

DATE: October 23, 2023
TO: Osvaldo Roque, County of San Bernardino
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 14152-04 TG Memo



ROUTE 66 TRUCK PARKING AND CARGO TERMINAL (PROJ-2021-00066) TRIP GENERATION ASSESSMENT (REVISED)

Urban Crossroads, Inc. is pleased to submit this revised Trip Generation Assessment for the proposed Route 66 Truck Parking and Cargo Terminal development (**Project**), which is located south of Historic Route 66 and northeast of Cajon Boulevard in the County of San Bernardino. The following memorandum summarizes the proposed Project's trip generation and determines whether additional traffic analysis is necessary based on the County's [Transportation Impact Study Guidelines](#) and dated July 2019 (referred to as **County Guidelines**). The County's scoping form can be found in Attachment A.

PROPOSED PROJECT

The proposed Project consists of a 28,680 square foot truck terminal warehouse with 32 loading dock doors. A preliminary site plan is shown on Exhibit 1. Access to the site will be accommodated to Cajon Boulevard via two proposed driveways (one on the northern end and one on the southern end of the property).

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

In order to develop the traffic characteristics of the proposed project, trip generation rates have been developed based on empirical data collected at existing facilities with similar operations. Trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for Truck Terminal (ITE Land Use Code 30) land use are based on limited data surveys of data collected 20-30 years ago for locations outside of California. Furthermore, ITE does not have a truck mix available for ITE Land Use Code 30.

In order to calculate a rate for the Project that most closely reflects the anticipated operations, the data collected at the following 3 local sites, which were surveyed over 2 days, have been utilized to develop an average trip generation rate:

- 700 Eckhoff Street, Orange, California: November 10 & 12, 2020
- 2550 E. 28th Street, Vernon, California: November 24 & 25, 2020
- 20388 Harvill Avenue, Perris, California: November 30 & December 1, 2021

TRIP GENERATION RATE DEVELOPMENT

Traffic counts were collected at the driveways for 700 Eckhoff Street in Orange, California on November 10, and 12, 2020. A summary of the count data collected over the 2 days is provided in Attachment B. Table B-1 in Attachment B provides the total trip generation for the site for each day and also shows the average 2-day trip generation. This location has 95 dock doors.

Similarly, traffic counts were collected at a second location at 2550 E. 28th Street in Vernon, California on November 24, and 25, 2020. A summary of the count data collected over the 2 days is provided in Attachment B. Table B-2 in Attachment B provides the total trip generation for the site for each day and also shows the average 2-day trip generation. This location has 80 dock doors.

Lastly, traffic counts were recently collected at a third location at 20388 Harvill Avenue in Perris, California on November 30, and December 1, 2021. A summary of the count data collected over 2 days is provided in Attachment B. Table B-3 in Attachment B provides the total trip generation for the site for each day and also shows the average 2-day trip generation. This location has 154 dock doors.

The number of dock doors has been utilized as the independent variable in calculating the trip generation rates as opposed to square footage since the proposed building is not intended to be used for the storage of materials. The trip generation for a truck terminal warehouse could be better correlated to the number of dock doors due to the truck activity associated with the transfer of goods.

Table B-4 in Attachment B presents the trip generation rates calculated for the proposed truck terminal land use based on an average of data collected at the 3 sites discussed above. The data collected at the 3 sites indicates most of the truck activity occurs outside of the typical morning and evening peak hours (7-9 AM and 4-6 PM). The average 2-day trip generation for each site was then divided by the number of applicable dock doors to develop the trip generation rates for each site and then averaged between the 3 sites. The resulting average trip generation rate for the 3 sites is shown on Table 1.

Finally, passenger car equivalent (**PCE**) factors were applied to the trip generation rates to convert trips made by heavy trucks (large 4+-axles trucks) to PCE values. 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 in the County’s Guidelines.

TABLE 1: TRIP GENERATION RATES

Land Use	Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck Terminal Warehouse ²	DD							
Passenger Cars:		0.110	0.055	0.165	0.048	0.036	0.084	1.673
2-axle Trucks:		0.002	0.006	0.008	0.005	0.000	0.005	0.147
3-axle Trucks:		0.006	0.010	0.016	0.041	0.013	0.053	0.447
4+-axle Trucks:		0.017	0.033	0.051	0.033	0.019	0.052	0.966
Passenger Car Equivalent (PCE):								
Truck Terminal Warehouse ²	DD							
Passenger Cars:		0.110	0.055	0.165	0.048	0.036	0.084	1.673
2-axle Trucks:		0.003	0.009	0.012	0.007	0.000	0.007	0.221
3-axle Trucks:		0.012	0.020	0.032	0.081	0.025	0.106	0.894
4+-axle Trucks:		0.052	0.100	0.152	0.100	0.056	0.156	2.899

¹ DD = Dock Doors

² Trip generation rates calculated based on average of 2-day trip generation data collected at 3 existing facilities.

