

March 24, 2023

Ms. Lupita Garcia
City of Perris
135 N. D Street
Perris, CA 92570

PATTERSON COMMERCE CENTER (DPR22-00003) TRAFFIC ANALYSIS SCOPING AGREEMENT (REVISED)

Ms. Lupita Garcia,

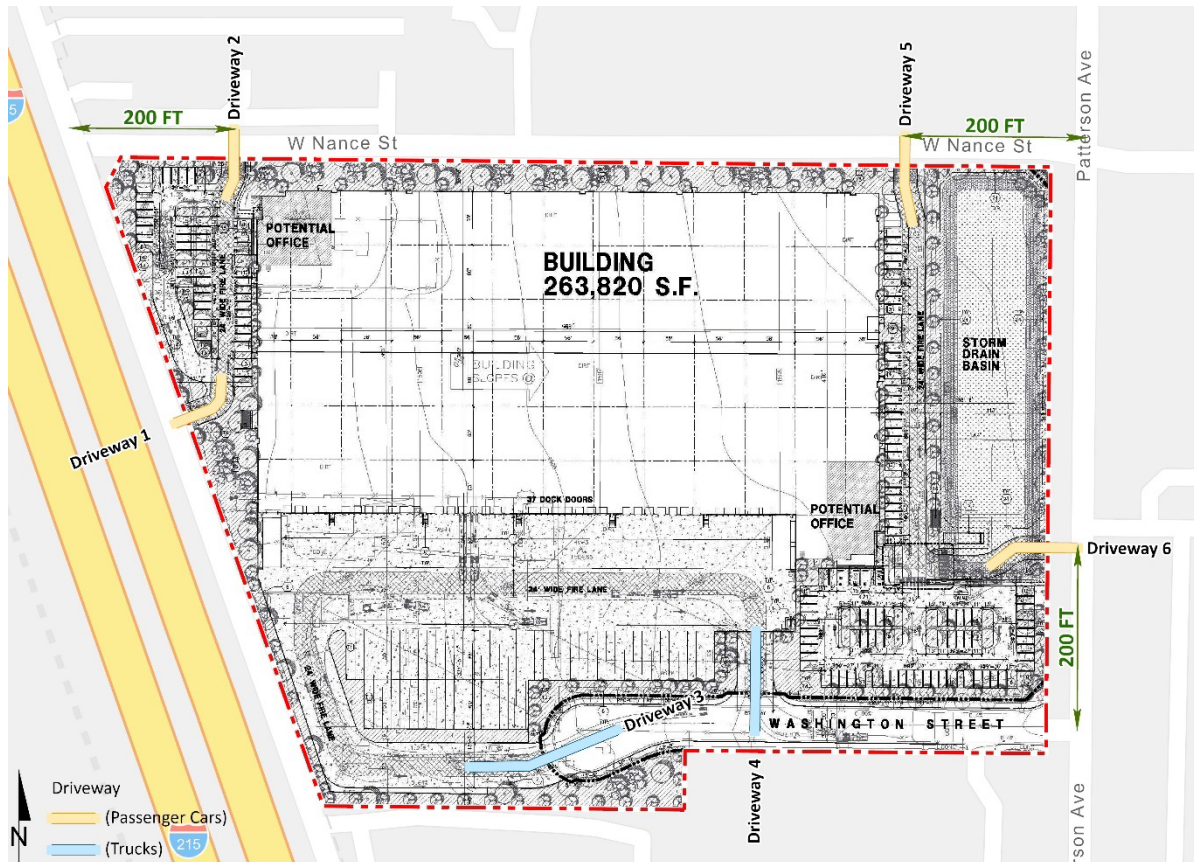
Urban Crossroads, Inc. is pleased to submit this scoping agreement to the City of Perris for the proposed Patterson Commerce Center development (**Project**), which is proposed for a site located on the southwest corner of Patterson Avenue and Nance Street within the City of Perris' Perris Valley Commerce Center Specific Plan (**PVCC SP**) planning area. This letter describes the draft proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the proposed Project study area and analysis locations. The purpose of this agreement is to obtain comments from City of Perris on the proposed traffic study scope of work.

PROPOSED PROJECT

It is our understanding that the Project is to consist of a single 263,820 square foot (sf) warehouse building which will be evaluated assuming 237,438 square feet of high-cube fulfillment center warehouse use (90% of the total square footage) and 26,382 square feet of manufacturing use (10% of the total square footage). The Project is anticipated to be constructed in one phase by the year 2024. A preliminary site plan is shown on Exhibit 1. As shown on the site plan, all of the proposed Project driveways meet the applicable driveway spacing criteria per the PVCC SP. The following describes the access proposed for the site:

- Driveway 1 on Wade Avenue – full access for passenger cars only
- Driveway 2 on Nance Street – full access for passenger cars only
- Driveway 3 on Washington Street – full access for trucks only
- Driveway 4 on Washington Street – full access for trucks only
- Driveway 5 on Nance Street – full access for passenger cars only
- Driveway 6 on Patterson Avenue – right-in/right-out for passenger cars only

