Appendix K Traffic Study



# K-1 Traffic Impact Study Report

# Veteran's Industrial Park (VIP) 215 Development

1.1

Bringing Good Jos

# Traffic Impact Study Report November 2019

# **Prepared for:**

March Joint Powers Authority 14205 Meridian Parkway, Suite 140 Riverside, CA 92518

# Prepared by:

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# Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study

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# **Executive Summary**

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Veteran's Industrial Park (VIP) 215 Development (Project). The proposed Project is located directly east of the Interstate 215 northbound ramps at Van Buren Boulevard, south of the existing March Field Air Museum, and west of an existing March Air Reserve Base airport runway; the I-215 off-ramp provides no access to the runway or any taxiways.

The Project site is approximately 142.5 acres located within the boundaries of the March Inland Port Airport in unincorporated Riverside County, California. The Project site is presently owned by the March Joint Powers Authority (JPA) and would be developed under a ground lease. The Assessor Parcel Numbers (APNs) for the Project site are: 294-150-009, 294-170-005, 295-300-008, and 294-180-038.

All development will be consistent with the overall buildout of the March Inland Port Airport. The Project proposes speculative industrial buildings that would allow for a mix of logistics center uses that could support wholesale, storage, distribution, manufacturing and/or assembly centers.

The conceptual site plan identifies two high cube industrial buildings which total approximately 2,219,852 square feet:

- ✓ Building 1: 1,017,020 square feet
- ✓ Building 2: 1,172,832 square feet

A logistics center can be defined as building space used for the intermediate storage and distribution of freight and commodities on route between their source and destination. Typical facilities have limited office areas. Each building would have a north to south orientation with trailer truck dock doors located on the rear of each building. All trailer truck parking would be provided on site. Both passenger vehicle and trailer truck parking would be provided in accordance with development code requirements.

Currently, there is no improved access to the proposed Project site. Access to Project will be provided through the construction of a four-lane extension of Van Buren Boulevard from its current terminus at the March Field Air Museum to the southern border of March JPA at the City of Perris. Secondary access will be provided though an access point at the south end of the project.



This report includes analysis of the following intersections and roadway segments which were determined in consultation with affected agency staff, including the California Department of Transportation (Caltrans):

#### Intersections

#### Existing Intersections

- Van Buren Boulevard / Trautwein Boulevard-Cole Avenue
- Van Buren Boulevard / Barton Street
- Van Buren Boulevard / Coyote Bush Road
- Van Buren Boulevard / Orange Terrace Parkway
- Van Buren Boulevard / Village West Drive
- Van Buren Boulevard / Meridian Parkway
- Van Buren Boulevard / Opportunity Way
- Van Buren Boulevard / I-215 Freeway SB Ramps
- Van Buren Boulevard / I-215 Freeway NB Ramps
- Harley Knox Boulevard / Harvill Avenue
- Harley Knox Boulevard / I-215 Freeway SB Ramps
- Harley Knox Boulevard / I-215 Freeway NB Ramps
- Nandina Avenue / Western Way
- Harley Knox Boulevard / Western Way
- Harley Knox Boulevard / Patterson Avenue
- Harley Knox Boulevard / Webster Avenue
- Harley Knox Boulevard / Indian Avenue
- Harley Knox Boulevard / Perris Boulevard

## Future Intersections

- Van Buren Boulevard / North Project Access
- Van Buren Boulevard / South Project Access
- Van Buren Boulevard-Western Way / Project Access

## **Roadway Segments**

## Existing Roadway Segments

- Van Buren Blvd
  - Trautwein Boulevard-Cole Avenue to Barton Street Barton Street to Orange Terrace Parkway Orange Terrace Parkway to Village West Drive Village West Drive to Meridian Parkway Meridian Parkway to Opportunity Way Opportunity Way to I-215 Freeway
- <u>Western Way</u>
   Van Buren Boulevard to Nandina Avenue



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Nandina Avenue to Harley Knox Boulevard

<u>Harley Knox Boulevard</u>
 Harvill Avenue to I-215 Freeway
 I-215 Freeway to Western Way
 Western Way to Patterson Avenue
 Patterson Avenue to Webster Avenue
 Webster Avenue to Indian Avenue
 Indian Avenue to Perris Boulevard

#### Future Roadway Segments

<u>Van Buren Blvd</u>
 I-215 Freeway to Project Access
 Project Access to Western Way

#### Freeway Merge/Diverge

- ✓ I-215 Freeway NB
  - Harley Knox Boulevard Off Ramp
  - Harley Knox Boulevard On Ramp
  - Van Buren Boulevard Off Ramp
  - Van Buren Boulevard EB On Ramp
  - Van Buren Boulevard WB On Ramp

#### ✓ I-215 Freeway SB

- Van Buren Boulevard Off Ramp
- Van Buren Boulevard On Ramp
- Harley Knox Boulevard Off Ramp
- Harley Knox Boulevard On Ramp

#### **Freeway Segments**

- ✓ I-215 Freeway NB
  - North of Van Buren Boulevard
  - Harley Knox Boulevard to Van Buren Boulevard
  - South of Harley Knox Boulevard

#### ✓ I-215 Freeway SB

- North of Van Buren Boulevard
- Harley Knox Boulevard to Van Buren Boulevard
- South of Harley Knox Boulevard



#### E-4 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Executive Summary

The study time periods include the weekday AM and PM peak hours determined between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. The peak hours were analyzed for the following conditions:

- Existing Conditions (Baseline Year)
- Existing Plus Project
- ✓ Opening Year 2019 Without Project
- Opening Year 2019 Plus Project
- Cumulative Year 2025 Without Project
- ✓ Cumulative Year 2025 Plus Project
- Horizon Year 2040 Without Project
- Horizon Year 2040 Plus Project

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project and to analyze the traffic conditions expected to exist in the future. The conclusion of this traffic impact study is that the existing road network is generally either adequate or can be mitigated to accommodate the proposed development through the year 2040. It should be noted that this traffic analysis included the assessment of a High Cube Warehouse development and Intensive Ecommerce development.

#### **IMPACTS**

#### Intersections

Results of the LOS intersection analysis along the street and highway system in the project area from Existing through the Horizon Year 2040 Plus Project scenario are reflected in Table E-1 considering the High Cube Warehouse land use. Table E-1 shows intersections that are expected to fall short of desirable operating conditions for various scenarios. Results of the analysis show that the proposed Project will cause or contribute to an unacceptable LOS at 1 of the 18 study intersections (Harley Knox Boulevard at Western Way) when comparing the Existing and Existing Plus Project scenarios. Results of the analysis also show that 15 of the 18 study intersections will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at all 15 intersections would occur due to cumulative growth and would occur with or without the Project.

Results of the LOS intersection analysis along the street and highway system in the project area from Existing through the Horizon Year 2040 Plus Project scenario are reflected in Table E-2 considering the Intensive Ecommerce land use. Table E-2 shows intersections that are expected to fall short of desirable operating conditions for various scenarios. Results of the analysis show that the proposed Project will cause or contribute to an unacceptable LOS at 4 of the 18 study intersections (Van Buren Boulevard at Barton Street, Van Buren Boulevard at I-215 SB Ramps, Harley Knox Boulevard at I-215 NB Ramps, and Harley Knox Boulevard at Western Way) when comparing the Existing and Existing Plus Project scenarios. Results of the analysis also show that 16 of the 18 study intersections will fall below acceptable levels of service through the year



#### E-5 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Executive Summary

2040. However, Horizon Year 2040 impacts at 15 of the intersections would occur due to cumulative growth and would occur with or without the Project.

#### Segments

Results of the LOS segment analysis along the street and highway system in the project area from Existing through the Horizon Year 2040 Plus Project scenario are reflected in Table E-3 considering the High Cube Warehouse land use. Table E-3 shows roadway segments that are expected to fall short of desirable operating conditions for various scenarios. Results of the analysis show that 6 of the 13 roadway segments will fall below acceptable levels of service through the year 2040. Potential mitigation measures are discussed in Chapter 3 of this report.

Results of the LOS segment analysis along the street and highway system in the project area from Existing through the Horizon Year 2040 Plus Project scenario are reflected in Table E-4 considering the Intensive Ecommerce land use. Table E-4 shows roadway segments that are expected to fall short of desirable operating conditions for various scenarios. Results of the analysis show that 8 of the 13 roadway segments will fall below acceptable levels of service through the year 2040. Potential mitigation measures are discussed in Chapter 4 of this report.



