



April 3, 2023

Ms. Lindsay Ortega  
SAGRECREST PLANNING + ENVIRONMENTAL  
27128 Paseo Espada, Suite 1524  
San Juan Capistrano, California 92675

**RE: Brown Strauss Banning Industrial Project Vehicle Miles Traveled Screening Assessment**  
Project No. 19588

Dear Ms. Ortega:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Assessment for the proposed Brown Strauss Banning Industrial Project. We trust the findings of this analysis will aid you and the City of Banning in assessing the project.

#### **PROJECT DESCRIPTION**

The 14.92-acre project site is located at 1219 and 1431 West Lincoln Street (APNs 540-180-020, -022, and -026) in the City of Banning, California. The project site is currently vacant. Figure 1 shows the project location map and Figure 2 exhibits the project site plan.

The 14.92-acre project site is proposed to be developed with a steel distribution use. The total development proposal includes a 45,000 square foot warehouse, a 3,000 square foot office, two 500 square foot enclosed saw sheds, and an outdoor storage yard. The proposed project is anticipated to be constructed and fully operational by year 2025. The project also involves a General Plan Amendment/Zone Change from Industrial (I) and General Commercial (CC) to Industrial (I).

The existing Brown Strauss Steel operation located at 14970 Jurupa Avenue in the City of Fontana will be closed with operations moved to this City of Banning location.

The project site is proposed to provide four access driveways on West Lincoln Street. The project west driveway will be a truck entrance only driveway. The project central-west driveway will be a full access automobile only driveway. The project central-east and east driveways will be truck exit only driveways.

#### **PROJECT TRIP GENERATION**

To determine the existing trip generation at the project site, 24-hour inbound/outbound trip counts were taken at the project driveway for the existing Brown Strauss Steel location at 14970 Jurupa Avenue in the City of Fontana in 15-minute increments separating passenger cars and trucks by axle. These traffic counts were conducted on Tuesday, March 7, 2023, Wednesday, March 8, 2023, and Thursday, March 9, 2023. Count worksheets are included in Attachment A.

Table 1 shows the existing Brown Strauss facility inbound trips generated for each of the three days with the average of the three days of counts calculated.

Table 2 shows the existing Brown Strauss facility outbound trips generated for each of the three days with the average of the three days of counts calculated.

Table 3 shows the existing trips generated for the existing Brown Strauss facility using the average trips generated for AM peak hour, PM peak hour and daily periods. The trips are separated between passenger cars and trucks by axle.

As shown in Table 3, the existing Brown Strauss facility currently generates approximately 191 daily vehicle trips, including 22 vehicle trips during the AM peak hour and 10 vehicle trips during the PM peak hour.

The existing Brown Strauss Steel operation located at 14970 Jurupa Avenue in the City of Fontana will be closed with operations moved to this City of Banning location. The City of Fontana location is 23.0-acres which is larger than the 14.92-acre project site. Although the existing facility is larger, the trip generation is anticipated to be identical for the proposed development. This will provide for a conservative analysis while conforming with the intent that the project is moving operations and operations will remain similarly to existing status, even if the new location has a smaller square footage.

#### Truck Trips

In accordance with industry practice and City requirements for truck-oriented uses, the existing Brown Strauss facility trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. Truck trips were converted to PCE trips based on the following factors recommended by the City of Banning *Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis (October 2021)*: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

As also shown in Table 3, the existing Brown Strauss facility currently generates approximately 343 daily PCE trips, including 43 PCE trips during the AM peak hour and 16 PCE trips during the PM peak hour.

#### **CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES**

According to the City of Banning *Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis (October 2021)* “[the City TIA Guidelines]”, certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

#### **Vehicle Miles Traveled (VMT) Analysis**

The project VMT impact has also been assessed in accordance with the City TIA Guidelines. The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018)*.

The City TIA Guidelines specify the following six screening steps: 1) Transit Priority Area (TPA) Screening; 2) Low VMT Area Screening; 3) Local-Serving Retail; 4) Redevelopment Projects; 5) Project Type Screening; and 6) Project net daily trips less than 500/1,000 ADT.

### Transit Priority Area (TPA) Screening

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

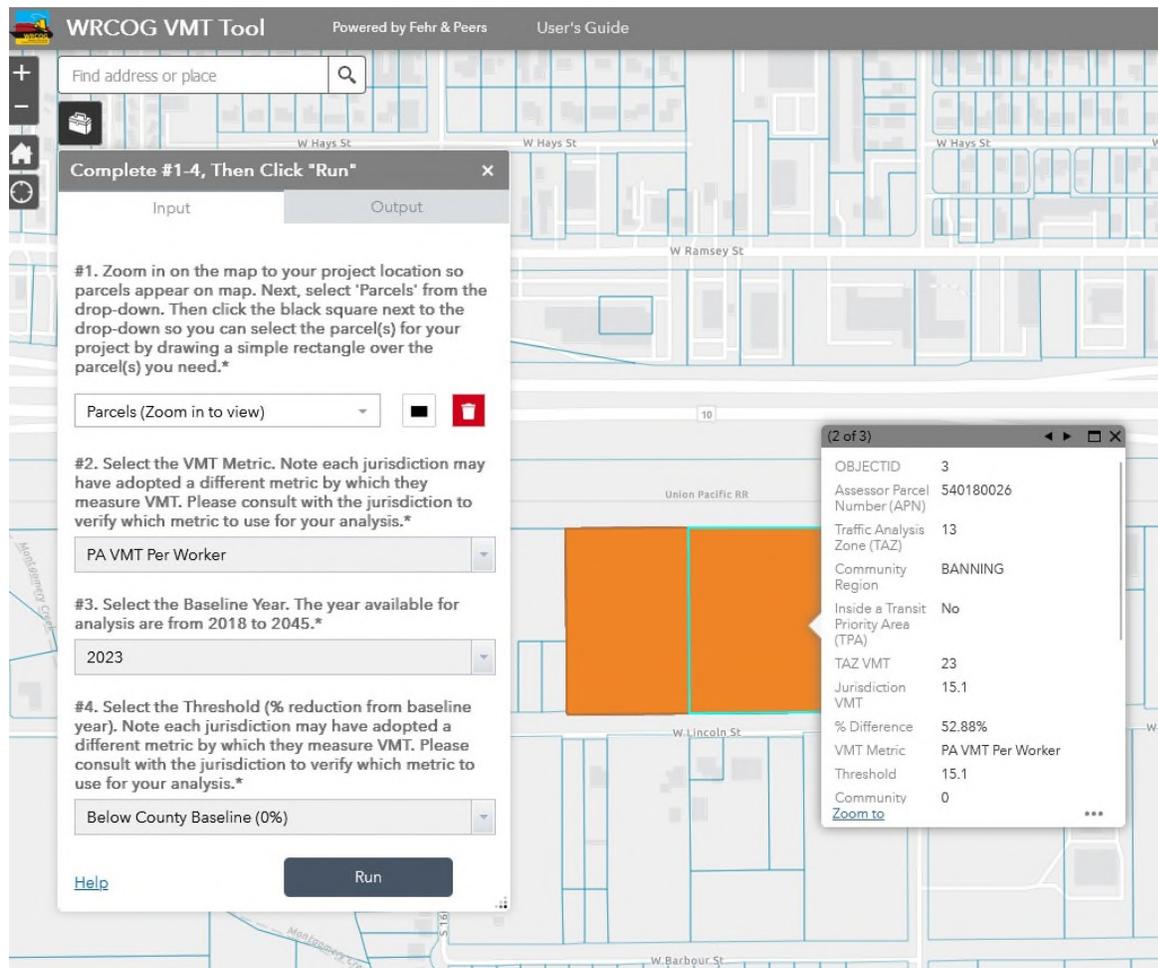
The Western Riverside County Council of Governments (WRCOG) VMT Screening Tool was used to determine if the project is located within a TPA. The project site is not located within a TPA based on the WRCOG VMT Screening Tool assessment. Therefore, the proposed project does not satisfy the City-established screening criteria for projects located within a TPA.