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING TRAFFIC

The entire Project site is disturbed. With the exception of the vacant parcel in the northwest portion of the Project site (4585 Wade Avenue; approximately 0.78 acres), GRFCO owned and occupied the Project site between 1984 and 2022, and vacated the site with the purchase of the property by RG Patterson, LLC (herein **Project Applicant**) on July 14, 2022. GRFCO operated a staging yard for a construction company, conducted concrete crushing and recycling, and conducted fleet maintenance and equipment washing onsite. When the environmental analysis for this report commenced in late 2021, the southwest portion of the Project site (including former residential structures) was occupied by GRFCO, and GRFCO leased the eastern and northern portions of the Project site for truck trailer storage (starting in 2018). GRFCO vacated the site in July 2022 due to the sale and pending Project. At that time the truck trailer storage operator entered into a lease agreement with the Project Applicant for the entire site. The property is currently leased month-to-month by the trailer storage operator and that lease will terminate upon receipt of the Project entitlements. The foundation from a previous portable structure remains at the northwest corner of the site; this area has been vacant since 2020. For purposes of the analysis in this report, the baseline condition reflects the operation of various

industrial uses at the Project site, which occurred consistently for approximately 40 years and were ongoing when the environmental analysis for the Project commenced in late 2021.

In an effort to understand the traffic associated with the on-site uses, traffic counts were collected at the driveways on December 1 and 2, 2021 (Wednesday and Thursday). A summary of the count data collected is shown on Table 1. Table 1 provides a detailed summary of the counts collected at all driveway locations, by day. See Attachment A for driveway count data worksheets.

TABLE 1: SUMMARY OF EXISTING DRIVEWAY COUNTS

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: December 1, 2021							
Passenger Cars:	2	3	5	2	4	6	79
2-axle Trucks:	0	0	0	0	0	0	4
3-axle Trucks:	1	0	1	0	0	0	39
4+-axle Trucks:	0	2	2	0	0	0	30
Total Truck Trips:	1	2	3	0	0	0	73
Total Trips¹	3	5	8	2	4	6	152
Day 2: December 2, 2021							
Passenger Cars:	4	3	7	1	4	5	68
2-axle Trucks:	0	0	0	0	0	0	8
3-axle Trucks:	0	0	0	0	0	0	25
4+-axle Trucks:	0	0	0	1	1	2	26
Total Truck Trips:	0	0	0	1	1	2	59
Total Trips¹	4	3	7	2	5	7	127

* Note: data collected on December 1 and 2, 2021.

¹ Total Trips = Passenger Cars + Total Truck Trips.

Table 2 below summarizes the average existing trip generation based on the count data collected over two consecutive days. The existing site currently generates an average of 140 two-way trips per day, with 8 trips during the AM peak hour and 7 trips during the PM peak hour. Trip generation based on traffic counts taken at Project site driveways on December 1 and 2, 2021 has been reflected in both actual vehicles and passenger car equivalent (PCE) on Table 2.

Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axes, 3-axes, 4+-axes). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors used for other projects within the City.

TABLE 2: EXISTING TRIP GENERATION

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	3	3	6	1	4	5	74
2-axle Trucks:	0	0	0	0	0	0	6
3-axle Trucks:	1	0	1	0	0	0	32
4+-axle Trucks:	0	1	1	1	1	2	28
Total Trucks:	1	1	2	1	1	2	66
Total Trips (Actual Vehicles)²	4	4	8	2	5	7	140
Passenger Car Equivalent (PCE):							
Existing Use							
Passenger Cars:	3	3	6	1	4	5	74
2-axle Trucks (PCE = 1.5):	0	0	0	0	0	0	10
3-axle Trucks (PCE = 2.0):	2	0	2	0	0	0	64
4+-axle Trucks (PCE = 3.0):	0	3	3	3	2	5	84
Total Trucks (PCE):	2	3	5	3	2	5	158
Total Trips (PCE)²	5	6	11	4	6	10	232

¹ AC = Acres

² Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and the WSP High-Cube Warehouse Trip Generation Study have been used. For purposes of this analysis, the following land use codes and vehicle mixes have been utilized:

- Manufacturing (ITE Land Use Code 140) has been used to derive site specific trip generation estimates for up to 26,382 square feet (10% of the total warehouse building square footage). A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 237,438 square feet of the proposed Project (90% of the total warehouse building square footage). 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). While there is

sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate is unreliable (by ITE's standards) because the rates are based on limited data (i.e., one to two surveyed sites whereas ITE recommends a minimum of 3 site but preferably 5). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfillment center use would be the trip-generation and vehicle mix statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized.

