



TECHNICAL MEMORANDUM

TO: Mr. Eric Valencia | COUNTY OF SAN BERNARDINO

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: July 8, 2025

SUBJECT: General Atomic Hanger El Mirage Airport Project Trip Generation Analysis
County ID No. PROJ 2025-00050 / TRSTY 2025-00008
GGI Project No. 19809

Ganddini Group, Inc. is pleased to provide this Trip Generation Analysis for the proposed General Atomic Hanger El Mirage Airport project in the County of San Bernardino. The purpose of this memorandum is to document the trip generation information for the General Atomic Hanger El Mirage Airport project and determine if the preparation of a traffic impact analysis with level of service (LOS) analysis or vehicle miles traveled (VMT) analysis is necessary based on the transportation study guidelines and screening criteria established by the County of San Bernardino. We trust the findings of this analysis will aid the County of San Bernardino in assessing the project.

PROJECT DESCRIPTION

The approximately 19-acre project site (APN 0457-041-02) is located at 73 El Mirage Airport Road in unincorporated El Mirage in the County of San Bernardino, California. The project site is currently vacant and zoned Institutional (IN).

The proposed project (PROJ 2025-00050) involves 157,532 square feet development of several new structures to support airport operations. The new structures include an aircraft hangar (for occupancy, not repair) and stockroom which include fully enclosed and air conditioned with support spaces, offices, classrooms, operations theater, observation deck in addition to exterior shade structures. Site improvements include pre-engineered metal buildings on concrete slab on grade, concrete pads for equipment and asphalt paving for parking lot. Vehicle access for the project site is proposed via primary access on El Mirage Airport Road. The proposed site plan is shown in Attachment A.

General Atomics operates a flex-hour work schedule to reduce employee trips during the peak hours. This project is anticipated to have approximately 150 new employees who work from 6:00 AM to 3:00 PM or from 10:00 AM to 7:00 PM to avoid adding traffic to the roadway network.

TRIP GENERATION

Trip Generation Based on Observed Counts

Since the proposed project is for aviation services in a rural area for a facility that uses a flex-hour work schedule to reduce employee trips during the peak hours, the trip generation rates for the proposed project were determined by vehicle counts conducted at the existing 144,610 square feet facility operated by the applicant. The 24-hour, bi-directional trip counts for a typical weekday with cars and truck classification by

number of axles was conducted at the General Atomics driveway within the El Mirage Airport in April 2025 to document the number of trips generated by the existing General Atomics facility. Based on the observed classified trip counts, AM peak hour, PM peak hour and daily trip generation rates for the site were determined including passenger car and truck-trailer trips. The driveway count is provided in Attachment B.

Passenger Car Equivalents

The project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. Truck-trailer trips were converted to PCE trips based on the PCE factors as recommended in the County of San Bernardino Congestion Management Program: 1.5 for 2-axle light-duty trucks, 2.0 for 3-axle medium-duty trucks, and 3.0 for 4+-axle heavy-duty trucks and light-duty truck-trailer combinations.

Project Trip Generation

Table 1 shows the AM and PM peak hour classification counts for the typical weekday trip generation rates based on the square footage of the existing General Atomics facility.

Table 2 shows the project trip generation forecast based on average rates for the general aviation expansion determined from the counts at the existing facility at the site. As shown in Table 2, the proposed project is forecast to generate approximately 542 daily trips, including 30 trips during the AM peak hour and 63 trips during the PM peak hour, which is equivalent to 635 daily PCE trips, including 39 PCE trips during the AM peak hour and 70 PCE trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been assessed to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis and vehicle miles traveled (VMT) analysis is necessary based on the criteria established as specified in the *County of San Bernardino Transportation Impact Study Guidelines*, July 2019 ["County TIA Guidelines"].

Level of Service Screening Criteria (General Plan Conformity)

As specified in the County TIA Guidelines, the requirement to prepare a transportation impact study with level of service (LOS) analysis should be based on one or more of the following criteria:

- If a project generates 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher on the County's General Plan circulation system or an impacted intersection as determined by the County Traffic Division.
- If the project creates safety or operational concerns.
- If a project generates less than 100 trips without consideration of pass-by trip reductions during any peak hour, a study may be required if there are special concerns.

The proposed project is forecast to generate fewer than 100 peak hour trips and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the project shall construct all on-site and off-site improvements (if any) following County design standards, the project should not create any new safety or operational concerns.