### Low VMT Area Screening

Projects located in areas with low VMT will be eligible to be screened out as long as they are consistent with the City's General Plan. Proposed residential, office, industrial, or mixed-use projects, which are located within the low VMT zones identified after applying appropriate VMT analysis thresholds in the screening tool, and which do not require a GPA or COZ involving a land use/zoning map change that results in an increase in VMT, would be deemed to have a less than significant impact.

For this screening in the WRCOG VMT Screening Tool, the Riverside County Transportation Model (RIVCOM) travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing industrial land uses in the TAZ and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the WRCOG VMT Screening Tool. In accordance with the City TIA Guidelines, a low VMT area for industrial projects is defined as a TAZ where VMT per worker does not exceed the current County of Riverside baseline VMT per worker. Exhibit A shows the WRCOG VMT Screening Tool results for the project site.



**Exhibit A – WRCOG VMT Screening Tool Results for the Project**

Based on the WRCOG VMT Screening Tool assessment, the proposed project is located within TAZ 13. The project TAZ 2023 PA VMT per worker is equal to 23.0. The jurisdictional 2023 PA VMT per worker is equal to 15.1. Therefore, the proposed project does not satisfy the City-established screening criteria for projects located in low VMT areas.

**Local-Serving Retail**

Some project types have been identified as having the presumption of a less than significant impact as they are local serving by nature, Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

The project is not local-serving retail. Therefore, the proposed project does not satisfy the City-established screening criteria for local-serving retail.

### **Redevelopment Projects**

Redevelopment projects that result in equal or a net reduction in VMT are presumed to have a less than significant impact. A net reduction in VMT would occur if the land use proposed by the project would generate less VMT than the existing land use.

The project site is not a redevelopment project. Therefore, this screening criteria does not apply.

### **Project Type Screening**

The City of Banning has identified land uses that are exempt from a detailed VMT analysis as they are local-serving in nature. The following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local parks
- Day care centers
- Student housing projects on or adjacent to college campuses
- Local-serving gas stations
- Banks
- K-12 public schools
- Institutional/government and public service such as police stations, fire stations, community centers, landfills, transfer stations, and recycling centers
- Projects that are 100 percent affordable housing units

The proposed project does not include one of the land uses noted above. Therefore, this screening criteria does not apply.

### **Project Net Daily Trips Less Than 500/1,000 ADT Screening**

Projects that generate fewer than 500 average daily vehicle trips (ADT) (for projects requiring a General Plan Amendment [GPA]) and fewer than 1,000 average daily vehicle trips (for projects that do not require a GPA) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Projects which generate less than 500 ADT (for projects requiring a GPA) include the following:

- Single Family Residential – 52 dwelling units or fewer
- Low-Rise Multi-Family Residential – 68 dwelling units or fewer
- Mid-Rise Multi-Family Residential – 91 dwelling units or fewer
- Office – 51,334 square feet or less
- Light Industrial – 100,806 square feet or less
- Warehousing/Distribution – 287,356 square feet or less
- High-Cube Transload and Short-Term Storage Warehouse/Distribution – 357,142 square feet or less
- High-Cube Fulfillment Center – 118,652 square feet or less

Projects which generate less than 1,000 ADT (for projects not requiring a GPA) include the following:

- Single Family Residential – 105 dwelling units or fewer
- Low-Rise Multi-Family Residential – 136 dwelling units or fewer

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- Mid-Rise Multi-Family Residential – 183 dwelling units or fewer
- Office – 102,669 square feet or less
- Light Industrial – 201,612 square feet or less
- Warehousing/Distribution – 574,712 square feet or less
- High-Cube Transload and Short-Term Storage Warehouse/Distribution – 714,285 square feet or less
- High-Cube Fulfillment Center – 237,304 square feet or less

The project does require a General Plan Amendment and the proposed project is forecast to generate fewer than 500 daily vehicle trips; therefore, the proposed project satisfies the City-established screening criteria for projects forecast to generate fewer than 500 net daily trips and may be presumed to result in a less than significant VMT impact.

### CONCLUSION

The proposed project satisfies the City-established screening criteria for projects forecast to generate fewer than 500 net daily trips and may be presumed to result in a less than significant VMT impact.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Sincerely,

GANDDINI GROUP, INC.  
Bryan Crawford | Senior Associate  
Giancarlo Ganddini, PE, PTP | Principal



**Table 1 (1 of 3)**  
**Survey Site Inbound Trips Generated Summary**

Time Period	Number of Inbound Trips Generated - Project Driveway on Jurupa Avenue																			
	Tuesday (March 7, 2023)					Wednesday (March 8, 2023)					Thursday (March 9, 2023)					Average				
	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total
		2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle	
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM - 1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM - 1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM - 2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM - 2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM - 2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM - 2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM - 3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM - 3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM - 3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM - 3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM - 4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM - 4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM - 4:30 AM	3	0	0	0	3	5	0	0	0	5	3	0	0	0	3	4	0	0	0	4
4:30 AM - 4:45 AM	11	0	0	0	11	10	0	0	0	10	8	0	0	1	9	10	0	0	1	11
4:45 AM - 5:00 AM	6	0	0	2	8	5	0	0	2	7	6	0	0	1	7	6	0	0	2	8
5:00 AM - 5:15 AM	1	0	0	4	5	0	0	0	3	3	1	0	0	2	3	1	0	0	3	4
5:15 AM - 5:30 AM	0	0	0	0	0	1	0	0	2	3	1	0	0	0	1	1	0	0	1	2
5:30 AM - 5:45 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2
5:45 AM - 6:00 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2
6:00 AM - 6:15 AM	1	0	0	2	3	0	0	0	0	0	0	0	0	3	3	1	0	0	2	3
6:15 AM - 6:30 AM	1	1	0	1	3	1	0	0	0	1	0	0	0	1	1	1	1	0	1	3
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1
6:45 AM - 7:00 AM	1	0	0	0	1	1	1	1	0	3	0	1	1	1	3	1	1	1	1	4
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
7:15 AM - 7:30 AM	0	0	0	2	2	0	1	0	2	3	0	0	0	0	0	0	1	0	2	3
7:30 AM - 7:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2
7:45 AM - 8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1
8:00 AM - 8:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	1	3	1	1	0	1	3
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
8:30 AM - 8:45 AM	1	0	1	0	2	0	0	0	0	0	3	0	0	3	6	2	0	1	1	4