TABLE 3: TRIP GENERATION RATES

Land Use	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Manufacturing ³	TSF	140	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars (AM=95.6%, PM=95.9%, Daily=90.5%)			0.500	0.150	0.650	0.217	0.493	0.710	4.300
2-Axle Trucks (AM=0.74%, PM=0.69%, Daily=1.59%)			0.003	0.002	0.005	0.002	0.003	0.005	0.075
3-Axle Trucks (AM=0.91%, PM=0.85%, Daily=1.97%)			0.003	0.003	0.006	0.003	0.004	0.006	0.093
4+-Axle Trucks (AM=3.73%, PM=2.56%, Daily=5.94%)			0.011	0.008	0.019	0.008	0.011	0.019	0.282
High-Cube Fulfillment Center Warehouse⁴									
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM=84.4%, PM=87.3%, Daily=82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM=6.6%, PM=6.7%, Daily=7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks (AM=9.0%, PM=6.0%, Daily=10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
 Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

⁴ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
 Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

Based on the trip generation rates shown in Table 3, the Project trip generation has been calculated and is shown in Table 4. As shown in Table 4, the proposed Project is anticipated to generate 632 two-way daily trips with 46 AM peak hour trips and 58 PM peak hour trips (in actual vehicles). The resulting trip generation for the proposed Project is also shown in PCE in Table 4. As shown in Table 4, the proposed Project is anticipated to generate 794 two-way PCE trips per day, with 52 PCE AM peak hour trips and 64 PCE PM peak hour trips.

TABLE 4: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Manufacturing	26.382 TSF							
Passenger Cars:		13	4	17	6	13	19	114
2-axle Trucks:		0	0	0	0	0	0	2
3-axle Trucks:		0	0	0	0	0	0	2
4+-axle Trucks:		0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	12
Manufacturing Trips (Actual Vehicles) ²		13	4	17	6	13	19	126
High-Cube Fulfillment	237.438 TSF							
Passenger Cars:		19	6	25	10	25	35	416
2-4axle Trucks:		1	1	2	1	1	2	38
5+-axle Trucks:		1	1	2	1	1	2	52
Total Truck Trips (Actual Vehicles):		2	2	4	2	2	4	90
Fulfillment Trips (Actual Vehicles) ²		21	8	29	12	27	39	506
Passenger Cars		32	10	42	16	38	54	530
Trucks		2	2	4	2	2	4	102
Total Project Trips (Actual Vehicles)²		34	12	46	18	40	58	632
Passenger Car Equivalent (PCE):								
Manufacturing	26.382 TSF							
Passenger Cars:		13	4	17	6	13	19	114
2-axle Trucks (PCE = 1.5):		0	0	0	0	0	0	4
3-axle Trucks (PCE = 2.0):		0	0	0	0	0	0	4
4+-axle Trucks (PCE = 3.0):		0	0	0	0	0	0	24
Total Truck Trips (PCE):		0	0	0	0	0	0	32
Manufacturing Trips (PCE) ²		13	4	17	6	13	19	146
High-Cube Fulfillment (WSP)	237.438 TSF							
Passenger Cars:		19	6	25	10	25	35	416
2-4axle Trucks (PCE = 2.0):		2	2	4	2	2	4	76
5+-axle Trucks (PCE = 3.0):		3	3	6	3	3	6	156
Total Truck Trips (PCE):		5	5	10	5	5	10	232
Fulfillment Trips (PCE) ²		24	11	35	15	30	45	648
Passenger Cars		32	10	42	16	38	54	530
Trucks		5	5	10	5	5	10	264
Total Project Trips (PCE)²		37	15	52	21	43	64	794

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 5 shows the trip generation comparison between when traffic counts were collected at the Project site driveways on December 1 and 2, 2021, at the commencement of environmental analysis, when the Project site was occupied by the uses that had operated on-site for over 40 years, and the proposed warehouse Project. The resulting net new trips are identified on Table 5. As shown, the Project is anticipated to generate 492 net new two-way trips per day with 38 net new AM peak hour trips and 52 net new PM peak hour trips (in actual vehicles). The Project is anticipated to generate 562 net new PCE two-way trips per day with 41 net new PCE AM peak hour trips and 54 net new PCE PM peak hour trips.

TABLE 5: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	3	3	6	1	4	5	74
Trucks:	1	1	2	1	1	2	66
Existing Trips (Actual Vehicles) ²	4	4	8	2	5	7	140
Proposed Project							
Passenger Cars:	32	10	42	16	38	54	530
Trucks:	2	2	4	2	2	4	102
Total Project Trips (Actual Vehicles) ²	34	12	46	18	40	58	632
Passenger Cars:	29	7	36	15	34	49	456
Trucks:	1	1	2	1	2	3	36
Net New Project Trips (Actual Vehicles)²	30	8	38	16	36	52	492
Passenger Car Equivalent (PCE):							
Existing Use							
Passenger Cars:	3	3	6	1	4	5	74
Trucks:	2	3	5	3	2	5	158
Existing Trips (PCE) ²	5	6	11	4	6	10	232
Proposed Project							
Passenger Cars:	32	10	42	16	38	54	530
Trucks:	5	5	10	5	5	10	264
Total Project Trips (PCE) ²	37	15	52	21	43	64	794
Passenger Cars:	29	7	36	15	34	49	456
Trucks:	3	2	5	2	3	5	106
Net New Project Trips (PCE)²	32	9	41	17	37	54	562