| INTERSECTION  | CONTROL                      | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PROJ     | G PLUS<br>IECT | OPENIN<br>2019 WI<br>PROJ | g year<br>Ithout<br>Iect | OPENIN<br>2019<br>PROJ    | g year<br>PLUS<br>IECT | CUMUL<br>YEAR 2<br>WITH<br>PROJ | ATIVE<br>2025<br>OUT<br>ECT | CUMUL<br>YEAR 202<br>PROJ | ATIVE<br>25 PLUS<br>ECT          | HORIZOI<br>2040 WI<br>PROJ | N YEAR<br>THOUT<br>ECT | HORIZON<br>2040 I<br>PROJ | N YEAR<br>PLUS<br>ECT            |
|---|------------------------------|---------------|--------------|---------------------|----------------|---------------------------|--------------------------|---------------------------|------------------------|---------------------------------|-----------------------------|---------------------------|----------------------------------|----------------------------|------------------------|---------------------------|----------------------------------|
|   |                              |               |              | DELAY               | LOS            | DELAY                     | LOS                      | DELAY                     | LOS                    | DELAY                           | LOS                         | DELAY                     | LOS                              | DELAY                      | LOS                    | DELAY                     | LOS                              |
| 1. Van Buren Boulevard / Trautwein<br>Boulevard-Cole Avenue | Signalized                   | D             | AM<br>PM     | 36.2<br>31.0        | D<br>C         | 43.1<br>37.7              | D<br>D                   | 45.5<br>37.8              | D<br>D                 | 53.6<br>46.9                    | D<br>D                      | 54.0<br>47.1              | D<br>D                           | 91.3<br>115.1              | F                      | 92.1<br>116.1             | F <sup>1</sup><br>F <sup>1</sup> |
| 2. Van Buren Boulevard / Barton Street                      | Signalized                   | D             | AM           | 97.5                | F <sup>1</sup> | 70.7                      | E                        | 71.3                      | E1                     | 72.4                            | E                           | 75.0                      | E1                               | 120.1                      | F                      | 121.2                     | F <sup>1</sup>                   |
|   | ů.                           |               | PM           | 91.7                | F              | 39.8                      | D                        | 40.0                      | D                      | 51.3                            | D                           | 52.4                      | D                                | 125.1                      | F                      | 126.2                     | F <sup>1</sup>                   |
| 3. Van Buren Boulevard / Coyote Bush Road                   | Signalized                   | D             | AM<br>PM     | 21.4<br>11.6        | C<br>B         | <b>68.2</b><br>40.4       | E<br>D                   | 68.5<br>40.3 <sup>2</sup> | E *<br>D               | <b>73.4</b><br>51.8             | E<br>D                      | <b>73.6</b><br>52.1       | E*<br>D                          | <b>78.3</b><br>51.9        | E<br>D                 | 78.6<br>52.1              | E *                              |
| 4. Van Buren Boulevard / Orange Terrace<br>Parkway          | Signalized                   | D             | AM<br>PM     | 15.3<br>14.0        | B              | 33.5<br>32.3              | C<br>C                   | 35.3                      | D                      | 36.3                            | D                           | 36.3                      | D                                | 47.0                       | D                      | 47.6                      | D<br>F <sup>1</sup>              |
|   |                              |               | 1 141        | 14.0                |                | 52.5                      | <u> </u>                 | 52.5                      | - C                    | 33.2                            | D                           |                           |                                  | 00.0                       | -                      |                           |                                  |
| 5. Van Buren Boulevard / Village West Drive                 | Signalized                   | D             | AM<br>PM     | 14.8<br>13.3        | B<br>B         | 20.4<br>17.1              | C<br>B                   | 21.1<br>17.1              | C<br>B                 | 21.4<br>19.1                    | C<br>B                      | 21.6<br>19.2              | C<br>B                           | 75.9<br>138.4              | E<br>F                 | 76.9<br>138.6             | E <sup>1</sup><br>F <sup>1</sup> |
| 6 Van Buren Boulevard / Meridian Parkway                    | Signalized                   | D             | AM           | 40.2                | D              | 43.2                      | D                        | 43.5                      | D                      | 74.3                            | E                           | 74.8                      | E1                               | 217.7                      | F                      | 217.4 <sup>2</sup>        | F 1                              |
|   | Signanzea                    |               | PM           | 54.2                | D              | 63.6                      | E                        | 64.9                      | E <sup>1</sup>         | 86.0                            | F                           | 86.3                      | F <sup>1</sup>                   | 258.8                      | F                      | 259.3                     | F <sup>1</sup>                   |
| 7. Van Buren Boulevard / Opportunity Way                    | Signalized                   | D             | AM<br>PM     | 23.1<br>22.5        | C<br>C         | 29.2<br>24.3              | C<br>C                   | 30.0<br>24.4              | C<br>C                 | 35.0<br>24.6                    | C<br>C                      | 35.3<br>24.7              | D<br>C                           | 39.9<br>26.4               | D<br>C                 | 40.3<br>27.9              | D<br>C                           |
| 8 Van Buren Boulevard / I-215 SB Bamps                      | Signalized                   | D             | AM           | 21.5                | С              | 56.2                      | E                        | 57.9                      | E                      | 74.9                            | E                           | 75.4                      | E                                | 105.9                      | F                      | 105.8 <sup>2</sup>        | F                                |
|   | Signatized                   |               | PM           | 32.2                | С              | 85.7                      | F                        | 88.7                      | F                      | 107.2                           | F                           | 109.4                     | F                                | 154.1                      | F                      | 154.0                     | F <sup>1</sup>                   |
| 9. Van Buren Boulevard / I-215 NB Ramps                     | Signalized                   | D             | AM           | 18.1                | В              | 29.8                      | С                        | 30.4                      | С                      | 36.3                            | D                           | 36.9                      | D                                | 38.8                       | D                      | 38.6 <sup>2</sup>         | D                                |
|   |                              |               | PIVI         | 18.9                | в              | 30.0                      | D                        | 30.8                      | D                      | 39.6                            | D                           | 39.8                      | U                                | 59.9                       | E                      | 60.3                      | E                                |
| 10. Harley Knox Boulevard / Harvill Avenue                  | Signalized                   | D             | AM<br>PM     | 19.5<br>12.9        | B<br>B         | 19.6<br>13.1              | B<br>B                   | 19.8<br>13.1              | B<br>B                 | 25.0<br>15.0                    | C<br>B                      | 25.2<br>15.1              | C<br>B                           | 31.0<br>29.4               | C<br>C                 | 31.2<br>29.5              | C<br>C                           |
| 11. Harley Knox Boulevard / I-215 SB Ramps                  | Signalized                   | D             | AM           | 26.8                | С              | 82.6                      | F                        | 86.5                      | F <sup>1</sup>         | 288.2                           | F                           | 295.1                     | <b>F</b> <sup>1</sup>            | 298.6                      | F                      | >300.0                    | F <sup>1</sup>                   |
|   |                              |               | PM           | 23.4                | С              | 61.2                      | E                        | 69.0                      | E                      | 286.9                           | F                           | 299.3                     | F                                | >300.0                     | F                      | >300.0                    | F                                |
| 12. Harley Knox Boulevard / I-215 NB Ramps                  | Signalized                   | D             | AM<br>PM     | <b>62.8</b><br>27.3 | E<br>C         | 147.2<br>125.9            | F                        | 172.1<br>138.8            | F                      | >300.0<br>>300.0                | F                           | >300.0<br>>300.0          | F <sup>1</sup><br>F <sup>1</sup> | >300.0<br>>300.0           | F                      | >300.0<br>>300.0          | F <sup>1</sup><br>F <sup>1</sup> |
|   |                              |               | 0.0.4        | 7.5                 | •              | 71                        | •                        | 75                        | •                      | 75                              | ^                           | 7.0                       | ٨                                | 7.6                        | ^                      | 8.0                       | •                                |
| 13. Nandina Avenue / Western Way                            | All-Way Stop                 | D             | PM           | 7.5                 | A              | 7.1                       | A                        | 7.2                       | A                      | 7.3                             | A                           | 7.9                       | A                                | 7.8                        | A                      | 7.5                       | A                                |
| 14. Harley Knox Boulevard / Western Way One                 | e-Way Stop Sign <sup>3</sup> | D             | AM           | 22.9                | С              | 11.3                      | В                        | 13.0                      | В                      | 28.7                            | С                           | 35.4                      | D                                | 40.1                       | D                      | 48.1                      | D                                |
|   |                              |               | PM           | 52.4                | F              | 19.9                      | В                        | 27.9                      | С                      | 95.4                            | F                           | 112.2                     | F                                | 120.1                      | F                      | 130.2                     | F                                |
| 15. Harley Knox Boulevard / Patterson Avenue                | Signalized                   | D             | AM<br>PM     | 23.1                | C<br>C         | 23.8                      | C<br>C                   | 23.9<br>34.0              | C<br>C                 | 70.0<br>145.8                   | E                           | 75.5<br>146.5             | E <sup>1</sup><br>F <sup>1</sup> | 89.8<br>160.9              | F                      | 90.8<br>161.6             | F <sup>1</sup><br>F <sup>1</sup> |
|   |                              |               |              | 23.5                |                |                           | ~                        | 5 7.0                     | ~                      |                                 | •                           |                           |                                  |                            | •                      |                           |                                  |
| 16. Harley Knox Boulevard / Webster Avenue                  | Roundabout                   | D             | AM<br>PM     | 8.7<br>6.9          | A<br>A         | 11.5<br>11.5              | B                        | 11.7<br>11.7              | B                      | 33.9<br>139.1                   | D<br>F                      | 34.6<br>140.7             | D<br>F <sup>1</sup>              | >300.0<br>>300.0           | F                      | >300.0<br>>300.0          | F <sup>1</sup><br>F <sup>1</sup> |
|   |                              |               | 0.04         | 3/1 1               | C              | 30.0                      | D                        | 40.8                      | D                      | 54.0                            | D                           | 54.7                      | D                                | 146.2                      | 6                      | 147.2                     | <b>c</b> <sup>1</sup>            |
| 17. Harley Knox Boulevard / Indian Avenue                   | Signalized                   | D             | PM           | 27.9                | С              | 40.9                      | D                        | 40.8                      | D                      | 73.3                            | E                           | 73.3                      | E <sup>1</sup>                   | 215.9                      | F                      | 216.1                     | F <sup>1</sup>                   |
| 18. Harley Knox Boulevard / Perris Boulevard                | Signalized                   | D             | AM<br>PM     | 31.0<br>21.5        | С              | 50.2<br>37.0              | D                        | 51.4<br>38.1              | D                      | 112.7<br>96.8                   | F                           | 113.8<br>98.3             | F <sup>1</sup><br>F <sup>1</sup> | 179.2<br>177.9             | F                      | 180.0<br>180.7            | F <sup>1</sup><br>F <sup>1</sup> |

# Table E-1 Intersection Operations (High Cube Warehouse)

DELAY is measured in seconds

 $\mbox{LOS}$  = Level of Service /  $\mbox{BOLD}$  denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled

intersections, delay results show the delay for the worst movement.

1: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4.

2: Marginal decreases in average delay at an intersection can occur as a result of additional trips at an uncongested movement at the intersection. Those additional trips would move through the intersection with less delay than the intersection's average delay. The average delay when those additional trips are added is, therefore, reduced. This is the reason that the level of service improves at certain intersections with the addition of Project trips.

3: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.