**Table 1 (2 of 3)**  
**Survey Site Inbound Trips Generated Summary**

Time Period	Number of Inbound Trips Generated - Project Driveway on Jurupa Avenue																			
	Tuesday (March 7, 2023)					Wednesday (March 8, 2023)					Thursday (March 9, 2023)					Average				
	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total
		2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle	
8:45 AM - 9:00 AM	0	1	0	3	4	0	0	1	1	2	0	0	0	0	0	0	1	1	2	4
9:00 AM - 9:15 AM	0	1	0	0	1	1	0	0	2	3	0	0	0	1	1	1	1	0	1	3
9:15 AM - 9:30 AM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
9:30 AM - 9:45 AM	1	0	0	0	1	0	1	0	1	2	0	1	0	1	2	1	1	0	1	3
9:45 AM - 10:00 AM	2	1	0	0	3	2	0	0	2	4	1	0	0	0	1	2	1	0	1	4
10:00 AM - 10:15 AM	2	0	0	1	3	1	1	0	0	2	0	0	0	0	0	1	1	0	1	3
10:15 AM - 10:30 AM	1	1	0	1	3	1	0	0	0	2	1	0	0	1	2	1	1	0	1	3
10:30 AM - 10:45 AM	1	0	0	1	2	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
10:45 AM - 11:00 AM	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	1	0	1	2
11:00 AM - 11:15 AM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	3	0	0	0	3	0	0	0	4	4	1	0	0	1	2	2	0	0	2	4
11:45 AM - 12:00 PM	0	0	0	1	1	1	3	0	1	5	0	0	0	1	1	1	1	0	1	3
12:00 PM - 12:15 PM	0	0	0	2	2	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	0	0	1	1	2
12:30 PM - 12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1
1:00 PM - 1:15 PM	1	0	0	1	2	0	0	0	1	1	0	0	0	1	1	1	0	0	1	2
1:15 PM - 1:30 PM	1	0	0	2	3	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
1:30 PM - 1:45 PM	1	0	0	0	1	0	0	0	1	1	2	0	0	0	2	1	0	0	1	2
1:45 PM - 2:00 PM	2	0	0	0	2	1	0	0	1	2	0	1	1	0	2	1	1	1	1	4
2:00 PM - 2:15 PM	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2
2:15 PM - 2:30 PM	3	0	0	0	3	2	0	0	0	2	0	0	0	1	1	2	0	0	1	3
2:30 PM - 2:45 PM	0	0	0	0	0	4	0	0	0	4	4	0	0	0	4	3	0	0	0	3
2:45 PM - 3:00 PM	1	1	0	0	2	2	1	0	0	3	2	0	0	0	2	2	1	0	0	3
3:00 PM - 3:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
3:45 PM - 4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
5:30 PM - 5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1

**Table 1 (3 of 3)**  
**Survey Site Inbound Trips Generated Summary**

Time Period	Number of Inbound Trips Generated - Project Driveway on Jurupa Avenue																			
	Tuesday (March 7, 2023)					Wednesday (March 8, 2023)					Thursday (March 9, 2023)					Average				
	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total
		2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle	
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
6:15 PM - 6:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 7:15 PM	1	0	0	1	2	0	0	0	1	1	0	0	0	1	1	1	0	0	1	2
7:15 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM - 8:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 PM - 8:30 PM	1	0	0	0	1	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2
8:30 PM - 8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 9:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15 PM - 9:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:30 PM - 9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	55	7	1	32	95	45	10	2	41	98	43	7	3	28	81	48	8	2	34	92
AM Peak Hour*	8:00 AM - 9:00 AM															3	2	2	5	12
PM Peak Hour*	4:30 PM - 5:30 PM															0	2	0	2	4

**Notes:**

\* Peak hours shown for peak of adjacent street traffic (one hour between 7-9 AM and one hour between 4-6 PM) based on sum of inbound plus outbound trips.

**Table 2 (1 of 3)**  
**Survey Site Outbound Trips Generated Summary**

Time Period	Number of Inbound Trips Generated - Project Driveway on Jurupa Avenue																			
	Tuesday (March 7, 2023)					Wednesday (March 8, 2023)					Thursday (March 9, 2023)					Average				
	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total	Passenger Cars	Trucks			Total
		2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle			2-Axle	3-Axle	4+-Axle	
12:00 AM - 12:15 AM	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	2	0	0	0	2
12:15 AM - 12:30 AM	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	2	0	0	0	2
12:30 AM - 12:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1
12:45 AM - 1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00 AM - 1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM - 1:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1:30 AM - 1:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:45 AM - 2:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2:00 AM - 2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM - 2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM - 2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM - 3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM - 3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM - 3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM - 3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM - 4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM - 4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM - 4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM - 4:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
4:45 AM - 5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 AM - 5:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
5:15 AM - 5:30 AM	0	0	0	2	2	0	0	0	3	3	0	0	0	1	1	0	0	0	2	2
5:30 AM - 5:45 AM	0	0	1	4	5	0	0	0	2	2	0	0	0	3	3	0	0	1	3	4
5:45 AM - 6:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	1	0	0	1	2
6:00 AM - 6:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
6:45 AM - 7:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	1	2	3	0	0	1	2	3
7:00 AM - 7:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1
7:15 AM - 7:30 AM	1	0	0	0	1	0	1	0	1	2	0	0	0	4	4	1	1	0	2	4
7:30 AM - 7:45 AM	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	1	0	1	2
7:45 AM - 8:00 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
8:00 AM - 8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
8:15 AM - 8:30 AM	1	0	0	0	1	1	0	0	0	1	3	1	0	0	4	2	1	0	0	3
8:30 AM - 8:45 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2

**Table 2 (2 of 3)**  
**Survey Site Outbound Trips Generated Summary**

	Number of Inbound Trips Generated - Project Driveway on Jurupa Avenue																			
	Tuesday (March 7, 2023)					Wednesday (March 8, 2023)					Thursday (March 9, 2023)					Average				
8:45 AM - 9:00 AM	1	1	0	0	2	0	0	0	1	1	1	0	0	0	1	1	1	0	1	3
9:00 AM - 9:15 AM	0	0	0	1	1	1	1	1	0	3	0	1	0	2	3	1	1	1	1	4
9:15 AM - 9:30 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	2	2	1	1	0	1	3
9:30 AM - 9:45 AM	2	0	0	0	2	1	0	0	2	3	0	0	0	2	2	1	0	0	2	3
9:45 AM - 10:00 AM	0	1	0	1	2	0	1	0	1	2	2	0	0	0	2	1	1	0	1	3
10:00 AM - 10:15 AM	0	1	0	0	1	1	2	0	2	5	0	1	0	0	1	1	2	0	1	4
10:15 AM - 10:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	1	2
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
11:15 AM - 11:30 AM	1	0	0	0	1	0	0	0	3	3	1	0	0	0	1	1	0	0	1	2
11:30 AM - 11:45 AM	2	0	0	0	2	2	0	0	0	2	0	1	0	0	1	2	1	0	0	3
11:45 AM - 12:00 PM	1	0	0	1	2	0	2	0	0	2	0	0	0	1	1	1	1	0	1	3
12:00 PM - 12:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
12:15 PM - 12:30 PM	0	1	0	0	1	0	0	0	4	4	2	0	1	0	3	1	1	1	2	5
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2	1	0	0	1	2
12:45 PM - 1:00 PM	1	0	0	1	2	0	0	0	2	2	0	0	0	0	0	1	0	0	1	2
1:00 PM - 1:15 PM	1	0	0	1	2	0	0	0	0	0	2	0	0	0	2	1	0	0	1	2
1:15 PM - 1:30 PM	0	0	0	2	2	0	1	0	1	2	0	0	0	1	1	0	1	0	2	3
1:30 PM - 1:45 PM	0	0	0	0	0	10	0	0	0	10	11	0	0	0	11	7	0	0	0	7
1:45 PM - 2:00 PM	0	0	0	1	1	6	0	0	1	7	2	1	0	1	4	3	1	0	1	5
2:00 PM - 2:15 PM	15	0	0	1	16	1	0	0	0	1	0	0	1	0	1	6	0	1	1	8
2:15 PM - 2:30 PM	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2
2:30 PM - 2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:45 PM - 3:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2
3:00 PM - 3:15 PM	2	1	0	0	3	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2
3:15 PM - 3:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	1	1	0	0	2
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2
4:30 PM - 4:45 PM	2	0	0	0	2	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
5:30 PM - 5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

**Table 2 (3 of 3)**  
**Survey Site Outbound Trips Generated Summary**

	Number of Inbound Trips Generated - Project Driveway on Jurupa Avenue																			
	Tuesday (March 7, 2023)					Wednesday (March 8, 2023)					Thursday (March 9, 2023)					Average				
5:45 PM - 6:00 PM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
6:00 PM - 6:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
7:00 PM - 7:15 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
7:15 PM - 7:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
7:30 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	1	0	0	1	2
8:00 PM - 8:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
8:15 PM - 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM - 8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
9:00 PM - 9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM - 9:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:30 PM - 9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	2	0	0	0	2
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	4	0	0	0	4	5	0	0	0	5	3	0	0	0	3
11:45 PM - 12:00 AM	3	0	0	0	3	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3
Daily	56	9	1	33	99	44	14	1	41	100	51	9	3	29	92	51	11	2	35	99
AM Peak Hour*	8:00 AM - 9:00 AM															4	3	0	3	10
PM Peak Hour*	4:30 PM - 5:30 PM															4	2	0	0	6

**Notes:**

\* Peak hours shown for peak of adjacent street traffic (one hour between 7-9 AM and one hour between 4-6PM) based on sum of inbound plus outbound trips.