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

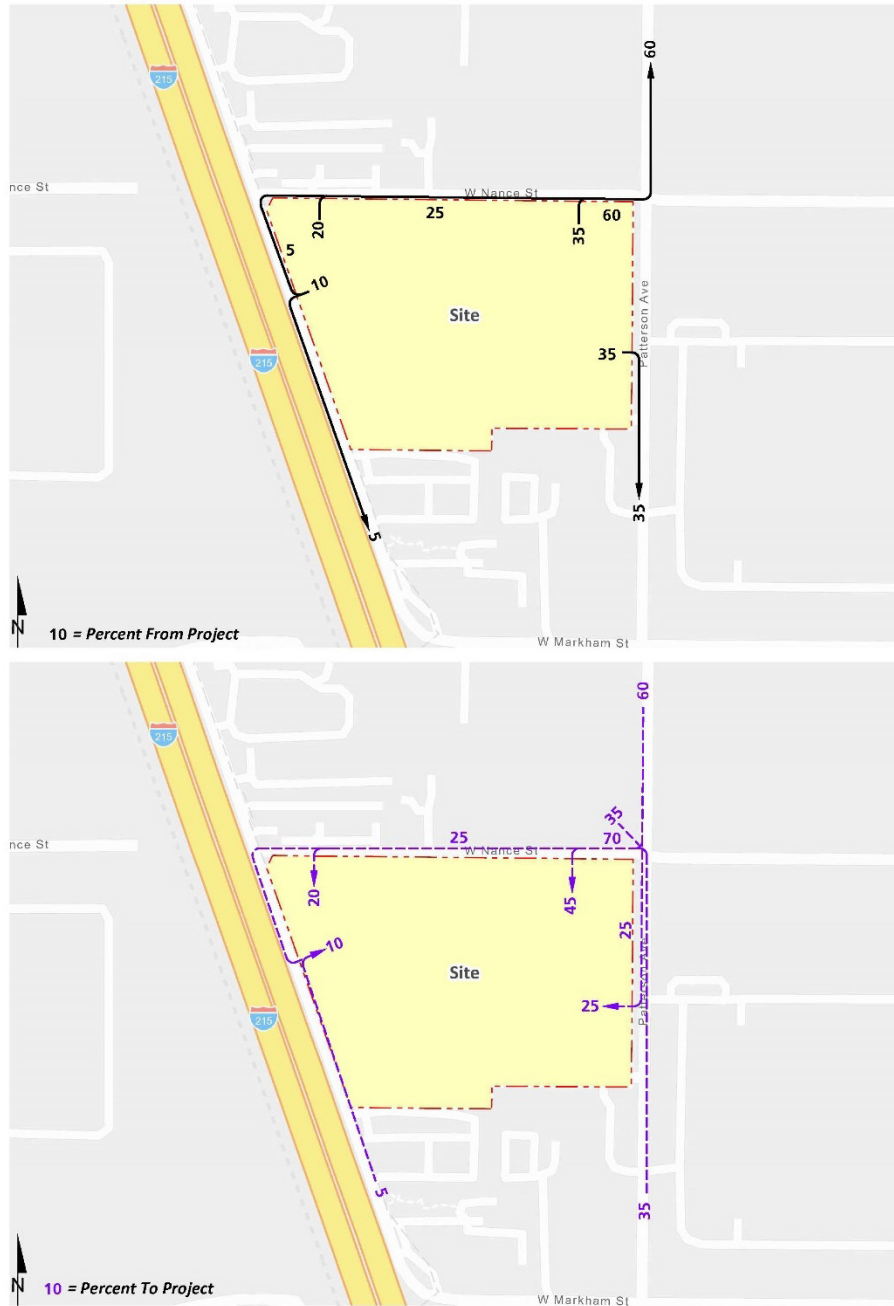
TRIP DISTRIBUTION

The Project trip distribution patterns for both passenger cars and trucks have been developed based on recent experience on other studies for similar land uses in the vicinity and comments provided by City of Perris staff. Passenger car distribution patterns will be based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns will be based on City truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is anticipated to access Patterson Avenue via Washington Street to head north to Harley Knox Boulevard in order to access the I-215 Freeway. The truck and passenger car trip distributions are illustrated on Exhibits 2 and 3, respectively.

EXHIBIT 2: PROJECT (TRUCK) TRIP DISTRIBUTION



EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



TRUCK TURNS

Exhibit 4 illustrates the proposed truck turn templates for the proposed Project. As shown the proposed access points along Washington Street can accommodate the turning radius of heavy trucks as currently designed.

CONCEPT STRIPING

At the City's request, a conceptual striping plan has been prepared for Patterson Avenue along the Project's frontage and is shown on Exhibit 5.