This intersection is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



| INTERSECTION  | CONTROL             | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PROJ   | G PLUS<br>IECT                   | OPENIN<br>2019 WI<br>PROJ | g year<br>Thout<br>Iect | OPENIN<br>2019<br>PROJ | G YEAR<br>PLUS<br>IECT | CUMUL<br>YEAR 2<br>WITH<br>PROJ | ATIVE<br>2025<br>OUT<br>ECT | CUMUL<br>YEAR 202<br>PROJ | ATIVE<br>25 PLUS<br>IECT | HORIZOI<br>2040 WI<br>PROJ | N YEAR<br>THOUT<br>ECT | HORIZON<br>2040 I<br>PROJ | N YEAR<br>PLUS<br>ECT |
|---|---------------------|---------------|--------------|-------------------|----------------------------------|---------------------------|-------------------------|------------------------|------------------------|---------------------------------|-----------------------------|---------------------------|--------------------------|----------------------------|------------------------|---------------------------|-----------------------|
|   |                     |               |              | DELAY             | LOS                              | DELAY                     | LOS                     | DELAY                  | LOS                    | DELAY                           | LOS                         | DELAY                     | LOS                      | DELAY                      | LOS                    | DELAY                     | LOS                   |
| 1. Van Buren Boulevard / Trautwein<br>Boulevard-Cole Avenue | Signalized          | D             | AM           | 37.4              | D                                | 43.1                      | D                       | 48.4                   | D                      | 53.6                            | D                           | 57.0                      | E1                       | 91.3                       | F                      | 96.6                      | F <sup>1</sup>        |
|   |                     |               | PM           | 34.5              | C                                | 37.7                      | D                       | 43.0                   | D                      | 46.9                            | D                           | 53.7                      | D                        | 115.1                      | F                      | 127.1                     | F                     |
| 2. Van Buren Boulevard / Barton Street                      | Signalized          | D             | AM<br>PM     | 105.8<br>107.1    | F <sup>1</sup><br>F <sup>1</sup> | <b>70.7</b><br>39.8       | E<br>D                  | <b>74.3</b><br>45.1    | E <sup>1</sup><br>D    | <b>72.4</b><br>51.3             | E<br>D                      | <b>79.0</b><br>54.2       | E <sup>1</sup><br>D      | 120.1<br>125.1             | F<br>F                 | 127.7<br>136.3            | F <sup>1</sup><br>F   |
|   |                     |               | 0.04         | 21.6              | C                                | 69.7                      | E                       | 60.7                   | -                      | 72.4                            | E                           | 74.9                      | <b>c</b> <sup>1</sup>    | 70.2                       | 5                      | 70.0                      | <b>c</b> <sup>1</sup> |
| 3. Van Buren Boulevard / Coyote Bush Road                   | Signalized          | D             | PM           | 12.0              | В                                | 40.4                      | D                       | 51.1                   | D                      | 51.8                            | D                           | 52.8                      | D                        | 51.9                       | D                      | 55.7                      | E                     |
| 4. Van Buren Boulevard / Orange Terrace                     |                     |               | AM           | 15.4              | В                                | 33.5                      | C                       | 35.2                   | D                      | 36.3                            | D                           | 37.2                      | D                        | 47.0                       | D                      | 51.6                      | D                     |
| Parkway   | Signalized          | D             | PM           | 14.1              | В                                | 32.3                      | C                       | 33.1                   | C                      | 35.2                            | D                           | 37.5                      | D                        | 60.0                       | E                      | 64.1                      | E                     |
|   |                     |               | AM           | 15.5              | В                                | 20.4                      | C                       | 22.2                   | C                      | 21.4                            | C                           | 22.8                      | C                        | 75.9                       | F                      | 81.9                      | F <sup>1</sup>        |
| 5. Van Buren Boulevard / Village West Drive                 | Signalized          | D             | PM           | 14.3              | B                                | 17.1                      | B                       | 17.9                   | B                      | 19.1                            | B                           | 21.2                      | c                        | 138.4                      | F                      | 146.8                     | F                     |
|   |                     |               | AM           | 43.4              | D                                | 43.2                      | D                       | 44.4                   | D                      | 74.3                            | E                           | 76.2                      | E                        | 217.7                      | F                      | 220.5                     | F                     |
| 6. Van Buren Boulevard / Meridian Parkway                   | Signalized          | D             | PM           | 47.2 <sup>2</sup> | D                                | 63.6                      | E                       | 69.8                   | E                      | 86.0                            | F                           | 98.3                      | F                        | 258.8                      | F                      | 272.2                     | F                     |
|   |                     |               | ΔΜ           | 22 9 <sup>2</sup> | C                                | 29.2                      | C                       | 30.2                   | C                      | 35.0                            | C                           | 35.9                      | D                        | 39.9                       | D                      | 413                       | D                     |
| 7. Van Buren Boulevard / Opportunity Way                    | Signalized          | D             | PM           | 23.3              | c                                | 24.3                      | C                       | 24.8                   | c                      | 24.6                            | C                           | 25.8                      | c                        | 26.4                       | C                      | 41.5                      | D                     |
|   |                     |               | AM           | 22.1              | C                                | 56.2                      | F                       | 56.3                   | F                      | 74.9                            | F                           | 77.5                      | F                        | 105.9                      | F                      | 106.3                     | F                     |
| 8. Van Buren Boulevard / I-215 SB Ramps                     | Signalized          | D             | PM           | 179.2             | F                                | 85.7                      | F                       | 181.2                  | F                      | 107.2                           | F                           | 190.3                     | F                        | 154.1                      | F                      | 209.2                     | F                     |
|   |                     |               | 0.04         | 20.6              | C                                | 20.9                      | C                       | 21.1                   | C                      | 26.2                            | D                           | 26 1 <sup>2</sup>         | D                        | 20.0                       | D                      | 20.0                      | D                     |
| 9. Van Buren Boulevard / I-215 NB Ramps                     | Signalized          | D             | PM           | 31.8              | c                                | 36.6                      | D                       | 36.2 <sup>2</sup>      | D                      | 39.6                            | D                           | 39.7                      | D                        | 59.9                       | E                      | 60.5                      | E                     |
|   |                     |               |              | 24.0              | -                                | 10.6                      |                         | 24.2                   | -                      | 25.0                            | 6                           | 26.5                      | <u> </u>                 | 21.0                       | 6                      | 22.4                      |                       |
| 10. Harley Knox Boulevard / Harvill Avenue                  | Signalized          | D             | PM           | 14.9              | B                                | 19.6                      | B                       | 21.3<br>15.1           | В                      | 25.0<br>15.0                    | B                           | 26.5                      | B                        | 29.4                       | C C                    | 33.1                      | C<br>C                |
|   |                     |               |              |                   |                                  |                           |                         |                        |                        |                                 |                             |                           |                          |                            |                        |                           |                       |
| 11. Harley Knox Boulevard / I-215 SB Ramps                  | Signalized          | D             | AM<br>PM     | 29.9<br>42.1      | C<br>D                           | 82.6<br>61.2              | F                       | 106.2                  | F                      | 288.2<br>286.9                  | F                           | >300.0                    | F                        | 298.6<br>>300.0            | F                      | >300.0                    | F                     |
|   |                     |               |              |                   |                                  |                           | _                       |                        |                        |                                 |                             |                           | -                        |                            |                        |                           |                       |
| 12. Harley Knox Boulevard / I-215 NB Ramps                  | Signalized          | D             | AM           | 108.7             | F                                | 147.2                     | F                       | 232.7                  | F                      | >300.0                          | F                           | >300.0                    | F                        | >300.0                     | F<br>-                 | >300.0                    | F                     |
|   |                     |               | PIM          | 106.3             | F                                | 125.9                     | F                       | >300.0                 | F                      | >300.0                          | F                           | >300.0                    | F                        | >300.0                     | F                      | >300.0                    | F                     |
| 13. Nandina Avenue / Western Way                            | All-Way Stop        | D             | AM           | 11.3              | В                                | 7.1                       | А                       | 11.3                   | В                      | 7.5                             | А                           | 12.7                      | В                        | 7.6                        | А                      | 12.9                      | В                     |
| . ,   | .,                  |               | PM           | 22.0              | С                                | 7.0                       | A                       | 23.5                   | С                      | 7.3                             | A                           | 34.7                      | D                        | 7.3                        | A                      | 37.0                      | E                     |
| 14 Harley Kray Davidson of AMastern May                     | o w o o 3           | -             | AM           | >300.0            | F*                               | 11.3                      | В                       | 37.9                   | D                      | 28.7                            | С                           | 163.6                     | F                        | 40.1                       | D                      | 112.7                     | F                     |
| 14. Harrey knox Boulevard / Western Way                     | One-Way Stop Sign * | U             | PM           | >300.0            | F*                               | 19.9                      | В                       | 279.6                  | F                      | 95.4                            | F                           | >300.0                    | F                        | 120.1                      | F                      | >300.0                    | F                     |
|   |                     |               | AM           | 23.8              | C                                | 23.8                      | C                       | 24.8                   | C                      | 70.0                            | F                           | 77.7                      | F                        | 89.8                       | F                      | 93.6                      | F                     |
| 15. Harley Knox Boulevard / Patterson Avenue                | Signalized          | D             | PM           | 23.6              | c                                | 33.3                      | C                       | 50.7                   | D                      | 145.8                           | F                           | 164.4                     | F                        | 160.9                      | F                      | 179.2                     | F                     |
|   |                     |               |              | 0.4               |                                  | 11.5                      | 0                       | 12.0                   |                        | 22.0                            |                             | 20.2                      | -                        | 1200.0                     | _                      | 1200.0                    | <b>r</b> 1            |
| 16. Harley Knox Boulevard / Webster Avenue                  | Roundabout          | D             | PM           | 9.4<br>7.9        | A                                | 11.5<br>11.5              | B                       | 12.8                   | B                      | 33.9<br>139.1                   | F                           | 38.3                      | E                        | >300.0                     | F                      | >300.0                    | F                     |
|   |                     |               |              |                   |                                  |                           | _                       |                        | _                      |                                 |                             |                           |                          |                            |                        |                           | 1                     |
| 17. Harley Knox Boulevard / Indian Avenue                   | Signalized          | D             | AM           | 35.6              | D                                | 39.9                      | D                       | 43.6                   | D                      | 54.0                            | D                           | 60.0                      | E                        | 146.2                      | F                      | 153.1                     | F <sup>1</sup>        |
|   |                     |               | PM           | 29.4              | C                                | 40.9                      | D                       | 43.6                   | D                      | 73.3                            | E                           | 83.2                      | F                        | 215.9                      | F                      | 223.3                     | F                     |
| 18. Harley Knox Boulevard / Perris Boulevard                | Signalized          | D             | AM           | 32.4              | С                                | 50.2                      | D                       | 53.8                   | D                      | 112.7                           | F                           | 121.0                     | F <sup>1</sup>           | 179.2                      | F                      | 183.7                     | F <sup>1</sup>        |
| -,  |                     | -             | PM           | 24.4              | С                                | 37.0                      | D                       | 48.3                   | D                      | 96.8                            | F                           | 110.9                     | F                        | 177.9                      | F                      | 201.5                     | F                     |

# Table E-2 Intersection Operations (Intensive Ecommerce)

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For

one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4.

2: Marginal decreases in average delay at an intersection can occur as a result of additional trips at an uncongested movement at the intersection. Those additional trips would move through the intersection with less delay than the intersection's average delay. The average delay when those additional trips are added is, therefore, reduced. This is the reason that the level of service improves at certain intersections with the addition of Project trips.