**Table 3  
Project Trips Generated**

Trips Generated									
Land Use	Source <sup>1</sup>	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing Brown Strauss Facility	Counts	23.00 AC							
Passenger Cars			3	4	7	0	4	4	99
Trucks (2-Axle)			2	3	5	2	2	4	19
Trucks (3-Axle)			2	0	2	0	0	0	4
Trucks (4+-Axle)			5	3	8	2	0	2	69
Subtotal			12	10	22	4	6	10	191
Trips Generated in Passenger Car Equivalents <sup>3</sup>									
Existing Brown Strauss Facility	Counts	23.00 AC							
Passenger Cars			3	4	7	0	4	4	99
Trucks (2-Axle)			3	5	8	3	3	6	29
Trucks (3-Axle)			4	0	4	0	0	0	8
Trucks (4+-Axle)			15	9	24	6	0	6	207
Subtotal			25	18	43	9	7	16	343

Notes:

1. Traffic counts at project driveway (see Tables 1 and 2).

2. AC = Acres

3. Source: City of Banning *Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis* (October 2021).

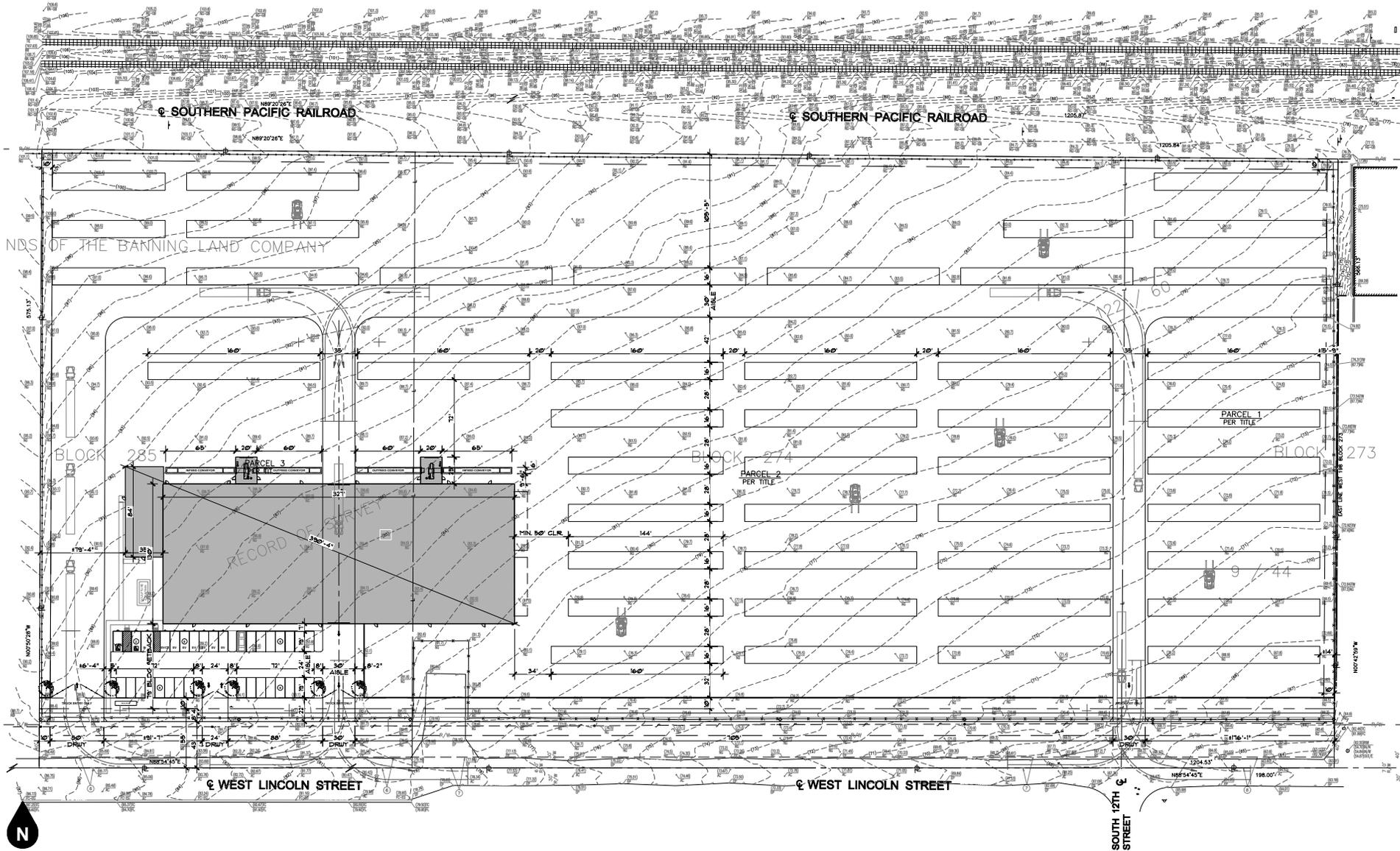
2-Axle = 1.5; 3-Axle = 2.0; 4+-Axle = 3.0



Legend

- Study Intersection
- Project Driveway

**Figure 1**  
**Project Location Map**



**Figure 2  
Site Plan**

**ATTACHMENT A**

**TRAFFIC COUNTS**

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, March 07, 2023  
 JOB #: SC3845

CITY: Fontana  
 LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	IN							TOTAL	PM Time	IN							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	0	0	0	2	0	0	0	2
0:15	0	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	1	0	0	0	1
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	13:00	1	0	0	1	0	0	0	2
1:15	0	0	0	0	0	0	0	0	13:15	1	0	0	2	0	0	0	3
1:30	0	0	0	0	0	0	0	0	13:30	1	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	14:00	2	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	14:45	1	1	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	3	0	0	0	0	0	0	3	16:15	0	0	0	0	0	0	0	0
4:30	11	0	0	0	0	0	0	11	16:30	0	0	0	0	0	0	0	0
4:45	6	0	0	2	0	0	0	8	16:45	0	0	0	0	0	0	0	0
5:00	1	0	0	4	0	0	0	5	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	17:15	0	0	0	1	0	0	0	1
5:30	0	0	0	2	0	0	0	2	17:30	0	0	0	1	0	0	0	1
5:45	0	0	0	1	0	0	0	1	17:45	0	0	0	0	0	0	0	0
6:00	1	0	0	2	0	0	0	3	18:00	0	0	0	0	0	0	0	0
6:15	1	1	0	1	0	0	0	3	18:15	0	0	0	1	0	0	0	1
6:30	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
6:45	1	0	0	0	0	0	0	1	18:45	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	19:00	1	0	0	1	0	0	0	2
7:15	0	0	0	2	0	0	0	2	19:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	0	1	20:00	1	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	20:15	1	0	0	0	0	0	0	1
8:30	1	0	1	0	0	0	0	2	20:30	0	0	0	0	0	0	0	0
8:45	0	1	0	3	0	0	0	4	20:45	0	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	0	1	21:00	0	0	0	1	0	0	0	1
9:15	1	0	0	0	0	0	0	1	21:15	1	0	0	0	0	0	0	1
9:30	1	0	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0	0
9:45	2	1	0	0	0	0	0	3	21:45	0	0	0	0	0	0	0	0
10:00	2	0	0	1	0	0	0	3	22:00	0	0	0	0	0	0	0	0
10:15	1	1	0	1	0	0	0	3	22:15	0	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	0	2	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0
11:30	3	0	0	0	0	0	0	3	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	1	23:45	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>37</b>	<b>6</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>TOTAL</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
<b>AM PEAK HOUR</b>								4:15 AM	<b>AM PEAK HOUR</b>								1:30 PM
<b>AM PEAK VOLUME</b>								27	<b>AM PEAK VOLUME</b>								8

