and the average square footage of these sites ranges from 1,277,000 square feet to 1,360,000 square feet, with individual surveyed sites range from 1,111,000 square feet to as much as 1,466,000 square feet. There is a cautionary note included for this land use in the Trip Generation Manual due to the small sample size. ITE recommends a minimum of 3 sites be surveyed but that 5 or more sites are preferred. As such, ITE includes this cautionary note on all land use categories that have 5 or fewer surveyed sites.
    - **Non-Sort Facility:** In comparison, a non-sort facility is a fulfillment center that ships large box items that are processed primarily with automation rather than through manual means. The weekday daily and peak hour trip generation rates for a non-sort facility are based on 10-22 surveyed sites and the average square footage of these sites ranges from 783,000 square feet to 886,000 square feet, with individual surveyed sites ranging from 284,000 square feet to as much as 1,472,000 square feet. The ITE's High-Cube Fulfillment Center (Non-Sort) (ITE Land Use Code 155) is the most common ITE code used for warehouse buildings over 1M square feet in size that are designed similarly to the proposed Project.
- ITE land use code 156 (High-Cube Parcel Hub Warehouse) are warehouses that typically serve as a regional and local freight-forwarder facility for time sensitive shipments via airfreight and ground carriers. These sites might also include truck maintenance, wash, or fueling facilities. The weekday daily and peak hour trip generation rates for parcel hub warehouses are based on 4-8 surveyed sites and the average square footage of these sites ranges from 329,000 square feet to 543,000 square feet. However, individual surveyed sites range from 131,000 square feet to as much as 1,737,000 square feet.
- ITE land use code 157 (High-Cube Cold Storage Warehouse) are warehouses that include substantial temperature-controlled environments for frozen food or other perishable products. The weekday daily and peak hour trip generation rates for cold storage warehouses are based on 5 surveyed sites and the average square footage of these sites is approximately 569,000 square feet. However, individual surveyed sites range from 261,000 square feet to as much as 1,047,000 square feet.

Table 4 summarizes the trip generation rates for the Project as evaluated in the Bakersfield Traffic Study, the average rates as shown on Table 1 (highlighted in blue), and the ITE based trip generation rates for the various warehousing land use categories. Although the Project could be evaluated assuming ITE 150 (Warehousing), ITE 154 (High-Cube Transload/Short-Term Storage) and ITE 155 (High-Cube Fulfillment Center – Non-Sort), the trip generation for these land use categories are less than those recommended for the proposed Project (therefore not as conservative). Use of the sort facility for the proposed Project is not recommended for two reasons. First, the design and the layout of the Project render use of the facility as a sort facility

highly unlikely. Second, ITE itself cautions against its use due to the small number of data points. Based upon the Project's design and layout, the Project's proposed use cannot be characterized as a High-Cube Parcel Hub Warehouse. The Project is not designed as a cold storage facility, so this ITE land use code is not applicable to the Project. If any small component of the building includes cold storage space, the use is assumed to be captured by the proposed average trip rate supplied in Table 1, which is higher than the ITE cold storage rate.

TABLE 4: COMPARISON OF TRIP GENERATION RATES

Land Use	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Bakersfield Traffic Study	0.724	0.041	0.765	0.640	0.651	1.290	3.748
Passenger Cars	0.714	0.032	0.745	0.632	0.643	1.274	3.172
Trucks	0.010	0.010	0.020	0.008	0.008	0.016	0.576
Proposed Project Trip Generation	0.404	0.065	0.469	0.332	0.357	0.688	3.513
Passenger Cars	0.392	0.059	0.451	0.322	0.343	0.665	2.939
Trucks	0.012	0.006	0.018	0.010	0.013	0.023	0.574
150: Warehousing	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars	0.120	0.030	0.150	0.034	0.116	0.150	1.110
Trucks	0.011	0.009	0.020	0.016	0.014	0.030	0.600
154: High-Cube Transload/Short Term Storage	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars	0.052	0.008	0.060	0.023	0.067	0.090	1.180
Trucks	0.010	0.010	0.020	0.005	0.005	0.010	0.220
155: High-Cube Fulfillment Center (Non-Sort)	0.122	0.028	0.150	0.062	0.098	0.160	1.810
Passenger Cars	0.112	0.018	0.130	0.057	0.093	0.150	1.580
Trucks	0.010	0.010	0.020	0.005	0.005	0.010	0.230
155: High-Cube Fulfillment Center (Sort)	0.705	0.165	0.870	0.468	0.732	1.200	6.440
Passenger Cars	0.695	0.155	0.850	0.458	0.722	1.180	6.250
Trucks	0.010	0.010	0.020	0.010	0.010	0.020	0.190
156; High-Cube Parcel Hub	0.350	0.350	0.700	0.435	0.205	0.640	4.630
Passenger Cars	0.305	0.305	0.610	0.394	0.186	0.580	4.050
Trucks	0.045	0.045	0.090	0.041	0.019	0.060	0.580
157: High-Cube Cold Storage	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars	0.076	0.004	0.080	0.019	0.071	0.090	1.370
Trucks	0.009	0.021	0.030	0.015	0.015	0.030	0.750

The traffic count data at 5 existing Amazon warehouse fulfillment center locations located within Southern California were utilized to develop a trip generation unique to the proposed Project as the characteristics and operations vary widely from other potentially comparable land uses in the ITE Trip Generation Manual, such as Land Use Codes 150 (Warehousing), 154 (High-Cube Transload/Short-Term Storage Warehouse), 155 (High-Cube Fulfillment Center), 157 (High-Cube Cold Storage Warehouse) and 156 (High-Cube Parcel Hub). The five sites selected for the purposes of this assessment were found to be consistent with the proposed Project with respect to the building size/layout and parking field layout. These sites were not added to any of the data

collected by ITE in their Trip Generation Manual. The Trip Generation Manual provides each individual surveyed sites building size and resulting trips but does not provide any additional information related to building layout, location, or when the data was collected. The data included to develop the ITE trip generation rates for the various land use categories have been collected from the 1980's through the 1990's, 2000s, and 2010s. For these reasons, the proposed Project trip generation data was not considered in conjunction with any other surveyed data from the ITE Trip Generation Manual.

The proposed trip generation developed for the Project as part of this trip generation assessment are based on empirical data gathered at sites that are representative of the proposed Project based on anticipated operations, building size, and parking layout. As such, the resulting trip generation is reflective of the anticipated use for the site as compared to the deliberative process review draft of the Bakersfield Traffic Study prepared by Ruettgers & Schuler in October 2021. The trip generation for the industrial component evaluated in the Bakersfield Traffic Study is currently based on unsubstantiated user-supplied data. Table 5 summarizes the trip generation for the proposed Project based on the empirical data presented in this memo as compared to the trip generation evaluated in the Bakersfield Traffic Study.

TABLE 5: WEEKDAY PEAK HOUR TRIP GENERATION COMPARISON

Land Use	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Bakersfield Traffic Study							
Passenger Cars	723	32	755	640	651	1,291	3,213
Trucks	10	10	20	8	8	16	584
Total	733	42	775	648	659	1,307	3,797
Proposed Project Trip Generation							
Passenger Cars	396	60	456	326	348	674	2,976
Trucks	12	6	18	10	14	24	580
Total	408	66	474	336	362	698	3,556
Variance							
Passenger Cars	-327	28	-299	-314	-303	-617	-237
Trucks	2	-4	-2	2	6	8	-4
Total	-325	24	-301	-312	-297	-609	-241

RECOMMENDATION

Urban Crossroads recommends that the trip generation for the Project's industrial component (a 1,012,185 square foot warehouse facility) use trip generation rates developed from the empirical data contained in this letter. The empirical data-based trip generation (arithmetic average) is more conservative (higher) than application of ITE Code 155 (Non-Sort), which is the ITE code most often applied to buildings of this size. The empirical trip generation rates developed in this memo are based on surveyed data of sites that are comparable in operations, building size, and parking layout as the proposed Project.

If you have any questions or comments, I can be reached at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