3: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.

\* Meets peak hour signal warrant.

This intersection is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



| STREET SEGMENT SEGMENT TARGET CAPAC                             |                      | CAPACITY <sup>1</sup> | EXISTING PLUS<br>PROJECT |        |                  | OPENING YEAR 2019<br>WITHOUT PROJECT |        |                  | OPENING YEAR 2019<br>PLUS PROJECT |        |                  | CUMULATIVE YEAR<br>2025 WITHOUT<br>PROJECT |        |                  | CUMULATIVE YEAR |        |                  | HORIZOI<br>WITHO | N YEAR<br>UT PRC | 2040<br>DJECT    | HORIZON YEAR 2040<br>PLUS PROJECT |        | 2040<br>CT       |     |
|---|----------------------|-----------------------|--------------------------|--------|------------------|--------------------------------------|--------|------------------|-----------------------------------|--------|------------------|--|--------|------------------|-----------------|--------|------------------|------------------|------------------|------------------|-----------------------------------|--------|------------------|-----|
|   |                      |                       |                          | VOLUME | V/C <sup>2</sup> | LOS                                  | VOLUME | V/C <sup>2</sup> | LOS                               | VOLUME | V/C <sup>2</sup> | LOS  | VOLUME | V/C <sup>2</sup> | LOS             | VOLUME | V/C <sup>2</sup> | LOS              | VOLUME           | V/C <sup>2</sup> | LOS                               | VOLUME | V/C <sup>2</sup> | LOS |
| Van Buren Boulevaro   | ł                    |                       |                          |        |                  |                                      |        |                  |                                   |        |                  |  |        |                  |                 |        |                  |                  |                  |                  |                                   |        |                  |     |
| Trautwein Boulevard-<br>Cole Avenue to<br>Barton Street         | 5 Lanes<br>Divided   | D                     | 35,900                   | 28,040 | 0.78             | с                                    | 33,578 | 0.94             | E                                 | 33,728 | 0.94             | E⁵   | 38,537 | 1.07             | F               | 38,687 | 1.08             | F⁵               | 53,835           | 1.50             | F                                 | 53,985 | 1.50             | F⁵  |
| Barton Street to<br>Orange Terrace<br>Parkway <sup>3</sup>      | 5 Lanes<br>Divided   | D                     | 35,900                   | 27,300 | 0.76             | с                                    | 35,403 | 0.66             | с                                 | 33,563 | 0.62             | с  | 40,265 | 0.75             | с               | 40,425 | 0.75             | с                | 50,429           | 0.94             | E                                 | 50,589 | 0.94             | E⁵  |
| Orange Terrace<br>Parkway to<br>Village West Drive <sup>3</sup> | 4 Lanes<br>Undivided | D                     | 35,900                   | 27,800 | 0.77             | с                                    | 38,593 | 0.72             | с                                 | 38,763 | 0.72             | с  | 43,518 | 0.81             | D               | 43,688 | 0.81             | D                | 50,691           | 0.94             | E                                 | 50,861 | 0.94             | E⁵  |
| Village West Drive to<br>Meridian Parkway <sup>3</sup>          | 5 Lanes<br>Undivided | D                     | 35,900                   | 29,160 | 0.81             | D                                    | 46,220 | 0.86             | D                                 | 46,390 | 0.86             | D  | 51,321 | 0.95             | E               | 51,491 | 0.96             | E⁵               | 64,950           | 1.21             | F                                 | 65,120 | 1.21             | F⁵  |
| Meridian Parkway to<br>Opportunity Way <sup>4</sup>             | 7 Lanes<br>Divided   | D                     | 53,900                   | 25,990 | 0.48             | с                                    | 42,983 | 0.80             | с                                 | 43,313 | 0.80             | с  | 47,655 | 0.88             | с               | 47,985 | 0.89             | с                | 52,110           | 0.97             | с                                 | 52,440 | 0.97             | с   |
| Opportunity way to<br>I-215                                     | 9 Lanes<br>Divided   | D                     | 71,800                   | 26,490 | 0.37             | с                                    | 46,113 | 0.64             | с                                 | 46,473 | 0.65             | с  | 50,845 | 0.71             | с               | 51,205 | 0.71             | с                | 55,700           | 0.78             | с                                 | 56,060 | 0.78             | с   |
| Western Way   |                      |                       | -                        |        |                  |                                      |        |                  |                                   |        |                  |  |        |                  |                 |        | -                |                  |                  |                  |                                   |        |                  |     |
| Nandina Avenue to<br>Harley Knox Boulevard                      | 2 Lanes<br>Undivided | D                     | 13,000                   | 2,030  | 0.16             | с                                    | 1,930  | 0.15             | с                                 | 2,950  | 0.23             | с  | 3,200  | 0.25             | с               | 4,220  | 0.32             | с                | 4,460            | 0.34             | с                                 | 5,480  | 0.42             | с   |
| Harley Knox Bouleva   | rd                   |                       |                          |        |                  |                                      |        |                  |                                   |        |                  |  |        |                  | ·               | ·      |                  |                  |                  |                  |                                   |        |                  |     |
| Harvill Avenue to<br>I-215                                      | 4 Lanes<br>Undivided | D                     | 35,900                   | 6,660  | 0.19             | с                                    | 6,782  | 0.19             | с                                 | 6,832  | 0.19             | с  | 10,933 | 0.30             | с               | 10,983 | 0.31             | с                | 18,650           | 0.52             | с                                 | 18,700 | 0.52             | с   |
| I-215 to<br>Western Way   | 4 Lanes<br>Undivided | D                     | 35,900                   | 13,980 | 0.39             | с                                    | 25,145 | 0.70             | с                                 | 25,895 | 0.72             | с  | 44,607 | 1.24             | F               | 45,357 | 1.26             | F⁵               | 46,700           | 1.30             | F                                 | 47,450 | 1.32             | F⁵  |
| Western Wayto<br>Patterson Avenue                               | 4 Lanes<br>Undivided | D                     | 35,900                   | 13,050 | 0.36             | с                                    | 23,606 | 0.66             | с                                 | 23,876 | 0.67             | с  | 42,110 | 1.17             | F               | 42,380 | 1.18             | F⁵               | 43,850           | 1.22             | F                                 | 44,120 | 1.23             | F⁵  |
| Patterson Avenue to<br>Webster Avenue                           | 6 Lanes<br>Divided   | D                     | 53,900                   | 12,090 | 0.22             | с                                    | 19,777 | 0.37             | с                                 | 20,027 | 0.37             | с  | 38,160 | 0.71             | с               | 38,410 | 0.71             | с                | 40,150           | 0.74             | с                                 | 40,400 | 0.75             | с   |
| Webster Avenue to<br>Indian Avenue                              | 6 Lanes<br>Divided   | D                     | 53,900                   | 12,110 | 0.22             | с                                    | 19,807 | 0.37             | с                                 | 20,047 | 0.37             | с  | 33,825 | 0.63             | с               | 34,065 | 0.63             | с                | 45,404           | 0.84             | D                                 | 45,644 | 0.85             | D   |
| Indian Avenue to<br>Perris Boulevard                            | 6 Lanes<br>Divided   | D                     | 53,900                   | 7,730  | 0.14             | с                                    | 13,440 | 0.25             | с                                 | 13,650 | 0.25             | с  | 23,778 | 0.44             | с               | 23,988 | 0.45             | с                | 28,411           | 0.53             | с                                 | 25,621 | 0.48             | с   |

# Table E-3Segment Operations (High Cube Warehouse)

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities

2: Volume to Capacity Ratio

3: Van Buren Boulevard between Barton Street and Meridian Parkway will be described as a 6-Lane divided arterial by Opening Year 2019

4: Van Buren Boulevard between Meridian Parkway and Opportunity Way will be described as an 8-Lane divided arterial by Opening Year 2019 considering County of Riverside Van Buren Phase II roadway improvements

5: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4.