CLASS	DESCRIPTION	TOTAL: AM+PM	% OF TOTAL	1	2	3	4	5	6	TOTAL	% OF TOTAL
CLASS 1	PASSENGER VEHICLES	55	57.9%	7	1	32	0	0	0	95	100.0%
CLASS 2	2-AXLE TRUCKS	7	7.4%								
CLASS 3	3-AXLE TRUCKS	1	1.1%								
CLASS 4	4 OR MORE AXLE TRUCKS	32	33.7%								
CLASS 5	RV	0	0.0%								
CLASS 6	Buses	0	0.0%								
<b>TOTAL: ALL</b>		<b>111</b>		<b>16</b>	<b>2</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	
<b>% OF TOTAL</b>		<b>57.2%</b>		<b>8.2%</b>	<b>1.0%</b>	<b>33.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, March 07, 2023  
JOB #: SC3845

CITY: Fontana  
LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	OUT							TOTAL	PM Time	OUT							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	1	0	0	0	0	0	0	1	12:00	1	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	1	0	0	0	0	0	0	1	12:45	1	0	0	1	0	0	0	2
1:00	0	0	0	0	0	0	0	0	13:00	1	0	0	1	0	0	0	2
1:15	4	0	0	0	0	0	0	4	13:15	0	0	0	2	0	0	0	2
1:30	2	0	0	0	0	0	0	2	13:30	0	0	0	0	0	0	0	0
1:45	4	0	0	0	0	0	0	4	13:45	0	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0	0	14:00	15	0	0	1	0	0	0	16
2:15	0	0	0	0	0	0	0	0	14:15	1	0	0	1	0	0	0	2
2:30	0	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	15:00	2	1	0	0	0	0	0	3
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	0	2
4:45	1	0	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0	0
5:00	0	0	0	1	0	0	0	1	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	2	0	0	0	2	17:15	0	0	0	0	0	0	0	0
5:30	0	0	1	4	0	0	0	5	17:30	0	0	0	1	0	0	0	1
5:45	1	0	0	0	0	0	0	1	17:45	1	0	0	0	0	0	0	1
6:00	0	0	0	1	0	0	0	1	18:00	0	1	0	1	0	0	0	2
6:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
6:45	0	0	0	4	0	0	0	4	18:45	0	0	0	0	0	0	0	0
7:00	0	0	0	1	0	0	0	1	19:00	0	0	0	1	0	0	0	1
7:15	1	0	0	0	0	0	0	1	19:15	0	0	0	1	0	0	0	1
7:30	0	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	2	0	0	0	2	19:45	0	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	0	1	20:00	2	0	0	0	0	0	0	2
8:15	1	0	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0	0
8:30	0	0	0	1	0	0	0	1	20:30	0	0	0	0	0	0	0	0
8:45	1	1	0	0	0	0	0	2	20:45	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	0	1	21:00	0	0	0	0	0	0	0	0
9:15	1	1	0	1	0	0	0	3	21:15	0	0	0	1	0	0	0	1
9:30	2	0	0	0	0	0	0	2	21:30	0	0	0	0	0	0	0	0
9:45	0	1	0	1	0	0	0	2	21:45	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	1	23:00	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	23:30	0	0	0	0	0	0	0	0
11:45	1	0	0	1	0	0	0	2	23:45	3	0	0	0	0	0	0	3
<b>TOTAL</b>	25	5	1	21	0	0	0	52	<b>TOTAL</b>	31	4	0	12	0	0	0	47

AM PEAK HOUR 1:15 AM  
AM PEAK VOLUME 10

AM PEAK HOUR 2:00 PM  
AM PEAK VOLUME 20

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	56	9	1	33	0	0	99
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	56.6%	9.1%	1.0%	33.3%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, March 07, 2023

CITY: Fontana

JOB #: SC3845

LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	1	0	0	0	0	0	0	1	12:00	1	0	0	2	0	0	0	3
0:15	0	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	1	0	0	0	1
0:45	1	0	0	0	0	0	0	1	12:45	1	0	0	1	0	0	0	2
1:00	0	0	0	0	0	0	0	0	13:00	2	0	0	2	0	0	0	4
1:15	4	0	0	0	0	0	0	4	13:15	1	0	0	4	0	0	0	5
1:30	2	0	0	0	0	0	0	2	13:30	1	0	0	0	0	0	0	1
1:45	4	0	0	0	0	0	0	4	13:45	2	0	0	1	0	0	0	3
2:00	0	0	0	0	0	0	0	0	14:00	17	0	0	1	0	0	0	18
2:15	0	0	0	0	0	0	0	0	14:15	4	0	0	1	0	0	0	5
2:30	0	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	14:45	2	1	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	15:00	4	1	0	0	0	0	0	5
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	3	0	0	0	0	0	0	3	16:15	0	0	0	0	0	0	0	0
4:30	11	0	0	0	0	0	0	11	16:30	2	0	0	0	0	0	0	2
4:45	7	0	0	2	0	0	0	9	16:45	0	0	0	0	0	0	0	0
5:00	1	0	0	5	0	0	0	6	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	2	0	0	0	2	17:15	0	0	0	1	0	0	0	1
5:30	0	0	1	6	0	0	0	7	17:30	0	0	0	2	0	0	0	2
5:45	1	0	0	1	0	0	0	2	17:45	1	0	0	0	0	0	0	1
6:00	1	0	0	3	0	0	0	4	18:00	0	1	0	1	0	0	0	2
6:15	1	1	0	1	0	0	0	3	18:15	0	0	0	1	0	0	0	1
6:30	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
6:45	1	0	0	4	0	0	0	5	18:45	0	0	0	0	0	0	0	0
7:00	0	0	0	1	0	0	0	1	19:00	1	0	0	2	0	0	0	3
7:15	1	0	0	2	0	0	0	3	19:15	0	0	0	1	0	0	0	1
7:30	0	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	2	0	0	0	2	19:45	0	0	0	0	0	0	0	0
8:00	0	2	0	0	0	0	0	2	20:00	3	0	0	0	0	0	0	3
8:15	1	0	0	0	0	0	0	1	20:15	1	0	0	0	0	0	0	1
8:30	1	0	1	1	0	0	0	3	20:30	0	0	0	0	0	0	0	0
8:45	1	2	0	3	0	0	0	6	20:45	0	0	0	0	0	0	0	0
9:00	0	1	0	1	0	0	0	2	21:00	0	0	0	1	0	0	0	1
9:15	2	1	0	1	0	0	0	4	21:15	1	0	0	1	0	0	0	2
9:30	3	0	0	0	0	0	0	3	21:30	0	0	0	0	0	0	0	0
9:45	2	2	0	1	0	0	0	5	21:45	0	0	0	0	0	0	0	0
10:00	2	1	0	1	0	0	0	4	22:00	0	0	0	0	0	0	0	0
10:15	2	1	0	1	0	0	0	4	22:15	0	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	0	2	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	0	2	23:00	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0	0
11:30	5	0	0	0	0	0	0	5	23:30	0	0	0	0	0	0	0	0
11:45	1	0	0	2	0	0	0	3	23:45	3	0	0	0	0	0	0	3
<b>TOTAL</b>	62	11	2	42	0	0	0	117	<b>TOTAL</b>	49	5	0	23	0	0	0	77