PROPOSED PROJECT TRIP GENERATION

Based on the trip generation rates shown in Table 1, the Project trip generation has been calculated and is shown in Table 2. As shown in Table 2, the proposed Project is anticipated to generate 106 two-way daily trips with 8 AM peak hour trips and 6 PM peak hour trips. The resulting trip generation for the proposed Project is shown in Table 2 in PCE. As shown in Table 2, the proposed Project is anticipated to generate 186 two-way PCE trips per day, with 12 PCE AM peak hour trips and 12 PCE PM peak hour trips. For the purposes of determining the need for peak hour intersection operations analysis, the PCE-based peak hour volumes shown in Table 2 will be utilized.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck Terminal Warehouse	32 DD							
Passenger Cars:		4	2	6	2	1	3	54
2-axle Trucks:		0	0	0	0	0	0	6
3-axle Trucks:		0	0	0	1	0	1	14
4+-axle Trucks:		1	1	2	1	1	2	32
Total Trucks:		1	1	2	2	1	3	52
Total Trips (Actual Vehicles)²		5	3	8	4	2	6	106
Passenger Car Equivalent (PCE):								
Truck Terminal Warehouse	32 DD							
Passenger Cars:		4	2	6	2	1	3	54
2-axle Trucks:		0	0	0	0	0	0	8
3-axle Trucks:		0	1	1	3	1	4	30
4+-axle Trucks:		2	3	5	3	2	5	94
Total Trucks (PCE):		2	4	6	6	3	9	132
Total Trips (PCE)²		6	6	12	8	4	12	186

¹ DD = Dock Doors

² Total Trips = Passenger Cars + Truck Trips.

FINDINGS

The traffic impact study area is to be defined in conformance with the requirements of the County’s Guidelines, which state that the requirement to prepare a traffic study will be based upon, but not limited to, one or more of the following criteria:

- If a project generates 100 or more trips without consideration of pass-by trips during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher in the County’s General Plan or the Department’s Master Plan or impacted intersection as determined by the Traffic Division.
- If this project creates safety or operational concerns.

Based on this criterion, the Project is anticipated to generate fewer than 100 peak hour trips during any peak hour and would contribute fewer than 50 peak hour trips to any off-site study area intersection (actual vehicles). As such, additional traffic analysis beyond this trip generation assessment does not appear to be necessary.

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

ATTACHMENT A
COUNTY OF SAN BERNARDINO SCOPING FORM

SCOPE FOR TRAFFIC STUDY

Project Name:	Route 66 Truck Parking & Cargo Terminal (PROJ-2021-00066)
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This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:

Project Address:	APN 0262-021-13 and -09; Historic Route 66 & Cajon Bl.		
Project Description:	28,680 square foot truck terminal warehouse; 32 dock doors		
City:	County of San Bernardino		
Project Buildout Year:	2040	Ambient Growth Rate per Year:	N/A
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Cajon Boulevard		
Xtn E/W Street Name:	Historic Route 66		
Thomas Guide Pg+Grid:		County Supervisorial District:	

	Engineer	Developer Rep
Company:	Urban Crossroads, Inc.	Tom Dodson & Associates
Name:	Charlene So	Kaitlyn Dodson-Hamilton
Address:		PO Box 2307
City, State, Zip Code:		San Bernardino, CA 92406
Phone #:	(949) 861-0177	
Fax #:		
Email:	cso@urbanxroads.com	

By: 

Reviewed By:

Print Name: Charlene So

10/23/2023

Print Name:

Consultant/Developer's Representative

Date

Traffic Division Representative Date

SCOPE FOR TRAFFIC STUDY

Project Name:	Route 66 Truck Parking & Cargo Terminal (PROJ-2021-00066)
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1. Traffic Distribution: N/A

2. Trip Credit: N/A

Transportation Demand Management (TDM)	No	
Existing Active Land Use	No	
Previous Land Use	No	
Internal Trip Reduction	No	
Pass-by Trip Reduction	No	

3. Related Projects: N/A

4. Freeway Analysis: N/A

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf>. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at: http://www.sanbag.ca.gov/planning/subr_congestion.html

SCOPE FOR TRAFFIC STUDY

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5. Trip Generation

Trip Generation Rate(s) Source:		I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:						Edition:			
Land Use Code	Land Use	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
	Truck Terminal Warehouse (PCE)	O	32 dock doors		186	6	6	8	4		

* - Average Vehicle Trip Ends.
 For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store

SCOPE FOR TRAFFIC STUDY

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7. Other:

Traffic counts may be conducted immediately per the following:
<ul style="list-style-type: none">• Must be taken on Tuesdays, Wednesdays or Thursdays.
<ul style="list-style-type: none">• Must exclude holidays, and the first weekdays before and after the holiday.
<ul style="list-style-type: none">• Must be taken on days when local schools or colleges are in session.
<ul style="list-style-type: none">• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
<ul style="list-style-type: none">• Traffic counts used for other traffic studies in the area shall NOT be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
<ul style="list-style-type: none">• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
<ul style="list-style-type: none">• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
<ul style="list-style-type: none">• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of \$3400 is required at the time that a land use application is filed with the Department of Land Use Services. If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