ATTACHMENT A: SITE LOCATIONS

EXHIBIT A-1: PROPOSED PROJECT SITE PLAN

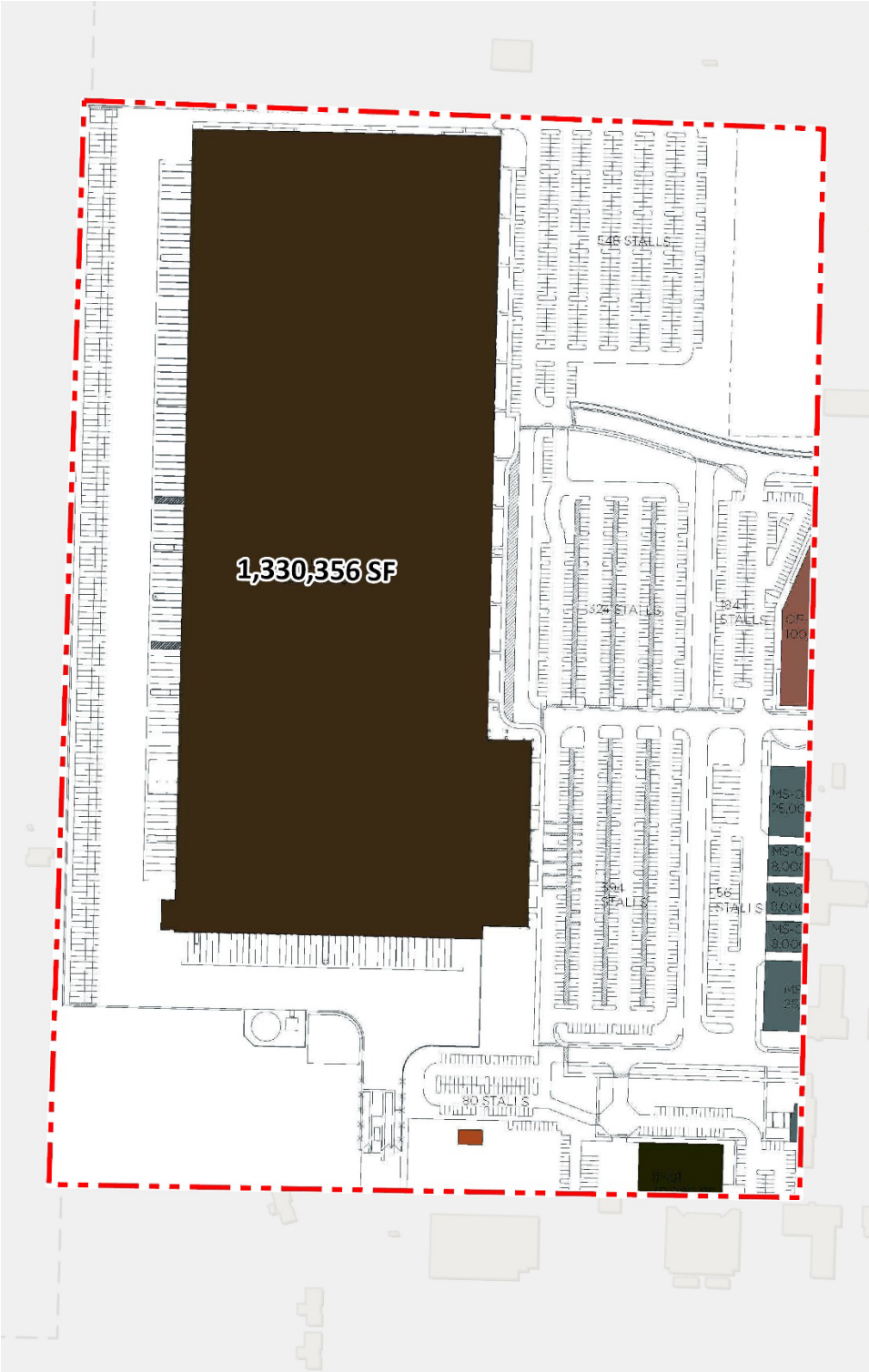


EXHIBIT A-2: 555 E. ORANGE SHOW ROAD, SAN BERNARDINO, CA

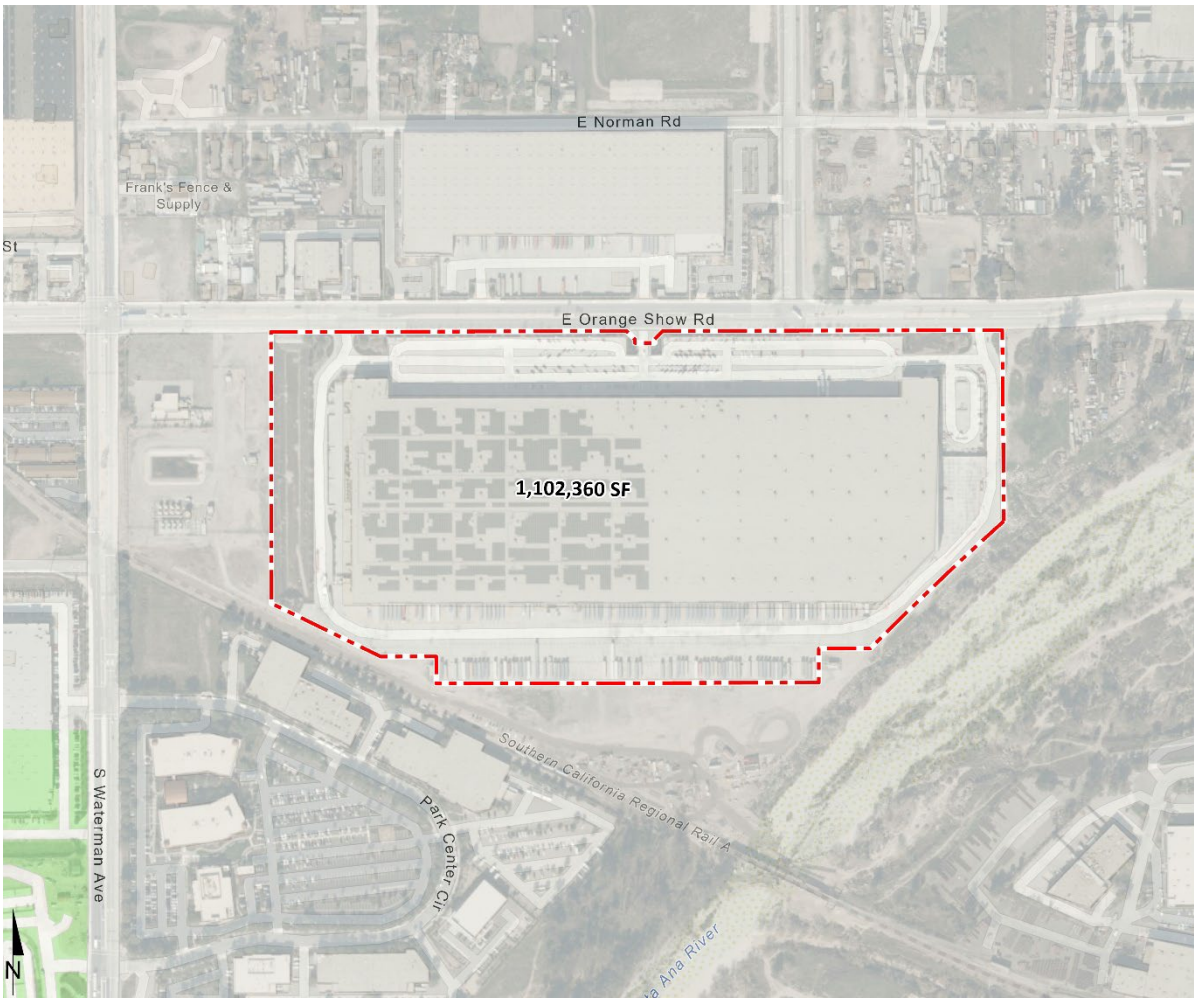


EXHIBIT A-3: 24208 SAN MICHELE ROAD, MORENO VALLEY, CA

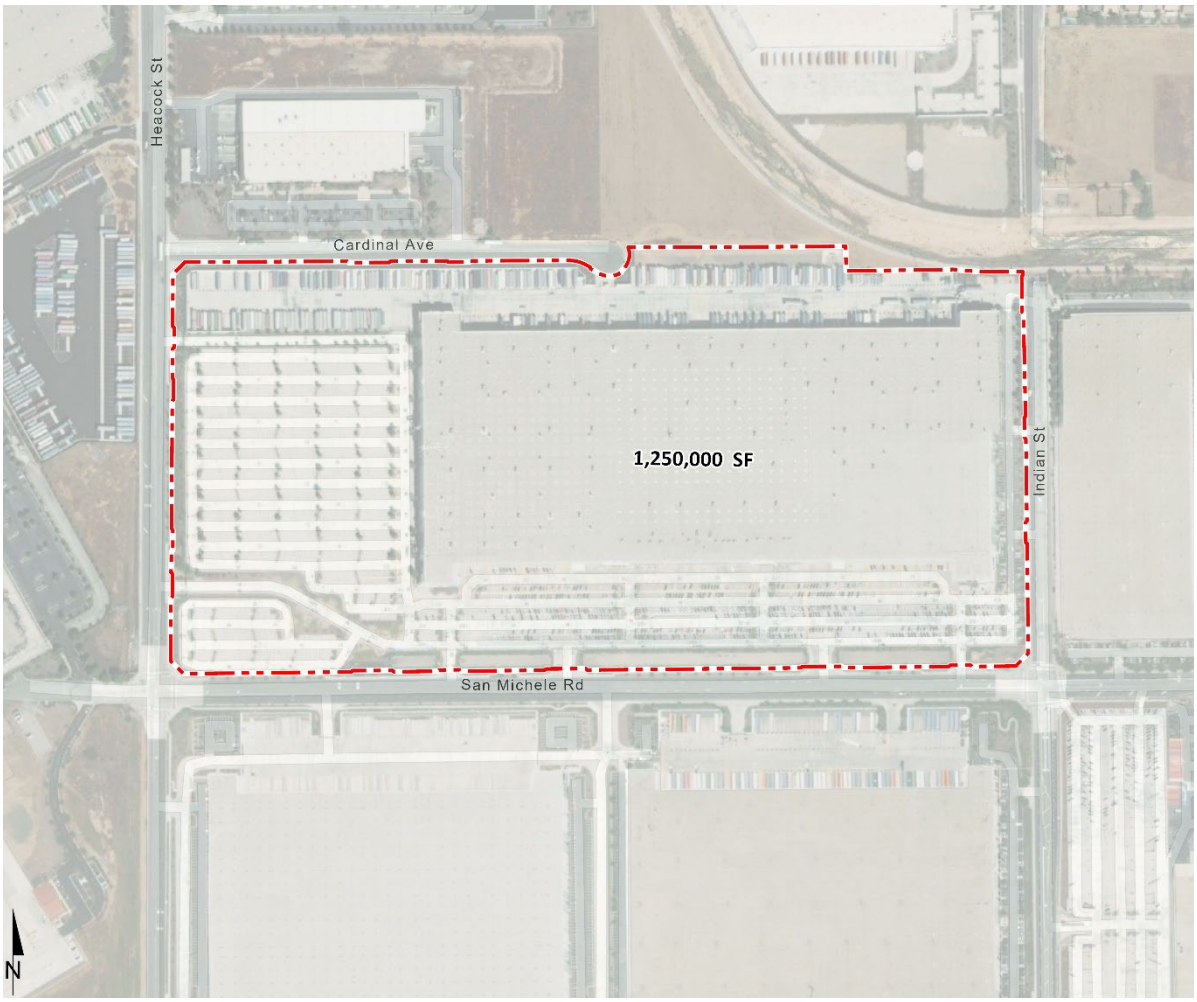


EXHIBIT A-4: 24300 NANDINA AVENUE, MORENO VALLEY, CA

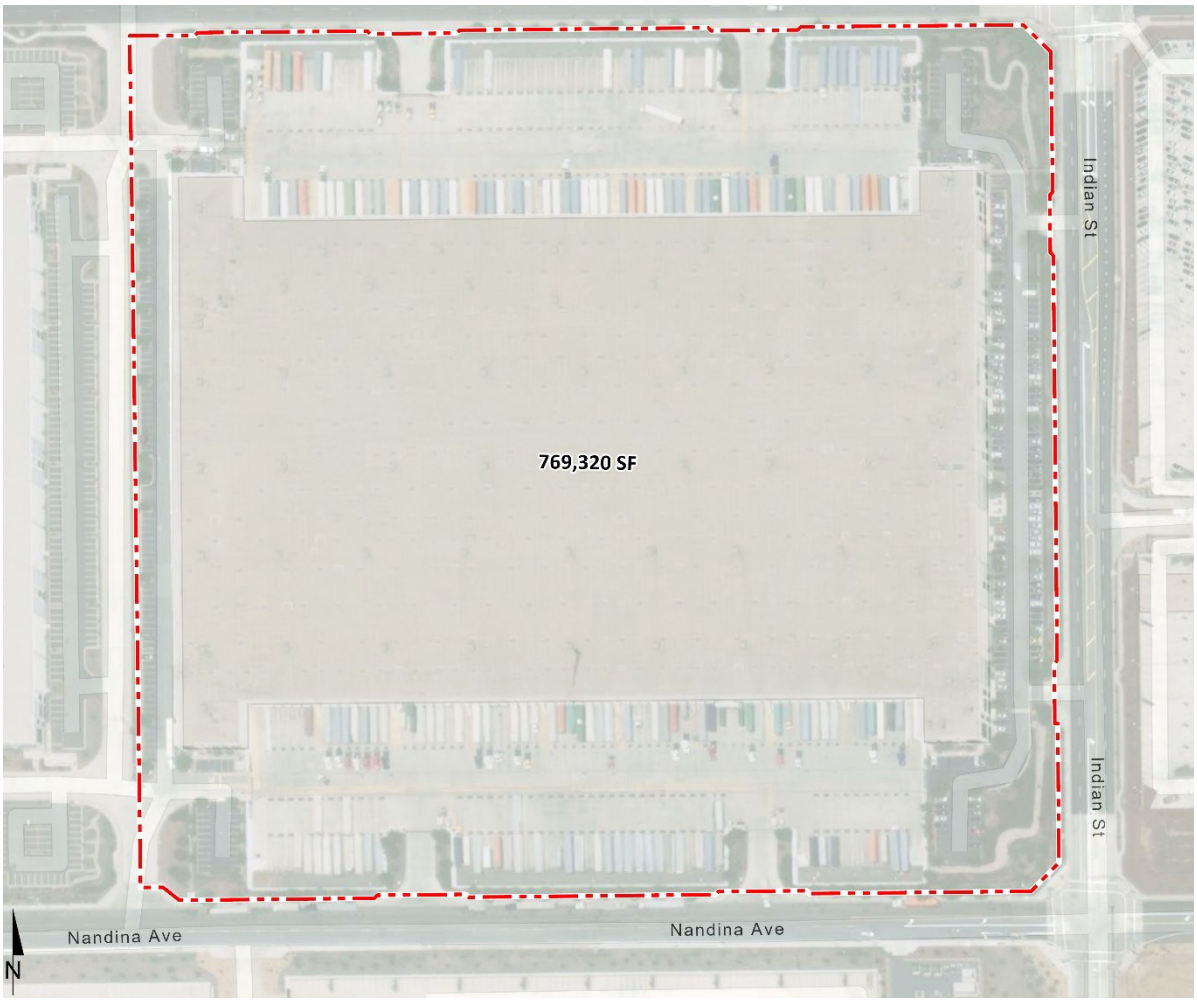


EXHIBIT A-5: 5250 GOODMAN ROAD, EASTVALE, CA

EXHIBIT A-6: 2496 W. WALNUT AVENUE, RIALTO, CA

ATTACHMENT B: DRIVEWAY COUNT DATA

Table B-1

Summary of Weekday Peak Hour Driveway Counts

	555 E. Orange Show Rd., San Bernardino							24208 San Michele Rd., Moreno Valley							24300 Nandina Av., Moreno Valley							5250 Goodman Rd., Eastvale							2496 W. Walnut Av., Rialto						
	Square Footage: 1,102,360							Square Footage: 1,250,000							Square Footage: 769,320							Square Footage: 1,033,192							Square Footage: 614,848						
	AM Peak Hour			PM Peak Hour				AM Peak Hour			PM Peak Hour				AM Peak Hour			PM Peak Hour				AM Peak Hour			PM Peak Hour				AM Peak Hour			PM Peak Hour			
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Day 1: Tuesday	6:45-7:45 AM; 5:30-6:30 PM							6:30-7:30 AM; 5:30-6:30 PM							5:00-6:00 AM; 4:15-5:15 PM							6:00-7:00 AM; 5:30-6:30 PM							6:15-7:15 AM; 3:30-4:30 PM						
Passenger Cars:	281	50	331	299	246	545	2,009	466	48	514	359	409	768	3,368	126	24	150	132	138	270	1,101	373	71	444	449	556	1,005	3,937	500	47	547	427	390	817	2,798
2-axle Trucks:	0	0	0	0	0	0	34	0	0	0	2	2	4	88	1	0	1	0	2	2	59	1	2	3	5	8	13	51	0	0	0	0	1	1	44
3-axle Trucks:	2	1	3	2	3	5	61	0	4	4	4	2	6	98	1	1	2	2	1	3	104	0	4	4	1	2	3	133	1	0	1	0	1	1	36
4+-axle Trucks:	3	1	4	4	9	13	120	3	0	3	9	3	12	282	5	1	6	4	9	13	619	0	1	1	2	2	4	250	9	1	10	7	6	13	367
Total Truck Trips:	5	2	7	6	12	18	215	3	4	7	15	7	22	468	7	2	9	6	12	18	782	1	7	8	8	12	20	434	10	1	11	7	8	15	447
Total Trips[1]	**286**	**52**	**338**	**305**	**258**	**563**	**2,224**	**469**	**52**	**521**	**374**	**416**	**790**	**3,836**	**133**	**26**	**159**	**138**	**150**	**288**	**1,883**	**374**	**78**	**452**	**457**	**568**	**1,025**	**4,371**	**510**	**48**	**558**	**434**	**398**	**832**	**3,245**
Day 2: Wednesday	6:30-7:30 AM; 5:30-6:30 PM							6:30-7:30 AM; 5:30-6:30 PM							5:00-6:00 AM; 4:15-5:15 PM							6:30-7:30 AM; 5:30-6:30 PM							6:30-7:30 AM; 3:30-4:30 PM						
Passenger Cars:	275	54	329	271	183	454	1,764	500	58	558	237	445	682	3,850	132	41	173	145	155	300	1,147	562	117	679	455	464	919	3,934	304	56	360	297	268	565	3,153
2-axle Trucks:	0	2	2	0	0	0	49	2	0	2	0	0	0	70	2	0	2	2	1	3	80	5	2	7	1	0	1	80	2	0	2	0	1	1	55
3-axle Trucks:	3	1	4	2	2	4	38	0	2	2	3	1	4	90	2	1	3	2	1	3	115	2	2	4	1	0	1	177	3	0	3	0	0	0	53
4+-axle Trucks:	1	8	9	1	54	55	262	3	0	3	4	6	10	171	9	3	12	7	13	20	670	2	0	2	5	4	9	271	18	3	21	11	7	18	398
Total Truck Trips:	4	11	15	3	56	59	349	5	2	7	7	7	14	331	13	4	17	11	15	26	865	9	4	13	7	4	11	528	23	3	26	11	8	19	506
Total Trips[1]	**279**	**65**	**344**	**274**	**239**	**513**	**2,113**	**505**	**60**	**565**	**244**	**452**	**696**	**4,181**	**145**	**45**	**190**	**156**	**170**	**326**	**2,012**	**571**	**121**	**692**	**462**	**468**	**930**	**4,462**	**327**	**59**	**386**	**308**	**276**	**584**	**3,659**
Day 3: Thursday	6:30-7:30 AM; 5:30-6:30 PM														6:45-7:45 AM; 4:00-5:00 PM														6:15-7:15 AM; 3:30-4:30 PM						
Passenger Cars:	251	36	287	299	252	551	1,963								130	13	143	11	123	134	973								501	59	560	283	257	540	3,029
2-axle Trucks:	1	2	3	0	0	0	34								4	1	5	0	4	4	72								1	0	1	2	1	3	37
3-axle Trucks:	1	1	2	0	1	1	47								4	9	13	6	6	12	163								2	0	2	0	0	0	60
4+-axle Trucks:	1	1	2	2	4	6	94								24	11	35	8	7	15	640								11	3	14	9	5	14	366
Total Truck Trips:	3	4	7	2	5	7	175								32	21	53	14	17	31	875								14	3	17	11	6	17	463
Total Trips[1]	**254**	**40**	**294**	**301**	**257**	**558**	**2,138**								**162**	**34**	**196**	**25**	**140**	**165**	**1,848**								**515**	**62**	**577**	**294**	**263**	**557**	**3,492**
AVERAGE WEEKDAY																																			
Passenger Cars:	269	47	316	290	227	517	1,912	483	53	536	298	427	725	3,609	129	26	155	96	139	235	1,074	468	94	562	452	510	962	3,936	435	54	489	336	305	641	2,993
2-axle Trucks:	0	1	2	0	0	0	39	1	0	1	1	1	2	79	2	0	3	1	2	3	70	3	2	5	3	4	7	66	1	0	1	1	1	2	45
3-axle Trucks:	2	1	3	1	2	3	49	0	3	3	4	2	5	94	2	4	6	3	3	6	127	1	3	4	1	1	2	155	2	0	2	0	0	0	50
4+-axle Trucks:	2	3	5	2	22	25	159	3	0	3	7	5	11	227	13	5	18	6	10	16	643	1	1	2	4	3	7	261	13	2	15	9	6	15	377
Total Truck Trips:	**4**	**6**	**10**	**4**	**24**	**28**	**246**	**4**	**3**	**7**	**11**	**7**	**18**	**400**	**17**	**9**	**26**	**10**	**15**	**25**	**841**	**5**	**6**	**11**	**8**	**8**	**16**	**481**	**16**	**2**	**18**	**10**	**7**	**17**	**472**
Total Trips[1]	**273**	**52**	**325**	**293**	**251**	**545**	**2,158**	**487**	**56**	**543**	**309**	**434**	**743**	**4,009**	**147**	**35**	**182**	**106**	**153**	**260**	**1,914**	**473**	**100**	**572**	**460**	**518**	**978**	**4,417**	**451**	**56**	**507**	**345**	**312**	**658**	**3,465**
AVERAGE RATES																																			
Passenger Cars:	0.244	0.042	0.286	0.263	0.206	0.469	1.734	0.386	0.042	0.429	0.238	0.342	0.580	2.887	0.168	0.034	0.202	0.125	0.180	0.305	1.396	0.452	0.091	0.543	0.437	0.494	0.931	3.809	0.707	0.088	0.795	0.546	0.496	1.042	4.868
2-axle Trucks:	0.000	0.001	0.002	0.000	0.000	0.000	0.035	0.001	0.000	0.001	0.001	0.001	0.002	0.063	0.003	0.000	0.003	0.001	0.003	0.004	0.091	0.003	0.002	0.005	0.003	0.004	0.007	0.063	0.002	0.000	0.002	0.001	0.002	0.003	0.074
3-axle Trucks:	0.002	0.001	0.003	0.001	0.002	0.003	0.044	0.000	0.002	0.002	0.003	0.001	0.004	0.075	0.003	0.005	0.008	0.004	0.003	0.008	0.166	0.001	0.003	0.004	0.001	0.001	0.002	0.150	0.003	0.000	0.003	0.000	0.001	0.001	0.081
4+-axle Trucks:	0.002	0.003	0.005	0.002	0.020	0.022	0.144	0.002	0.000	0.002	0.005	0.004	0.009	0.181	0.016	0.006	0.023	0.008	0.013	0.021	0.836	0.001	0.000	0.001	0.003	0.003	0.006	0.252	0.021	0.004	0.024	0.015	0.010	0.024	0.613
Total Trips[1]	**0.248**	**0.047**	**0.295**	**0.266**	**0.228**	**0.494**	**1.958**	**0.390**	**0.045**	**0.434**	**0.247**	**0.347**	**0.594**	**3.207**	**0.191**	**0.045**	**0.236**	**0.138**	**0.199**	**0.338**	**2.488**	**0.457**	**0.096**	**0.554**	**0.445**	**0.501**	**0.946**	**4.275**	**0.733**	**0.092**	**0.825**	**0.562**	**0.508**	**1.070**	**5.636**

[1] Total Trips = Passenger Cars + Truck Trips.