AM PEAK HOUR 4:15 AM  
AM PEAK VOLUME 29

AM PEAK HOUR 2:00 PM  
AM PEAK VOLUME 27

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	111	16	2	65	0	0	194
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	57.2%	8.2%	1.0%	33.5%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, March 08, 2023  
 JOB #: SC3845

CITY: Fontana  
 LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	IN							TOTAL	PM Time	IN							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	1	0	0	1	0	0	2	
0:15	0	0	0	0	0	0	0	0	12:15	0	0	0	1	0	0	1	
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	1	
1:15	0	0	0	0	0	0	0	0	13:15	0	0	0	1	0	0	1	
1:30	0	0	0	0	0	0	0	0	13:30	0	0	0	1	0	0	1	
1:45	0	0	0	0	0	0	0	0	13:45	1	0	0	1	0	0	2	
2:00	0	0	0	0	0	0	0	0	14:00	2	0	0	0	0	0	2	
2:15	0	0	0	0	0	0	0	0	14:15	2	0	0	0	0	0	2	
2:30	0	0	0	0	0	0	0	0	14:30	4	0	0	0	0	0	4	
2:45	0	0	0	0	0	0	0	0	14:45	2	1	0	0	0	0	3	
3:00	0	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	
4:15	5	0	0	0	0	0	0	5	16:15	0	0	0	0	0	0	0	
4:30	10	0	0	0	0	0	0	10	16:30	0	0	0	1	0	0	1	
4:45	5	0	0	2	0	0	0	7	16:45	0	0	0	0	0	0	0	
5:00	0	0	0	3	0	0	0	3	17:00	0	0	0	0	0	0	0	
5:15	1	0	0	2	0	0	0	3	17:15	0	1	0	0	0	0	1	
5:30	0	0	0	1	0	0	0	1	17:30	0	0	0	0	0	0	0	
5:45	0	0	0	2	0	0	0	2	17:45	0	0	0	1	0	0	1	
6:00	0	0	0	0	0	0	0	0	18:00	0	0	0	1	0	0	1	
6:15	1	0	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0	
6:30	0	0	0	1	0	0	0	1	18:30	0	0	0	2	0	0	2	
6:45	1	1	1	0	0	0	0	3	18:45	0	0	0	0	0	0	0	
7:00	0	0	0	1	0	0	0	1	19:00	0	0	0	1	0	0	1	
7:15	0	1	0	2	0	0	0	3	19:15	0	0	0	0	0	0	0	
7:30	1	0	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0	
7:45	1	0	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0	
8:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	
8:15	0	0	0	0	0	0	0	0	20:15	2	0	0	0	0	0	2	
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	
8:45	0	0	1	1	0	0	0	2	20:45	0	0	0	0	0	0	0	
9:00	1	0	0	2	0	0	0	3	21:00	0	0	0	0	0	0	0	
9:15	0	0	0	1	0	0	0	1	21:15	0	0	0	0	0	0	0	
9:30	0	1	0	1	0	0	0	2	21:30	0	0	0	0	0	0	0	
9:45	2	0	0	2	0	0	0	4	21:45	0	0	0	0	0	0	0	
10:00	1	1	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0	
10:15	1	0	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	
10:45	0	1	0	2	0	0	0	3	22:45	0	0	0	0	0	0	0	
11:00	0	0	0	1	0	0	0	1	23:00	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	
11:30	0	0	0	4	0	0	0	4	23:30	0	0	0	0	0	0	0	
11:45	1	3	0	1	0	0	0	5	23:45	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>31</b>	<b>8</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>TOTAL</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	

AM PEAK HOUR 4:15 AM  
 AM PEAK VOLUME 25

AM PEAK HOUR 2:00 PM  
 AM PEAK VOLUME 11

CLASS	DESCRIPTION	TOTAL: AM+PM	% OF TOTAL	1	2	3	4	5	6	TOTAL	% OF TOTAL
CLASS 1	PASSENGER VEHICLES	45	45.9%	10	2	41	0	0	0	98	100.0%
CLASS 2	2-AXLE TRUCKS										
CLASS 3	3-AXLE TRUCKS										
CLASS 4	4 OR MORE AXLE TRUCKS										
CLASS 5	RV										
CLASS 6	Buses										
<b>TOTAL: ALL</b>		<b>89</b>		<b>24</b>	<b>3</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198</b>	
<b>% OF TOTAL</b>		<b>44.9%</b>		<b>12.1%</b>	<b>1.5%</b>	<b>41.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>	

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Wednesday, March 08, 2023  
**JOB #:** SC3845

**CITY:** Fontana  
**LOCATION:** CLASS1 DWY1 north of Jurupa.

AM TIME	OUT							TOTAL	PM Time	OUT							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	1	0	0	0	0	0	0	1	12:00	1	0	0	0	0	0	0	1
0:15	2	0	0	0	0	0	0	2	12:15	0	0	0	4	0	0	0	4
0:30	3	0	0	0	0	0	0	3	12:30	0	0	0	1	0	0	0	1
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	2	0	0	0	2
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	13:15	0	1	0	1	0	0	0	2
1:30	0	0	0	0	0	0	0	0	13:30	10	0	0	0	0	0	0	10
1:45	0	0	0	0	0	0	0	0	13:45	6	0	0	1	0	0	0	7
2:00	0	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	14:45	0	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	15:15	1	1	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	0	16:30	3	0	0	0	0	0	0	3
4:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
5:00	0	0	0	1	0	0	0	1	17:00	0	0	0	0	0	0	0	0
5:15	0	0	0	3	0	0	0	3	17:15	1	1	0	0	0	0	0	2
5:30	0	0	0	2	0	0	0	2	17:30	0	0	0	0	0	0	0	0
5:45	1	0	0	0	0	0	0	1	17:45	0	0	0	1	0	0	0	1
6:00	0	0	0	1	0	0	0	1	18:00	0	0	0	0	0	0	0	0
6:15	0	0	0	4	0	0	0	4	18:15	0	0	0	1	0	0	0	1
6:30	0	0	0	0	0	0	0	0	18:30	0	0	0	1	0	0	0	1
6:45	0	0	0	0	0	0	0	0	18:45	0	0	0	1	0	0	0	1
7:00	0	0	0	1	0	0	0	1	19:00	0	0	0	0	0	0	0	0
7:15	0	1	0	1	0	0	0	2	19:15	0	0	0	0	0	0	0	0
7:30	0	1	0	2	0	0	0	3	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	1	0	0	0	1	19:45	0	0	0	2	0	0	0	2
8:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0
8:45	0	0	0	1	0	0	0	1	20:45	0	0	0	0	0	0	0	0
9:00	1	1	1	0	0	0	0	3	21:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0
9:30	1	0	0	2	0	0	0	3	21:30	0	0	0	0	0	0	0	0
9:45	0	1	0	1	0	0	0	2	21:45	0	0	0	0	0	0	0	0
10:00	1	2	0	2	0	0	0	5	22:00	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	1	23:00	1	0	0	0	0	0	0	1
11:15	0	0	0	3	0	0	0	3	23:15	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	2	23:30	4	0	0	0	0	0	0	4
11:45	0	2	0	0	0	0	0	2	23:45	1	0	0	0	0	0	0	1
<b>TOTAL</b>	13	9	1	26	0	0	0	49	<b>TOTAL</b>	31	5	0	15	0	0	0	51

**AM PEAK HOUR** 9:30 AM  
**AM PEAK VOLUME** 11

**AM PEAK HOUR** 1:15 PM  
**AM PEAK VOLUME** 20

<b>CLASS 1</b>	PASSENGER VEHICLES	<b>TOTAL: AM+PM</b>	44	14	1	41	0	0	100
<b>CLASS 2</b>	2-AXLE TRUCKS	<b>% OF TOTAL</b>	44.0%	14.0%	1.0%	41.0%	0.0%	0.0%	100.0%
<b>CLASS 3</b>	3-AXLE TRUCKS								
<b>CLASS 4</b>	4 OR MORE AXLE TRUCKS								
<b>CLASS 5</b>	RV								
<b>CLASS 6</b>	BUS								