SCOPE FOR TRAFFIC STUDY

Project Name:	Route 66 Truck Parking & Cargo Terminal (PROJ-2021-00066)
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9. Contact Information:

Please submit a signed copy of this scope for approval by the Traffic Division. Draft scopes may be sent electronically. Final scope with signature should be submitted in person or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8104

Fax: 909-387-7809

Email: jeremy.johnson@dpw.sbcounty.gov (Jeremy Johnson)

ATTACHMENT B
EXISTING DRIVEWAY COUNTS

TABLE B-1: 700 ECKHOFF STREET, ORANGE, CA TRIP GENERATION

Land Use	700 Eckhoff Street ²						Daily
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Day 1: November 10, 2020							
Passenger Cars:	9	7	16	6	4	10	212
2-axle Trucks:	0	0	0	1	0	1	15
3-axle Trucks:	1	2	3	6	3	9	50
4+-axle Trucks:	1	4	5	3	2	5	92
Total Truck Trips:	2	6	8	10	5	15	157
Total Trips¹	11	13	24	16	9	25	369
Day 2: November 12, 2020							
Passenger Cars:	13	10	23	8	5	13	189
2-axle Trucks:	0	1	1	0	0	0	18
3-axle Trucks:	0	0	0	4	0	4	49
4+-axle Trucks:	1	1	2	2	2	4	80
Total Truck Trips:	1	2	3	6	2	8	147
Total Trips¹	14	12	26	14	7	21	336
2-Day Average Trip							
Passenger Cars:	11	9	20	7	5	12	201
2-axle Trucks:	0	1	1	1	0	1	17
3-axle Trucks:	1	1	2	5	2	7	50
4+-axle Trucks:	1	3	4	3	2	5	86
Total Truck Trips:	2	4	6	8	4	12	152
Total Trips¹	13	13	25	15	8	23	353

* Note: data collected on November 10 and 12, 2020.

¹ Total Trips = Passenger Cars + Truck Trips.

² Trip generation represents the sum of all driveways, by day.

TABLE B-2: TRIP GENERATION 2550 E. 28TH STREET, VERNON, CA TRIP GENERATION

Land Use	2550 E. 28th Street ²						Daily
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Day 1: November 24, 2020							
Passenger Cars:	7	4	11	4	1	5	145
2-axle Trucks:	0	0	0	1	0	1	15
3-axle Trucks:	1	2	3	6	3	9	50
4+-axle Trucks:	1	4	5	3	2	5	92
Total Truck Trips:	2	6	8	10	5	15	157
Total Trips ¹	9	10	19	14	6	20	302
Day 2: November 25, 2020							
Passenger Cars:	9	3	12	5	3	8	115
2-axle Trucks:	0	1	1	0	0	0	18
3-axle Trucks:	0	0	0	4	0	4	49
4+-axle Trucks:	1	1	2	2	2	4	80
Total Truck Trips:	1	2	3	6	2	8	147
Total Trips ¹	10	5	15	11	5	16	262
2-Day Average Trip Generation:							
Passenger Cars:	8	4	12	5	2	7	130
2-axle Trucks:	0	1	1	1	0	1	17
3-axle Trucks:	1	1	2	5	2	7	50
4+-axle Trucks:	1	3	4	3	2	5	86
Total Truck Trips:	2	4	6	8	4	12	152
Total Trips¹	10	8	17	13	6	18	282

* Note: data collected on November 24 and 25, 2020.

¹ Total Trips = Passenger Cars + Total Truck Trips.

² Trip generation represents the sum of all driveways, by day.

TABLE B-3: 20388 HARVILL AVENUE, PERRIS, CA TRIP GENERATION

Land Use	20388 Harvill Avenue ²						Daily
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Day 1: November 30, 2021							
Passenger Cars:	19	4	23	1	5	6	187
2-axle Trucks:	1	1	2	0	0	0	8
3-axle Trucks:	1	0	1	2	1	3	27
4+-axle Trucks:	6	6	12	4	1	5	143
Total Truck Trips:	8	7	15	6	2	8	178
Total Trips (Actual Vehicles) ²	27	11	38	7	7	14	365
Day 2: December 1, 2021							
Passenger Cars:	16	6	22	3	6	9	208
2-axle Trucks:	1	1	2	1	0	1	11
3-axle Trucks:	1	2	3	0	0	0	35
4+-axle Trucks:	3	7	10	9	2	11	140
Total Truck Trips:	5	10	15	10	2	12	186
Total Trips (Actual Vehicles) ²	21	16	37	13	8	21	394
2-Day Average Trip Generation							
Passenger Cars:	18	5	23	2	6	8	198
2-axle Trucks:	1	1	2	1	0	1	10
3-axle Trucks:	1	1	2	1	1	2	31
4+-axle Trucks:	5	7	11	7	2	8	142
Total Truck Trips:	7	9	15	8	2	10	182
Total Trips (Actual Vehicles)²	24	14	38	10	8	18	380

* Note: data collected on November 30 and December 1, 2021.