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	1	0	0	**1**	2	0	1	0	**3**
0:15	1	0	0	1	**2**	2	0	0	2	**4**
0:30	0	0	0	1	**1**	1	0	0	0	**1**
0:45	0	0	0	1	**1**	2	0	0	0	**2**
1:00	1	0	1	1	**3**	0	1	2	0	**3**
1:15	2	0	1	0	**3**	1	0	0	1	**2**
1:30	1	0	0	0	**1**	4	0	0	0	**4**
1:45	0	0	0	0	**0**	2	0	0	1	**3**
2:00	0	0	0	3	**3**	1	0	0	0	**1**
2:15	1	0	0	0	**1**	0	0	3	1	**4**
2:30	0	0	0	0	**0**	16	0	0	1	**17**
2:45	2	0	0	2	**4**	6	0	0	0	**6**
3:00	2	0	0	0	**2**	7	0	1	1	**9**
3:15	1	0	0	0	**1**	1	0	0	0	**1**
3:30	0	0	0	1	**1**	2	0	0	0	**2**
3:45	1	0	0	0	**1**	1	0	0	0	**1**
4:00	1	0	0	0	**1**	3	0	0	0	**3**
4:15	2	0	1	1	**4**	8	0	0	1	**9**
4:30	7	0	0	1	**8**	35	0	0	0	**35**
4:45	6	0	0	2	**8**	25	0	0	2	**27**
5:00	15	0	0	1	**16**	94	0	0	3	**97**
5:15	5	0	0	1	**6**	26	0	1	1	**28**
5:30	14	0	0	1	**15**	12	1	0	1	**14**
5:45	15	0	0	0	**15**	6	0	0	0	**6**
6:00	10	0	0	1	**11**	10	0	0	0	**10**
6:15	38	0	0	0	**38**	0	0	0	0	**0**
6:30	28	0	0	1	**29**	16	0	0	0	**16**
6:45	72	6	0	0	**78**	12	0	0	0	**12**
7:00	65	0	1	0	**66**	19	0	0	1	**20**
7:15	100	0	1	0	**101**	16	0	1	0	**17**
7:30	44	0	0	3	**47**	3	0	0	0	**3**
7:45	5	0	1	1	**7**	1	1	1	0	**3**
8:00	3	1	0	1	**5**	0	0	0	2	**2**
8:15	11	0	0	1	**12**	0	0	2	1	**3**
8:30	4	0	0	2	**6**	0	2	0	1	**3**
8:45	5	0	0	0	**5**	6	0	1	0	**7**
9:00	4	0	0	2	**6**	2	0	0	1	**3**
9:15	3	0	0	0	**3**	4	0	0	0	**4**
9:30	2	0	0	0	**2**	1	0	1	0	**2**
9:45	4	1	1	1	**7**	3	1	0	0	**4**
10:00	1	0	0	0	**1**	2	0	0	0	**2**
10:15	3	0	0	0	**3**	2	0	0	0	**2**
10:30	0	0	0	3	**3**	4	0	0	0	**4**
10:45	5	0	1	0	**6**	3	0	2	0	**5**
11:00	5	0	0	2	**7**	4	0	1	1	**6**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	1	0	0	**7**	35	1	0	1	**37**
11:30	3	0	0	1	**4**	13	1	0	1	**15**
11:45	7	0	1	1	**9**	6	0	0	2	**8**
12:00	5	1	0	0	**6**	29	1	1	0	**31**
12:15	14	0	0	0	**14**	9	0	0	1	**10**
12:30	1	0	3	0	**4**	4	0	0	0	**4**
12:45	5	0	0	0	**5**	5	0	1	1	**7**
13:00	0	0	1	0	**1**	6	0	0	0	**6**
13:15	2	0	2	0	**4**	0	0	1	0	**1**
13:30	4	0	0	0	**4**	5	0	0	1	**6**
13:45	2	1	0	2	**5**	1	0	0	0	**1**
14:00	6	0	1	1	**8**	6	0	1	0	**7**
14:15	2	1	1	2	**6**	3	2	0	0	**5**
14:30	4	1	1	1	**7**	9	1	1	0	**11**
14:45	4	0	0	0	**4**	7	0	1	1	**9**
15:00	1	0	0	0	**1**	5	0	0	0	**5**
15:15	1	1	1	1	**4**	7	0	0	4	**11**
15:30	4	0	0	0	**4**	10	0	1	2	**13**
15:45	1	0	1	1	**3**	26	0	0	0	**26**
16:00	5	0	0	1	**6**	14	0	0	0	**14**
16:15	3	0	1	0	**4**	6	0	0	2	**8**
16:30	3	0	2	0	**5**	4	0	0	1	**5**
16:45	9	0	0	3	**12**	11	0	0	0	**11**
17:00	9	0	0	0	**9**	14	1	1	2	**18**
17:15	33	0	2	0	**35**	9	0	0	0	**9**
17:30	47	0	1	1	**49**	49	0	1	1	**51**
17:45	62	0	0	0	**62**	26	0	0	0	**26**
18:00	77	0	0	3	**80**	118	0	1	6	**125**
18:15	113	0	1	0	**114**	53	0	1	2	**56**
18:30	16	0	1	1	**18**	21	0	0	1	**22**
18:45	8	0	0	0	**8**	8	0	0	1	**9**
19:00	3	1	0	0	**4**	6	0	0	0	**6**
19:15	1	0	0	0	**1**	5	0	0	0	**5**
19:30	1	0	0	0	**1**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	2	1	1	0	**4**	4	0	0	0	**4**
20:15	1	0	0	2	**3**	3	0	1	0	**4**
20:30	2	0	0	0	**2**	2	0	0	1	**3**
20:45	3	0	0	0	**3**	3	0	0	1	**4**
21:00	0	1	1	0	**2**	1	0	0	0	**1**
21:15	1	0	0	1	**2**	0	0	0	0	**0**
21:30	3	0	0	0	**3**	1	0	1	0	**2**
21:45	2	0	0	0	**2**	1	0	0	0	**1**
22:00	2	0	0	0	**2**	2	1	0	0	**3**
22:15	2	0	0	0	**2**	16	0	0	0	**16**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	1	**6**
22:45	7	0	0	0	**7**
23:00	3	0	0	0	**3**
23:15	13	0	0	1	**14**
23:30	4	0	0	0	**4**
23:45	3	0	0	0	**3**
	1004	**18**	**30**	**59**	**1111**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	8	1	0	4	**13**
	5	0	1	2	**8**
	30	1	0	0	**31**
	11	0	0	1	**12**
	10	0	0	0	**10**
	9	0	0	0	**9**
	1005	**16**	**31**	**61**	**1113**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	1	**2**	2	0	0	0	**2**
0:15	1	0	0	0	**1**	3	0	0	0	**3**
0:30	0	1	1	0	**2**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	2	0	0	0	**2**
1:00	0	0	0	1	**1**	5	1	0	0	**6**
1:15	0	0	0	1	**1**	1	1	0	0	**2**
1:30	0	0	0	0	**0**	2	1	0	0	**3**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	1	0	0	0	**1**	9	0	0	0	**9**
2:15	3	0	0	0	**3**	30	0	0	0	**30**
2:30	2	0	0	0	**2**	21	0	0	0	**21**
2:45	4	0	0	0	**4**	3	0	0	0	**3**
3:00	1	0	0	1	**2**	8	0	0	0	**8**
3:15	0	0	0	0	**0**	3	0	0	0	**3**
3:30	1	0	0	1	**2**	7	0	0	0	**7**
3:45	1	0	0	0	**1**	13	1	0	2	**16**
4:00	2	0	0	0	**2**	7	0	0	1	**8**
4:15	6	0	1	0	**7**	7	0	0	2	**9**
4:30	1	0	0	0	**1**	15	0	0	3	**18**
4:45	9	0	0	0	**9**	21	0	0	0	**21**
5:00	13	0	0	0	**13**	39	0	0	20	**59**
5:15	7	0	0	2	**9**	19	0	0	9	**28**
5:30	7	0	0	1	**8**	4	1	0	1	**6**
5:45	14	0	0	0	**14**	3	0	0	3	**6**
6:00	10	0	0	0	**10**	7	0	0	0	**7**
6:15	29	0	0	0	**29**	4	0	0	0	**4**
6:30	43	0	0	1	**44**	13	0	0	6	**19**
6:45	80	0	0	0	**80**	17	0	0	1	**18**
7:00	65	0	2	0	**67**	16	0	1	1	**18**
7:15	87	0	1	0	**88**	8	2	0	0	**10**
7:30	20	0	0	9	**29**	15	1	0	6	**22**
7:45	8	0	0	1	**9**	4	1	0	1	**6**
8:00	5	2	0	2	**9**	2	0	0	1	**3**
8:15	4	0	0	2	**6**	4	1	0	0	**5**
8:30	7	0	0	1	**8**	6	0	0	1	**7**
8:45	5	1	0	0	**6**	1	0	0	0	**1**
9:00	4	1	1	1	**7**	4	0	0	0	**4**
9:15	3	0	0	1	**4**	3	1	1	0	**5**
9:30	7	0	0	0	**7**	6	0	0	2	**8**
9:45	2	0	0	1	**3**	3	0	0	0	**3**
10:00	2	1	0	0	**3**	0	1	0	0	**1**
10:15	2	0	0	0	**2**	3	2	0	0	**5**
10:30	2	0	0	0	**2**	1	0	0	0	**1**
10:45	1	1	0	0	**2**	1	0	0	0	**1**
11:00	4	0	1	0	**5**	5	0	0	0	**5**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	1	1	1	**8**	10	1	1	1	**13**
11:30	7	0	0	0	**7**	9	0	0	0	**9**
11:45	2	1	0	0	**3**	5	0	0	0	**5**
12:00	6	0	0	0	**6**	42	0	0	0	**42**
12:15	8	0	0	1	**9**	4	0	0	1	**5**
12:30	6	1	0	0	**7**	9	1	0	0	**10**
12:45	4	0	0	1	**5**	4	0	0	0	**4**
13:00	6	0	1	3	**10**	4	0	0	1	**5**
13:15	6	0	1	2	**9**	2	1	0	3	**6**
13:30	6	0	1	0	**7**	1	0	1	3	**5**
13:45	0	0	1	0	**1**	3	0	1	0	**4**
14:00	2	2	0	0	**4**	4	2	1	0	**7**
14:15	3	1	0	4	**8**	4	2	1	0	**7**
14:30	5	1	1	2	**9**	17	0	1	0	**18**
14:45	5	1	0	0	**6**	8	2	0	2	**12**
15:00	1	0	1	0	**2**	5	1	0	1	**7**
15:15	2	0	0	1	**3**	6	0	0	2	**8**
15:30	3	0	0	1	**4**	8	0	0	4	**12**
15:45	3	0	0	0	**3**	6	0	0	0	**6**
16:00	2	0	1	1	**4**	5	0	0	0	**5**
16:15	2	0	0	0	**2**	3	0	0	0	**3**
16:30	6	0	0	1	**7**	14	0	0	4	**18**
16:45	8	0	1	2	**11**	5	0	0	1	**6**
17:00	6	0	0	0	**6**	11	0	0	3	**14**
17:15	30	0	0	1	**31**	6	1	1	1	**9**
17:30	52	0	0	0	**52**	46	0	1	6	**53**
17:45	68	0	2	0	**70**	19	0	1	2	**22**
18:00	74	0	0	1	**75**	85	0	0	34	**119**
18:15	77	0	0	0	**77**	33	0	0	12	**45**
18:30	17	0	0	1	**18**	11	0	0	4	**15**
18:45	5	0	1	0	**6**	13	0	0	0	**13**
19:00	4	0	1	1	**6**	7	1	0	0	**8**
19:15	0	0	0	0	**0**	7	0	0	0	**7**
19:30	3	0	0	1	**4**	2	2	0	0	**4**
19:45	1	0	1	0	**2**	1	0	0	0	**1**
20:00	0	0	1	3	**4**	1	1	0	0	**2**
20:15	0	0	1	2	**3**	2	1	0	0	**3**
20:30	0	0	0	4	**4**	1	0	0	0	**1**
20:45	0	0	0	1	**1**	1	0	0	0	**1**
21:00	0	1	0	0	**1**	2	0	0	0	**2**
21:15	0	0	0	3	**3**	0	0	0	0	**0**
21:30	0	0	1	2	**3**	1	0	0	0	**1**
21:45	0	1	0	5	**6**	0	0	0	0	**0**
22:00	0	0	1	2	**3**	5	1	1	0	**7**
22:15	0	0	0	2	**2**	10	0	0	0	**10**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	10	**12**
22:45	0	0	0	2	**2**
23:00	1	0	0	4	**5**
23:15	0	0	0	9	**9**
23:30	0	0	1	4	**5**
23:45	0	0	0	3	**3**
	902	**17**	**26**	**109**	**1054**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	17	1	0	1	**19**
	7	0	0	4	**11**
	28	0	0	1	**29**
	9	0	0	1	**10**
	9	0	0	1	**10**
	3	0	0	0	**3**
	862	**32**	**12**	**153**	**1059**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	0	**2**	7	1	0	1	**9**
0:15	0	0	0	1	**1**	4	1	0	0	**5**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	1	**1**	1	0	0	0	**1**
1:00	0	0	1	0	**1**	3	0	1	0	**4**
1:15	0	0	1	2	**3**	4	0	0	0	**4**
1:30	0	0	0	0	**0**	5	0	0	0	**5**
1:45	0	0	0	0	**0**	1	0	1	0	**2**
2:00	2	0	1	0	**3**	3	0	0	1	**4**
2:15	1	0	0	0	**1**	9	0	1	1	**11**
2:30	0	0	0	0	**0**	13	0	0	0	**13**
2:45	1	0	0	0	**1**	4	0	1	0	**5**
3:00	0	0	0	0	**0**	6	0	0	0	**6**
3:15	0	0	0	1	**1**	4	0	0	0	**4**
3:30	0	0	0	1	**1**	0	0	0	0	**0**
3:45	3	0	0	1	**4**	6	0	0	0	**6**
4:00	1	0	0	1	**2**	21	0	1	1	**23**
4:15	4	1	0	0	**5**	9	1	1	0	**11**
4:30	5	1	0	1	**7**	35	1	0	1	**37**
4:45	8	0	0	0	**8**	21	0	0	0	**21**
5:00	9	0	0	0	**9**	73	0	0	2	**75**
5:15	13	1	0	0	**14**	44	0	0	0	**44**
5:30	8	0	0	2	**10**	7	0	0	0	**7**
5:45	15	0	0	0	**15**	11	0	0	0	**11**
6:00	12	0	0	0	**12**	3	0	0	0	**3**
6:15	28	1	0	1	**30**	7	0	0	0	**7**
6:30	37	1	1	0	**39**	11	1	0	0	**12**
6:45	64	0	0	1	**65**	6	1	0	0	**7**
7:00	63	0	0	0	**63**	10	0	1	1	**12**
7:15	87	0	0	0	**87**	9	0	0	0	**9**
7:30	24	0	1	0	**25**	16	0	1	0	**17**
7:45	10	0	0	0	**10**	5	0	0	1	**6**
8:00	7	1	0	1	**9**	4	0	0	1	**5**
8:15	7	0	0	0	**7**	3	0	0	0	**3**
8:30	6	1	0	1	**8**	2	0	0	1	**3**
8:45	8	0	1	0	**9**	1	0	1	0	**2**
9:00	4	1	1	0	**6**	5	0	1	0	**6**
9:15	10	0	0	0	**10**	2	1	0	0	**3**
9:30	2	0	0	0	**2**	3	0	1	0	**4**
9:45	4	1	1	1	**7**	1	0	0	0	**1**
10:00	0	0	1	1	**2**	1	0	1	0	**2**
10:15	2	0	0	1	**3**	3	0	1	1	**5**
10:30	1	1	1	0	**3**	3	2	0	1	**6**
10:45	3	0	0	1	**4**	3	0	0	0	**3**
11:00	3	0	0	0	**3**	2	3	0	1	**6**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	9	0	0	0	**9**
11:30	9	0	0	1	**10**	6	0	0	1	**7**
11:45	6	0	0	0	**6**	2	0	0	1	**3**
12:00	10	0	0	0	**10**	28	0	0	2	**30**
12:15	20	0	0	1	**21**	9	0	0	1	**10**
12:30	6	0	0	1	**7**	11	0	0	0	**11**
12:45	2	0	0	1	**3**	3	0	2	0	**5**
13:00	4	0	0	0	**4**	5	0	0	0	**5**
13:15	1	0	0	0	**1**	3	0	0	0	**3**
13:30	4	0	0	1	**5**	6	0	0	0	**6**
13:45	6	0	1	0	**7**	3	0	1	0	**4**
14:00	5	0	0	1	**6**	6	0	0	1	**7**
14:15	1	0	0	4	**5**	2	0	0	0	**2**
14:30	4	0	0	1	**5**	13	0	1	0	**14**
14:45	4	0	1	0	**5**	1	0	1	1	**3**
15:00	1	1	1	1	**4**	6	0	1	1	**8**
15:15	0	0	0	0	**0**	6	0	0	4	**10**
15:30	2	0	1	0	**3**	12	0	0	2	**14**
15:45	6	0	0	0	**6**	7	0	1	0	**8**
16:00	3	0	0	0	**3**	12	1	0	1	**14**
16:15	1	1	0	1	**3**	18	0	0	0	**18**
16:30	4	0	1	1	**6**	15	1	1	0	**17**
16:45	8	0	1	3	**12**	1	1	1	0	**3**
17:00	9	0	0	0	**9**	15	0	0	0	**15**
17:15	30	0	0	1	**31**	8	0	0	2	**10**
17:30	58	0	0	0	**58**	51	0	0	0	**51**
17:45	69	0	0	1	**70**	30	0	0	0	**30**
18:00	82	0	0	0	**82**	124	0	0	0	**124**
18:15	90	0	0	1	**91**	47	0	0	2	**49**
18:30	15	0	0	0	**15**	21	0	1	2	**24**
18:45	4	0	0	0	**4**	2	0	0	0	**2**
19:00	2	0	0	0	**2**	7	1	0	0	**8**
19:15	1	0	0	1	**2**	8	0	0	0	**8**
19:30	0	0	0	2	**2**	4	0	0	0	**4**
19:45	1	0	0	0	**1**	1	0	0	0	**1**
20:00	3	0	0	0	**3**	1	0	0	0	**1**
20:15	3	1	0	1	**5**	2	1	0	0	**3**
20:30	3	0	0	1	**4**	2	0	1	0	**3**
20:45	0	0	0	1	**1**	1	0	0	0	**1**
21:00	0	0	2	1	**3**	2	0	1	0	**3**
21:15	3	0	0	1	**4**	0	0	1	0	**1**
21:30	0	0	0	1	**1**	1	0	0	1	**2**
21:45	4	1	1	0	**6**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	6	1	0	0	**7**
22:15	1	0	0	0	**1**	10	0	0	0	**10**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	11	0	0	0	**11**
22:45	1	0	1	0	**2**
23:00	5	0	0	0	**5**
23:15	9	0	0	0	**9**
23:30	4	1	1	1	**7**
23:45	2	0	0	0	**2**
	976	**15**	**21**	**49**	**1061**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	13	1	0	4	**18**
22:45	5	0	0	2	**7**
23:00	27	0	0	0	**27**
23:15	10	0	0	0	**10**
23:30	9	0	0	0	**9**
23:45	4	0	0	3	**7**
	987	**19**	**26**	**45**	**1077**

City: Moreno Valley
Location: Moreno Valley Site Totals
Date: Tuesday 11/13/2018
Count Type: Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	4	0	0	0	4
0:30	1	0	1	0	2
0:45	1	1	0	1	3
1:00	1	1	0	0	2
1:15	3	4	0	1	8
1:30	13	0	0	2	15
1:45	2	0	0	2	4
2:00	0	0	0	2	2
2:15	10	0	2	0	12
2:30	6	0	0	0	6
2:45	1	0	0	1	2
3:00	0	0	1	0	1
3:15	1	0	0	0	1
3:30	4	0	0	0	4
3:45	7	0	2	1	10
4:00	6	0	0	1	7
4:15	10	0	0	0	10
4:30	8	0	0	0	8
4:45	18	0	0	0	18
5:00	19	0	2	0	21
5:15	14	0	0	1	15
5:30	33	0	0	2	35
5:45	36	0	0	1	37
6:00	34	1	0	0	35
6:15	43	0	1	0	44
6:30	64	0	0	1	65
6:45	164	0	0	0	164
7:00	114	0	0	1	115
7:15	124	0	0	2	126
7:30	43	1	0	2	46
7:45	19	0	0	4	23
8:00	13	0	0	1	14
8:15	10	0	1	3	14
8:30	21	2	0	1	24
8:45	21	1	0	3	25
9:00	7	1	0	1	9
9:15	5	0	0	4	9
9:30	4	0	0	15	19
9:45	7	2	0	2	11
10:00	3	1	1	1	6
10:15	8	1	1	3	13
10:30	5	2	0	0	7
10:45	6	0	0	0	6
11:00	3	1	2	1	7
11:15	4	1	1	0	6
11:30	6	2	0	1	9
11:45	11	1	0	0	12

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	15	0	2	0	17
0:15	7	2	0	0	9
0:30	6	0	0	0	6
0:45	2	0	0	0	2
1:00	2	0	0	3	5
1:15	5	0	0	0	5
1:30	7	0	2	0	9
1:45	6	0	0	1	7
2:00	8	4	3	0	15
2:15	4	1	0	0	5
2:30	20	0	0	0	20
2:45	8	0	0	3	11
3:00	15	0	0	3	18
3:15	7	0	0	0	7
3:30	43	0	0	0	43
3:45	46	1	0	0	47
4:00	19	0	0	0	19
4:15	19	0	1	0	20
4:30	120	0	0	0	120
4:45	51	0	0	0	51
5:00	126	0	3	0	129
5:15	51	0	0	2	53
5:30	14	0	0	1	15
5:45	19	0	0	0	19
6:00	9	0	0	0	9
6:15	5	0	1	1	7
6:30	7	0	0	0	7
6:45	8	0	2	0	10
7:00	17	0	0	0	17
7:15	16	0	2	0	18
7:30	12	0	0	0	12
7:45	2	0	0	0	2
8:00	2	0	0	0	2
8:15	5	0	1	3	9
8:30	1	2	1	0	4
8:45	5	0	0	2	7
9:00	2	0	0	0	2
9:15	1	1	1	0	3
9:30	2	0	0	0	2
9:45	5	0	0	2	7
10:00	2	1	0	1	4
10:15	6	0	0	4	10
10:30	2	3	1	12	18
10:45	6	1	0	3	10
11:00	4	1	1	1	7
11:15	6	1	0	0	7
11:30	9	2	0	2	13
11:45	9	0	0	1	10