| STREET SEGMENT  | SEGMENT<br>DESCRIPTION | TARGET<br>LOS | CAPACITY <sup>1</sup> |        |                  |     |        | OPENING YEAR 2019<br>WITHOUT PROJECT |     |        | OPENING YEAR 2019<br>PLUS PROJECT |     |        | 19 CUMULATIVE YEAR<br>2025 WITHOUT<br>PROJECT<br>OS VOLUME V/C <sup>2</sup> LOS |     |        | LATIVE '<br>LUS PRO | YEAR<br>DJECT | R HORIZON YEAR 2044<br>WITHOUT PROJECT<br>DS VOLUME V/C <sup>2</sup> LO |                  |     | 0 HORIZON YEAR 2040<br>PLUS PROJECT<br>S VOLUME V/C <sup>2</sup> LOS |                  | 2040<br>CT |
|---|------------------------|---------------|-----------------------|--------|------------------|-----|--------|--------------------------------------|-----|--------|-----------------------------------|-----|--------|---|-----|--------|---------------------|---------------|---|------------------|-----|--|------------------|------------|
|   |                        |               |                       | VOLUME | V/C <sup>2</sup> | LOS | VOLUME | V/C <sup>2</sup>                     | LOS | VOLUME | V/C <sup>2</sup>                  | LOS | VOLUME | V/C <sup>2</sup>  | LOS | VOLUME | V/C <sup>2</sup>    | LOS           | VOLUME  | V/C <sup>2</sup> | LOS | VOLUME   | V/C <sup>2</sup> | LOS        |
| Van Buren Boulevar  | 1                      |               |                       |        |                  |     |        |                                      |     |        |                                   |     |        |   |     |        |                     |               |   |                  |     |  |                  |            |
| Trautwein Boulevard-<br>Cole Avenue to<br>Barton Street         | 5 Lanes<br>Divided     | D             | 35,900                | 29,890 | 0.83             | D   | 33,578 | 0.94                                 | E   | 35,578 | 0.99                              | E   | 38,537 | 1.07  | F   | 40,537 | 1.13                | F             | 53,835  | 1.50             | F   | 55,835   | 1.56             | F          |
| Barton Street to<br>Orange Terrace<br>Parkway <sup>3</sup>      | 5 Lanes<br>Divided     | D             | 35,900                | 29,390 | 0.82             | D   | 35,403 | 0.66                                 | с   | 37,653 | 0.70                              | С   | 40,265 | 0.75  | с   | 42,515 | 0.79                | С             | 50,429  | 0.94             | E   | 52,679   | 0.98             | E          |
| Orange Terrace<br>Parkway to<br>Village West Drive <sup>3</sup> | 4 Lanes<br>Undivided   | D             | 35,900                | 30,120 | 0.84             | D   | 38,593 | 0.72                                 | с   | 41,083 | 0.76                              | с   | 43,518 | 0.81  | D   | 46,008 | 0.85                | D             | 50,691  | 0.94             | E   | 53,181   | 0.99             | E          |
| Village West Drive to<br>Meridian Parkway <sup>3</sup>          | 5 Lanes<br>Undivided   | D             | 35,900                | 31,480 | 0.88             | D   | 46,220 | 0.86                                 | D   | 48,710 | 0.90                              | E   | 51,321 | 0.95  | E   | 53,811 | 1.00                | E             | 64,950  | 1.21             | F   | 67,440   | 1.25             | F          |
| Meridian Parkway to<br>Opportunity Way <sup>4</sup>             | 7 Lanes<br>Divided     | D             | 53,900                | 28,940 | 0.54             | с   | 42,983 | 0.80                                 | с   | 46,263 | 0.86                              | с   | 47,655 | 0.88  | с   | 50,935 | 0.94                | с             | 52,110  | 0.97             | с   | 55,390   | 1.03             | с          |
| Opportunity way to<br>I-215                                     | 9 Lanes<br>Divided     | D             | 71,800                | 29,900 | 0.42             | с   | 46,113 | 0.64                                 | с   | 49,883 | 0.69                              | с   | 50,845 | 0.71  | с   | 54,615 | 0.76                | с             | 55,700  | 0.78             | с   | 59,480   | 0.83             | D          |
| Western Way   |                        |               |                       |        |                  |     |        |                                      |     |        |                                   |     |        |   |     |        |                     |               |   |                  |     |  |                  |            |
| Nandina Avenue to<br>Harley Knox Boulevard                      | 2 Lanes<br>Undivided   | D             | 13,000                | 11,750 | 0.90             | E   | 1,930  | 0.15                                 | с   | 12,670 | 0.97                              | E   | 3,200  | 0.25  | с   | 13,940 | 1.07                | F             | 4,460   | 0.34             | с   | 15,200   | 1.17             | F          |
| Harley Knox Bouleva   | rd                     |               |                       |        |                  |     |        |                                      |     |        | -                                 |     |        |   |     |        |                     |               |   |                  |     |  |                  |            |
| Harvill Avenue to<br>I-215                                      | 4 Lanes<br>Undivided   | D             | 35,900                | 7,590  | 0.21             | с   | 6,782  | 0.19                                 | с   | 7,762  | 0.22                              | с   | 10,933 | 0.30  | с   | 11,913 | 0.33                | с             | 18,650  | 0.52             | с   | 19,360   | 0.54             | с          |
| I-215 to<br>Western Way   | 4 Lanes<br>Undivided   | D             | 35,900                | 21,200 | 0.59             | с   | 25,145 | 0.70                                 | с   | 33,115 | 0.92                              | E   | 44,607 | 1.24  | F   | 52,577 | 1.46                | F             | 46,700  | 1.30             | F   | 54,670   | 1.52             | F          |
| Western Wayto<br>Patterson Avenue                               | 4 Lanes<br>Undivided   | D             | 35,900                | 15,550 | 0.43             | с   | 23,606 | 0.66                                 | с   | 26,376 | 0.73                              | с   | 42,110 | 1.17  | F   | 44,880 | 1.25                | F             | 43,850  | 1.22             | F   | 46,620   | 1.30             | F          |
| Patterson Avenue to<br>Webster Avenue                           | 6 Lanes<br>Divided     | D             | 53,900                | 14,360 | 0.27             | с   | 19,777 | 0.37                                 | с   | 22,297 | 0.41                              | с   | 38,160 | 0.71  | с   | 40,680 | 0.75                | с             | 40,150  | 0.74             | с   | 42,670   | 0.79             | с          |
| Webster Avenue to<br>Indian Avenue                              | 6 Lanes<br>Divided     | D             | 53,900                | 14,140 | 0.26             | с   | 19,807 | 0.37                                 | с   | 22,077 | 0.41                              | с   | 33,825 | 0.63  | с   | 36,095 | 0.67                | с             | 45,404  | 0.84             | D   | 47,674   | 0.88             | D          |
| Indian Avenue to<br>Perris Boulevard                            | 6 Lanes<br>Divided     | D             | 53,900                | 9,300  | 0.17             | с   | 13,440 | 0.25                                 | с   | 15,220 | 0.28                              | с   | 23,778 | 0.44  | с   | 25,558 | 0.47                | с             | 28,411  | 0.53             | с   | 30,191   | 0.56             | с          |

# Table E-4Segment Operations (Intensive Ecommerce)

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities

2: Volume to Capacity Ratio

3: Van Buren Boulevard between Barton Street and Meridian Parkway will be described as a 6-Lane divided arterial by Opening Year 2019

4: Van Buren Boulevard between Meridian Parkway and Opportunity Way will be described as an 8-Lane divided arterial by Opening Year 2019 considering County of Riverside Van Buren Phase II roadway improvements This intersection is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



## MITIGATION TO ACHIEVE TARGET LEVELS OF SERVICE

This section describes potential improvements to mitigate the traffic impacts of the Project. Described below are potential improvements at study area intersections, segments, and ramps for various scenarios that would, in most cases, result in acceptable levels of service.

#### High Cube Warehouse

#### INTERSECTIONS

#### ✓ Van Buren Boulevard / I-215 SB Ramps

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the westbound approach to 1 left turn lane and 3 through lanes (adding 1 through lane)

The improvements identified for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are not sufficient to meet the acceptable LOS standard of 'D'. Additional left and/or right turn lanes are needed to alleviate level of service deficiencies at the intersection.

 Van Buren Boulevard / I-215 NB Ramps No improvements recommended.

Additional left and/or right turn lanes are needed to alleviate level of service deficiencies at the intersection.

#### Harley Knox Boulevard / I-215 SB Ramps

*Recommended improvements to achieve acceptable levels of service:* 

- Opening Year 2019 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate shared through movement) and 1 right turn lane (adding 1 left turn lane)

The improvements identified for the Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

✓ Harley Knox Boulevard / I-215 NB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the westbound approach to 2 through lanes and 1 right turn lanes (adding 1 right turn lane)
- Opening Year 2019 Plus Project scenario:



- Widen the northbound approach to 1 left-through lanes and 2 right turn lanes (adding 1 right turn lane)
- Widen the westbound approach to 2 through lanes and 2 right turn lanes (adding 2 right turn lanes)

The improvements identified for the Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

# Harley Knox Boulevard / Western Way

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Existing Plus Project, Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

## I-215 FREEWAY AND RAMPS

- <u>I-215 NB On-Ramp (WB) from Van Buren Boulevard</u>
   Recommended improvements to achieve acceptable levels of service:
  - Horizon Year 2040 Plus Project scenario:
    - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

# I-215 SB Off-Ramp to Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

# I-215 FREEWAY SEGMENTS



# I-215 NORTHBOUND – North of Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### Intensive Ecommerce

## INTERSECTIONS

- <u>Van Buren Boulevard / Trautwein Boulevard-Cole Avenue</u> Recommended improvements to achieve acceptable levels of service:
  - Horizon Year 2040 Plus Project scenario:
    - Widen the northbound approach to 1 left turn lane, 2 through lanes, and 1 right turn lane (adding 1 right turn lane)
    - Widen the eastbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 2 through lanes)
    - Widen the westbound approach to 1 left turn lane, 4 through lanes, and 1 right turn lane (adding 1 through lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM peak hour. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection during the PM peak hour.

# Van Buren Boulevard / Barton Street

Recommended improvements to achieve acceptable levels of service:

- Horizon Year 2040 Plus Project scenario:
  - Widen the northbound approach to 2 left turn lanes, 1 through lane, and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
  - Widen the southbound approach to 1 left turn lane, 1 through lane, and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 left turn lane and 1 through lane)
  - Widen the westbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.



# Van Buren Boulevard / Coyote Bush Road

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - Widen the westbound approach to 2 left turn lanes, 3 through lanes, and 1 right turn lane (adding 1 right turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the westbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Opening Year 2019 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

- Van Buren Boulevard / Orange Terrace Parkway Recommended improvements to achieve acceptable levels of service:
  - Horizon Year 2040 Plus Project scenario:
    - Provide for right turn overlap phasing at the northbound approach (adding right turn overlap phasing)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

# Van Buren Boulevard / Village West Drive

Recommended improvements to achieve acceptable levels of service:

- Horizon Year 2040 Plus Project scenario:
  - Provide for right turn overlap phasing at the northbound approach (adding right turn overlap phasing)
  - Widen the eastbound approach to 1 left turn lane, 4 through lanes, and 1 right turn lane (adding 1 through lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

# Van Buren Boulevard / Meridian Parkway

*Recommended improvements to achieve acceptable levels of service:* 

- Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios:
  - Provide for right turn overlap phasing at the southbound approach (adding right turn overlap phasing)
- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes, 1 through lane, and 2 right turn lanes with overlap phasing (adding 1 right turn lane and overlap phasing)

The improvements identified for the Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during



the AM and PM peak hour.

The improvements identified for the Horizon Year 2040 Plus Project scenarios do not meet the acceptable LOS standard of 'D'. The improvements identified above will achieve an unacceptable LOS 'F' for both the AM and PM peak hour. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection.

## Van Buren Boulevard / I-215 SB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the southbound approach to 1 left turn lane, 1 through lane and 2 right turn lanes (adding 1 left turn lane)
- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the southbound approach to 2 left turn lanes, 1 through lane, and 2 right turn lanes (adding 2 left turn lanes)
  - Widen the westbound approach to 1 left turn lane and 3 through lanes (adding 1 through lane)

The improvements identified for the Existing Plus Project and Opening Year 2019 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM peak hour. However, the identified improvements are not sufficient to meet the acceptable LOS standard during the PM peak hour (LOS F).

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenario are not sufficient to meet the acceptable LOS standard of 'D'. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection.

# Van Buren Boulevard / I-215 NB Ramps No improvements recommended.

Additional left and/or right turn lanes are needed to alleviate level of service deficiencies at the intersection.