¹ Total Trips = Passenger Cars + Total Truck Trips.

² Trip generation represents the sum of all driveways, by day.

TABLE B-4: SUMMARY OF AVERAGE TRIP GENERATION RATE BY SITE

Land Use	Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
700 Eckhoff Street ²	DD							
Passenger Cars:		0.116	0.089	0.205	0.074	0.047	0.121	2.111
2-axle Trucks:		0.000	0.005	0.005	0.005	0.000	0.005	0.174
3-axle Trucks:		0.005	0.011	0.016	0.053	0.016	0.068	0.521
4+-axle Trucks:		0.011	0.026	0.037	0.026	0.021	0.047	0.905
2550 E. 28th Street ³	DD							
Passenger Cars:		0.100	0.044	0.144	0.056	0.025	0.081	1.625
2-axle Trucks:		0.000	0.006	0.006	0.006	0.000	0.006	0.206
3-axle Trucks:		0.006	0.013	0.019	0.063	0.019	0.081	0.619
4+-axle Trucks:		0.013	0.031	0.044	0.031	0.025	0.056	1.075
20388 Harvill Avenue ⁴	DD							
Passenger Cars:		0.114	0.032	0.146	0.013	0.036	0.049	1.282
2-axle Trucks:		0.006	0.006	0.013	0.003	0.000	0.003	0.062
3-axle Trucks:		0.006	0.006	0.013	0.006	0.003	0.010	0.201
4+-axle Trucks:		0.029	0.042	0.071	0.042	0.010	0.052	0.919

¹ DD = Dock Doors

² Trip generation rates developed from data summarized on Table B-1: Divide the 2 day average total by the number of dock doors.

³ Trip generation rates developed from data summarized on Table B-2: Divide the 2 day average total by the number of dock doors.

⁴ Trip generation rates developed from data summarized on Table B-3: Divide the 2 day average total by the number of dock doors.

City: Orange
 Location: 700 N Eckhoff Street
 Driveway: South
 Date: Tuesday, November 10, 2020
 Count Type: Driveway Classification

	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	2	2
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	1	0	0	1	2
2:15	1	0	0	0	1
2:30	0	0	0	1	1
2:45	2	0	1	0	3
3:00	1	0	0	0	1
3:15	1	0	0	0	1
3:30	1	0	0	0	1
3:45	3	0	0	0	3
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	2	3
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	1	0	0	0	1
6:15	3	0	0	0	3
6:30	2	1	0	0	3
6:45	2	0	0	0	2
7:00	1	0	0	1	2
7:15	3	0	0	0	3
7:30	2	0	0	0	2
7:45	5	0	0	0	5
8:00	0	0	1	0	1
8:15	2	0	0	1	3
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	6	0	1	0	7
9:15	7	0	0	1	8
9:30	1	0	0	0	1
9:45	4	0	0	0	4
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	2	0	0	1	3
10:45	2	1	1	0	4
11:00	0	1	1	0	2
11:15	0	0	0	1	1
11:30	0	0	0	0	0
11:45	2	0	0	0	2
12:00	1	0	2	1	4
12:15	1	0	0	1	2
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	1	2
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	1	0	0	1	2
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	0	1	0	1	2
3:15	0	0	0	0	0
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	3	0	0	0	3
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	2	3
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	2	0	0	1	3
6:00	1	0	0	0	1
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	1	0	1	4	6
8:00	5	0	0	0	5
8:15	0	0	1	0	1
8:30	0	0	0	0	0
8:45	0	0	1	0	1
9:00	0	0	0	0	0
9:15	1	0	4	5	10
9:30	0	0	0	0	0
9:45	1	0	1	3	5
10:00	1	0	3	1	5
10:15	0	0	0	5	5
10:30	2	0	2	2	6
10:45	0	0	0	2	2
11:00	0	1	2	1	4
11:15	1	0	1	0	2
11:30	6	2	0	3	11
11:45	1	0	0	1	2
12:00	0	0	0	1	1
12:15	2	0	1	0	3
12:30	1	0	0	0	1
12:45	0	1	0	0	1
13:00	0	1	0	0	1

13:15	1	0	0	0	1
13:30	0	0	1	0	1
13:45	0	0	0	1	1
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	1	1
15:45	0	0	0	0	0
16:00	1	0	0	1	2
16:15	0	0	1	3	4
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	3	0	0	0	3
17:15	0	0	2	1	3
17:30	2	0	1	2	5
17:45	1	1	2	0	4
18:00	0	0	2	2	4
18:15	0	0	2	4	6
18:30	0	0	5	3	8
18:45	2	1	0	2	5
19:00	1	0	0	1	2
19:15	6	0	1	0	7
19:30	4	0	1	1	6
19:45	1	0	1	2	4
20:00	0	2	1	1	4
20:15	1	0	0	1	2
20:30	0	0	0	0	0
20:45	2	0	0	0	2
21:00	0	0	0	0	0
21:15	1	0	0	1	2
21:30	2	0	0	0	2
21:45	2	0	0	1	3
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	2	0	0	0	2
23:45	0	0	0	0	0
TOTAL	103	7	27	44	181