Subsequently, the project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria and LOS impacts may be presumed to be negligible.

Vehicle Miles Traveled Screening Criteria (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with County TIA Guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The County TIA Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Local serving land uses
- Projects which generate less than net new 110 daily vehicle trips¹
- Projects located within a Transit Priority Area (TPA)
- Projects located within a low VMT area

Local Serving Land Use Screening

The County TIA Guidelines lists the following projects that serve the local community, have the potential to reduce VMT, and thus are not required to complete a VMT assessment:

- Local-serving K-12 schools
- Local-serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS

The project does not include any of the local serving land uses specified above; therefore, the project does not satisfy the 'local servicing land use' screening criteria.

Projects Generating Less Than 110 Daily Vehicle Trips

This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development

¹ As specified by the OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty truck trips should not contribute to a finding of significant traffic (VMT) impact.

and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

As noted in the County TIA Guidelines, the following typical development potentials generally correspond to less than 110 daily vehicle trips:

- 11 single-family residential dwelling units
- 16 multifamily, condominiums, or townhome residential dwelling units
- 10,000 square feet of office
- 15,000 square feet of light industrial
- 63,000 square feet of warehousing
- 79,000 square feet of high-cube transload and short-term storage warehouse
- 12 hotel rooms

The project is forecast to generate more than 110 net new daily vehicle trips, and the 'projects generating less than 110 daily trips' screening criteria is not satisfied.

Transit Priority Area (TPA) Screening

A TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor.^{2,3} Projects located within, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. The County TIA Guidelines note that this screening criteria may not apply if the project has a floor area ratio (FAR) less than 0.75, the project is inconsistent with applicable Sustainable Communities Strategy, or the project constructs a smaller number of moderate or high-income residential units than the existing number of affordable residential units.

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the proposed project is not located within a TPA, so the TPA screening criteria is not met.

Low VMT Area Screening

As prescribed in the County TIA Guidelines, the SBCTA VMT Screening Tool was used to assess low VMT area screening for the project. The VMT Screening Tool was developed using the County travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the County transportation region. TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population 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.

Based on the VMT Screening Tool results for the project site, located within TAZ 53891102, the baseline year (2025) VMT per worker for the project TAZ is equal to 13.8, which is more than four percent (4%) below the County baseline (23.0 VMT per worker) or the threshold of 22.1 VMT per worker. Therefore, the project satisfies the County-established screening criteria for projects located in a low VMT area and the project's

² A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 20-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3 and AB 2553).

³ Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

County of San Bernardino
General Atomic Hanger El Mirage Airport
July 8, 2025

VTM impact would be less than significant. Attachment C contains the SBCTA VMT Screening Tool results for the project site.

CONCLUSION

The proposed project is forecast to generate approximately 542 daily trips, including 30 trips during the AM peak hour and 63 trips during the PM peak hour, which is equivalent to 635 daily PCE trips, including 39 PCE trips during the AM peak hour and 70 PCE trips during the PM peak hour.

The proposed project satisfies the County-established level of service (LOS) screening criteria for projects generating fewer than 100 peak hour trips. Consequently, the proposed project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established LOS screening criteria.

The proposed project satisfies the County-established vehicle miles traveled (VMT) screening criteria for projects located in a Low VMT area screening criteria. Therefore, preparation of a transportation impact study with vehicle miles VMT analysis is not warranted, and the proposed may be presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or comments, please contact Perrie Ilcercil at (714) 795-3100 ext. 103 or perrie@ganddini.com.

Table 1
Trip Generation Survey of Existing General Atomics Facility

COUNTED TRIPS AT A EXISTING GENERAL ATOMICS SITE ¹							
Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	14	1	18	3	16	46	332
Light Truck - 2 axle	4	3	8	0	3	12	164
Medium Truck - 3 axle	0	0	0	0	0	0	0
Heavy Truck (4+ Axle)	1	1	2	0	0	0	2
Subtotal Trucks	5	4	10	0	3	12	166
TOTAL TRIPS	19	5	28	3	19	58	498

TRIP GENERATION PER THOUSAND SQUARE FOOT ²							
Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<u>Average Weekday Rates³</u>							
Passenger Car	0.10	0.01	0.12	0.02	0.11	0.32	2.30
Light Truck - 2 axle	0.03	0.02	0.06	0.00	0.02	0.08	1.13
Medium Truck - 3 axle	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Heavy Truck (4+ Axle)	0.01	0.01	0.01	0.00	0.00	0.00	0.01
Subtotal Trucks	0.04	0.03	0.07	0.00	0.02	0.08	1.14
TOTAL VEHICLE RATE	0.14	0.04	0.19	0.02	0.13	0.40	3.44

Notes:

1. Inbound and outbound trip counts at the existing General Atomics driveway were collected on April 12, 2025. See Attachment B for count data.
2. The existing site operated by the applicant has an existing 144,610 square feet facility.
3. Rates less than 0.0049 rounded to 0.01 to provide a conservative analysis.