12:00	2	0	0	1	3
12:15	7	0	1	2	10
12:30	10	0	1	1	12
12:45	4	1	1	1	7
13:00	3	2	2	4	11
13:15	8	7	0	2	17
13:30	6	0	1	2	9
13:45	6	0	1	3	10
14:00	12	0	0	2	14
14:15	4	0	1	2	7
14:30	4	0	0	2	6
14:45	6	1	2	2	11
15:00	5	0	1	4	10
15:15	2	0	0	2	4
15:30	5	0	0	1	6
15:45	4	1	0	1	6
16:00	12	0	0	3	15
16:15	14	0	2	0	16
16:30	27	0	1	0	28
16:45	37	1	1	3	42
17:00	36	0	4	0	40
17:15	51	0	0	8	59
17:30	52	0	0	4	56
17:45	89	0	2	5	96
18:00	96	2	2	0	100
18:15	122	0	0	0	122
18:30	32	1	0	0	33
18:45	4	0	0	0	4
19:00	2	0	1	0	3
19:15	2	0	1	0	3
19:30	1	0	3	0	4
19:45	1	0	2	1	4
20:00	5	0	0	0	5
20:15	0	1	1	0	2
20:30	2	0	0	0	2
20:45	3	0	1	1	5
21:00	5	1	0	1	7
21:15	10	0	0	3	13
21:30	3	0	1	2	6
21:45	5	0	1	2	8
22:00	3	0	0	4	7
22:15	6	0	0	0	6
22:30	5	0	0	1	6
22:45	8	0	0	3	11
23:00	3	0	1	0	4
23:15	3	0	1	2	6
23:30	9	0	1	0	10
23:45	7	1	0	1	9
TOTAL	**1681**	**42**	**52**	**137**	**1912**

12:00	3	0	0	2	5
12:15	6	0	1	3	10
12:30	17	0	1	2	20
12:45	16	0	0	3	19
13:00	10	1	0	2	13
13:15	8	0	1	2	11
13:30	17	0	0	2	19
13:45	6	1	0	4	11
14:00	9	4	1	5	19
14:15	22	6	1	5	34
14:30	22	0	1	2	25
14:45	13	1	2	0	16
15:00	15	2	0	1	18
15:15	14	0	2	4	20
15:30	17	0	0	1	18
15:45	17	1	0	3	21
16:00	16	0	1	1	18
16:15	24	0	0	1	25
16:30	49	0	1	0	50
16:45	31	1	0	0	32
17:00	21	0	0	4	25
17:15	23	0	0	4	27
17:30	57	0	0	0	57
17:45	127	1	1	3	132
18:00	161	1	1	0	163
18:15	64	0	0	0	64
18:30	20	1	0	18	39
18:45	4	1	0	0	5
19:00	6	0	0	2	8
19:15	11	0	0	2	13
19:30	5	0	1	0	6
19:45	4	0	1	0	5
20:00	0	0	1	0	1
20:15	2	2	1	1	6
20:30	0	1	0	2	3
20:45	2	1	1	0	4
21:00	2	0	0	2	4
21:15	5	1	0	7	13
21:30	4	0	0	0	4
21:45	5	0	2	3	10
22:00	4	0	2	0	6
22:15	2	0	0	1	3
22:30	12	0	1	0	13
22:45	8	0	1	0	9
23:00	14	0	0	2	16
23:15	12	0	0	3	15
23:30	6	0	0	1	7
23:45	11	0	0	2	13
	1687	**46**	**46**	**145**	**1924**

City: Moreno Valley
Location: Moreno Valley Site Totals
Date: Wednesday 11-14-2018
Count Type: Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	5	0	0	0	5
0:15	2	0	0	0	2
0:30	2	0	0	0	2
0:45	0	0	0	0	0
1:00	4	2	1	1	8
1:15	8	2	0	2	12
1:30	7	0	0	1	8
1:45	5	0	0	0	5
2:00	3	0	0	0	3
2:15	8	0	1	0	9
2:30	4	0	1	1	6
2:45	1	0	1	2	4
3:00	1	0	0	1	2
3:15	1	0	0	2	3
3:30	23	0	0	2	25
3:45	13	0	0	0	13
4:00	1	0	1	1	3
4:15	26	0	0	0	26
4:30	36	0	0	3	39
4:45	53	0	0	2	55
5:00	27	0	0	0	27
5:15	4	0	0	0	4
5:30	14	0	0	0	14
5:45	17	0	0	0	17
6:00	29	0	0	1	30
6:15	45	0	0	0	45
6:30	90	1	0	1	92
6:45	137	0	0	1	138
7:00	113	0	0	0	113
7:15	160	1	0	1	162
7:30	64	1	1	3	69
7:45	27	0	1	0	28
8:00	23	0	1	0	24
8:15	18	0	0	1	19
8:30	21	0	0	2	23
8:45	24	0	0	0	24
9:00	18	1	1	2	22
9:15	13	0	1	2	16
9:30	20	1	1	1	23
9:45	9	1	0	1	11
10:00	7	1	0	1	9
10:15	11	0	0	1	12
10:30	6	3	0	0	9
10:45	4	0	1	1	6
11:00	3	1	3	1	8
11:15	7	2	2	1	12
11:30	10	0	0	2	12
11:45	11	3	0	0	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	10	0	0	0	10
0:15	8	0	0	0	8
0:30	5	0	0	1	6
0:45	7	0	0	0	7
1:00	2	0	1	1	4
1:15	1	0	1	0	2
1:30	7	0	0	0	7
1:45	5	0	0	0	5
2:00	6	0	0	0	6
2:15	4	0	2	0	6
2:30	11	6	0	0	17
2:45	1	0	0	0	1
3:00	11	0	0	0	11
3:15	11	0	1	1	13
3:30	46	0	0	2	48
3:45	8	0	1	0	9
4:00	17	0	0	0	17
4:15	11	0	1	0	12
4:30	120	0	0	0	120
4:45	57	0	1	0	58
5:00	142	0	3	5	150
5:15	45	0	0	1	46
5:30	30	0	0	0	30
5:45	6	0	0	0	6
6:00	19	0	0	0	19
6:15	10	0	0	1	11
6:30	13	0	0	0	13
6:45	10	0	1	0	11
7:00	13	0	1	0	14
7:15	22	0	0	0	22
7:30	17	0	0	0	17
7:45	3	0	3	0	6
8:00	2	0	1	1	4
8:15	4	0	0	2	6
8:30	5	0	0	0	5
8:45	5	0	2	0	7
9:00	5	0	0	0	5
9:15	7	1	1	0	9
9:30	9	0	2	1	12
9:45	5	0	0	1	6
10:00	3	3	0	1	7
10:15	15	1	0	1	17
10:30	2	0	1	0	3
10:45	7	1	0	0	8
11:00	3	1	1	0	5
11:15	5	1	0	0	6
11:30	14	2	0	0	16
11:45	6	0	0	5	11

12:00	17	0	0	0	17
12:15	10	0	0	1	11
12:30	17	0	0	2	19
12:45	9	3	1	2	15
13:00	9	2	0	3	14
13:15	18	1	0	1	20
13:30	9	4	0	2	15
13:45	10	0	0	1	11
14:00	14	0	0	1	15
14:15	9	0	1	1	11
14:30	8	1	0	2	11
14:45	14	0	2	1	17
15:00	10	0	1	2	13
15:15	8	2	2	1	13
15:30	3	0	0	1	4
15:45	12	0	0	0	12
16:00	40	0	0	2	42
16:15	46	0	2	0	48
16:30	54	0	0	0	54
16:45	41	0	0	0	41
17:00	22	0	2	0	24
17:15	30	0	0	1	31
17:30	45	0	1	2	48
17:45	40	0	0	0	40
18:00	75	0	1	2	78
18:15	77	0	1	0	78
18:30	17	0	1	1	19
18:45	11	0	0	1	12
19:00	4	0	0	1	5
19:15	10	0	2	0	12
19:30	21	0	2	3	26
19:45	25	0	2	2	29
20:00	3	0	0	1	4
20:15	5	0	3	1	9
20:30	3	0	1	1	5
20:45	2	0	1	1	4
21:00	5	0	1	2	8
21:15	0	0	0	1	1
21:30	9	0	1	1	11
21:45	8	0	0	0	8
22:00	4	0	0	2	6
22:15	3	0	0	0	3
22:30	7	0	0	0	7
22:45	3	0	1	1	5
23:00	2	0	0	3	5
23:15	7	0	0	0	7
23:30	3	0	0	1	4
23:45	5	0	1	0	6
TOTAL	**1939**	**33**	**47**	**92**	**2111**