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	1	1	2
14:15	0	0	0	1	1
14:30	0	0	0	1	1
14:45	0	0	0	0	0
15:00	2	0	0	0	2
15:15	1	0	0	1	2
15:30	1	0	0	0	1
15:45	2	0	0	0	2
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	0	0	0	0	0
17:00	1	0	2	0	3
17:15	1	0	0	1	2
17:30	1	0	0	1	2
17:45	1	0	1	0	2
18:00	2	0	0	0	2
18:15	1	1	0	0	2
18:30	3	1	0	0	4
18:45	3	0	0	2	5
19:00	2	0	0	0	2
19:15	4	0	0	0	4
19:30	5	0	0	0	5
19:45	4	0	0	0	4
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	3	0	1	0	4
20:45	4	0	0	1	5
21:00	1	0	0	1	2
21:15	1	0	0	0	1
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	1	1
23:00	0	0	0	2	2
23:15	3	0	0	0	3
23:30	7	0	1	0	8
23:45	3	0	0	0	3
TOTAL	109	8	23	48	188

City: Orange
 Location: 700 N Eckhoff Street
 Driveway: South
 Date: Thursday, November 12, 2020
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	1	2
0:15	0	0	0	1	1
0:30	0	0	0	1	1
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	1	1
1:45	0	0	0	0	0
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	0	0
3:00	0	0	0	1	1
3:15	1	0	0	1	2
3:30	3	0	0	1	4
3:45	3	0	1	0	4
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	1	1	2
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	0	0	0	2	2
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	3	0	0	0	3
6:30	2	1	0	0	3
6:45	4	0	0	0	4
7:00	1	0	0	0	1
7:15	4	0	0	1	5
7:30	2	0	0	0	2
7:45	7	0	0	0	7
8:00	0	0	0	0	0
8:15	2	0	0	0	2
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	8	0	0	0	8
9:15	5	1	0	0	6
9:30	1	0	0	0	1
9:45	2	0	0	1	3
10:00	1	2	0	0	3
10:15	2	0	0	0	2
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	1	1	0	0	2
11:15	0	0	0	1	1
11:30	0	0	0	0	0
11:45	2	0	1	0	3
12:00	0	1	0	1	2
12:15	2	0	0	0	2
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0

	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	0	0
0:45	0	0	0	1	1
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	1	0	0	1	2
1:45	0	0	0	1	1
2:00	0	0	0	1	1
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	1	0	0	1	2
3:15	0	0	0	0	0
3:30	0	0	0	1	1
3:45	1	0	0	1	2
4:00	3	0	0	1	4
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	2	0	1	0	3
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	3	0	0	0	3
7:30	1	0	0	0	1
7:45	0	1	0	1	2
8:00	6	0	0	0	6
8:15	0	0	0	1	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	1	1
9:15	1	0	1	0	2
9:30	1	1	1	1	4
9:45	1	0	3	1	5
10:00	0	0	1	4	5
10:15	1	1	0	4	6
10:30	3	0	2	3	8
10:45	1	0	1	0	2
11:00	1	1	2	0	4
11:15	0	1	3	0	4
11:30	1	1	1	0	3
11:45	1	0	0	0	1
12:00	1	1	0	1	3
12:15	0	0	0	0	0
12:30	1	0	1	0	2
12:45	1	1	0	0	2
13:00	0	0	0	0	0

13:15	0	0	1	0	1
13:30	1	0	1	0	2
13:45	0	0	1	0	1
14:00	2	0	2	0	4
14:15	1	0	0	1	2
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	2	2
15:15	0	0	0	0	0
15:30	0	1	0	2	3
15:45	0	0	0	0	0
16:00	1	0	1	0	2
16:15	0	0	0	2	2
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	1	0	3	0	4
17:15	2	0	0	0	2
17:30	3	0	0	1	4
17:45	2	0	1	1	4
18:00	1	0	0	1	2
18:15	0	0	1	3	4
18:30	0	0	1	4	5
18:45	1	0	1	2	4
19:00	1	1	1	1	4
19:15	3	0	2	0	5
19:30	2	0	1	1	4
19:45	0	0	0	2	2
20:00	0	0	0	0	0
20:15	1	0	1	1	3
20:30	1	0	0	1	2
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	2	1	1	0	4
21:30	2	0	0	0	2
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	1	2
22:30	2	0	0	0	2
22:45	0	0	1	0	1
23:00	0	0	0	1	1
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	0	0	0	0	0
TOTAL	96	9	25	41	171