# Harley Knox Boulevard / I-215 SB Ramps

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate existing shared leftthrough lane) and 1 right turn lane (adding 1 left turn lane)
  - Widen the westbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)
- Cumulative Year 2025 Plus Project scenario:



- Widen the southbound approach to 2 left turn lanes (eliminate existing shared leftthrough lane) and 1 right turn lane (adding 1 left turn lane)
- Widen the eastbound approach to 3 through lanes with a shared right (adding 1 through lane)
- Widen the westbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate existing shared leftthrough lane) and 2 right turn lanes (adding 1 left turn lane and 1 right turn lane)
  - Widen the eastbound approach to 3 through lanes and 1 right turn lane (adding 1 through lane and 1 right turn lane)
  - Widen the westbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)

The improvements identified for the Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM peak hour. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection during the PM peak hour.

# Harley Knox Boulevard / I-215 NB Ramps

*Recommended improvements to achieve acceptable levels of service:* 

- Existing Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)
- Opening Year 2019 Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the eastbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)
  - Widen the westbound approach to 2 through lanes and 2 right turn lane (adding 2 right turn lanes)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the eastbound approach to 2 left turn lanes and 3 through lanes (adding 1 left turn lane and 1 through lane)
  - Widen the westbound approach to 2 through lanes and 2 right turn lane (adding 2 right turn lanes)



The improvements identified for the Existing Plus Project and Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenario are not sufficient to meet the acceptable LOS standard of 'D'.

## <u>Nandina Avenue / Western Way</u>

Recommended improvements to achieve acceptable levels of service:

- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 1 left-through lane and 1 through-right lane (adding 1 through lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

# Harley Knox Boulevard / Western Way

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project)
  - Widen the southbound approach to 1 left turn lane and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
  - Widen the eastbound approach to 1 left turn lane and 2 through lanes (adding 1 left turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)
- Opening Year Plus Project scenario:
  - Widen the southbound approach to 1 left-through lane and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the southbound approach to 1 left-through lane and 2 right turn lanes with overlap phasing (adding 2 right turn lanes with overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes and 2 through lanes with a shared right (adding 1 left turn lane)
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are



sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

## <u>Harley Knox Boulevard / Patterson Avenue</u>

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the eastbound approach to 1 left turn lanes, 3 through lanes, and 1 right turn lane (adding 1 through lane)
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane)

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

## Harley Knox Boulevard / Webster Avenue No Improvements Recommended.

The capacity analysis for the Cumulative Year 2025 and Horizon Year 2040 scenarios indicates that the roundabout will exceed the level of service criteria. However, the National Cooperative Highway Research Program (NCHRP) Report 672 (Roundabouts) second edition indicates that a double-lane roundabout may be sufficient in accommodating upwards of 40,000 daily volumes with the caveat that additional analysis is needed. The roundabout was recently installed at the intersection to alleviate current level of service deficiencies. The projected traffic volume at the intersection in the year 2025 and year 2040 will eclipse 35,000 daily trips. As recommended in the NCHRP Report 672, field data collection is recommended to ensure the intersection meets the acceptable level of service criteria. Traffic monitoring should commence prior to the year 2025 and should be evaluated on an annual basis.

# <u>Harley Knox Boulevard / Indian Avenue</u>

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project scenario:
  - Widen the southbound approach to 1 left turn lane, 2 through lanes, and 1 right turn lane (adding 1 right turn lane)
  - Widen the eastbound approach to 2 left turn lanes and 3 through lanes with a shared right (adding 1 left turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 1 left turn lane, 2 through lanes, and 2 right turn lanes with overlap phasing (adding 1 right turn lane with overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 3 through lanes, and 1 right turn lane (adding 1 left turn lane and 1 right turn lane)
  - Widen the westbound approach to 1 left turn lane and 4 through lanes with a shared right (adding 1 through lane)



The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

# Harley Knox Boulevard / Perris Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project scenario:
  - Provide for right turn overlap phasing at the southbound approach (adding right turn overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 2 through lanes, and 1 right turn lane (adding 1 left turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the northbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 through lane)
  - Widen the southbound approach to 2 left turn lanes, 4 through lanes, and 2 right turn lanes with overlap phasing (adding 1 through lane and 1 right turn lane with overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 2 through lanes, and 1 right turn lane with overlap phasing (adding 1 left turn lane and right turn overlap phasing)

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

## **Project Access**

Primary access to Project will be provided through the construction of an extension of Van Buren Boulevard from its current terminus at the March Field Air Museum to the southeastern border of the Project site. Results of the level of service analysis show that the North and South driveway along Van Buren Boulevard will operate at unacceptable levels of service through the Horizon Year 2040 Plus Project scenario as shown in Table 4-13. The North and South driveways meet the peak hour signal warrant and would require signalization.

## **ROADWAY SEGMENTS**

# Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios: Trautwein Boulevard-Cole Avenue to Barton Street
  - Widen the eastbound segment to 3 travel lanes (adding 1 travel lane) Village West Drive to Meridian Parkway
    - o Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
    - Widen the westbound segment to 4 travel lanes (adding 1 travel lane)



Horizon Year 2040 Plus Project scenario:

Trautwein Boulevard-Cole Avenue to Barton Street

- o Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
- Widen the westbound segment to 4 travel lanes (adding 1 travel lane) Barton Street to Orange Terrace Parkway
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
- Widen the westbound segment to 4 travel lanes (adding 1 travel lane) Orange Terrace Parkway to Village West Drive
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
- Widen the westbound segment to 4 travel lanes (adding 2 travel lanes) Village West Drive to Meridian Parkway
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
  - Widen the westbound segment to 4 travel lanes (adding 1 travel lane)
- Western Way

Recommended improvements to achieve acceptable levels of service:

 Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:

Nandina Avenue to Harley Knox Boulevard

- $\circ$   $\;$  Widen the northbound segment to 2 travel lanes (adding 1 travel lane)  $\;$
- $\circ$   $\;$  Widen the southbound segment to 2 travel lanes (adding 1 travel lane)  $\;$
- <u>Harley Knox Boulevard</u>

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - I-215 to Western Way
    - Widen the eastbound segment to 3 travel lanes (adding 1 travel lane)
    - Widen the westbound segment to 3 travel lanes (adding 1 travel lane)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios: *I-215 to Western Way*
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
  - Widen the westbound segment to 4 travel lanes (adding 2 travel lanes) *Western Way to Patterson Avenue* 
    - Widen the eastbound segment to 3 travel lanes (adding 1 travel lane)
      - Widen the westbound segment to 3 travel lanes (adding 1 travel lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' with the exception of the Van Buren Boulevard segment between Village West Drive and Meridian Parkway.

## I-215 FREEWAY RAMPS



# I-215 NB Off-Ramp to Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios:
  - Widen the ramp to accommodate 2 ramp lanes (adding 1 lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)
  - Widen the ramp to accommodate 2 ramp lanes (adding 1 lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

I-215 NB On-Ramp from Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

# I-215 NB On-Ramp (WB) from Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

# I-215 SB Off-Ramp to Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

<u>I-215 SB On-Ramp from Van Buren Boulevard</u>
 Recommended improvements to achieve acceptable levels of service:



- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

# I-215 SB Off-Ramp to Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project, Opening Year 2019 Plus Project, and Cumulative Year 2025 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)
  - Widen the ramp to accommodate 2 ramp lanes (adding 1 lane)

The improvements identified above for the Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

# I-215 SB On-Ramp to Harley Knox Boulevard

*Recommended improvements to achieve acceptable levels of service:* 

- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

## I-215 FREEWAY SEGMENTS

- <u>I-215 NORTHBOUND North of Van Buren Boulevard</u>
   Recommended improvements to achieve acceptable levels of service:
  - Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
    - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)



The improvements identified above for the Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' with the exception of the PM peak hour under the Horizon Year 2040 Plus Project scenario. The PM peak hour is projected to operate at LOS 'E'. Additional travel lanes in the northbound direction would be needed to alleviate projected level or service conditions in the PM peak hour.

# ✓ <u>I-215 NORTBOUND – South of Harley Knox Boulevard</u>

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

## I-215 SOUTHBOUND – North of Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

## I-215 SOUTHBOUND – South of Harley Knox Boulevard

*Recommended improvements to achieve acceptable levels of service:* 

- Existing Plus Project, Opening Year 2019 Without Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Existing Plus Project, Opening Year 2019 Without Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project,



Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard.

#### POST-MITIGATION LEVEL OF SIGNIFICANCE

The level of service resulting from the potential improvements identified above is shown in Tables E-5 and E-6 for study area intersections and Table E-7 for study area roadway segments. The post-mitigation result, once mitigation is implemented, would be less than significant in most cases.

| INTERSECTION                                 | CONTROL             | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PRO. | g plus<br>IECT | OPENIN<br>2019<br>PROJ | g year<br>Plus<br>Iect | CUMUL<br>YEAR 202<br>PROJ | .ATIVE<br>25 PLUS<br>IECT | HORIZO<br>2040<br>PRO. | n year<br>Plus<br>Iect |
|--|---------------------|---------------|--------------|-----------------|----------------|------------------------|------------------------|---------------------------|---------------------------|------------------------|------------------------|
|  |                     |               |              | DELAY           | LOS            | DELAY                  | LOS                    | DELAY                     | LOS                       | DELAY                  | LOS                    |
| 8 Van Buron Boulovard / 1 215 SB Pamps       | Cignolized          | <b>D</b>      | AM           |                 |                | 45.7                   | D                      | 57.2                      | E                         | 70.4                   | E                      |
| 8. Vali bulen boulevalu / 1-215 56 Kalips    | Signalized          | U             | PM           |                 |                | 88.6                   | F                      | 109.1                     | F                         | 109.1                  | F                      |
|  |                     |               |              |                 |                |                        |                        |                           |                           |                        |                        |
| 9 Van Buren Boulevard / L-215 NB Ramps       | Signalized          | D             | AM           |                 |                |                        |                        |                           |                           | 38.6                   | D                      |
|  | Signanzeu           |               | PM           |                 |                |                        |                        |                           |                           | 60.3                   | Е                      |
|  |                     |               |              |                 |                |                        |                        |                           |                           |                        |                        |
| 11 Harley Knox Boulevard / L-215 SB Ramps    | Signalized          | D             | AM           |                 |                | 25.3                   | С                      |                           |                           |                        |                        |
| 11. Halley klox boulevalu / 1-215 56 kallips | Signalizeu          |               | PM           |                 |                | 31.0                   | С                      |                           |                           |                        |                        |
|  |                     |               |              |                 |                |                        |                        |                           |                           |                        |                        |
| 12 Harlov Knox Boulovard / L 215 NB Pamps    | Cignolized          |               | AM           | 54.3            | D              | 38.3                   | D                      |                           |                           |                        |                        |
| 12. Halley kilox boulevalu / 1-215 NB kalips | Signalized          | U             | PM           | 27.2            | С              | 26.1                   | С                      |                           |                           |                        |                        |
|  |                     |               |              |                 |                |                        |                        |                           |                           |                        |                        |
| 14 Harlov Knox Roulovard / Western Way       | One Way Stee Size 1 |               | AM           | 5.5             | А              |                        |                        | 30.0                      | С                         | 36.1                   | D                      |
| 14. Halley Klick Boulevalu / Western Way     | One-way Stop Sign   | U             | PM           | 6.9             | А              |                        |                        | 28.2                      | С                         | 38.9                   | D                      |

# Table E-5 Intersection Operations with Mitigation (High Cube Warehouse)

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized, roundabout, and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.