12:00	18	1	1	1	21
12:15	20	1	0	0	21
12:30	18	1	1	1	21
12:45	3	1	0	1	5
13:00	19	5	0	2	26
13:15	11	0	1	1	13
13:30	15	1	0	2	18
13:45	10	3	0	0	13
14:00	27	0	1	0	28
14:15	19	0	0	3	22
14:30	12	5	0	2	19
14:45	20	0	0	0	20
15:00	19	0	0	3	22
15:15	14	1	1	0	16
15:30	31	2	0	3	36
15:45	12	0	0	3	15
16:00	24	0	1	0	25
16:15	36	0	1	0	37
16:30	65	0	0	0	65
16:45	40	0	0	0	40
17:00	31	0	0	0	31
17:15	48	0	1	0	49
17:30	104	0	1	2	107
17:45	54	0	0	1	55
18:00	177	0	0	1	178
18:15	110	0	0	2	112
18:30	41	0	0	2	43
18:45	11	0	0	0	11
19:00	10	0	0	1	11
19:15	10	0	1	0	11
19:30	8	0	0	3	11
19:45	6	0	0	1	7
20:00	5	0	0	2	7
20:15	4	0	2	0	6
20:30	5	0	0	1	6
20:45	0	0	0	1	1
21:00	7	0	2	3	12
21:15	7	0	0	0	7
21:30	9	0	1	5	15
21:45	6	0	0	0	6
22:00	3	0	1	0	4
22:15	6	0	1	0	7
22:30	6	0	0	1	7
22:45	10	0	1	1	12
23:00	8	0	0	1	9
23:15	6	0	1	2	9
23:30	7	0	0	2	9
23:45	4	0	0	1	5
	1911	**37**	**43**	**79**	**2070**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	1	0	0	3	**4**
0:15	0	0	2	2	**4**	2	1	0	3	**6**
0:30	1	0	3	4	**8**	5	2	1	3	**11**
0:45	1	0	1	3	**5**	0	1	0	3	**4**
1:00	1	0	0	3	**4**	2	0	0	5	**7**
1:15	0	0	0	6	**6**	2	0	0	4	**6**
1:30	1	0	0	1	**2**	6	0	0	3	**9**
1:45	1	0	0	4	**5**	2	0	0	5	**7**
2:00	0	0	0	4	**4**	1	0	0	8	**9**
2:15	0	0	2	2	**4**	1	0	1	4	**6**
2:30	4	0	2	1	**7**	0	0	0	2	**2**
2:45	6	0	0	0	**6**	1	0	0	5	**6**
3:00	2	0	1	0	**3**	2	0	0	5	**7**
3:15	0	0	0	1	**1**	12	0	0	5	**17**
3:30	3	0	0	0	**3**	87	0	0	2	**89**
3:45	3	0	0	0	**3**	20	0	0	2	**22**
4:00	2	0	0	1	**3**	11	0	0	1	**12**
4:15	6	0	0	0	**6**	13	0	0	0	**13**
4:30	14	0	0	1	**15**	3	0	0	1	**4**
4:45	22	0	1	1	**24**	1	0	0	0	**1**
5:00	47	0	0	0	**47**	1	0	1	1	**3**
5:15	45	0	0	2	**47**	0	0	0	0	**0**
5:30	23	0	0	1	**24**	17	0	0	0	**17**
5:45	11	1	1	2	**15**	6	0	0	0	**6**
6:00	8	0	1	6	**15**	12	0	2	1	**15**
6:15	3	0	1	2	**6**	5	0	0	1	**6**
6:30	5	0	1	5	**11**	0	0	4	2	**6**
6:45	2	0	1	7	**10**	6	0	1	4	**11**
7:00	7	0	0	7	**14**	1	1	1	4	**7**
7:15	6	0	2	4	**12**	5	0	1	3	**9**
7:30	7	0	1	7	**15**	6	0	1	2	**9**
7:45	5	2	0	8	**15**	4	0	1	9	**14**
8:00	4	0	0	4	**8**	3	0	0	1	**4**
8:15	1	0	0	5	**6**	2	0	2	6	**10**
8:30	9	1	1	4	**15**	6	1	1	6	**14**
8:45	0	0	0	4	**4**	1	0	0	2	**3**
9:00	1	0	1	5	**7**	1	0	0	7	**8**
9:15	1	0	0	5	**6**	1	0	0	7	**8**
9:30	2	1	1	5	**9**	1	1	0	3	**5**
9:45	1	0	1	7	**9**	5	0	1	1	**7**
10:00	2	1	1	6	**10**	3	1	1	2	**7**
10:15	3	0	1	4	**8**	0	0	1	7	**8**
10:30	5	0	0	4	**9**	3	0	0	6	**9**
10:45	1	0	0	2	**3**	2	0	0	7	**9**
11:00	1	1	0	4	**6**	2	2	0	2	**6**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	1	0	3	**6**	4	0	0	3	**7**
11:30	1	0	2	4	**7**	4	1	2	3	**10**
11:45	6	0	1	2	**9**	3	0	1	2	**6**
12:00	2	0	1	7	**10**	1	0	1	4	**6**
12:15	3	0	0	2	**5**	2	1	1	2	**6**
12:30	1	1	0	5	**7**	5	1	1	4	**11**
12:45	2	2	2	7	**13**	3	0	2	1	**6**
13:00	1	1	0	1	**3**	2	2	0	5	**9**
13:15	4	0	2	5	**11**	2	0	1	5	**8**
13:30	6	0	2	4	**12**	9	0	0	4	**13**
13:45	3	1	0	3	**7**	4	1	0	4	**9**
14:00	3	0	1	3	**7**	6	1	1	2	**10**
14:15	1	1	0	3	**5**	2	0	1	3	**6**
14:30	8	1	1	2	**12**	6	1	1	6	**14**
14:45	9	0	2	5	**16**	1	1	2	5	**9**
15:00	1	0	1	2	**4**	3	1	0	4	**8**
15:15	6	1	1	7	**15**	0	1	2	7	**10**
15:30	4	1	1	3	**9**	10	2	2	2	**16**
15:45	11	0	2	2	**15**	1	1	2	5	**9**
16:00	8	0	0	2	**10**	4	0	2	3	**9**
16:15	2	0	0	3	**5**	14	2	0	3	**19**
16:30	73	0	2	0	**75**	73	0	1	5	**79**
16:45	48	0	0	0	**48**	38	0	0	0	**38**
17:00	9	0	0	1	**10**	13	0	0	1	**14**
17:15	3	1	0	6	**10**	6	0	2	0	**8**
17:30	2	0	0	3	**5**	0	0	1	2	**3**
17:45	3	1	1	2	**7**	3	0	1	2	**6**
18:00	0	0	0	4	**4**	0	0	0	3	**3**
18:15	2	0	0	1	**3**	4	0	0	5	**9**
18:30	2	1	0	6	**9**	2	1	0	6	**9**
18:45	1	1	0	6	**8**	1	0	1	4	**6**
19:00	0	0	0	4	**4**	1	1	0	4	**6**
19:15	1	1	0	4	**6**	2	0	0	8	**10**
19:30	1	0	0	5	**6**	1	0	0	4	**5**
19:45	0	0	0	3	**3**	0	1	1	1	**3**
20:00	3	0	0	3	**6**	1	0	1	1	**3**
20:15	3	0	0	3	**6**	0	1	0	3	**4**
20:30	4	0	0	4	**8**	3	1	0	2	**6**
20:45	2	0	0	0	**2**	1	0	1	8	**10**
21:00	8	1	0	4	**13**	4	0	0	3	**7**
21:15	6	0	0	5	**11**	6	0	0	1	**7**
21:30	14	0	1	3	**18**	9	0	0	1	**10**
21:45	4	0	2	2	**8**	4	0	1	3	**8**
22:00	4	0	0	4	**8**	10	0	0	2	**12**
22:15	2	2	0	1	**5**	2	1	0	4	**7**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	1	**2**	5	0	0	1	**6**
22:45	1	0	0	1	**2**	2	0	0	1	**3**
23:00	0	0	1	3	**4**	2	1	0	3	**6**
23:15	1	0	0	5	**6**	1	1	0	3	**5**
23:30	0	0	0	3	**3**	2	0	0	3	**5**
23:45	1	0	0	2	**3**	4	0	0	1	**5**
	550	**25**	**52**	**309**	**936**	**551**	**34**	**52**	**310**	**947**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	8	**8**	3	0	0	4	**7**
0:15	0	0	0	4	**4**	1	0	0	10	**11**
0:30	0	0	1	4	**5**	2	0	0	4	**6**
0:45	0	0	0	3	**3**	2	0	1	2	**5**
1:00	0	0	0	1	**1**	2	0	0	3	**5**
1:15	0	0	0	1	**1**	2	0	1	3	**6**
1:30	0	0	1	5	**6**	6	0	1	2	**9**
1:45	0	0	0	2	**2**	1	0	0	2	**3**
2:00	0	0	0	2	**2**	4	0	0	4	**8**
2:15	0	0	0	4	**4**	3	0	0	1	**4**
2:30	2	0	0	2	**4**	2	0	0	3	**5**
2:45	7	1	0	1	**9**	5	0	0	6	**11**
3:00	0	0	0	5	**5**	2	0	1	5	**8**
3:15	1	0	1	2	**4**	8	0	0	3	**11**
3:30	3	0	0	2	**5**	76	0	0	5	**81**
3:45	3	0	0	1	**4**	26	0	0	4	**30**
4:00	6	0	0	1	**7**	9	1	0	2	**12**
4:15	6	0	0	0	**6**	6	0	0	0	**6**
4:30	21	0	0	0	**21**	0	0	0	0	**0**
4:45	34	0	1	1	**36**	1	0	0	0	**1**
5:00	65	0	0	0	**65**	1	0	0	1	**2**
5:15	42	0	0	1	**43**	27	0	0	0	**27**
5:30	21	1	1	0	**23**	10	0	1	0	**11**
5:45	4	1	1	8	**14**	3	0	0	2	**5**
6:00	11	0	0	3	**14**	11	0	1	2	**14**
6:15	4	1	2	4	**11**	1	0	0	5	**6**
6:30	4	0	2	10	**16**	2	0	0	2	**4**
6:45	3	0	0	6	**9**	3	0	2	4	**9**
7:00	3	0	0	8	**11**	1	1	1	8	**11**
7:15	1	0	0	5	**6**	4	0	0	4	**8**
7:30	2	0	0	8	**10**	2	1	1	8	**12**
7:45	3	0	1	6	**10**	1	0	0	9	**10**
8:00	0	0	2	10	**12**	0	1	3	4	**8**
8:15	4	0	1	5	**10**	2	0	1	2	**5**
8:30	1	1	1	1	**4**	1	1	2	6	**10**
8:45	1	0	0	8	**9**	1	0	0	3	**4**
9:00	1	0	1	4	**6**	0	1	3	4	**8**
9:15	1	0	1	3	**5**	1	3	1	2	**7**
9:30	1	1	1	3	**6**	4	1	0	2	**7**
9:45	2	1	0	9	**12**	2	0	2	3	**7**
10:00	2	2	2	4	**10**	1	3	1	5	**10**
10:15	6	1	0	2	**9**	5	2	0	3	**10**
10:30	0	0	0	6	**6**	1	1	1	6	**9**
10:45	1	0	0	4	**5**	2	1	2	6	**11**
11:00	1	0	2	1	**4**	6	0	0	2	**8**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	1	0	2	**4**	0	1	0	1	**2**
11:30	2	2	2	7	**13**	4	0	1	3	**8**
11:45	4	0	1	4	**9**	0	3	3	5	**11**
12:00	0	1	2	4	**7**	0	2	1	5	**8**
12:15	4	0	0	3	**7**	3	1	0	4	**8**
12:30	7	0	1	5	**13**	5	1	1	6	**13**
12:45	3	0	0	3	**6**	6	0	1	5	**12**
13:00	3	1	0	3	**7**	4	2	0	3	**9**
13:15	1	1	1	2	**5**	3	0	0	4	**7**
13:30	2	0	0	4	**6**	11	1	1	2	**15**
13:45	7	0	1	5	**13**	5	1	2	6	**14**
14:00	4	1	3	4	**12**	5	1	1	6	**13**
14:15	5	0	1	3	**9**	4	0	0	2	**6**
14:30	2	1	0	3	**6**	7	2	0	4	**13**
14:45	8	2	1	1	**12**	1	2	1	3	**7**
15:00	4	0	1	7	**12**	7	1	1	2	**11**
15:15	10	0	1	3	**14**	1	0	0	4	**5**
15:30	10	1	0	4	**15**	4	2	1	6	**13**
15:45	10	0	1	6	**17**	1	0	2	6	**9**
16:00	16	0	1	2	**19**	8	2	1	6	**17**
16:15	3	1	0	4	**8**	14	1	0	8	**23**
16:30	69	0	1	1	**71**	53	0	1	1	**55**
16:45	57	0	0	1	**58**	59	0	0	2	**61**
17:00	16	1	1	1	**19**	29	0	0	2	**31**
17:15	3	0	1	2	**6**	7	0	0	0	**7**
17:30	2	0	2	5	**9**	1	0	0	1	**2**
17:45	3	0	0	5	**8**	2	2	2	2	**8**
18:00	2	1	0	4	**7**	3	2	0	3	**8**
18:15	2	0	0	5	**7**	2	0	2	4	**8**
18:30	4	0	1	4	**9**	1	0	0	3	**4**
18:45	3	1	1	8	**13**	7	0	0	4	**11**
19:00	2	1	0	3	**6**	3	0	0	3	**6**
19:15	1	0	1	2	**4**	3	0	1	5	**9**
19:30	5	0	0	7	**12**	4	0	1	1	**6**
19:45	0	1	2	3	**6**	2	1	1	5	**9**
20:00	1	0	1	2	**4**	1	0	1	2	**4**
20:15	0	0	0	2	**2**	0	1	0	3	**4**
20:30	1	0	1	2	**4**	3	0	0	3	**6**
20:45	5	0	1	2	**8**	3	0	2	5	**10**
21:00	4	0	1	2	**7**	0	0	0	7	**7**
21:15	3	0	0	2	**5**	5	1	0	1	**7**
21:30	13	0	0	3	**16**	10	0	2	2	**14**
21:45	5	0	0	5	**10**	6	0	0	3	**9**
22:00	1	0	1	6	**8**	7	0	0	2	**9**
22:15	0	1	0	3	**4**	2	1	1	2	**6**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	1	0	1	**4**	3	0	0	2	**5**
22:45	0	0	1	3	**4**	0	2	2	3	**7**
23:00	0	0	0	2	**2**	3	0	0	2	**5**
23:15	0	0	0	3	**3**	2	1	0	3	**6**
23:30	0	0	1	4	**5**	1	0	0	5	**6**
23:45	1	0	0	1	**2**	1	0	0	1	**2**
	578	**29**	**56**	**341**	**1004**	**569**	**51**	**59**	**329**	**1008**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	4	**5**	3	0	0	5	**8**
0:15	1	2	0	4	**7**	2	0	0	2	**4**
0:30	3	0	1	3	**7**	1	0	0	4	**5**
0:45	0	0	2	6	**8**	1	0	0	4	**5**
1:00	2	0	0	2	**4**	4	0	1	3	**8**
1:15	0	0	0	2	**2**	4	0	1	3	**8**
1:30	1	0	0	2	**3**	12	1	0	1	**14**
1:45	0	0	1	1	**2**	8	1	0	1	**10**
2:00	1	0	1	5	**7**	0	1	0	5	**6**
2:15	0	0	2	4	**6**	0	0	1	7	**8**
2:30	1	0	0	3	**4**	2	0	0	2	**4**
2:45	4	0	1	2	**7**	5	0	2	5	**12**
3:00	0	0	0	3	**3**	8	0	0	4	**12**
3:15	2	0	0	3	**5**	10	0	1	6	**17**
3:30	1	0	0	1	**2**	63	0	0	6	**69**
3:45	1	0	2	1	**4**	36	0	1	4	**41**
4:00	0	0	0	0	**0**	7	0	0	3	**10**
4:15	2	0	0	0	**2**	11	0	0	2	**13**
4:30	1	0	0	0	**1**	5	0	0	0	**5**
4:45	6	0	1	0	**7**	3	0	0	0	**3**
5:00	7	0	2	1	**10**	0	0	1	0	**1**
5:15	2	0	0	0	**2**	3	0	1	0	**4**
5:30	6	0	0	1	**7**	11	0	0	0	**11**
5:45	5	0	0	4	**9**	2	0	0	0	**2**
6:00	4	0	2	3	**9**	10	0	1	1	**12**
6:15	3	0	1	8	**12**	5	0	2	1	**8**
6:30	18	0	1	10	**29**	2	1	2	2	**7**
6:45	36	0	0	8	**44**	7	0	3	2	**12**
7:00	48	1	1	6	**56**	0	0	1	3	**4**
7:15	29	0	2	5	**36**	1	0	2	4	**7**
7:30	17	3	1	5	**26**	5	1	3	2	**11**
7:45	7	1	0	5	**13**	0	1	3	2	**6**
8:00	8	0	1	4	**13**	1	0	4	7	**12**
8:15	5	1	1	4	**11**	0	0	3	2	**5**
8:30	1	1	1	6	**9**	0	1	1	6	**8**
8:45	3	0	0	3	**6**	0	0	1	0	**1**
9:00	2	0	1	7	**10**	1	3	1	3	**8**
9:15	4	1	0	6	**11**	3	3	0	4	**10**
9:30	7	1	1	6	**15**	1	0	2	7	**10**
9:45	0	0	0	4	**4**	1	0	2	2	**5**
10:00	0	1	2	5	**8**	1	2	1	4	**8**
10:15	1	0	3	4	**8**	0	0	4	3	**7**
10:30	0	0	0	2	**2**	2	1	0	4	**7**
10:45	0	1	0	3	**4**	2	1	0	3	**6**
11:00	0	1	0	5	**6**	4	1	1	6	**12**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	1	0	7	**9**	0	0	0	3	**3**
11:30	2	1	0	4	**7**	3	1	0	2	**6**
11:45	0	0	0	5	**5**	3	4	2	4	**13**
12:00	1	0	2	5	**8**	2	3	1	6	**12**
12:15	2	0	1	5	**8**	3	0	1	1	**5**
12:30	4	1	1	3	**9**	2	1	1	3	**7**
12:45	1	0	2	7	**10**	1	1	2	5	**9**
13:00	3	0	1	3	**7**	4	0	0	4	**8**
13:15	0	0	0	6	**6**	0	0	1	4	**5**
13:30	1	0	0	4	**5**	11	1	1	6	**19**
13:45	1	0	1	6	**8**	5	0	2	4	**11**
14:00	2	2	2	4	**10**	5	0	2	7	**14**
14:15	3	0	0	3	**6**	2	0	1	3	**6**
14:30	4	1	0	3	**8**	3	2	0	2	**7**
14:45	1	1	1	3	**6**	1	0	1	2	**4**
15:00	0	1	1	5	**7**	2	1	0	3	**6**
15:15	5	1	0	5	**11**	3	1	2	8	**14**
15:30	7	0	0	3	**10**	5	0	2	7	**14**
15:45	4	0	2	3	**9**	4	1	0	4	**9**
16:00	4	0	1	4	**9**	8	3	2	2	**15**
16:15	2	0	1	2	**5**	16	0	0	3	**19**
16:30	1	0	2	0	**3**	76	0	4	2	**82**
16:45	4	0	2	2	**8**	23	1	0	0	**24**
17:00	5	0	0	1	**6**	13	0	1	0	**14**
17:15	3	1	0	4	**8**	7	0	0	2	**9**
17:30	8	0	0	7	**15**	2	0	1	2	**5**
17:45	8	0	1	3	**12**	4	0	3	4	**11**
18:00	11	0	0	1	**12**	1	2	0	2	**5**
18:15	1	0	0	2	**3**	4	0	1	0	**5**
18:30	62	0	0	4	**66**	0	0	0	3	**3**
18:45	47	0	0	1	**48**	0	0	1	3	**4**
19:00	3	0	0	5	**8**	3	0	1	5	**9**
19:15	2	0	0	5	**7**	2	0	0	2	**4**
19:30	1	0	1	3	**5**	1	0	0	1	**2**
19:45	0	0	0	2	**2**	0	0	1	3	**4**
20:00	2	0	1	1	**4**	0	0	0	4	**4**
20:15	4	0	2	5	**11**	0	1	0	6	**7**
20:30	4	0	0	4	**8**	0	0	0	2	**2**
20:45	2	1	1	6	**10**	2	2	0	4	**8**
21:00	2	0	2	1	**5**	2	0	1	4	**7**
21:15	3	0	1	2	**6**	4	0	1	1	**6**
21:30	1	0	1	3	**5**	6	0	0	2	**8**
21:45	1	0	0	2	**3**	4	0	0	5	**9**
22:00	0	0	2	3	**5**	11	0	2	1	**14**
22:15	0	0	1	2	**3**	0	0	2	2	**4**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	1	3	**6**	2	0	0	3	**5**
22:45	1	2	1	7	**11**	0	1	2	7	**10**
23:00	0	0	1	4	**5**	2	0	0	1	**3**
23:15	1	0	1	2	**4**	3	0	0	3	**6**
23:30	0	0	1	2	**3**	2	0	1	2	**5**
23:45	3	0	2	5	**10**	0	1	2	3	**6**
	469	**27**	**72**	**343**	**911**	**504**	**45**	**91**	**297**	**937**

City: Eastvale Site
Location: Eastvale Amazon Site Totals
Date: Tuesday 11/13/2018
Count Type: Classification

	Entering					Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total	
0:00	2	0	1	3	6	8	0	2	2	12	
0:15	2	0	1	1	4	3	0	1	1	5	
0:30	1	0	1	2	4	3	0	1	2	6	
0:45	1	0	1	0	2	5	0	1	2	8	47
1:00	1	0	1	3	5	8	1	0	2	11	45
1:15	3	0	0	1	4	3	0	0	2	5	45
1:30	2	0	0	5	7	1	0	4	2	7	49
1:45	2	0	2	0	4	1	0	5	1	7	50
2:00	4	0	0	0	4	3	0	1	0	4	42
2:15	8	0	1	1	10	4	0	0	2	6	49
2:30	4	0	0	0	4	3	0	0	0	3	42
2:45	15	0	0	3	18	2	0	0	1	3	52
3:00	12	0	0	0	12	164	0	2	0	166	222
3:15	11	0	0	1	12	87	0	0	2	89	307
3:30	1	0	0	0	1	13	0	1	2	16	317
3:45	3	0	0	2	5	9	0	0	1	10	311
4:00	3	0	0	2	5	12	0	2	0	14	152
4:15	6	0	0	1	7	10	0	1	0	11	69
4:30	8	0	0	0	8	9	0	1	0	10	70
4:45	12	0	0	2	14	110	0	0	0	110	179
5:00	16	0	0	0	16	85	0	0	0	85	261
5:15	4	0	0	2	6	26	0	0	1	27	276
5:30	11	0	0	2	13	21	0	0	2	23	294
5:45	20	0	1	2	23	6	0	0	0	6	199
6:00	50	0	0	0	50	21	0	1	1	23	171
6:15	66	0	0	0	66	11	1	3	0	15	219
6:30	145	0	0	0	145	23	0	0	0	23	351
6:45	112	1	0	0	113	16	1	0	0	17	452
7:00	44	0	0	0	44	11	0	0	0	11	434
7:15	41	0	0	0	41	13	0	1	0	14	408
7:30	16	0	1	1	18	5	0	0	0	5	263
7:45	22	1	0	0	23	3	0	0	0	3	159
8:00	37	1	0	0	38	7	0	1	0	8	150
8:15	52	0	0	1	53	12	1	0	1	14	162
8:30	86	0	0	2	88	16	0	1	0	17	244
8:45	87	0	1	1	89	35	0	1	0	36	343
9:00	18	2	2	1	23	14	0	1	0	15	335
9:15	9	1	1	1	12	9	1	1	1	12	292
9:30	20	1	1	2	24	10	1	0	1	12	223
9:45	5	1	1	1	8	8	1	1	1	11	117
10:00	5	0	0	2	7	7	1	1	1	10	96
10:15	8	1	2	1	12	6	0	0	5	11	95
10:30	4	0	0	2	6	4	0	3	0	7	72
10:45	17	1	1	2	21	10	1	0	2	13	87
11:00	9	1	0	0	10	10	1	2	3	16	96
11:15	13	1	0	1	15	12	0	0	2	14	102
11:30	33	1	0	2	36	19	0	0	1	20	145
11:45	26	0	1	4	31	25	0	0	0	25	167
12:00	23	0	0	4	27	18	1	2	1	22	190
12:15	8	0	1	2	11	12	1	2	0	15	187
12:30	8	0	1	1	10	12	0	1	1	14	155
12:45	11	0	0	2	13	15	3	0	3	21	133
13:00	2	0	0	0	2	13	0	0	1	14	100
13:15	9	0	1	2	12	16	0	0	1	17	103
13:30	10	0	0	1	11	18	1	1	1	21	111
13:45	8	0	0	2	10	11	0	0	3	14	101
14:00	6	0	0	4	10	9	0	0	4	13	108
14:15	3	0	3	2	8	4	0	4	1	9	96
14:30	11	0	2	0	13	4	0	1	3	8	85
14:45	10	0	0	4	14	12	0	0	3	15	90
15:00	3	0	2	0	5	16	0	2	2	20	92
15:15	11	0	1	0	12	40	0	1	3	44	131
15:30	4	0	0	1	5	16	0	0	2	18	133
15:45	9	1	0	0	10	11	0	0	2	13	127
16:00	5	1	0	1	7	20	1	0	1	22	131
16:15	13	0	0	1	14	8	0	0	0	8	97
16:30	16	0	0	1	17	15	0	2	1	18	109
16:45	22	1	0	0	23	11	0	0	2	13	122
17:00	33	0	1	0	34	12	0	2	2	16	143
17:15	48	0	0	2	50	24	0	0	1	25	196
17:30	80	5	0	0	85	131	8	1	1	141	387
17:45	140	0	1	1	142	72	0	0	1	73	566
18:00	103	0	0	1	104	172	0	0	0	172	792
18:15	126	0	0	0	126	181	0	1	0	182	1025
18:30	28	0	0	0	28	54	0	0	0	54	881
18:45	10	1	0	0	11	27	0	0	0	27	704
19:00	8	0	2	0	10	20	0	0	0	20	458
19:15	4	0	0	2	6	9	1	0	0	10	166
19:30	5	0	1	0	6	9	0	0	0	9	99
19:45	3	1	1	1	6	8	0	0	1	9	76
20:00	1	0	0	3	4	5	0	0	5	10	60
20:15	6	0	2	2	10	2	0	1	1	4	58
20:30	12	0	1	2	15	1	0	1	2	4	62
20:45	11	0	1	2	14	9	0	3	6	18	79
21:00	4	0	4	4	12	5	0	1	1	7	84
21:15	2	0	4	0	6	2	0	0	1	3	79
21:30	4	0	2	4	10	7	0	0	2	9	79
21:45	10	0	1	1	12	3	0	1	4	8	67
22:00	2	1	2	3	8	10	0	1	1	12	68
22:15	2	0	0	4	6	0	0	2	4	6	71
22:30	7	0	2	2	11	6	0	1	2	9	72
22:45	5	0	0	1	6	4	0	2	1	7	65
23:00	2	0	0	0	2	1	0	0	3	4	51
23:15	7	0	3	1	11	14	0	0	4	18	68
23:30	15	0	0	0	15	13	0	2	4	19	82
23:45	2	0	0	2	4	3	1	0	1	5	78
TOTAL	**1949**	**24**	**59**	**123**	**2155**	**1988**	**27**	**74**	**127**	**2216**	

City: Eastvale Site
Location: Eastvale Amazon Site Totals
Date: Wednesday 11/14/2018
Count Type: Classification