13:15	1	0	2	0	3
13:30	0	0	0	0	0
13:45	3	0	0	0	3
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	1	1
14:45	0	0	0	2	2
15:00	1	0	0	0	1
15:15	0	0	0	1	1
15:30	0	0	0	0	0
15:45	1	0	0	1	2
16:00	1	0	0	1	2
16:15	1	1	0	0	2
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	2	0	0	1	3
17:15	0	0	0	0	0
17:30	2	0	0	1	3
17:45	1	0	0	0	1
18:00	3	0	0	0	3
18:15	1	0	0	0	1
18:30	2	0	0	0	2
18:45	3	0	1	1	5
19:00	2	0	0	0	2
19:15	2	0	0	0	2
19:30	6	0	0	0	6
19:45	3	0	0	0	3
20:00	0	0	0	0	0
20:15	3	0	0	0	3
20:30	3	0	0	0	3
20:45	1	0	0	0	1
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	0	0	0	1	1
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	1	0	2	0	3
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	2	3
23:30	3	0	1	0	4
23:45	3	0	1	0	4
TOTAL	93	9	24	37	163



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/24/2020
 Count Type: Driveway Count

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

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



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/24/2020
 Count Type: Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	1	2	3
12:15	2	0	0	1	3
12:30	0	1	0	3	4
12:45	4	0	0	1	5
13:00	2	1	0	0	3
13:15	0	0	0	4	4
13:30	0	0	0	1	1
13:45	3	0	0	1	4
14:00	2	1	0	1	4
14:15	1	0	0	1	2
14:30	2	1	0	1	4
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	1	0	1	2
15:30	1	0	0	1	2
15:45	1	1	0	1	3
16:00	0	0	0	1	1
16:15	1	0	0	0	1
16:30	1	0	0	2	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	1	0	0	1	2
17:30	1	0	0	2	3
17:45	0	1	2	6	9
18:00	1	0	2	4	7
18:15	0	0	3	3	6
18:30	0	0	0	5	5
18:45	2	0	0	3	5
19:00	1	0	1	1	3
19:15	1	0	1	3	5
19:30	0	0	1	2	3
19:45	1	0	0	1	2
20:00	1	0	0	1	2
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	2	0	0	1	3
21:00	2	0	0	0	2
21:15	1	0	0	1	2
21:30	0	0	0	0	0
21:45	1	1	0	1	3
22:00	0	0	0	0	0
22:15	1	0	0	1	2
22:30	0	0	0	1	1
22:45	2	0	0	3	5
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	3	0	0	0	3
23:45	2	0	0	1	3
TOTAL	144	13	12	95	264

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	3	0	1	1	5
12:30	1	0	1	2	4
12:45	1	1	0	0	2
13:00	3	1	0	0	4
13:15	1	0	0	0	1
13:30	0	0	2	0	2
13:45	2	0	2	0	4
14:00	3	0	0	2	5
14:15	1	0	0	1	2
14:30	4	0	1	1	6
14:45	1	1	0	0	2
15:00	4	1	0	1	6
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	4	0	0	0	4
16:00	2	0	0	0	2
16:15	0	0	0	2	2
16:30	2	0	0	1	3
16:45	2	0	0	0	2
17:00	3	0	0	0	3
17:15	0	0	0	1	1
17:30	1	0	0	0	1
17:45	1	0	0	0	1
18:00	5	0	0	0	5
18:15	6	0	0	1	7
18:30	4	0	0	0	4
18:45	6	0	0	1	7
19:00	5	0	0	0	5
19:15	4	0	0	0	4
19:30	2	0	0	1	3
19:45	3	0	0	1	4
20:00	2	0	0	1	3
20:15	0	0	0	0	0
20:30	1	0	0	1	2
20:45	1	0	0	0	1
21:00	0	0	0	1	1
21:15	0	0	0	2	2
21:30	0	1	0	1	2
21:45	1	0	0	2	3
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	2	0	0	0	2
22:45	1	0	0	1	2
23:00	1	0	0	1	2
23:15	1	0	0	0	1
23:30	0	0	0	1	1
23:45	2	0	0	0	2
TOTAL	142	12	19	91	264



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/25/2020
 Count Type: Driveway Count

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

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



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/25/2020
 Count Type: Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	1	0	1	3
12:15	0	0	0	1	1
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	1	0	0	0	1
13:15	1	0	0	1	2
13:30	1	0	2	2	5
13:45	1	0	0	0	1
14:00	1	1	0	1	3
14:15	0	0	0	0	0
14:30	0	1	0	0	1
14:45	5	1	0	1	7
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	3	0	0	2	5
15:45	1	0	0	1	2
16:00	1	0	0	1	2
16:15	1	0	0	2	3
16:30	0	1	0	3	4
16:45	0	1	0	1	2
17:00	1	0	0	3	4
17:15	0	0	1	3	4
17:30	0	1	1	1	3
17:45	1	1	2	4	8
18:00	1	0	1	1	3
18:15	1	0	0	3	4
18:30	0	0	1	1	2
18:45	1	0	1	4	6
19:00	0	0	0	3	3
19:15	0	1	0	2	3
19:30	0	0	0	1	1
19:45	2	0	1	1	4
20:00	1	0	0	0	1
20:15	1	0	0	0	1
20:30	1	1	0	0	2
20:45	1	0	0	1	2
21:00	1	0	0	0	1
21:15	1	0	0	2	3
21:30	1	0	0	1	2
21:45	0	1	0	0	1
22:00	1	0	0	0	1
22:15	0	0	0	2	2
22:30	0	0	0	0	0
22:45	0	0	1	1	2
23:00	0	0	0	0	0
23:15	1	0	0	1	2
23:30	0	0	0	0	0
23:45	0	0	0	1	1
TOTAL	127	18	13	81	239