Table 2
Project Trip Generation

Trip Generation									
Land Use	Source ¹	Land use Variable ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car	Survey	TSF	0.10	0.01	0.12	0.02	0.11	0.32	2.30
Light Truck - 2 axle	Survey	TSF	0.03	0.02	0.06	0.00	0.02	0.08	1.13
Medium Truck - 3 axle	Survey	TSF	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Heavy Truck (4+ Axle)	Survey	TSF	0.01	0.01	0.01	0.00	0.00	0.00	0.01
Subtotal Trucks			0.04	0.03	0.07	0.00	0.02	0.08	1.14
TOTAL VEHICLE RATE			0.14	0.04	0.19	0.02	0.13	0.40	3.44

Vehicle Trips Generation									
Land Use	Quantity		AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car			16	3	19	3	47	50	362
Light Truck - 2 axle			5	4	9	0	13	13	178
Medium Truck - 3 axle			0	0	0	0	0	0	0
Heavy Truck (4+ Axle)			2	0	2	0	0	0	2
Subtotal Trucks			7	4	11	0	13	13	180
TOTAL VEHICLE TRIPS	157.532	TSF	23	7	30	3	60	63	542

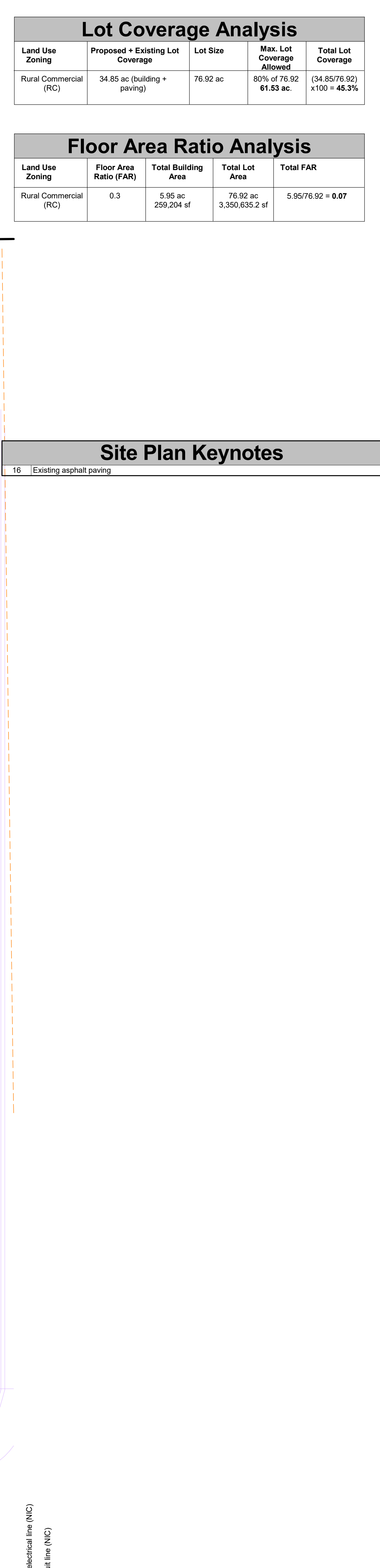
Passenger Car Equivalent (PCE) Trips Generation									
Land Use	PCE Factor ³		AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car	1.0	PCE	16	3	19	3	47	50	362
Light Truck - 2 axle	1.5	PCE	8	6	14	0	20	20	267
Medium Truck - 3 axle	2.0	PCE	0	0	0	0	0	0	0
Heavy Truck (4+ Axle)	3.0	PCE	6	0	6	0	0	0	6
Subtotal Trucks			14	6	20	0	20	20	273
TOTAL PCE TRIPS			30	9	39	3	67	70	635

Notes:

1. See Table 1.
2. TSF = Thousand Square Feet; PCE = Passenger Car Equivalents
3. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