	Entering					Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total	
0:00	5	2	1	2	10	5	0	0	0	5	
0:15	1	0	0	1	2	3	0	1	0	4	
0:30	1	0	1	1	3	4	1	1	0	6	
0:45	2	0	1	1	4	4	0	1	2	7	41
1:00	2	0	1	0	3	5	0	1	0	6	35
1:15	0	0	1	1	2	1	0	0	3	4	35
1:30	1	0	1	1	3	2	0	0	0	2	31
1:45	2	0	0	3	5	7	0	2	0	9	34
2:00	0	0	1	2	3	14	0	1	2	17	45
2:15	1	0	0	1	2	4	0	2	2	8	49
2:30	1	0	1	2	4	7	0	1	0	8	56
2:45	5	0	0	2	7	13	0	0	2	15	64
3:00	0	0	0	3	3	11	1	1	3	16	63
3:15	1	0	2	1	4	6	0	1	2	9	66
3:30	1	0	0	1	2	6	1	1	4	12	68
3:45	4	0	0	2	6	2	0	3	0	5	57
4:00	7	0	0	0	7	10	0	1	0	11	56
4:15	9	0	0	0	9	4	0	1	2	7	59
4:30	15	0	0	0	15	6	0	0	0	6	66
4:45	23	0	0	2	25	96	0	0	0	96	176
5:00	18	0	0	0	18	180	0	0	0	180	356
5:15	17	1	0	0	18	129	1	0	0	130	488
5:30	6	0	0	1	7	41	0	0	1	42	516
5:45	20	2	0	0	22	24	2	0	0	26	443
6:00	54	0	0	0	54	18	0	0	1	19	318
6:15	109	0	0	0	109	22	0	1	0	23	302
6:30	177	3	0	1	181	18	1	0	0	19	453
6:45	164	1	0	0	165	26	0	0	0	26	596
7:00	113	1	1	1	116	28	1	1	0	30	669
7:15	108	0	1	0	109	45	0	1	0	46	692
7:30	21	0	1	2	24	12	0	1	0	13	529
7:45	12	0	0	0	12	6	0	1	0	7	357
8:00	6	0	2	1	9	2	0	1	1	4	224
8:15	9	1	0	0	10	4	2	0	0	6	85
8:30	9	1	0	1	11	9	1	0	3	13	72
8:45	10	2	0	0	12	5	0	1	0	6	71
9:00	6	1	1	1	9	12	3	3	1	19	86
9:15	5	0	1	1	7	10	2	0	3	15	92
9:30	2	3	3	1	9	1	0	0	2	3	80
9:45	8	1	0	0	9	4	4	3	0	11	82
10:00	9	0	0	1	10	6	0	1	2	9	73
10:15	16	0	1	1	18	4	1	0	1	6	75
10:30	9	0	4	3	16	15	0	1	1	17	96
10:45	7	0	2	0	9	9	0	0	3	12	97
11:00	8	0	2	1	11	8	1	1	3	13	102
11:15	10	1	2	0	13	6	1	1	2	10	101
11:30	9	0	0	2	11	10	1	2	1	14	93
11:45	10	0	0	2	12	12	0	1	3	16	100
12:00	8	2	1	2	13	5	1	5	1	12	101
12:15	12	2	1	2	17	13	2	2	1	18	113
12:30	9	0	1	2	12	8	2	0	0	10	110
12:45	15	0	4	0	19	13	0	1	0	14	115
13:00	13	0	0	1	14	13	1	0	0	14	118
13:15	11	2	2	6	21	13	1	1	6	21	125
13:30	10	0	0	8	18	13	0	1	0	14	135
13:45	9	1	0	0	10	7	2	5	5	19	131
14:00	6	1	3	3	13	13	0	0	3	16	132
14:15	6	0	1	1	8	5	0	5	6	16	114
14:30	6	0	0	4	10	9	1	1	3	14	106
14:45	9	1	2	2	14	15	0	0	6	21	112
15:00	5	0	3	2	10	69	1	0	2	72	165
15:15	12	0	3	0	15	32	3	1	2	38	194
15:30	13	0	1	0	14	27	0	1	7	35	219
15:45	11	0	0	2	13	31	0	1	1	33	230
16:00	12	0	2	2	16	19	0	1	0	20	184
16:15	15	0	1	2	18	18	0	0	1	19	168
16:30	11	0	1	0	12	13	0	1	1	15	146
16:45	25	1	0	1	27	16	0	2	0	18	145
17:00	37	0	0	0	37	24	0	0	2	26	172
17:15	59	0	1	0	60	12	1	2	1	16	211
17:30	97	0	1	1	99	91	0	0	1	92	375
17:45	138	1	0	0	139	75	0	0	2	77	546
18:00	116	0	0	2	118	144	0	0	0	144	745
18:15	104	0	0	2	106	154	0	0	1	155	930
18:30	19	1	2	3	25	62	0	3	1	66	830
18:45	5	0	1	0	6	30	0	0	1	31	651
19:00	8	0	2	1	11	24	0	0	3	27	427
19:15	6	0	1	2	9	8	0	1	0	9	184
19:30	4	0	2	3	9	6	1	1	2	10	112
19:45	8	0	5	2	15	3	0	0	1	4	94
20:00	5	0	4	2	11	3	0	2	1	6	73
20:15	8	0	0	0	8	0	1	0	2	3	66
20:30	11	0	1	0	12	5	0	0	0	5	64
20:45	4	1	1	0	6	3	1	1	7	12	63
21:00	5	1	2	1	9	3	0	0	3	6	61
21:15	8	0	4	2	14	3	0	0	0	3	67
21:30	8	0	0	1	9	13	0	1	2	16	75
21:45	13	1	1	2	17	6	0	1	1	8	82
22:00	3	0	0	1	4	5	0	1	3	9	80
22:15	4	0	0	4	8	5	0	2	7	14	85
22:30	7	0	0	0	7	15	0	0	2	17	84
22:45	12	0	0	0	12	3	0	1	0	4	75
23:00	3	0	1	4	8	5	0	0	0	5	75
23:15	13	0	1	2	16	14	0	2	5	21	90
23:30	13	0	2	2	17	6	1	3	2	12	95
23:45	4	0	1	2	7	11	2	0	1	14	100
TOTAL	**1973**	**35**	**90**	**125**	**2223**	**1961**	**45**	**87**	**146**	**2239**	

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	1	0	0	**3**	5	1	0	0	**6**
0:15	3	0	0	1	**4**	6	0	0	0	**6**
0:30	2	0	0	0	**2**	1	0	1	1	**3**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	1	0	**1**	2	0	1	0	**3**
1:15	5	0	0	0	**5**	3	0	0	0	**3**
1:30	0	0	0	0	**0**	0	0	0	1	**1**
1:45	0	0	2	0	**2**	1	0	0	0	**1**
2:00	0	0	0	1	**1**	3	0	0	1	**4**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	2	0	**2**	5	0	1	0	**6**
2:45	0	0	0	0	**0**	1	0	1	0	**2**
3:00	0	0	0	0	**0**	13	0	0	0	**13**
3:15	0	0	0	0	**0**	4	0	0	2	**6**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	2	0	0	0	**2**	0	0	0	0	**0**
4:00	3	0	0	0	**3**	2	0	0	0	**2**
4:15	7	0	0	0	**7**	3	0	0	0	**3**
4:30	10	0	1	0	**11**	67	0	0	0	**67**
4:45	12	0	0	0	**12**	35	0	0	0	**35**
5:00	18	1	0	1	**20**	88	0	0	0	**88**
5:15	7	0	0	0	**7**	22	0	0	2	**24**
5:30	7	0	0	1	**8**	21	0	0	0	**21**
5:45	11	0	1	0	**12**	7	0	0	0	**7**
6:00	10	0	0	0	**10**	8	0	0	0	**8**
6:15	20	0	0	1	**21**	0	0	1	0	**1**
6:30	51	0	0	0	**51**	6	0	0	1	**7**
6:45	91	0	0	0	**91**	23	0	0	0	**23**
7:00	49	0	0	0	**49**	13	0	0	1	**14**
7:15	85	0	0	0	**85**	7	0	0	0	**7**
7:30	17	0	1	0	**18**	8	0	0	0	**8**
7:45	3	0	0	0	**3**	0	0	1	0	**1**
8:00	1	0	0	1	**2**	0	0	0	0	**0**
8:15	1	0	1	0	**2**	1	0	0	0	**1**
8:30	3	0	0	0	**3**	1	0	0	2	**3**
8:45	4	0	0	0	**4**	2	0	0	0	**2**
9:00	3	0	0	0	**3**	2	0	0	0	**2**
9:15	4	1	0	0	**5**	1	1	0	0	**2**
9:30	1	0	0	0	**1**	2	0	0	0	**2**
9:45	1	0	0	0	**1**	3	0	0	0	**3**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	2	0	0	0	**2**	1	0	0	0	**1**
10:30	2	1	0	0	**3**	2	0	0	0	**2**
10:45	1	1	0	0	**2**	4	0	0	0	**4**
11:00	1	1	0	0	**2**	2	2	0	0	**4**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	2	0	0	**6**	2	1	0	0	**3**
11:30	3	1	0	0	**4**	11	0	0	0	**11**
11:45	10	0	0	1	**11**	3	0	0	0	**3**
12:00	3	0	0	0	**3**	4	0	0	0	**4**
12:15	6	0	0	0	**6**	17	1	0	1	**19**
12:30	7	0	0	0	**7**	5	2	0	0	**7**
12:45	7	1	0	0	**8**	4	0	0	0	**4**
13:00	2	1	0	0	**3**	4	0	0	0	**4**
13:15	1	1	0	0	**2**	4	2	0	0	**6**
13:30	3	0	0	0	**3**	4	0	0	0	**4**
13:45	6	1	0	0	**7**	4	1	0	0	**5**
14:00	1	0	0	0	**1**	10	1	0	0	**11**
14:15	1	0	0	0	**1**	1	0	0	0	**1**
14:30	3	1	0	2	**6**	8	1	0	0	**9**
14:45	1	0	1	2	**4**	4	0	0	0	**4**
15:00	3	1	1	0	**5**	5	3	1	1	**10**
15:15	1	1	0	0	**2**	4	0	0	0	**4**
15:30	2	2	0	0	**4**	18	0	0	0	**18**
15:45	1	1	0	0	**2**	6	0	0	0	**6**
16:00	0	0	0	0	**0**	16	2	0	0	**18**
16:15	8	0	0	0	**8**	6	3	0	0	**9**
16:30	12	0	0	0	**12**	15	0	0	0	**15**
16:45	40	0	0	0	**40**	3	0	0	0	**3**
17:00	37	0	0	0	**37**	6	0	0	0	**6**
17:15	32	1	0	0	**33**	24	0	0	0	**24**
17:30	62	0	0	0	**62**	78	1	0	0	**79**
17:45	46	0	0	0	**46**	33	1	0	0	**34**
18:00	55	0	0	0	**55**	89	0	0	0	**89**
18:15	23	0	0	0	**23**	46	1	0	0	**47**
18:30	8	0	0	0	**8**	9	2	0	0	**11**
18:45	1	1	0	0	**2**	11	0	0	0	**11**
19:00	5	1	0	0	**6**	8	0	0	0	**8**
19:15	2	2	0	0	**4**	4	0	0	0	**4**
19:30	2	1	0	0	**3**	0	0	0	0	**0**
19:45	3	1	0	0	**4**	1	1	0	0	**2**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	2	0	0	0	**2**	2	0	0	0	**2**
20:30	0	2	0	0	**2**	0	0	0	0	**0**
20:45	1	2	0	0	**3**	2	1	0	0	**3**
21:00	1	2	0	0	**3**	2	0	0	0	**2**
21:15	0	1	0	0	**1**	0	1	0	0	**1**
21:30	1	1	0	0	**2**	0	2	0	0	**2**
21:45	3	0	0	0	**3**	0	2	0	0	**2**
22:00	2	2	0	0	**4**	5	0	0	0	**5**
22:15	3	1	0	0	**4**	1	0	0	0	**1**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	3	1	0	0	**4**	2	0	0	0	**2**
22:45	4	0	0	0	**4**	17	1	0	0	**18**
23:00	6	0	0	0	**6**	1	2	0	0	**3**
23:15	8	0	0	0	**8**	16	1	0	0	**17**
23:30	8	0	0	0	**8**	4	3	0	0	**7**
23:45	5	0	0	1	**6**	6	0	0	0	**6**
	887	**38**	**11**	**12**	**948**	**903**	**40**	**7**	**13**	**963**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	0	**1**	2	0	0	0	**2**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	1	0	1	**2**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	2	0	0	1	**3**
1:00	0	0	0	1	**1**	2	0	0	0	**2**
1:15	1	0	0	0	**1**	17	0	0	0	**17**
1:30	1	0	0	0	**1**	5	0	0	2	**7**
1:45	0	0	0	2	**2**	1	0	2	0	**3**
2:00	1	0	0	1	**2**	6	0	1	0	**7**
2:15	0	0	0	3	**3**	1	1	1	0	**3**
2:30	1	0	0	5	**6**	6	0	0	0	**6**
2:45	1	0	0	1	**2**	8	0	1	3	**12**
3:00	0	0	1	0	**1**	8	0	1	3	**12**
3:15	0	0	2	1	**3**	8	0	0	6	**14**
3:30	1	0	0	1	**2**	5	0	0	4	**9**
3:45	2	0	0	0	**2**	4	0	1	0	**5**
4:00	1	0	1	0	**2**	2	0	0	0	**2**
4:15	4	0	0	0	**4**	1	0	0	1	**2**
4:30	7	0	0	0	**7**	65	0	0	0	**65**
4:45	12	0	0	0	**12**	31	0	0	0	**31**
5:00	9	0	0	0	**9**	62	0	0	0	**62**
5:15	1	0	0	1	**2**	20	0	0	0	**20**
5:30	3	0	0	1	**4**	4	0	0	1	**5**
5:45	5	0	0	0	**5**	6	0	1	0	**7**
6:00	10	0	0	0	**10**	5	0	0	0	**5**
6:15	18	0	0	1	**19**	5	0	0	0	**5**
6:30	46	0	1	0	**47**	12	0	0	0	**12**
6:45	96	1	0	0	**97**	15	1	0	0	**16**
7:00	42	0	0	0	**42**	6	0	2	0	**8**
7:15	64	0	0	0	**64**	11	0	0	0	**11**
7:30	7	0	0	0	**7**	8	0	1	0	**9**
7:45	5	0	0	0	**5**	2	0	0	0	**2**
8:00	3	0	0	1	**4**	3	0	0	1	**4**
8:15	3	0	0	0	**3**	0	1	0	0	**1**
8:30	5	0	0	0	**5**	1	0	0	0	**1**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	2	0	0	0	**2**	1	0	1	0	**2**
9:15	3	0	0	0	**3**	1	0	0	0	**1**
9:30	1	0	0	0	**1**	1	0	0	0	**1**
9:45	1	0	1	0	**2**	0	0	1	0	**1**
10:00	2	1	0	1	**4**	1	0	0	0	**1**
10:15	1	0	0	0	**1**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	4	0	0	0	**4**	1	0	0	0	**1**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	3	0	0	1	**4**
11:30	5	0	0	0	**5**	17	0	0	0	**17**
11:45	10	0	1	0	**11**	22	0	0	0	**22**
12:00	7	0	2	0	**9**	8	1	1	3	**13**
12:15	3	0	1	0	**4**	15	0	0	0	**15**
12:30	10	0	0	0	**10**	8	0	0	1	**9**
12:45	15	0	0	0	**15**	5	0	0	0	**5**
13:00	0	0	0	0	**0**	3	0	0	0	**3**
13:15	0	0	0	1	**1**	1	0	0	0	**1**
13:30	2	0	0	2	**4**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	1	0	0	1	**2**
14:00	3	0	0	1	**4**	6	0	1	0	**7**
14:15	0	0	0	1	**1**	5	0	0	2	**7**
14:30	1	0	3	0	**4**	5	0	0	0	**5**
14:45	3	0	1	2	**6**	3	0	0	0	**3**
15:00	1	0	0	2	**3**	1	0	1	0	**2**
15:15	3	0	1	0	**4**	4	0	0	0	**4**
15:30	2	0	0	0	**2**	19	0	0	0	**19**
15:45	0	0	0	0	**0**	3	0	0	0	**3**
16:00	1	1	0	0	**2**	8	0	0	0	**8**
16:15	1	0	2	0	**3**	2	0	0	0	**2**
16:30	6	0	0	0	**6**	8	0	0	2	**10**
16:45	10	0	0	1	**11**	1	0	1	2	**4**
17:00	18	0	1	0	**19**	9	0	0	4	**13**
17:15	44	0	0	0	**44**	6	0	0	3	**9**
17:30	78	0	0	0	**78**	75	0	0	0	**75**
17:45	101	0	0	0	**101**	32	0	0	0	**32**
18:00	49	0	0	1	**50**	83	0	0	0	**83**
18:15	49	0	1	0	**50**	35	1	0	0	**36**
18:30	10	0	0	0	**10**	16	0	1	0	**17**
18:45	2	0	0	1	**3**	8	0	0	1	**9**
19:00	3	0	0	1	**4**	6	0	0	0	**6**
19:15	4	0	0	0	**4**	4	0	1	2	**7**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	2	0	0	1	**3**	0	0	0	0	**0**
20:00	1	0	0	1	**2**	0	0	1	1	**2**
20:15	2	0	0	0	**2**	4	0	1	0	**5**
20:30	1	0	0	1	**2**	0	0	0	1	**1**
20:45	4	0	0	1	**5**	3	0	0	0	**3**
21:00	1	0	0	0	**1**	3	0	0	1	**4**
21:15	1	0	1	1	**3**	1	0	2	2	**5**
21:30	0	0	1	0	**1**	1	0	0	0	**1**
21:45	1	0	1	1	**3**	1	0	0	1	**2**
22:00	1	0	1	0	**2**	1	0	0	0	**1**
22:15	1	0	0	1	**2**	2	1	0	2	**5**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	3	0	0	1	**4**
22:45	0	0	0	0	**0**
23:00	9	0	3	1	**13**
23:15	3	0	1	0	**4**
23:30	13	0	0	1	**14**
23:45	4	0	1	0	**5**
	857	**4**	**29**	**44**	**934**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	4	0	0	0	**4**
22:45	13	0	0	0	**13**
23:00	2	0	1	1	**4**
23:15	15	0	0	1	**16**
23:30	16	0	0	0	**16**
23:45	6	0	0	0	**6**
	841	**6**	**24**	**54**	**925**