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	2	3
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	2	0	0	1	3
13:15	2	0	0	0	2
13:30	0	0	0	0	0
13:45	0	0	1	1	2
14:00	2	0	1	2	5
14:15	0	0	0	0	0
14:30	2	1	0	1	4
14:45	4	1	0	0	5
15:00	0	0	0	0	0
15:15	3	0	0	1	4
15:30	1	0	0	0	1
15:45	3	0	0	0	3
16:00	0	1	0	0	1
16:15	4	0	0	1	5
16:30	2	1	0	0	3
16:45	3	0	0	0	3
17:00	2	0	0	1	3
17:15	4	0	1	1	6
17:30	1	0	0	0	1
17:45	4	0	0	0	4
18:00	6	0	0	0	6
18:15	4	1	0	0	5
18:30	2	0	0	1	3
18:45	2	0	0	0	2
19:00	2	0	0	0	2
19:15	3	0	0	1	4
19:30	4	0	0	0	4
19:45	3	0	0	0	3
20:00	4	0	0	1	5
20:15	2	0	0	0	2
20:30	0	0	0	1	1
20:45	0	0	0	1	1
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	1	0	0	1
21:45	2	1	0	1	4
22:00	1	0	0	2	3
22:15	1	0	0	0	1
22:30	0	0	0	1	1
22:45	0	0	0	2	2
23:00	2	1	0	1	4
23:15	0	0	0	0	0
23:30	0	0	0	1	1
23:45	2	0	0	1	3
TOTAL	130	18	13	82	243



City: County of Riverside
 Location: Central Freight, 20388 Harvill Avenue
 Date: 11/30/2021
 Count Type: Driveway Classification 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	1	1
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	1	1
1:30	0	0	0	1	1
1:45	1	0	0	0	1
2:00	2	1	0	0	3
2:15	0	0	0	0	0
2:30	0	0	0	2	2
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	0	0	0	1	1
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	1	0	1	3
4:45	0	0	0	2	2
5:00	0	0	0	1	1
5:15	0	0	0	0	0
5:30	5	0	0	0	5
5:45	6	0	0	0	6
6:00	1	0	0	1	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	3	0	1	1	5
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	4	0	0	0	4
7:45	2	0	0	0	2
8:00	5	0	0	1	6
8:15	3	1	1	1	6
8:30	1	0	0	3	4
8:45	10	0	0	1	11
9:00	5	0	1	1	7
9:15	0	0	0	0	0
9:30	0	0	0	3	3
9:45	1	0	0	2	3
10:00	1	0	0	0	1
10:15	1	0	0	2	3
10:30	0	0	0	2	2
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	2	0	0	1	3
11:30	0	0	0	2	2
11:45	0	0	0	0	0

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



City: County of Riverside
 Location: Central Freight, 20388 Harvill Avenue
 Date: 11/30/2021
 Count Type: Driveway Classification Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	1	1	1	4
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	1	1
13:15	0	0	0	1	1
13:30	2	1	0	0	3
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	1	1
14:45	0	0	0	1	1
15:00	2	0	0	1	3
15:15	1	0	0	0	1
15:30	0	0	0	1	1
15:45	3	0	0	1	4
16:00	2	0	0	0	2
16:15	0	0	1	0	1
16:30	0	0	0	0	0
16:45	0	0	1	2	3
17:00	0	0	0	1	1
17:15	1	0	0	0	1
17:30	0	0	1	2	3
17:45	0	0	1	1	2
18:00	2	0	0	3	5
18:15	0	0	1	2	3
18:30	2	0	1	1	4
18:45	1	0	0	3	4
19:00	0	0	1	4	5
19:15	1	0	0	3	4
19:30	1	0	1	0	2
19:45	0	0	0	1	1
20:00	0	0	0	2	2
20:15	3	0	1	0	4
20:30	1	0	2	0	3
20:45	0	0	0	0	0
21:00	3	0	0	1	4
21:15	3	0	0	1	4
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	2	2
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	1	0	0	1	2
23:45	0	0	0	1	1
TOTAL	96	5	15	71	187