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, March 08, 2023

CITY: Fontana

JOB #: SC3845

LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	1	0	0	0	0	0	0	1	12:00	2	0	0	1	0	0	0	3
0:15	2	0	0	0	0	0	0	2	12:15	0	0	0	5	0	0	0	5
0:30	3	0	0	0	0	0	0	3	12:30	0	0	0	1	0	0	0	1
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	2	0	0	0	2
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	0	1
1:15	0	0	0	0	0	0	0	0	13:15	0	1	0	2	0	0	0	3
1:30	0	0	0	0	0	0	0	0	13:30	10	0	0	1	0	0	0	11
1:45	0	0	0	0	0	0	0	0	13:45	7	0	0	2	0	0	0	9
2:00	0	0	0	0	0	0	0	0	14:00	3	0	0	0	0	0	0	3
2:15	0	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	14:30	4	0	0	0	0	0	0	4
2:45	0	0	0	0	0	0	0	0	14:45	2	2	0	0	0	0	0	4
3:00	0	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	15:15	1	1	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	5	0	0	0	0	0	0	5	16:15	1	0	0	0	0	0	0	1
4:30	10	0	0	0	0	0	0	10	16:30	3	0	0	1	0	0	0	4
4:45	5	0	0	2	0	0	0	7	16:45	0	0	0	0	0	0	0	0
5:00	0	0	0	4	0	0	0	4	17:00	0	0	0	0	0	0	0	0
5:15	1	0	0	5	0	0	0	6	17:15	1	2	0	0	0	0	0	3
5:30	0	0	0	3	0	0	0	3	17:30	0	0	0	0	0	0	0	0
5:45	1	0	0	2	0	0	0	3	17:45	0	0	0	2	0	0	0	2
6:00	0	0	0	1	0	0	0	1	18:00	0	0	0	1	0	0	0	1
6:15	1	0	0	4	0	0	0	5	18:15	0	0	0	1	0	0	0	1
6:30	0	0	0	1	0	0	0	1	18:30	0	0	0	3	0	0	0	3
6:45	1	1	1	0	0	0	0	3	18:45	0	0	0	1	0	0	0	1
7:00	0	0	0	2	0	0	0	2	19:00	0	0	0	1	0	0	0	1
7:15	0	2	0	3	0	0	0	5	19:15	0	0	0	0	0	0	0	0
7:30	1	1	0	2	0	0	0	4	19:30	0	0	0	0	0	0	0	0
7:45	1	0	0	1	0	0	0	2	19:45	0	0	0	2	0	0	0	2
8:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	0	1	20:15	2	0	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0
8:45	0	0	1	2	0	0	0	3	20:45	0	0	0	0	0	0	0	0
9:00	2	1	1	2	0	0	0	6	21:00	0	0	0	0	0	0	0	0
9:15	0	0	0	1	0	0	0	1	21:15	0	0	0	0	0	0	0	0
9:30	1	1	0	3	0	0	0	5	21:30	0	0	0	0	0	0	0	0
9:45	2	1	0	3	0	0	0	6	21:45	0	0	0	0	0	0	0	0
10:00	2	3	0	2	0	0	0	7	22:00	0	0	0	0	0	0	0	0
10:15	1	1	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0
10:45	0	1	0	2	0	0	0	3	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	2	0	0	0	2	23:00	1	0	0	0	0	0	0	1
11:15	0	0	0	3	0	0	0	3	23:15	0	0	0	0	0	0	0	0
11:30	2	0	0	4	0	0	0	6	23:30	4	0	0	0	0	0	0	4
11:45	1	5	0	1	0	0	0	7	23:45	1	0	0	0	0	0	0	1
<b>TOTAL</b>	44	17	3	55	0	0	0	119	<b>TOTAL</b>	45	7	0	27	0	0	0	79

AM PEAK HOUR 4:30 AM  
AM PEAK VOLUME 27

AM PEAK HOUR 1:30 PM  
AM PEAK VOLUME 26

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

<b>TOTAL: AM+PM</b>	89	24	3	82	0	0	198
<b>% OF TOTAL</b>	44.9%	12.1%	1.5%	41.4%	0.0%	0.0%	100.0%

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, March 09, 2023  
 JOB #: SC3845

CITY: Fontana  
 LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	IN							TOTAL	PM Time	IN							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	12:15	0	0	1	1	0	0	0	2
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	0	1
1:15	0	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	13:30	2	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	13:45	0	1	1	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	14:00	2	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	14:15	0	0	0	1	0	0	0	1
2:30	0	0	0	0	0	0	0	0	14:30	4	0	0	0	0	0	0	4
2:45	0	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	15:30	0	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0
4:15	3	0	0	0	0	0	0	3	16:15	0	0	0	0	0	0	0	0
4:30	8	0	0	1	0	0	0	9	16:30	0	0	0	0	0	0	0	0
4:45	6	0	0	1	0	0	0	7	16:45	0	1	0	0	0	0	0	1
5:00	1	0	0	2	0	0	0	3	17:00	0	0	0	0	0	0	0	0
5:15	1	0	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0	0
5:30	0	0	0	1	0	0	0	1	17:30	0	0	0	1	0	0	0	1
5:45	0	0	0	1	0	0	0	1	17:45	0	0	0	1	0	0	0	1
6:00	0	0	0	3	0	0	0	3	18:00	0	0	0	0	0	0	0	0
6:15	0	0	0	1	0	0	0	1	18:15	0	0	0	0	0	0	0	0
6:30	0	0	0	1	0	0	0	1	18:30	0	0	0	0	0	0	0	0
6:45	0	1	1	1	0	0	0	3	18:45	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	19:00	0	0	0	1	0	0	0	1
7:15	0	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0
8:00	1	1	0	1	0	0	0	3	20:00	0	0	0	0	0	0	0	0
8:15	0	0	0	1	0	0	0	1	20:15	2	0	0	0	0	0	0	2
8:30	3	0	0	3	0	0	0	6	20:30	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	0	1	21:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0
9:30	0	1	0	1	0	0	0	2	21:30	0	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
10:15	1	0	0	1	0	0	0	2	22:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	0	2	23:30	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	1	23:45	0	0	0	0	0	0	0	0
<b>TOTAL</b>	27	4	1	22	0	0	0	54	<b>TOTAL</b>	16	3	2	6	0	0	0	27
<b>AM PEAK HOUR</b>								4:15 AM	<b>AM PEAK HOUR</b>								2:15 PM
<b>AM PEAK VOLUME</b>								22	<b>AM PEAK VOLUME</b>								9

CLASS	DESCRIPTION	TOTAL: AM+PM	% OF TOTAL	1	2	3	4	5	6	TOTAL	% OF TOTAL	
CLASS 1	PASSENGER VEHICLES	43	53.1%	7	8.6%	3	3.7%	28	0	0	81	100.0%
CLASS 2	2-AXLE TRUCKS											
CLASS 3	3-AXLE TRUCKS											
CLASS 4	4 OR MORE AXLE TRUCKS											
CLASS 5	RV											
CLASS 6	Buses											
<b>TOTAL: ALL</b>		94		16		6		57	0	0	173	
<b>% OF TOTAL</b>		54.3%		9.2%		3.5%		32.9%	0.0%	0.0%	100.0%	

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Thursday, March 09, 2023  
**JOB #:** SC3845