# Intersection Operations with Mitigation (Intensive Ecommerce)

| INTERSECTION                                 | CONTROL                        | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PRO | g plus<br>Ject | OPENIN<br>2019<br>PROJ | G YEAR<br>PLUS<br>IECT | CUMUL<br>YEAR 202<br>PROJ | ATIVE<br>25 PLUS<br>IECT | HORIZOI<br>2040<br>PROJ | N YEAR<br>PLUS<br>ECT |
|--|--------------------------------|---------------|--------------|----------------|----------------|------------------------|------------------------|---------------------------|--------------------------|-------------------------|-----------------------|
|  |                                |               |              | DELAY          | LOS            | DELAY                  | LOS                    | DELAY                     | LOS                      | DELAY                   | LOS                   |
| 1. Van Buren Boulevard / Trautwein           | Signalized                     | D             | AM           |                |                |                        |                        |                           |                          | 48.2                    | D                     |
| Boulevard-Cole Avenue                        | 01811200                       | -             | PM           |                |                |                        |                        |                           |                          | 68.3                    | E                     |
|  |                                |               | AM           |                |                |                        |                        |                           |                          | 37.6                    | D                     |
| 2. Van Buren Boulevard / Barton Street       | Signalized                     | D             | PM           |                |                |                        |                        |                           |                          | 54.3                    | D                     |
|  |                                |               | 0.04         |                |                | 49.4                   | D                      |                           |                          | 40.9                    | D                     |
| 3. Van Buren Boulevard / Coyote Bush Road    | Signalized                     | D             | PM           |                |                | 49.4                   | D                      |                           |                          | 35.5                    | D                     |
|  |                                |               |              |                |                |                        | _                      |                           |                          |                         | -                     |
| 4. Van Buren Boulevard / Orange Terrace      | Signalized                     | D             | AM           |                |                |                        |                        |                           |                          | 50.5                    | D                     |
| raikway                                      |                                |               | PM           |                |                |                        |                        |                           |                          | 48.5                    | D                     |
| 5 Van Buren Boulevard / Village West Drive   | Signalized                     | D             | AM           |                |                |                        |                        |                           |                          | 49.3                    | D                     |
| s. van baren boarevara / vinage west brive   | Signalized                     |               | PM           |                |                |                        |                        |                           |                          | 54.7                    | D                     |
|  |                                |               | AM           |                |                | 42.4                   | D                      | 55.0                      | D                        | 125.4                   | F                     |
| 6. Van Buren Boulevard / Meridian Parkway    | Signalized                     | D             | PM           |                |                | 54.4                   | D                      | 54.7                      | D                        | 96.6                    | F                     |
|  |                                |               |              |                |                |                        | _                      |                           | _                        |                         | _                     |
| 8. Van Buren Boulevard / I-215 SB Ramps      | Signalized                     | D             | AM           | 16.0           | B              | 44.1                   | D                      | 57.7                      | E                        | 68.5                    | E                     |
|  |                                |               | PIVI         | 94.9           | F              | 106.6                  | F                      | 125.8                     | F                        | 148.8                   | F                     |
| 9. Van Buren Boulevard / I-215 NB Ramps      | Signalized                     | D             | AM           |                |                |                        |                        |                           |                          | 38.8                    | D                     |
|  | 8                              |               | PM           |                |                |                        |                        |                           |                          | 60.5                    | E                     |
|  |                                | _             | AM           |                |                | 32.5                   | С                      | 52.1                      | D                        | 53.2                    | D                     |
| 11. Harley knox Boulevard / 1-215 SB Ramps   | Signalized                     | D             | PM           |                |                | 32.5                   | С                      | 63.1                      | Е                        | 110.7                   | F                     |
|  |                                |               | 0.04         | 52.4           | D              | 447                    | D                      | 110.2                     | E                        | 145.9                   |                       |
| 12. Harley Knox Boulevard / I-215 NB Ramps   | Signalized                     | D             | PM           | 40.8           | D              | 44.7                   | D                      | 129.5                     | F                        | 145.8                   | F                     |
|  |                                |               |              |                |                |                        |                        |                           |                          |                         |                       |
| 13. Nandina Avenue / Western Way             | All-Way Stop                   | D             | AM           |                |                |                        |                        |                           |                          | 9.8                     | A                     |
|  |                                |               | PIM          |                |                |                        |                        |                           |                          | 13.0                    | В                     |
| 14 Harley Knox Boulevard / Western Way       | One Way Step Sign <sup>1</sup> | D             | AM           | 13.5           | В              | 14.0                   | В                      | 33.9                      | С                        | 35.4                    | D                     |
|  | One-way stop sign              |               | PM           | 30.1           | С              | 44.5                   | D                      | 53.3                      | D                        | 54.4                    | D                     |
|  |                                |               | AM           |                |                |                        |                        | 24.3                      | С                        | 26.3                    | С                     |
| 15. Harley Knox Boulevard / Patterson Avenue | Signalized                     | D             | PM           |                |                |                        |                        | 44.5                      | D                        | 54.6                    | D                     |
|  |                                |               |              |                |                |                        |                        |                           | _                        |                         | _                     |
| 16. Harley Knox Boulevard / Webster Avenue   | Roundabout                     | D             |              |                |                |                        |                        | 38.3                      | E                        | >300.0                  | F                     |
|  |                                |               |              |                |                |                        |                        | 170.3                     | E                        | ~300.0                  | Г                     |
| 17. Harley Knox Boulevard / Indian Avenue    | Signalized                     | D             | AM           |                |                |                        |                        | 44.1                      | D                        | 54.5                    | D                     |
|  | -                              |               | PM           |                |                |                        |                        | 53.9                      | D                        | 54.2                    | D                     |
| 18 Harlay Know Daylayard / Darris Daylayard  | Circustinged                   |               | AM           |                |                |                        |                        | 34.7                      | С                        | 51.4                    | D                     |
| 10. Halley NIOX BOULEVARD / Perris BOULEVARD | Signalized                     | ט             | PM           |                |                |                        |                        | 33.8                      | С                        | 54.5                    | D                     |

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire

intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.

Table E-7



| STREET SEGMENT                                     | TARGET<br>LOS | EXISTING PLUS<br>PROJECT |                  |     | OPENING YEAR 2019<br>PLUS PROJECT |                  |     | CUMULATIVE YEAR<br>2025 PLUS PROJECT |                  |     | HORIZON YEAR 2040<br>PLUS PROJECT |                  |     |
|--|---------------|--------------------------|------------------|-----|-----------------------------------|------------------|-----|--------------------------------------|------------------|-----|-----------------------------------|------------------|-----|
|  |               | VOLUME                   | V/C <sup>2</sup> | LOS | VOLUME                            | V/C <sup>2</sup> | LOS | VOLUME                               | V/C <sup>2</sup> | LOS | VOLUME                            | V/C <sup>2</sup> | LOS |
| Van Buren Boulevard                                |               |                          |                  |     |                                   |                  |     |                                      |                  |     |                                   |                  |     |
| Trautwein Boulevard-                               | р             |                          |                  |     | 35 578                            | 0.66             | c   | 40 537                               | 0 75             | c   | 55 835                            | 0.78             | C   |
| Barton Street                                      |               |                          |                  |     | 33,370                            | 0.00             | C   | 40,557                               | 0.75             | Č   | 33,833                            | 0.70             | C   |
| Barton Street to<br>Orange Terrace<br>Parkway      | D             |                          |                  |     |                                   |                  |     |                                      |                  |     | 52,679                            | 0.73             | С   |
| Orange Terrace<br>Parkway to<br>Village West Drive | D             |                          |                  |     |                                   |                  |     |                                      |                  |     | 53,181                            | 0.74             | С   |
| Village West Drive to<br>Meridian Parkway          | D             |                          |                  |     | 48,710                            | 0.68             | С   | 53,811                               | 0.75             | с   | 67,440                            | 0.94             | E   |
| Western Way  |               |                          |                  |     |                                   |                  |     |                                      |                  |     |                                   |                  |     |
| Nandina Avenue to<br>Harley Knox Boulevard         | D             | 11,750                   | 0.45             | С   | 12,670                            | 0.49             | С   | 13,940                               | 0.54             | С   | 15,200                            | 0.59             | С   |
| Harley Knox Boulevard                              |               |                          |                  |     |                                   |                  |     |                                      |                  |     |                                   |                  |     |
| I-215 to<br>Western Way                            | D             |                          |                  |     | 33,115                            | 0.61             | С   | 52,577                               | 0.73             | С   | 54,670                            | 0.76             | С   |
| Western Way to<br>Patterson Avenue                 | D             |                          |                  |     |                                   |                  |     | 44,880                               | 0.83             | D   | 46,620                            | 0.86             | D   |

# Segment Operations with Mitigation (Intensive Ecommerce)

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities

2: Volume to Capacity Ratio



## EQUITABLE FAIR-SHARE RESPONSIBILITY

The Project may be required to build improvements that are identified for the 'Existing Plus Project' conditions to improve identified LOS deficiencies. Improvements identified for the 'Existing Plus Project' conditions include:

#### High Cube Warehouse

#### INTERSECTIONS

- <u>Harley Knox Boulevard / I-215 NB Ramps</u>
   Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the westbound approach to 2 through lanes and 1 right turn lanes (adding 1 right turn lane)
- <u>Harley Knox Boulevard / Western Way</u>

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project. It should be noted that the exact timing of the Perris Gateway Commerce Project is unknown at this time. The proposed Project should install a traffic signal at the Harley Knox Boulevard and Western Way intersection prior to building occupancy if the Perris Gateway Commerce Project is not developed.)