City:	Rialto
Location:	Amazon Facility
Date:	5/15/2018 (Tuesday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	1	1
0:30	5	0	0	1	6
0:45	19	0	0	2	21
1:00	8	0	0	0	8
1:15	5	0	1	1	7
1:30	3	0	0	0	3
1:45	1	0	0	2	3
2:00	0	0	0	1	1
2:15	1	0	0	2	3
2:30	1	0	0	0	1
2:45	1	0	0	3	4
3:00	0	0	0	2	2
3:15	1	0	0	5	6
3:30	0	0	0	2	2
3:45	0	0	0	2	2
4:00	0	1	0	1	2
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	6	0	0	0	6
5:00	0	2	0	2	4
5:15	1	0	0	1	2
5:30	15	0	0	2	17
5:45	32	0	0	0	32
6:00	26	0	0	3	29
6:15	73	0	0	3	76
6:30	159	0	0	1	160
6:45	214	0	1	4	219
7:00	54	0	0	1	55
7:15	8	0	0	2	10
7:30	11	0	1	2	14
7:45	9	0	0	3	12
8:00	6	2	0	3	11
8:15	6	0	0	5	11
8:30	1	0	0	3	4
8:45	2	1	1	3	7
9:00	9	0	0	2	11
9:15	2	0	0	4	6
9:30	0	0	0	2	2
9:45	2	0	0	3	5
10:00	4	1	1	5	11
10:15	2	0	2	5	9
10:30	6	0	1	1	8
10:45	12	0	0	2	14
11:00	6	0	0	1	7
11:15	14	0	1	2	17
11:30	13	1	0	3	17
11:45	9	0	0	5	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	3	5
0:30	3	0	0	1	4
0:45	1	0	0	1	2
1:00	188	0	0	0	188
1:15	82	0	0	2	84
1:30	12	0	0	0	12
1:45	27	0	1	1	29
2:00	20	0	0	1	21
2:15	5	0	0	2	7
2:30	7	0	0	2	9
2:45	4	0	0	0	4
3:00	3	0	0	2	5
3:15	2	0	0	1	3
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	0	1	0	1	2
4:15	0	0	0	0	0
4:30	1	0	0	1	2
4:45	0	0	0	1	1
5:00	0	2	0	3	5
5:15	0	0	0	0	0
5:30	4	0	0	1	5
5:45	5	0	0	0	5
6:00	9	0	0	1	10
6:15	5	1	0	0	6
6:30	11	0	0	1	12
6:45	28	0	0	0	28
7:00	8	0	0	0	8
7:15	3	0	0	0	3
7:30	3	0	0	3	6
7:45	4	0	0	3	7
8:00	3	0	0	2	5
8:15	0	0	0	1	1
8:30	0	0	0	2	2
8:45	1	1	0	1	3
9:00	0	1	0	2	3
9:15	3	0	0	8	11
9:30	0	0	0	2	2
9:45	2	0	0	3	5
10:00	17	2	0	4	23
10:15	0	1	1	1	3
10:30	2	0	0	4	6
10:45	5	1	1	2	9
11:00	35	0	0	2	37
11:15	13	0	0	3	16
11:30	17	1	0	7	25
11:45	26	0	0	5	31

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/15/2018 (Tuesday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	20	0	0	2	22
12:15	3	0	0	1	4
12:30	5	1	0	0	6
12:45	5	0	0	3	8
13:00	7	1	0	0	8
13:15	6	0	1	2	9
13:30	4	1	0	1	6
13:45	9	1	0	0	10
14:00	6	1	0	1	8
14:15	1	2	0	3	6
14:30	5	2	0	2	9
14:45	8	0	1	0	9
15:00	4	0	0	0	4
15:15	26	0	1	1	28
15:30	61	0	0	0	61
15:45	67	0	0	1	68
16:00	139	0	0	2	141
16:15	160	0	0	4	164
16:30	31	0	0	2	33
16:45	5	0	0	2	7
17:00	5	0	0	3	8
17:15	4	0	0	3	7
17:30	2	0	0	2	4
17:45	5	0	0	3	8
18:00	5	0	0	2	7
18:15	5	0	0	1	6
18:30	0	0	0	1	1
18:45	2	0	0	5	7
19:00	0	0	0	3	3
19:15	0	0	1	3	4
19:30	1	0	2	4	7
19:45	5	0	0	3	8
20:00	3	0	1	2	6
20:15	8	0	0	1	9
20:30	5	0	0	4	9
20:45	28	0	0	4	32
21:00	4	0	0	1	5
21:15	9	0	0	2	11
21:30	12	0	0	2	14
21:45	4	0	0	1	5
22:00	3	0	0	1	4
22:15	3	0	1	1	5
22:30	1	0	0	1	2
22:45	0	0	0	2	2
23:00	2	1	0	1	4
23:15	3	0	0	2	5
23:30	2	0	1	1	4
23:45	2	0	0	4	6
TOTAL	**1445**	**18**	**18**	**189**	**1670**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	1	1	21
12:15	9	1	0	5	15
12:30	2	0	0	5	7
12:45	1	1	0	2	4
13:00	6	0	0	5	11
13:15	4	2	0	2	8
13:30	11	0	0	4	15
13:45	3	0	0	1	4
14:00	17	0	2	4	23
14:15	6	0	0	2	8
14:30	40	1	0	4	45
14:45	28	1	0	3	32
15:00	7	0	0	0	7
15:15	23	1	1	1	26
15:30	232	0	0	2	234
15:45	93	0	0	3	96
16:00	27	1	1	0	29
16:15	38	0	0	1	39
16:30	23	0	0	0	23
16:45	6	0	0	1	7
17:00	10	0	0	1	11
17:15	6	1	0	0	7
17:30	11	0	1	1	13
17:45	7	0	1	1	9
18:00	6	0	0	1	7
18:15	8	0	1	2	11
18:30	1	0	1	2	4
18:45	1	0	0	4	5
19:00	6	0	0	1	7
19:15	1	1	0	2	4
19:30	6	0	0	4	10
19:45	2	0	1	1	4
20:00	5	3	0	3	11
20:15	2	0	0	0	2
20:30	33	0	1	2	36
20:45	5	0	0	3	8
21:00	4	1	2	0	7
21:15	20	0	1	3	24
21:30	5	0	0	3	8
21:45	6	0	0	2	8
22:00	7	0	1	6	14
22:15	4	0	0	1	5
22:30	15	0	0	1	16
22:45	0	0	0	1	1
23:00	4	0	0	2	6
23:15	8	0	0	0	8
23:30	8	0	0	1	9
23:45	4	1	0	3	8
	1353	**26**	**18**	**178**	**1575**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/16/2018 (Wednesday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	2	4
0:30	1	1	0	0	2
0:45	8	0	0	1	9
1:00	14	0	0	0	14
1:15	11	0	0	1	12
1:30	4	0	0	2	6
1:45	2	0	0	2	4
2:00	1	0	0	3	4
2:15	0	0	1	0	1
2:30	1	0	0	0	1
2:45	2	0	0	0	2
3:00	1	0	0	0	1
3:15	1	0	0	2	3
3:30	2	0	0	1	3
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	1	0	0	2	3
4:45	4	0	1	2	7
5:00	1	0	0	1	2
5:15	2	0	0	1	3
5:30	11	0	0	0	11
5:45	33	0	0	4	37
6:00	27	0	0	1	28
6:15	39	0	0	1	40
6:30	102	0	0	3	105
6:45	139	0	0	4	143
7:00	14	2	3	7	26
7:15	49	0	0	4	53
7:30	10	0	0	3	13
7:45	9	0	0	4	13
8:00	12	0	1	3	16
8:15	4	0	0	5	9
8:30	56	0	0	1	57
8:45	106	1	0	3	110
9:00	54	0	0	4	58
9:15	12	1	0	0	13
9:30	2	2	0	3	7
9:45	2	1	0	3	6
10:00	1	1	0	1	3
10:15	7	3	2	5	17
10:30	4	1	1	1	7
10:45	4	0	2	2	8
11:00	10	3	1	1	15
11:15	10	2	1	2	15
11:30	20	1	1	1	23
11:45	13	1	0	2	16

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	10	0	1	5	16
0:15	3	0	0	4	7
0:30	4	0	1	1	6
0:45	2	0	0	2	4
1:00	210	0	0	1	211
1:15	89	0	0	0	89
1:30	37	0	0	1	38
1:45	31	0	0	0	31
2:00	17	0	0	2	19
2:15	12	0	2	2	16
2:30	7	0	1	2	10
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	5	0	0	0	5
3:30	0	0	0	0	0
3:45	0	0	0	2	2
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	2	0	0	2	4
5:00	1	0	0	1	2
5:15	0	1	0	2	3
5:30	2	0	0	2	4
5:45	4	0	0	0	4
6:00	9	0	0	0	9
6:15	3	0	0	4	7
6:30	13	0	0	0	13
6:45	22	0	0	1	23
7:00	18	0	0	0	18
7:15	3	0	0	2	5
7:30	2	1	0	5	8
7:45	1	0	0	4	5
8:00	2	0	0	0	2
8:15	1	0	0	3	4
8:30	2	0	0	7	9
8:45	8	0	0	2	10
9:00	6	0	0	3	9
9:15	3	0	1	3	7
9:30	1	1	0	2	4
9:45	1	1	0	2	4
10:00	18	1	0	2	21
10:15	0	0	0	6	6
10:30	2	2	0	3	7
10:45	5	1	1	3	10
11:00	30	1	0	2	33
11:15	15	1	1	3	20
11:30	16	1	1	2	20
11:45	35	2	1	0	38

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/16/2018 (Wednesday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	14	0	0	3	17
12:15	19	1	0	1	21
12:30	13	1	0	1	15
12:45	32	0	2	3	37
13:00	23	1	0	1	25
13:15	5	0	0	3	8
13:30	9	0	0	4	13
13:45	7	0	1	0	8
14:00	5	0	0	1	6
14:15	7	0	3	2	12
14:30	8	0	1	2	11
14:45	8	1	0	1	10
15:00	6	0	1	4	11
15:15	11	1	0	5	17
15:30	47	0	0	2	49
15:45	47	0	0	2	49
16:00	100	0	0	4	104
16:15	103	0	0	3	106
16:30	31	0	0	2	33
16:45	8	0	0	6	14
17:00	57	0	0	1	58
17:15	22	1	0	3	26
17:30	31	0	0	6	37
17:45	4	0	0	3	7
18:00	4	0	1	1	6
18:15	65	0	0	1	66
18:30	12	0	0	3	15
18:45	3	0	1	7	11
19:00	1	1	0	4	6
19:15	0	0	0	5	5
19:30	1	0	0	3	4
19:45	4	0	0	2	6
20:00	1	0	0	1	2
20:15	10	0	0	3	13
20:30	7	0	0	3	10
20:45	22	0	0	2	24
21:00	8	0	1	3	12
21:15	8	0	0	3	11
21:30	10	0	2	1	13
21:45	6	0	0	1	7
22:00	4	0	0	0	4
22:15	4	1	0	0	5
22:30	3	0	0	0	3
22:45	0	0	1	1	2
23:00	1	0	1	1	3
23:15	1	0	0	1	2
23:30	2	0	0	1	3
23:45	3	0	0	1	4
TOTAL	**1609**	**28**	**29**	**199**	**1865**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	16	0	0	1	17
12:15	23	1	0	0	24
12:30	18	3	0	3	24
12:45	47	3	0	2	52
13:00	8	0	0	9	17
13:15	7	0	1	2	10
13:30	17	0	1	3	21
13:45	9	0	0	2	11
14:00	9	1	0	3	13
14:15	7	0	0	0	7
14:30	42	0	0	2	44
14:45	10	0	0	5	15
15:00	7	2	0	6	15
15:15	5	0	1	1	7
15:30	161	0	0	4	165
15:45	51	1	0	0	52
16:00	27	0	0	3	30
16:15	29	0	0	0	29
16:30	45	0	0	0	45
16:45	14	0	0	1	15
17:00	77	0	0	2	79
17:15	38	0	1	3	42
17:30	28	0	1	2	31
17:45	4	0	2	0	6
18:00	5	1	0	5	11
18:15	20	1	1	1	23
18:30	16	0	0	4	20
18:45	2	0	0	1	3
19:00	8	0	1	2	11
19:15	4	0	0	1	5
19:30	3	1	0	4	8
19:45	7	0	0	2	9
20:00	3	0	0	1	4
20:15	6	0	1	3	10
20:30	31	0	0	4	35
20:45	4	0	0	2	6
21:00	4	0	2	1	7
21:15	17	0	0	3	20
21:30	4	0	1	4	9
21:45	8	0	0	4	12
22:00	7	0	0	3	10
22:15	4	0	0	1	5
22:30	9	0	0	3	12
22:45	6	0	1	2	9
23:00	6	0	0	1	7
23:15	7	0	0	2	9
23:30	5	0	0	0	5
23:45	1	0	0	3	4
	1544	**27**	**24**	**199**	**1794**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/17/2018 (Thursday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	3	0	0	0	3
0:15	2	0	0	2	4
0:30	1	0	0	1	2
0:45	9	0	0	1	10
1:00	26	0	0	1	27
1:15	13	0	1	2	16
1:30	3	0	0	1	4
1:45	3	0	0	1	4
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	0	0	0	1	1
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	2	0	0	1	3
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	1	0	0	2	3
4:45	4	0	0	1	5
5:00	0	0	0	4	4
5:15	2	0	0	0	2
5:30	11	0	0	2	13
5:45	31	0	0	2	33
6:00	22	0	0	1	23
6:15	41	0	0	2	43
6:30	139	0	1	4	144
6:45	224	0	1	3	228
7:00	97	1	0	2	100
7:15	13	1	0	3	17
7:30	13	0	0	0	13
7:45	15	0	1	2	18
8:00	8	0	0	3	11
8:15	4	1	0	5	10
8:30	7	0	0	4	11
8:45	0	0	2	3	5
9:00	4	0	1	1	6
9:15	4	0	1	0	5
9:30	5	1	0	8	14
9:45	6	1	0	5	12
10:00	1	0	0	4	5
10:15	7	1	2	2	12
10:30	8	0	3	2	13
10:45	14	1	1	2	18
11:00	10	0	0	1	11
11:15	20	0	1	5	26
11:30	11	0	1	5	17
11:45	9	0	0	4	13

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	7	0	0	1	8
0:15	7	0	0	1	8
0:30	4	0	0	4	8
0:45	5	0	0	1	6
1:00	146	0	0	1	147
1:15	139	0	0	3	142
1:30	33	0	1	2	36
1:45	28	1	0	1	30
2:00	11	0	0	0	11
2:15	7	0	0	1	8
2:30	6	0	0	0	6
2:45	4	0	0	1	5
3:00	1	0	1	0	2
3:15	2	0	0	0	2
3:30	0	0	0	0	0
3:45	3	0	0	0	3
4:00	2	0	0	1	3
4:15	4	0	0	0	4
4:30	1	0	0	2	3
4:45	3	0	0	1	4
5:00	0	0	0	1	1
5:15	1	0	0	0	1
5:30	2	0	1	4	7
5:45	7	0	1	1	9
6:00	8	0	1	0	9
6:15	4	0	0	0	4
6:30	15	0	0	0	15
6:45	19	0	0	2	21
7:00	21	0	0	1	22
7:15	4	0	0	0	4
7:30	1	0	0	4	5
7:45	3	1	0	1	5
8:00	2	0	0	2	4
8:15	2	0	0	3	5
8:30	0	0	0	2	2
8:45	3	1	0	4	8
9:00	1	0	1	2	4
9:15	2	1	0	2	5
9:30	7	1	0	1	9
9:45	4	0	0	5	9
10:00	12	0	1	2	15
10:15	4	0	1	2	7
10:30	0	0	3	1	4
10:45	4	0	2	8	14
11:00	35	1	0	6	42
11:15	13	1	0	3	17
11:30	10	0	0	4	14
11:45	37	0	0	2	39

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/17/2018 (Thursday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	1	1	4	25
12:15	10	1	0	2	13
12:30	19	1	0	1	21
12:45	25	0	0	5	30
13:00	8	1	1	1	11
13:15	5	0	1	2	8
13:30	10	0	0	2	12
13:45	8	0	0	3	11
14:00	4	2	0	2	8
14:15	3	0	0	3	6
14:30	4	0	2	0	6
14:45	5	1	0	1	7
15:00	10	0	0	1	11
15:15	22	0	1	0	23
15:30	34	0	0	0	34
15:45	53	1	0	2	56
16:00	75	1	0	5	81
16:15	121	0	0	2	123
16:30	31	0	2	1	34
16:45	16	0	0	1	17
17:00	46	0	0	2	48
17:15	26	0	0	2	28
17:30	22	0	0	4	26
17:45	12	0	1	1	14
18:00	21	0	0	0	21
18:15	24	0	0	5	29
18:30	9	0	0	6	15
18:45	1	0	2	2	5
19:00	1	0	1	0	2
19:15	2	0	0	4	6
19:30	2	0	0	3	5
19:45	0	0	0	2	2
20:00	2	0	0	1	3
20:15	5	0	1	1	7
20:30	10	0	0	3	13
20:45	27	0	0	2	29
21:00	8	1	1	1	11
21:15	8	0	1	1	10
21:30	11	0	0	2	13
21:45	5	0	0	0	5
22:00	2	0	0	0	2
22:15	3	0	0	1	4
22:30	2	0	0	0	2
22:45	1	1	0	0	2
23:00	1	0	0	2	3
23:15	2	0	0	2	4
23:30	3	0	0	1	4
23:45	2	0	0	1	3
TOTAL	**1537**	**18**	**31**	**182**	**1768**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	0	4	23
12:15	14	1	0	3	18
12:30	8	0	0	0	8
12:45	11	0	1	5	17
13:00	2	2	0	3	7
13:15	0	0	0	5	5
13:30	11	1	2	4	18
13:45	15	0	0	3	18
14:00	5	0	0	1	6
14:15	6	0	2	1	9
14:30	60	0	0	2	62
14:45	34	0	0	1	35
15:00	14	1	0	1	16
15:15	6	2	0	2	10
15:30	128	0	0	3	131
15:45	55	0	0	1	56
16:00	23	1	0	1	25
16:15	51	0	0	0	51
16:30	73	0	2	0	75
16:45	49	0	0	1	50
17:00	26	0	0	2	28
17:15	18	2	0	1	21
17:30	5	0	1	1	7
17:45	10	0	0	2	12
18:00	14	0	0	2	16
18:15	14	0	1	3	18
18:30	25	0	0	2	27
18:45	2	0	0	2	4
19:00	2	0	0	0	2
19:15	4	0	2	3	9
19:30	4	0	1	6	11
19:45	2	0	0	2	4
20:00	5	1	1	5	12
20:15	3	0	0	4	7
20:30	37	0	0	1	38
20:45	13	0	1	1	15
21:00	12	0	1	0	13
21:15	18	1	0	3	22
21:30	7	0	1	2	10
21:45	5	0	0	3	8
22:00	6	0	0	2	8
22:15	4	0	0	3	7
22:30	11	0	0	1	12
22:45	8	0	0	2	10
23:00	5	0	0	2	7
23:15	6	0	0	2	8
23:30	5	0	0	1	6
23:45	3	0	0	2	5
	1492	**19**	**29**	**184**	**1724**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/12/2018 (Saturday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	3	0	0	1	4
0:30	4	0	0	0	4
0:45	11	1	1	1	14
1:00	10	0	0	0	10
1:15	3	0	0	0	3
1:30	3	0	0	0	3
1:45	0	1	0	1	2
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	1	0	1
4:15	1	0	0	1	2
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	0	0	0	0	0
5:30	9	0	0	0	9
5:45	11	0	1	1	13
6:00	8	0	0	0	8
6:15	3	0	0	0	3
6:30	171	0	0	1	172
6:45	117	1	0	2	120
7:00	17	0	1	2	20
7:15	5	0	0	0	5
7:30	10	0	0	3	13
7:45	2	0	0	2	4
8:00	8	1	0	1	10
8:15	2	0	0	2	4
8:30	1	0	0	1	2
8:45	2	0	1	1	4
9:00	3	1	0	3	7
9:15	15	0	0	0	15
9:30	12	0	1	4	17
9:45	13	1	2	3	19
10:00	2	0	0	1	3
10:15	5	0	1	2	8
10:30	3	1	0	5	9
10:45	9	0	1	4	14
11:00	4	1	0	1	6
11:15	4	0	0	0	4
11:30	10	3	1	2	16
11:45	26	0	0	2	28