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	2	2
12:15	3	0	0	0	3
12:30	1	0	1	1	3
12:45	0	0	1	1	2
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	2	0	0	2	4
13:45	0	0	1	1	2
14:00	2	0	0	1	3
14:15	2	0	1	0	3
14:30	2	0	0	1	3
14:45	1	0	0	0	1
15:00	0	0	0	1	1
15:15	1	0	0	2	3
15:30	2	0	0	0	2
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	2	0	0	0	2
16:45	0	0	1	0	1
17:00	3	0	0	0	3
17:15	1	0	0	0	1
17:30	0	0	1	0	1
17:45	1	0	0	1	2
18:00	1	0	0	2	3
18:15	2	0	0	0	2
18:30	2	0	0	0	2
18:45	0	0	0	1	1
19:00	3	0	0	1	4
19:15	2	0	0	0	2
19:30	3	1	0	0	4
19:45	5	0	0	1	6
20:00	5	0	0	0	5
20:15	1	0	0	0	1
20:30	2	0	1	0	3
20:45	1	0	0	0	1
21:00	1	0	0	1	2
21:15	1	0	0	0	1
21:30	1	0	0	0	1
21:45	1	0	0	1	2
22:00	1	0	0	0	1
22:15	0	0	0	2	2
22:30	1	0	0	1	2
22:45	0	0	0	2	2
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	91	3	12	72	178



City: County of Riverside
 Location: Central Freight, 20388 Harvill Avenue
 Date: 12/1/2021
 Count Type: Driveway Classification Count

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

	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	9	0	0	3	12
0:45	1	0	0	0	1
1:00	1	0	0	0	1
1:15	1	0	0	0	1
1:30	1	0	0	3	4
1:45	0	0	0	0	0
2:00	1	0	0	1	2
2:15	1	0	0	1	2
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	1	1
4:30	0	0	0	0	0
4:45	0	0	1	0	1
5:00	0	0	0	1	1
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	1	1	2
6:30	0	0	0	1	1
6:45	0	0	0	1	1
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	2	0	0	0	2
8:00	1	0	0	2	3
8:15	0	0	0	2	2
8:30	3	1	1	0	5
8:45	2	0	1	3	6
9:00	6	0	1	3	10
9:15	0	0	1	3	4
9:30	0	0	3	1	4
9:45	1	0	1	7	9
10:00	2	0	1	1	4
10:15	1	0	1	0	2
10:30	1	0	1	0	2
10:45	1	0	0	3	4
11:00	0	0	0	1	1
11:15	1	0	0	0	1
11:30	2	1	0	0	3
11:45	1	0	0	0	1



City: County of Riverside
 Location: Central Freight, 20388 Harvill Avenue
 Date: 12/1/2021
 Count Type: Driveway Classification Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	1	0	0	1	2
12:30	0	0	0	1	1
12:45	1	0	0	1	2
13:00	0	0	0	2	2
13:15	0	0	0	0	0
13:30	0	0	0	2	2
13:45	0	0	0	0	0
14:00	0	0	0	1	1
14:15	1	1	0	1	3
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	3	0	0	0	3
15:30	1	0	0	1	2
15:45	6	0	1	0	7
16:00	1	0	0	0	1
16:15	0	1	0	1	2
16:30	1	1	0	0	2
16:45	0	1	0	2	3
17:00	0	0	0	3	3
17:15	2	1	0	3	6
17:30	0	0	0	1	1
17:45	1	0	0	2	3
18:00	0	0	0	2	2
18:15	1	0	1	3	5
18:30	1	0	1	0	2
18:45	0	0	0	4	4
19:00	0	0	1	4	5
19:15	0	0	0	1	1
19:30	0	0	0	0	0
19:45	0	0	1	1	2
20:00	0	0	0	2	2
20:15	5	0	0	2	7
20:30	0	0	1	1	2
20:45	2	0	0	1	3
21:00	1	0	0	0	1
21:15	1	0	0	1	2
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	3	3
22:30	0	0	0	0	0
22:45	0	0	0	1	1
23:00	0	0	0	0	0
23:15	1	0	0	1	2
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	100	7	16	72	195

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	1	0	0	0	1
12:30	1	0	0	4	5
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	1	0	2
13:30	0	0	0	3	3
13:45	0	0	0	0	0
14:00	2	0	0	1	3
14:15	1	0	0	0	1
14:30	5	1	0	1	7
14:45	0	0	0	0	0
15:00	3	0	0	1	4
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	1	1
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	1	0	0	1	2
16:45	2	0	0	0	2
17:00	0	0	0	0	0
17:15	3	0	0	0	3
17:30	1	0	0	1	2
17:45	2	0	0	1	3
18:00	2	1	1	0	4
18:15	0	0	1	1	2
18:30	1	0	1	0	2
18:45	1	0	0	1	2
19:00	2	0	0	0	2
19:15	0	0	0	0	0
19:30	3	0	0	2	5
19:45	4	0	1	0	5
20:00	6	0	0	0	6
20:15	4	0	0	0	4
20:30	1	0	0	2	3
20:45	1	0	0	1	2
21:00	3	0	0	1	4
21:15	0	0	0	1	1
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	4	0	0	0	4
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	1	3	4
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	0	0	0	0	0
TOTAL	108	4	19	68	199