**CITY:** Fontana  
**LOCATION:** CLASS1 DWY1 north of Jurupa.

AM TIME	OUT							TOTAL	PM Time	OUT							TOTAL	
	1	2	3	4	5	6	1			2	3	4	5	6				
0:00	2	0	0	0	0	0	0	2	12:00	0	0	0	0	0	0	0	0	0
0:15	3	0	0	0	0	0	0	3	12:15	2	0	1	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	12:30	1	0	0	1	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	13:00	2	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	13:15	0	0	0	1	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	13:30	11	0	0	0	0	0	0	0	11
1:45	0	0	0	0	0	0	0	0	13:45	2	1	0	1	0	0	0	0	4
2:00	0	0	0	0	0	0	0	0	14:00	0	0	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	15:15	0	1	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	1	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	16:15	0	1	0	0	0	0	0	0	1
4:30	1	0	0	0	0	0	0	1	16:30	1	0	0	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	0	16:45	1	1	0	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	0
5:15	0	0	0	1	0	0	0	1	17:15	0	0	0	0	0	0	0	0	0
5:30	0	0	0	3	0	0	0	3	17:30	0	0	0	0	0	0	0	0	0
5:45	0	0	0	1	0	0	0	1	17:45	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	18:00	0	0	0	1	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	18:15	0	0	0	1	0	0	0	0	1
6:30	0	0	0	1	0	0	0	1	18:30	0	0	0	0	0	0	0	0	0
6:45	0	0	1	2	0	0	0	3	18:45	0	0	0	0	0	0	0	0	0
7:00	0	0	0	1	0	0	0	1	19:00	1	0	0	0	0	0	0	0	1
7:15	0	0	0	4	0	0	0	4	19:15	0	0	0	1	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	19:30	1	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	19:45	1	0	0	0	0	0	0	0	1
8:00	0	0	0	1	0	0	0	1	20:00	1	0	0	0	0	0	0	0	1
8:15	3	1	0	0	0	0	0	4	20:15	0	0	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	1	20:30	0	0	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	0	1	20:45	1	0	0	0	0	0	0	0	1
9:00	0	1	0	2	0	0	0	3	21:00	0	0	0	0	0	0	0	0	0
9:15	0	0	0	2	0	0	0	2	21:15	0	0	0	0	0	0	0	0	0
9:30	0	0	0	2	0	0	0	2	21:30	0	0	0	0	0	0	0	0	0
9:45	2	0	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	0	2	22:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	23:00	3	0	0	0	0	0	0	0	3
11:15	1	0	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	1	23:30	5	0	0	0	0	0	0	0	5
11:45	0	0	0	1	0	0	0	1	23:45	3	0	0	0	0	0	0	0	3
<b>TOTAL</b>	15	4	1	22	0	0	0	42	<b>TOTAL</b>	36	5	2	7	0	0	0	0	50

**AM PEAK HOUR** 9:00 AM  
**AM PEAK VOLUME** 9

**AM PEAK HOUR** 1:00 PM  
**AM PEAK VOLUME** 18

<b>CLASS 1</b>	PASSENGER VEHICLES	<b>TOTAL: AM+PM</b>	51	9	3	29	0	0	92
<b>CLASS 2</b>	2-AXLE TRUCKS	<b>% OF TOTAL</b>	55.4%	9.8%	3.3%	31.5%	0.0%	0.0%	100.0%
<b>CLASS 3</b>	3-AXLE TRUCKS								
<b>CLASS 4</b>	4 OR MORE AXLE TRUCKS								
<b>CLASS 5</b>	RV								
<b>CLASS 6</b>	BUS								

A13123

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, March 09, 2023

CITY: Fontana

JOB #: SC3845

LOCATION: CLASS1 DWY1 north of Jurupa.

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	2	0	0	0	0	0	2	12:00	0	0	0	0	0	0	0	0	
0:15	3	0	0	0	0	0	3	12:15	2	0	2	1	0	0	5		
0:30	0	0	0	0	0	0	0	12:30	1	0	0	1	0	0	2		
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2		
1:00	0	0	0	0	0	0	0	13:00	2	0	0	1	0	0	3		
1:15	0	0	0	0	0	0	0	13:15	0	0	0	1	0	0	1		
1:30	0	0	0	0	0	0	0	13:30	13	0	0	0	0	0	13		
1:45	0	0	0	0	0	0	0	13:45	2	2	1	1	0	0	6		
2:00	0	0	0	0	0	0	0	14:00	2	0	1	0	0	0	3		
2:15	0	0	0	0	0	0	0	14:15	0	0	0	1	0	0	1		
2:30	0	0	0	0	0	0	0	14:30	4	0	0	0	0	0	4		
2:45	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	2		
3:00	0	0	0	0	0	0	0	15:00	2	1	0	0	0	0	3		
3:15	0	0	0	0	0	0	0	15:15	0	1	0	0	0	0	1		
3:30	0	0	0	0	0	0	0	15:30	0	1	0	0	0	0	1		
3:45	0	0	0	0	0	0	0	15:45	0	0	0	1	0	0	1		
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0		
4:15	3	0	0	0	0	0	3	16:15	0	1	0	0	0	0	1		
4:30	9	0	0	1	0	0	10	16:30	1	0	0	0	0	0	1		
4:45	6	0	0	1	0	0	7	16:45	1	2	0	0	0	0	3		
5:00	1	0	0	2	0	0	3	17:00	0	0	0	0	0	0	0		
5:15	1	0	0	1	0	0	2	17:15	0	0	0	0	0	0	0		
5:30	0	0	0	4	0	0	4	17:30	0	0	0	1	0	0	1		
5:45	0	0	0	2	0	0	2	17:45	0	0	0	1	0	0	1		
6:00	0	0	0	3	0	0	3	18:00	0	0	0	1	0	0	1		
6:15	0	0	0	1	0	0	1	18:15	0	0	0	1	0	0	1		
6:30	0	0	0	2	0	0	2	18:30	0	0	0	0	0	0	0		
6:45	0	1	2	3	0	0	6	18:45	0	0	0	0	0	0	0		
7:00	0	0	0	1	0	0	1	19:00	1	0	0	1	0	0	2		
7:15	0	0	0	4	0	0	4	19:15	0	0	0	1	0	0	1		
7:30	0	1	0	0	0	0	1	19:30	1	0	0	0	0	0	1		
7:45	0	0	0	0	0	0	0	19:45	1	0	0	0	0	0	1		
8:00	1	1	0	2	0	0	4	20:00	1	0	0	0	0	0	1		
8:15	3	1	0	1	0	0	5	20:15	2	0	0	0	0	0	2		
8:30	4	0	0	3	0	0	7	20:30	0	0	0	0	0	0	0		
8:45	1	0	0	0	0	0	1	20:45	1	0	0	0	0	0	1		
9:00	0	1	0	3	0	0	4	21:00	0	0	0	0	0	0	0		
9:15	0	0	0	2	0	0	2	21:15	0	0	0	0	0	0	0		
9:30	0	1	0	3	0	0	4	21:30	0	0	0	0	0	0	0		
9:45	3	0	0	0	0	0	3	21:45	0	0	0	0	0	0	0		
10:00	0	1	0	0	0	0	1	22:00	0	0	0	0	0	0	0		
10:15	1	0	0	1	0	0	2	22:15	0	0	0	0	0	0	0		
10:30	2	0	0	1	0	0	3	22:30	0	0	0	0	0	0	0		
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	0	23:00	3	0	0	0	0	0	3		
11:15	1	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0		
11:30	1	1	0	1	0	0	3	23:30	5	0	0	0	0	0	5		
11:45	0	0	0	2	0	0	2	23:45	3	0	0	0	0	0	3		
<b>TOTAL</b>	42	8	2	44	0	0	96	<b>TOTAL</b>	52	8	4	13	0	0	77		

AM PEAK HOUR 4:15 AM  
AM PEAK VOLUME 23

AM PEAK HOUR 1:30 PM  
AM PEAK VOLUME 23

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	94	16	6	57	0	0	173
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	54.3%	9.2%	3.5%	32.9%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								