FINDINGS

The proposed Project is anticipated to generate fewer than 500 net new two-way trips per day (in actual vehicles) above the trips that were generated on-site when traffic counts were taken on December 1 and 2, 2021. Although the Project generates just over 50 peak hour trips (52 PM peak hour trips in actual vehicles and 54 PM peak hour trips in PCE), the Project would contribute fewer than 50 peak hour trips to any site adjacent or off-site intersection once distributed (per the trip distribution exhibits provided). As such, no additional traffic operations analysis is necessary.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Principal



EXHIBIT 4: TRUCK TURN TEMPLATES

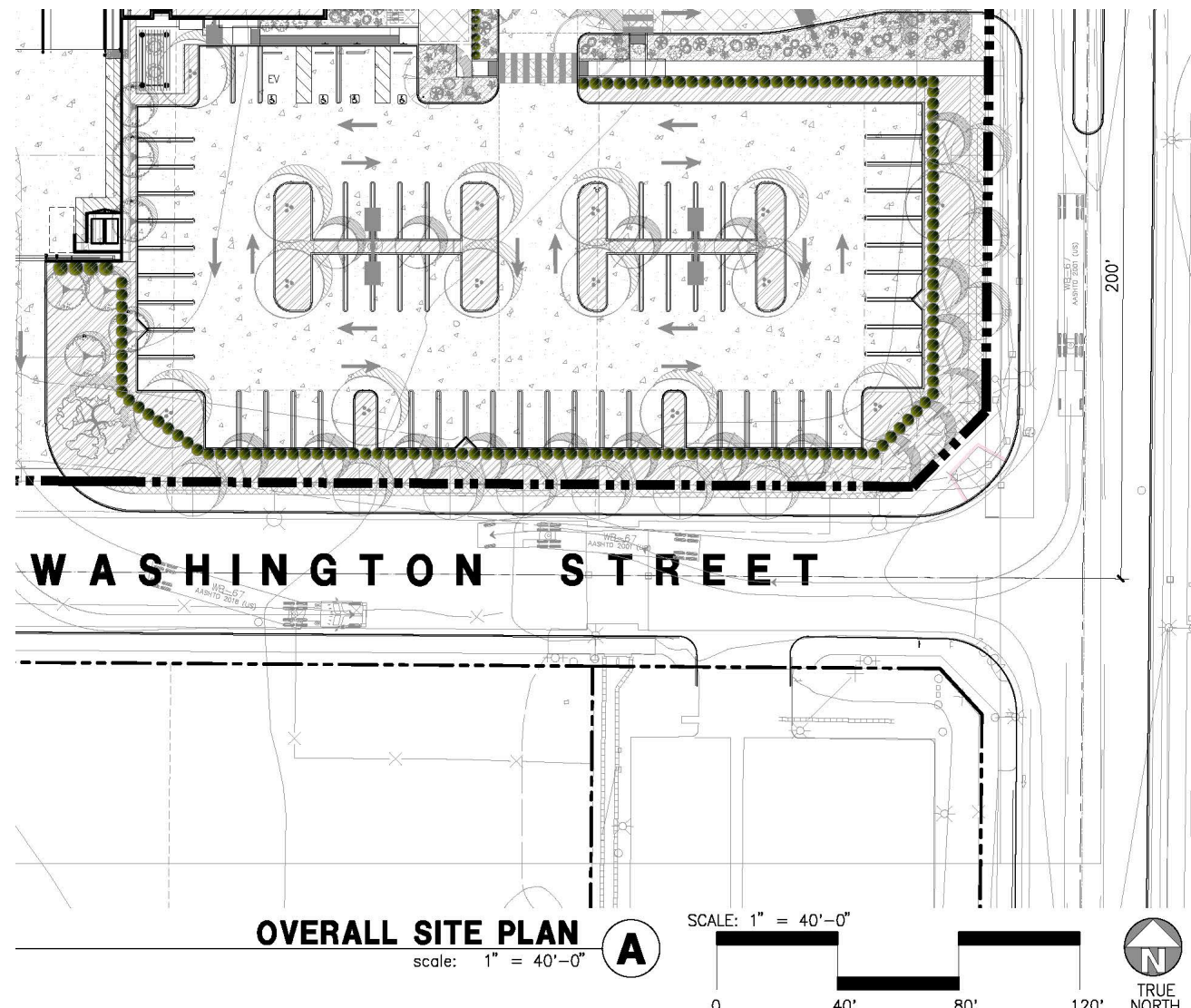
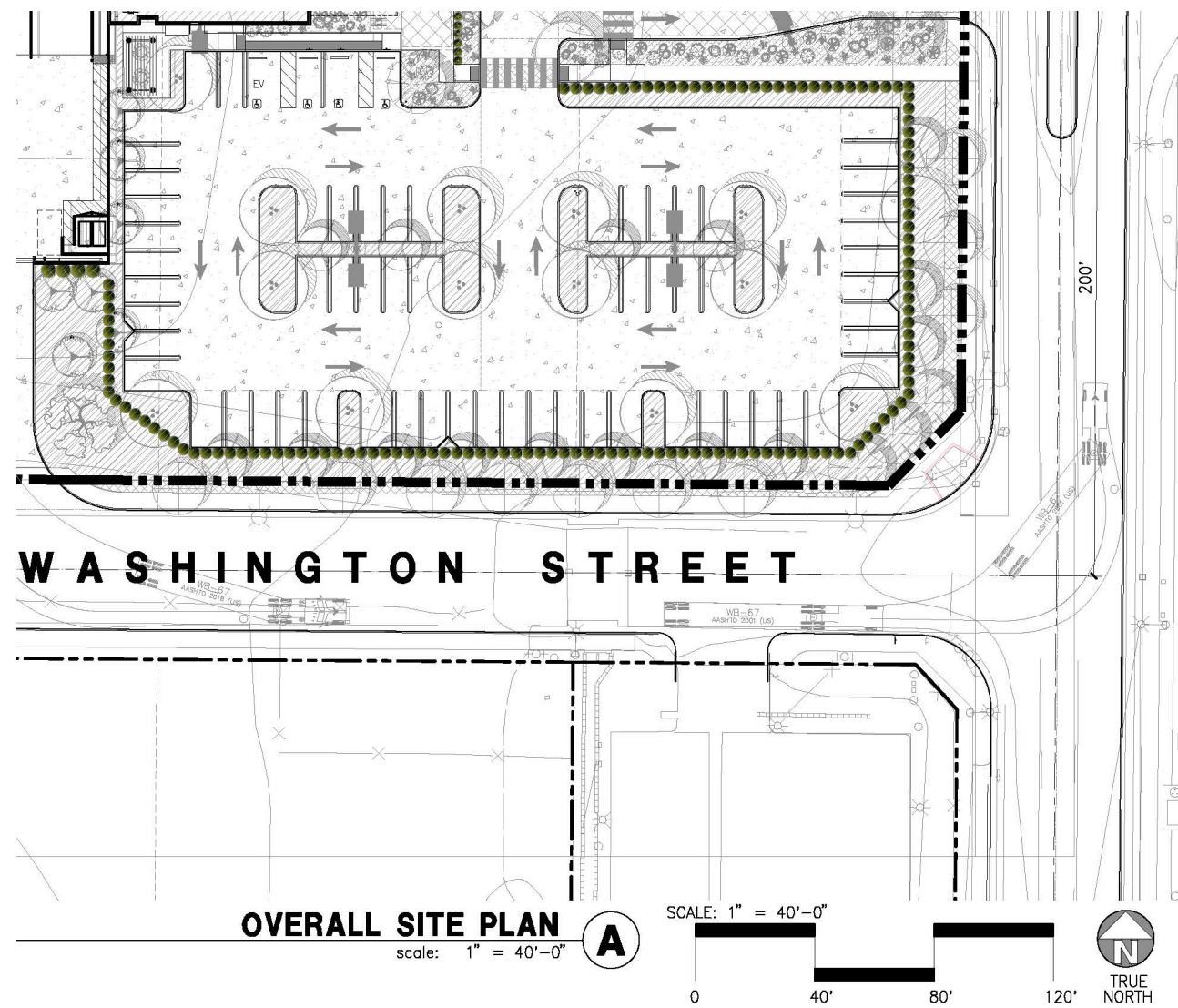
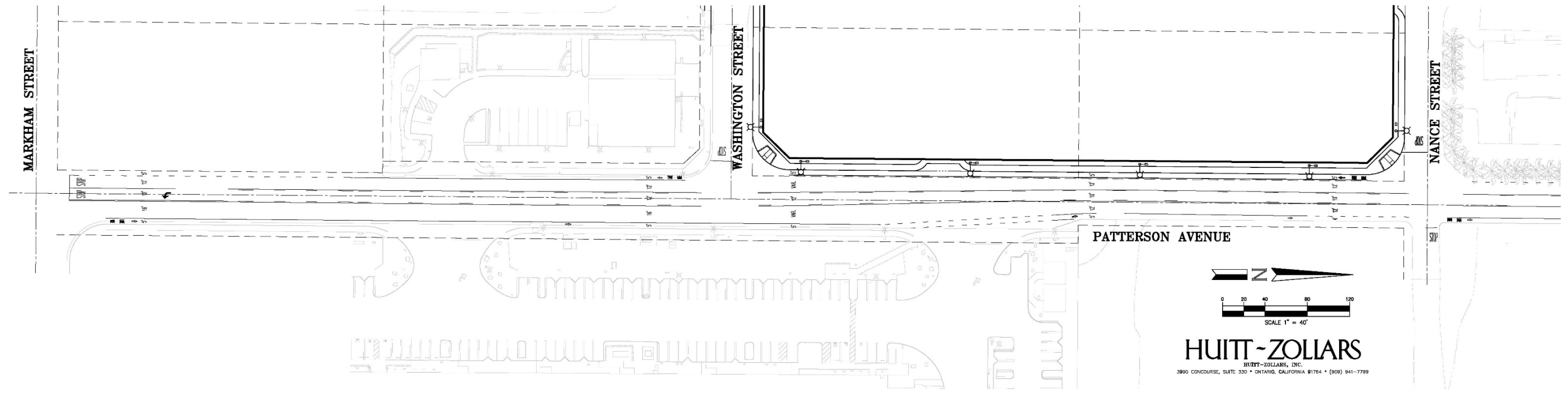
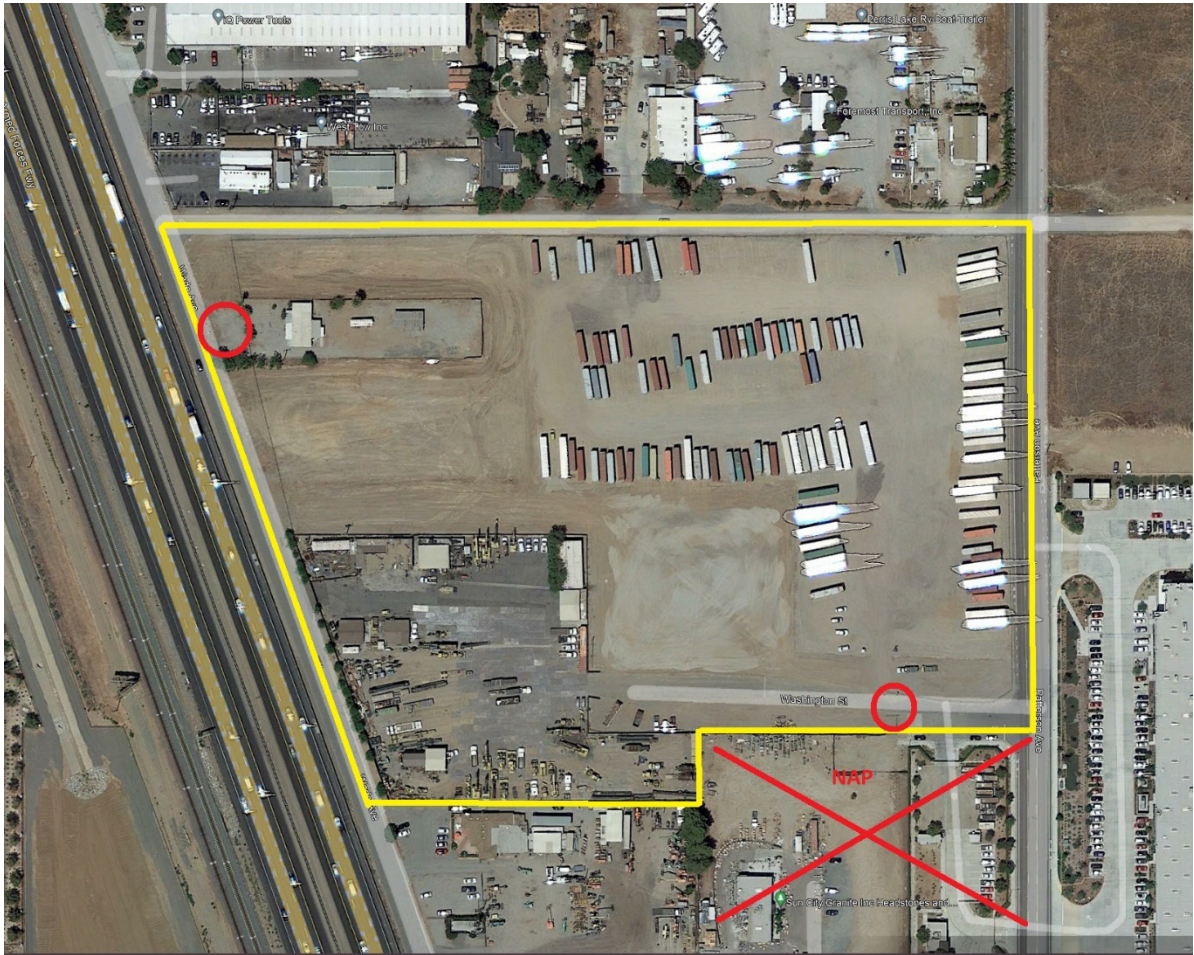