ATTACHMENT A

SITE PLAN



ATTACHMENT B

TRIP COUNTS AT A SIMILAR FACILITY

24 Hour Directional Classification Count

LOCATION: General Atomic Driveway
W/ Existing Hangar
 CITY: City of Adelanto

DATE: 4/15/2025
 DAY: Tuesday

Eastbound

Time	Motorcycle	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:15 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
05:30 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	15
05:45 AM	0	17	2	0	2	0	0	0	0	0	0	0	0	21
06:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
06:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
06:45 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
07:00 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
07:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
07:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
11:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3

24 Hour Directional Classification Count

LOCATION: General Atomic Driveway
W/ Existing Hangar
CITY: City of Adelanto

DATE: 4/15/2025
DAY: Tuesday

Eastbound

Time	Motorcycle	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	TOTAL
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
12:15 PM	1	2	3	0	1	0	0	0	0	0	0	0	0	7
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
01:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
01:15 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
01:30 PM	0	3	4	0	1	0	0	0	0	0	0	0	0	8
01:45 PM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
02:00 PM	0	9	1	0	2	0	0	0	0	0	0	0	0	12
02:15 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
07:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	163	62	0	25	0	0	0	1	0	0	0	0	252

24 Hour Directional Classification Count

LOCATION: General Atomic Driveway
W/ Existing Hangar
 CITY: City of Adelanto

DATE: 4/15/2025
 DAY: Tuesday

Westbound

Time	Motorcycle	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	TOTAL
12:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	1	0	0	0	1	0	0	0	0	3
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
11:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2

24 Hour Directional Classification Count

LOCATION: General Atomic Driveway
W/ Existing Hangar
 CITY: City of Adelanto

DATE: 4/15/2025
 DAY: Tuesday

Westbound

Time	Motorcycle	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	TOTAL
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	1	0	3	0	1	0	0	0	0	0	0	0	0	5
01:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
02:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
02:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45 PM	0	4	4	0	1	0	0	0	0	0	0	0	0	9
03:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
03:30 PM	0	27	9	0	2	0	0	0	0	0	0	0	0	38
03:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
04:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	1	167	56	0	21	0	0	0	1	0	0	0	0	246

24 Hour Directional Classification Count

LOCATION: General Atomic Driveway
W/ Existing Hangar
CITY: City of Adelanto

DATE: 4/15/2025
DAY: Tuesday

Eastbound and Westbound

Time	Motorcycle	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	TOTAL
12:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:15 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
05:30 AM	0	13	1	0	2	0	0	0	0	0	0	0	0	16
05:45 AM	0	17	2	0	2	0	0	0	0	0	0	0	0	21
06:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
06:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
06:45 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
07:00 AM	0	7	1	0	1	0	0	0	1	0	0	0	0	10
07:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
07:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	2	1	0	1	0	0	0	1	0	0	0	0	5
08:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
09:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
09:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:45 AM	0	4	2	0	3	0	0	0	0	0	0	0	0	9
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	3	0	3	0	0	0	0	0	0	0	0	7
11:30 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
11:45 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5

24 Hour Directional Classification Count

LOCATION: General Atomic Driveway
W/ Existing Hangar
CITY: City of Adelanto

DATE: 4/15/2025
DAY: Tuesday

Eastbound and Westbound

Time	Motorcycle	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	TOTAL
12:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
12:15 PM	1	4	4	0	1	0	0	0	0	0	0	0	0	10
12:30 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
12:45 PM	1	2	5	0	2	0	0	0	0	0	0	0	0	10
01:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
01:15 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
01:30 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
01:45 PM	0	7	4	0	3	0	0	0	0	0	0	0	0	14
02:00 PM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
02:15 PM	0	16	4	0	2	0	0	0	0	0	0	0	0	22
02:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45 PM	0	4	4	0	1	0	0	0	0	0	0	0	0	9
03:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
03:30 PM	0	27	10	0	2	0	0	0	0	0	0	0	0	39
03:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
04:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
07:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
08:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	2	330	118	0	46	0	0	0	2	0	0	0	0	498

Vehicle Trips:	AM in	AM out	AM total	PM in	PM out	PM total	Daily
Passenger Car	14	1	18	3	16	46	332
2-Axle Trucks	4	3	8	0	3	12	164
3-Axle Trucks	0	0	0	0	0	0	0
4+ Axle Trucks	1	1	2	0	0	0	2
TOTAL VEHICLES	19	5	28	3	19	58	498

ATTACHMENT C

VMT SCREENING TOOL RESULTS