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	2	1	0	1	4
0:15	2	0	0	4	6
0:30	1	0	0	4	5
0:45	2	0	1	0	3
1:00	160	1	0	2	163
1:15	48	0	0	2	50
1:30	35	0	0	1	36
1:45	14	1	0	1	16
2:00	13	0	0	1	14
2:15	12	0	0	1	13
2:30	2	0	0	0	2
2:45	2	0	0	0	2
3:00	3	0	0	0	3
3:15	4	0	0	1	5
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	1	1	2
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	1	0	1
5:30	2	0	0	0	2
5:45	1	0	0	0	1
6:00	3	0	1	0	4
6:15	3	1	0	1	5
6:30	35	0	0	0	35
6:45	31	0	1	0	32
7:00	3	0	0	0	3
7:15	2	0	0	0	2
7:30	0	0	0	1	1
7:45	2	0	0	0	2
8:00	7	0	0	2	9
8:15	2	0	2	1	5
8:30	1	0	1	2	4
8:45	1	0	0	2	3
9:00	3	0	1	2	6
9:15	30	0	0	0	30
9:30	26	0	1	2	29
9:45	22	2	0	0	24
10:00	7	0	1	0	8
10:15	3	2	1	4	10
10:30	4	0	1	1	6
10:45	9	0	0	3	12
11:00	8	1	0	3	12
11:15	6	0	2	5	13
11:30	7	0	0	5	12
11:45	64	2	0	0	66

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/12/2018 (Saturday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	59	1	0	2	62
12:15	99	0	1	2	102
12:30	16	0	0	1	17
12:45	9	1	0	1	11
13:00	6	0	0	2	8
13:15	5	1	0	1	7
13:30	4	1	0	0	5
13:45	3	0	0	0	3
14:00	3	0	0	0	3
14:15	1	1	0	1	3
14:30	0	0	0	1	1
14:45	11	0	0	0	11
15:00	32	0	0	1	33
15:15	18	0	0	0	18
15:30	24	0	0	0	24
15:45	33	0	1	1	35
16:00	51	0	0	0	51
16:15	50	0	0	1	51
16:30	8	0	1	1	10
16:45	2	0	0	1	3
17:00	0	0	1	0	1
17:15	0	0	0	1	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	1	0	1
18:30	0	0	0	1	1
18:45	0	0	0	0	0
19:00	0	0	0	4	4
19:15	0	0	0	0	0
19:30	0	0	0	2	2
19:45	0	0	0	0	0
20:00	0	0	0	2	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	1	1
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	1	1
TOTAL	**947**	**16**	**16**	**80**	**1059**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	94	0	2	3	99
12:15	30	1	0	1	32
12:30	18	1	0	1	20
12:45	10	1	0	1	12
13:00	3	0	0	0	3
13:15	3	0	0	2	5
13:30	5	1	1	2	9
13:45	6	0	0	2	8
14:00	6	0	0	1	7
14:15	2	0	0	0	2
14:30	2	2	0	1	5
14:45	8	0	0	0	8
15:00	19	0	1	1	21
15:15	40	0	0	0	40
15:30	92	0	0	1	93
15:45	39	0	0	0	39
16:00	10	0	0	1	11
16:15	7	0	0	1	8
16:30	5	0	1	0	6
16:45	2	0	0	1	3
17:00	0	0	2	0	2
17:15	0	0	0	0	0
17:30	0	0	0	1	1
17:45	0	0	0	1	1
18:00	0	1	0	0	1
18:15	0	0	1	0	1
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	1	1	2
19:45	0	0	0	2	2
20:00	0	0	0	0	0
20:15	0	0	0	1	1
20:30	1	0	0	2	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	2	2
21:30	1	0	0	0	1
21:45	0	0	0	1	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	1	1
	987	**18**	**24**	**88**	**1117**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Rialto
Location: Amazon Facility
Date: 5/13/2018 (Sunday)
Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	19	0	0	0	19
0:15	34	0	0	0	34
0:30	43	0	0	0	43
0:45	67	0	0	0	67
1:00	56	0	0	0	56
1:15	9	1	0	0	10
1:30	2	0	0	0	2
1:45	2	0	0	0	2
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	3	0	0	0	3
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	1	0	1	0	2
3:30	2	0	0	0	2
3:45	3	0	0	0	3
4:00	3	0	0	3	6
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	0	0	0
6:15	4	0	0	0	4
6:30	48	1	0	0	49
6:45	69	0	0	0	69
7:00	11	0	0	1	12
7:15	7	0	0	1	8
7:30	8	0	0	0	8
7:45	7	0	0	0	7
8:00	3	0	1	1	5
8:15	2	0	0	1	3
8:30	1	0	0	5	6
8:45	0	0	0	1	1
9:00	14	0	0	1	15
9:15	10	0	0	0	10
9:30	5	0	0	1	6
9:45	6	0	0	0	6
10:00	10	0	1	0	11
10:15	5	0	0	2	7
10:30	6	1	0	3	10
10:45	11	0	0	1	12
11:00	30	0	0	1	31
11:15	64	0	2	0	66
11:30	96	0	0	3	99
11:45	8	1	0	2	11

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	6	0	0	1	7
0:30	12	0	0	0	12
0:45	21	1	0	0	22
1:00	101	0	0	1	102
1:15	29	0	0	0	29
1:30	2	0	0	0	2
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	2	0	0	0	2
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	1	0	0	1
3:15	1	0	0	0	1
3:30	0	0	0	1	1
3:45	2	0	0	0	2
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	2	2
4:45	2	0	0	1	3
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	9	0	0	0	9
6:45	3	0	0	0	3
7:00	4	0	0	0	4
7:15	23	0	0	0	23
7:30	3	0	0	1	4
7:45	2	0	0	0	2
8:00	5	0	0	0	5
8:15	15	0	0	1	16
8:30	3	0	0	1	4
8:45	0	0	1	0	1
9:00	11	2	0	2	15
9:15	5	2	0	1	8
9:30	1	0	1	1	3
9:45	9	0	0	0	9
10:00	13	0	0	0	13
10:15	12	0	0	2	14
10:30	24	0	0	2	26
10:45	0	0	0	1	1
11:00	111	0	0	2	113
11:15	35	1	0	1	37
11:30	33	0	1	2	36
11:45	12	0	0	1	13

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Rialto
Location:	Amazon Facility
Date:	5/13/2018 (Sunday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	1	2	6
12:15	1	0	0	0	1
12:30	1	0	0	1	2
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	1	0	2
13:30	0	0	0	1	1
13:45	0	0	0	2	2
14:00	0	1	1	1	3
14:15	1	0	0	0	1
14:30	3	0	0	2	5
14:45	5	0	0	0	5
15:00	13	0	0	1	14
15:15	17	0	0	0	17
15:30	17	0	0	1	18
15:45	19	0	0	0	19
16:00	54	0	0	1	55
16:15	60	0	0	1	61
16:30	17	0	0	0	17
16:45	4	0	0	0	4
17:00	2	1	0	2	5
17:15	2	0	0	1	3
17:30	4	0	0	1	5
17:45	3	0	0	0	3
18:00	3	1	0	1	5
18:15	4	1	1	1	7
18:30	3	0	0	0	3
18:45	0	0	1	1	2
19:00	2	1	1	0	4
19:15	1	0	0	0	1
19:30	1	0	0	1	2
19:45	0	0	0	1	1
20:00	0	0	0	0	0
20:15	8	0	0	1	9
20:30	7	0	0	0	7
20:45	11	0	0	0	11
21:00	12	0	0	0	12
21:15	5	0	0	2	7
21:30	10	0	0	0	10
21:45	8	0	0	0	8
22:00	3	0	0	0	3
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	1	2
23:45	2	0	0	1	3
TOTAL	**991**	**9**	**11**	**55**	**1066**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	0	3	1	9
12:15	3	0	0	3	6
12:30	2	0	0	2	4
12:45	1	0	0	1	2
13:00	1	0	0	1	2
13:15	1	0	1	0	2
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	2	0	0	1	3
14:15	2	0	0	1	3
14:30	0	0	0	2	2
14:45	1	0	1	0	2
15:00	6	0	0	1	7
15:15	4	0	0	1	5
15:30	80	0	0	0	80
15:45	50	0	0	1	51
16:00	31	0	0	0	31
16:15	18	0	0	2	20
16:30	9	0	0	0	9
16:45	5	0	0	1	6
17:00	9	1	0	0	10
17:15	12	0	0	0	12
17:30	13	0	0	1	14
17:45	1	0	1	0	2
18:00	4	0	0	0	4
18:15	2	0	1	2	5
18:30	4	0	0	0	4
18:45	2	0	1	1	4
19:00	4	0	0	0	4
19:15	3	0	1	0	4
19:30	2	0	1	1	4
19:45	1	0	0	0	1
20:00	1	1	0	0	2
20:15	1	0	0	0	1
20:30	21	0	0	0	21
20:45	5	0	0	0	5
21:00	9	0	0	0	9
21:15	33	0	0	0	33
21:30	15	0	0	0	15
21:45	4	0	0	0	4
22:00	6	0	0	0	6
22:15	6	0	0	0	6
22:30	4	0	0	0	4
22:45	4	0	0	0	4
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	1	0	0	1	2
23:45	1	0	0	0	1
	906	**9**	**13**	**49**	**977**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

ATTACHMENT C: DETAILED WEIGHTED AVERAGE RATE CALCULATIONS

				Site Trip Rate - Weighted Average Rate			H. Column F x
A. Site	B. Square Footage	C. Number of Trips	D. Trip Rate	E. Value	F. Value Squared	G. Weight	Column G
555 E. Orange Show Rd.							
Day 1	1,102,360	338	0.31	-0.13	0.02	0.09	0.00
Day 2	1,102,360	344	0.31	-0.13	0.02	0.09	0.00
Day 3	1,102,360	294	0.27	-0.17	0.03	0.09	0.00
24208 San Michele Rd.							
Day 1	1,250,000	521	0.42	-0.02	0.00	0.10	0.00
Day 2	1,250,000	565	0.45	0.01	0.00	0.10	0.00
24300 Nandina Av.							
Day 1	769,320	159	0.21	-0.23	0.05	0.06	0.00
Day 2	769,320	190	0.25	-0.19	0.04	0.06	0.00
Day 3	769,320	196	0.25	-0.18	0.03	0.06	0.00
5250 Goodman Rd.							
Day 1	1,033,192	452	0.44	0.00	0.00	0.09	0.00
Day 2	1,033,192	692	0.67	0.23	0.05	0.09	0.00
2496 W. Walnut Av.							
Day 1	614,848	558	0.91	0.47	0.22	0.05	0.01
Day 2	614,848	386	0.63	0.19	0.04	0.05	0.00
Day 3	614,848	577	0.94	0.50	0.25	0.05	0.01
Total	12,025,968	5,272	0.44				
						Weighted Variance =	0.04
						Factor (13/12) =	1.08
						Weighted Sample Variance =	0.05
Weighted Average (C Total/[B Total/1000]) =		**0.438**			**Weighted Standard Deviation =**		**0.22**

Column D is the trip rate for each individual site (Column C divided by Column B). The total at the end of D. is the weighted average rate.

Column E is the difference between the site trip rate (Column D) and the weighted average rate for the entire data set.

Column F is the value in Column E squared.

Column G is the value in Column B divided by the sum of all values in Column B.

Column H is the product of Column F and Column G for each individual site.

Weighted Variance is the sum of the values in Column H.

Factor is N / (N - 1) where N is the total number of sample sites.

Sample Variance is weighted variance x factor.

Standard deviation is the square root of the sample variance.

Calculation of Weekday AM Peak Hour Weighted Average and Standard Deviation

			Site Trip Rate - Weighted Average Rate				H. Column F x
A. Site	B. Square Footage	C. Number of Trips	D. Trip Rate	E. Value	F. Value Squared	G. Weight	Column G
555 E. Orange Show Rd.							
Day 1	1,102,360	563	0.51	-0.14	0.02	0.09	0.00
Day 2	1,102,360	513	0.47	-0.19	0.03	0.09	0.00
Day 3	1,102,360	558	0.51	-0.14	0.02	0.09	0.00
24208 San Michele Rd.							
Day 1	1,250,000	790	0.63	-0.02	0.00	0.10	0.00
Day 2	1,250,000	696	0.56	-0.09	0.01	0.10	0.00
24300 Nandina Av.							
Day 1	769,320	288	0.37	-0.28	0.08	0.06	0.00
Day 2	769,320	326	0.42	-0.23	0.05	0.06	0.00
Day 3	769,320	165	0.21	-0.44	0.19	0.06	0.01
5250 Goodman Rd.							
Day 1	1,033,192	1,025	0.99	0.34	0.12	0.09	0.01
Day 2	1,033,192	930	0.90	0.25	0.06	0.09	0.01
2496 W. Walnut Av.							
Day 1	614,848	832	1.35	0.70	0.49	0.05	0.03
Day 2	614,848	584	0.95	0.30	0.09	0.05	0.00
Day 3	614,848	557	0.91	0.26	0.07	0.05	0.00
Total	12,025,968	7,827	0.65				
						Weighted Variance =	0.08
						Factor (13/12) =	1.08
						Weighted Sample Variance =	0.08
Weighted Average (C Total/[B Total/1000]) =		**0.651**				**Weighted Standard Deviation =**	**0.29**

Column D is the trip rate for each individual site (Column C divided by Column B). The total at the end of D. is the weighted average rate.

Column E is the difference between the site trip rate (Column D) and the weighted average rate for the entire data set.

Column F is the value in Column E squared.

Column G is the value in Column B divided by the sum of all values in Column B.

Column H is the product of Column F and Column G for each individual site.

Weighted Variance is the sum of the values in Column H.

Factor is N / (N - 1) where N is the total number of sample sites.

Sample Variance is weighted variance x factor.

Standard deviation is the square root of the sample variance.

Calculation of Weekday PM Peak Hour Weighted Average and Standard Deviation

			Site Trip Rate - Weighted Average Rate				H. Column F x
A. Site	B. Square Footage	C. Number of Trips	D. Trip Rate	E. Value	F. Value Squared	G. Weight	Column G
555 E. Orange Show Rd.							
Day 1	1,102,360	2,224	2.02	-1.26	1.60	0.09	0.15
Day 2	1,102,360	2,113	1.92	-1.36	1.86	0.09	0.17
Day 3	1,102,360	2,138	1.94	-1.34	1.80	0.09	0.17
24208 San Michele Rd.							
Day 1	1,250,000	3,836	3.07	-0.21	0.05	0.10	0.00
Day 2	1,250,000	4,181	3.34	0.06	0.00	0.10	0.00
24300 Nandina Av.							
Day 1	769,320	1,883	2.45	-0.83	0.70	0.06	0.04
Day 2	769,320	2,012	2.62	-0.67	0.44	0.06	0.03
Day 3	769,320	1,848	2.40	-0.88	0.77	0.06	0.05
5250 Goodman Rd.							
Day 1	1,033,192	4,371	4.23	0.95	0.90	0.09	0.08
Day 2	1,033,192	4,462	4.32	1.04	1.08	0.09	0.09
2496 W. Walnut Av.							
Day 1	614,848	3,245	5.28	2.00	3.98	0.05	0.20
Day 2	614,848	3,659	5.95	2.67	7.13	0.05	0.36
Day 3	614,848	3,492	5.68	2.40	5.75	0.05	0.29
Total	12,025,968	39,464	3.28				
						Weighted Variance =	1.64
						Factor (13/12) =	1.08
						Weighted Sample Variance =	1.78
Weighted Average (C Total/[B Total/1000]) =		**3.282**				**Weighted Standard Deviation =**	**1.33**

Column D is the trip rate for each individual site (Column C divided by Column B). The total at the end of D. is the weighted average rate.

Column E is the difference between the site trip rate (Column D) and the weighted average rate for the entire data set.

Column F is the value in Column E squared.

Column G is the value in Column B divided by the sum of all values in Column B.

Column H is the product of Column F and Column G for each individual site.

Weighted Variance is the sum of the values in Column H.

Factor is N / (N - 1) where N is the total number of sample sites.

Sample Variance is weighted variance x factor.

Standard deviation is the square root of the sample variance.