EXHIBIT 5: CONCEPT STRIPING PLAN FOR PATTERSON AVENUE



HUITT - ZOLLARS
HUITT - ZOLLARS, INC.
3990 CONCOURSE, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

**ATTACHMENT A
DRIVEWAY COUNTS**





City: Perris
 Location: Northern Dwy at Washington / Patterson
 Date: 12/1/2021
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	1	0	1
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	1	0	1
2:00	0	0	0	0	0
2:15	0	0	1	0	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	1	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	2	0	0	0	2
6:00	0	0	0	0	0
6:15	0	0	1	0	1
6:30	4	0	0	0	4
6:45	1	0	1	0	2
7:00	0	0	0	0	0
7:15	1	0	1	0	2
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	2	0	0	0	2
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	1	0	1
11:30	0	0	0	0	0
11:45	0	1	0	0	1

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	1	0	1
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	0	0	0	1	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	1	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	2	0	0	0	2
6:00	0	0	0	0	0
6:15	1	0	0	0	1
6:30	1	0	0	1	2
6:45	0	0	0	0	0
7:00	1	0	0	1	2
7:15	1	0	0	0	1
7:30	1	0	0	0	1
7:45	0	0	0	1	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	2	0	0	0	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	1	0	0	0	1
11:15	0	0	1	0	1
11:30	0	0	0	0	0
11:45	0	1	0	0	1



City: Perris
 Location: Northern Dwy at Washington / Patterson
 Date: 12/1/2021
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	1	1	0	2
13:30	3	0	1	0	4
13:45	0	0	3	0	3
14:00	1	0	2	0	3
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	2	0	0	0	2
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	1	0	1
17:30	0	0	1	0	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	0	0	1	0	1
19:15	1	0	1	0	2
19:30	0	0	2	0	2
19:45	0	0	1	0	1
20:00	1	0	0	0	1
20:15	0	0	1	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	1	0	1
21:15	0	0	1	0	1
21:30	0	0	1	0	1
21:45	0	0	1	0	1
22:00	0	0	3	0	3
22:15	0	0	0	0	0
22:30	1	0	1	0	2
22:45	1	0	0	0	1
23:00	0	0	1	0	1
23:15	1	0	0	0	1
23:30	0	0	1	0	1
23:45	0	0	1	0	1
TOTAL	39	2	35	0	76

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	0	0	0	1	1
13:30	1	0	0	0	1
13:45	0	1	0	3	4
14:00	1	0	0	1	2
14:15	0	0	0	0	0
14:30	0	0	0	2	2
14:45	0	0	0	0	0
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	2	0	0	0	2
16:30	2	0	0	0	2
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	3	0	0	1	4
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	1	0	0	0	1
18:30	0	0	1	0	1
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	1	0	0	1	2
19:30	1	0	0	2	3
19:45	0	0	0	1	1
20:00	0	0	0	2	2
20:15	0	0	0	1	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	1	0	1
21:15	0	0	0	0	0
21:30	0	0	0	1	1
21:45	0	0	0	1	1
22:00	0	0	0	1	1
22:15	0	0	0	1	1
22:30	1	0	0	2	3
22:45	1	0	0	0	1
23:00	1	0	0	2	3
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	40	2	4	30	76



City: Perris
 Location: Northern Dwy at Washington / Patterson
 Date: 12/2/2021
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	1	0	1
0:15	0	0	1	0	1
0:30	0	0	0	0	0
0:45	0	0	1	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	1	0	1
1:45	0	0	0	0	0
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	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
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	0	0	0
4:45	0	0	1	0	1
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	0	0	0	0	0
6:30	2	0	0	0	2
6:45	2	0	0	0	2
7:00	3	0	0	0	3
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	1	1	0	0	2
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	1	0	1
10:00	1	0	0	0	1
10:15	0	0	1	0	1
10:30	1	0	0	0	1
10:45	1	0	1	1	3
11:00	0	0	0	0	0
11:15	2	0	0	1	3
11:30	0	0	0	0	0
11:45	1	0	0	0	1

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	4	4
0:45	0	0	0	0	0
1:00	0	0	0	1	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	1	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	1	1
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	0	0	0	0	0
6:45	1	0	0	0	1
7:00	1	0	0	0	1
7:15	2	0	0	0	2
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	1	1
9:00	0	1	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	0	1	1
10:15	2	0	0	0	2
10:30	0	0	0	1	1
10:45	0	0	1	0	1
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	2	0	0	1	3
11:45	1	0	0	1	2



City: Perris
 Location: Northern Dwy at Washington / Patterson
 Date: 12/2/2021
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	0	2
12:15	0	1	0	1	2
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	1	0	1
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	1	0	0	1
14:45	1	0	0	1	2
15:00	3	0	0	0	3
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	1	0	0	1
16:45	1	0	0	1	2
17:00	0	0	0	0	0
17:15	0	0	0	0	0
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	0	0	0
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	1	0	1	0	2
19:15	1	0	1	0	2
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	1	0	1
20:15	1	0	0	0	1
20:30	0	0	2	0	2
20:45	0	0	1	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	1	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	1	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	0	0	1	0	1
23:45	0	0	3	0	3
TOTAL	34	4	21	5	64

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	1	1
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	1	0	0	1	2
14:15	0	1	0	0	1
14:30	0	1	0	0	1
14:45	1	0	0	0	1
15:00	3	0	0	0	3
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	0	0	0	0	0
16:00	0	1	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	1	0	0	1	2
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	3	0	0	0	3
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	1	0	0	0	1
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	2	0	2
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	1	1
20:45	0	0	0	2	2
21:00	0	0	0	1	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	1	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	1	2
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	1	0	1
TOTAL	34	4	4	21	63