#### Intensive Ecommerce

#### INTERSECTIONS

- <u>Van Buren Boulevard / I-215 SB Ramps</u>
   Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the southbound approach to 1 left turn lane, 1 through lane and 2 right turn lanes (adding 1 left turn lane)
- Harley Knox Boulevard / I-215 NB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)
- <u>Harley Knox Boulevard / Western Way</u>



## Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project. It should be noted that the exact timing of the Perris Gateway Commerce Project is unknown at this time. The proposed Project should install a traffic signal at the Harley Knox Boulevard and Western Way intersection prior to building occupancy if the Perris Gateway Commerce Project is not developed.)
  - Widen the southbound approach to 1 left turn lane and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
  - Widen the eastbound approach to 1 left turn lane and 2 through lanes (adding 1 left turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)

# **ROADWAY SEGMENTS**

- ✓ Western Way
  - Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Nandina Avenue to Harley Knox Boulevard
      - Widen the northbound segment to 2 travel lanes (adding 1 travel lane)
      - Widen the southbound segment to 2 travel lanes (adding 1 travel lane)

## I-215 FREEWAY RAMPS

- <u>I-215 SB Off-Ramp to Harley Knox Boulevard</u>
   Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

# I-215 FREEWAY SEGMENTS

- <u>I-215 SOUTHBOUND North of Van Buren Boulevard</u>
   Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)
- I-215 SOUTHBOUND South of Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

Existing Plus Project scenario:


Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The proposed Project will be required to contribute a fair-share towards the costs of improvements that are identified for the Horizon Year 2040 scenario. The intent of determining the equitable responsibility for the improvements identified above for the Horizon Year 2040 scenario, is to provide a starting point for early discussions to address traffic mitigation equitability and to calculate the equitable share for mitigating traffic impacts.

The formula used to calculate the equitable share responsibility for the improvements identified for the Horizon Year 2040 Plus Project scenario is as follows:

Equitable Share = (Project Trips)/(Horizon Year 2040 Plus Project Traffic – Existing Traffic)

Tables E-8 and E-9 show the equitable share responsibility for improvements to the study are as described above considering the High Cube Warehouse and Intensive Ecommerce land uses. The equitable share responsibility shown in Tables E-8 and E-9 is the result of LOS enhancements related to capacity.

| INTERSECTION  | PEAK<br>HOUR | EXISTING | PROJECT TRIPS | HORIZON YEAR<br>2040 PLUS<br>PROJECT | FAIR SHARE<br>PERCENTAGE |
|---|--------------|----------|---------------|--------------------------------------|--------------------------|
| Van Duran Daulayard († 215 SD Damas                 | AM           | 2,392    | 127           | 4,989                                | 4.9%                     |
| van Buren Boulevard / 1-215 SB Ramps                | PM           | 2,726    | 114           | 5,881                                | 3.6%                     |
| Van Duran Daulayard († 215 ND Damas                 | AM           | 1,252    | 197           | 2,758                                | 13.1%                    |
| vali Buren Boulevaru / 1-215 NB Rallips             | PM           | 1,124    | 258           | 3,075                                | 13.2%                    |
|   | AM           | 1,320    | 23            | 1,938                                | 3.7%                     |
| Harley Knox Boulevard / 1-215 SB Ramps              | PM           | 1,124    | 50            | 1,759                                | 7.9%                     |
|   | AM           | 1,883    | 61            | 3,001                                | 5.5%                     |
| Harley Knox Boulevard / I-215 NB Ramps <sup>–</sup> | PM           | 1,519    | 75            | 2,790                                | 5.9%                     |
|   | AM           | 1,483    | 82            | 4,722                                | 2.5%                     |
| Harley Knox Boulevard / Western Way                 | PM           | 1,351    | 102           | 4,879                                | 2.9%                     |
| I-215 FREEWAY RAMPS                                 |              |          |               |                                      |                          |
| I-215   |              |          |               |                                      |                          |
| NP On Pamp (W/P) from Van Buron Boulovard           | AM           | 4,908    | 59            | 6,131                                | 4.8%                     |
|   | PM           | 4,161    | 143           | 7,066                                | 4.9%                     |
| SD Off Demonto Van Duran Doulouard                  | AM           | 4,191    | 193           | 7,897                                | 5.2%                     |
| SB OII-Ramp to van Buren Boulevard                  | PM           | 5,347    | 122           | 7,418                                | 5.9%                     |
| I-215 FREEWAY SEGMENTS                              |              |          |               |                                      |                          |
| I-215 Northbound                                    |              |          |               |                                      |                          |
| North of Van Buran Baulayard                        | AM           | 4,908    | 59            | 6,131                                | 4.8%                     |
|   | PM           | 4,161    | 143           | 7,066                                | 4.9%                     |

# Table E-8 Equitable Fair-Share Responsibility (High Cube Warehouse)

1: Fair-Share Percentage based on Opening Year 2019 Scenario



| INTERSECTION                                 | PEAK<br>HOUR | EXISTING | PROJECT TRIPS | HORIZON YEAR<br>2040 PLUS<br>PROJECT | FAIR SHARE<br>PERCENTAGE |
|--|--------------|----------|---------------|--------------------------------------|--------------------------|
| Van Buren Boulevard / Trautwein Boulevard-   | AM           | 4,288    | 84            | 6,795                                | 3.4%                     |
| Cole Avenue                                  | PM           | 4,048    | 199           | 7,426                                | 5.9%                     |
| Van Buren Boulevard / Barton Street          | AM           | 3,841    | 93            | 6,170                                | 4.0%                     |
|  | PM           | 3,412    | 225           | 6,675                                | 6.9%                     |
| Van Buron Boulovard / Covoto Bush Boad       | AM           | 3,253    | 93            | 5 <i>,</i> 478                       | 4.2%                     |
|  | PM           | 2,763    | 225           | 5,528                                | 8.1%                     |
| Van Buran Baulayard / Orango Torraco Parkway | AM           | 3,116    | 103           | 5,790                                | 3.9%                     |
| van Buren Boulevard / Orange Terrace Parkway | PM           | 2,876    | 262           | 6,224                                | 7.8%                     |
| Van Duran Daulauard / Village West Drive     | AM           | 2,974    | 103           | 6,401                                | 3.0%                     |
| vali buren boulevard / village west brive    | PM           | 2,884    | 249           | 7,331                                | 5.6%                     |
| Ver Duran Davidurand (Maridian Daviduran     | AM           | 2,948    | 139           | 6,402                                | 4.0%                     |
| van Buren Boulevard / Meridian Parkway       | PM           | 3,462    | 328           | 7,764                                | 7.6%                     |
|  | AM           | 2,392    | 520           | 5,382                                | 17.4%                    |
| van Buren Boulevard / 1-215 SB Ramps         | PM           | 2,726    | 976           | 6,743                                | 24.3%                    |
|  | AM           | 1,252    | 665           | 3,226                                | 33.7%                    |
| van Buren Boulevard / 1-215 NB Ramps         | PM           | 1,124    | 1,503         | 4,320                                | 47.0%                    |
| Harley Kney Bouleyard (1 215 CB Barnes       | AM           | 1,320    | 127           | 3,968                                | 4.8%                     |
| harrey knox boulevard / 1-215 SB kamps       | PM           | 1,124    | 413           | 4,226                                | 13.3%                    |
|  | AM           | 1,883    | 355           | 5,733                                | 9.2%                     |
| harrey knox boulevard / 1-215 NB kamps       | PM           | 1,519    | 796           | 6,285                                | 16.7%                    |
| Nandina Avenue ( Mestern May                 | AM           | 66       | 470           | 672                                  | 77.6%                    |
| Nandina Avenue / Western Way                 | PM           | 73       | 1,073         | 1,283                                | 88.7%                    |
| Harley Kney Bouleyard (Western Way           | AM           | 1,483    | 473           | 5,113                                | 13.0%                    |
| harrey knox boulevard / western way          | PM           | 1,351    | 1,074         | 5,851                                | 23.9%                    |
| Harley Kney Boulevard / Batterson Avenue     | AM           | 1,378    | 117           | 4,358                                | 3.9%                     |
| Harrey Knox Boulevard / Patterson Avenue     | PM           | 1,280    | 277           | 4,721                                | 8.0%                     |
| Harley Kney Deviloyerd ( Micheter Avenue     | AM           | 1,402    | 107           | 6,308                                | 2.2%                     |
| Harrey Knox Boulevard / Webster Avenue       | PM           | 1,193    | 253           | 7,291                                | 4.1%                     |
| Harley Kney Devleyard (Indian Avenue         | AM           | 1,758    | 97            | 5,236                                | 2.8%                     |
| narrey knox boulevaru / mulan Avenue         | PM           | 1,600    | 227           | 5,897                                | 5.3%                     |
| Harley Kney Bouleyard / Derric Bouleyard     | AM           | 3,080    | 76            | 6,543                                | 2.2%                     |
|  | PM           | 2,576    | 178           | 7,744                                | 3.4%                     |

# Table E-9 Equitable Fair-Share Responsibility (Intensive Ecommerce)



# Table E-9 cont'd

### Equitable Fair-Share Responsibility (Intensive Ecommerce)

| ROADWAY SEGMENTS                             |     |                |        |        |        |
|--|-----|----------------|--------|--------|--------|
| Van Buren Boulevard                          |     |                |        |        |        |
| Trautwein Boulevard to Barton Street         | ADT | 27,890         | 2,000  | 55,835 | 7.2%   |
| Barton Street to Orange Terrace Parkway      | ADT | 27,140         | 2,250  | 52,679 | 8.8%   |
| Orange Terrace Parkway to Village West Drive | ADT | 27,630         | 2,490  | 53,181 | 9.7%   |
| Village West Drive to Meridian Parkway       | ADT | 28,990         | 2,490  | 67,440 | 6.5%   |
| Western Way                                  |     |                |        |        |        |
| Nandina Avenue to Harley Knox Boulevard      | ADT | 1,010          | 10,740 | 15,200 | 75.7%  |
| Harley Knox Boulevard                        |     |                |        |        |        |
| I-215 to Western Way                         | ADT | 13,230         | 7,970  | 54,670 | 19.2%  |
| Western Way to Patterson Avenue              | ADT | 12,780         | 2,770  | 46,620 | 8.2%   |
| I-215 FREEWAY RAMPS                          |     | -              |        |        |        |
| l-215  | -   |                |        |        |        |
| NR Off Pamp to Harloy Knox Poulovard         | AM  | 4,389          | 483    | 7,832  | 14.0%  |
| NB OII-Ramp to Harley Knox Boulevard         | PM  | 4,050          | 711    | 6,452  | 29.6%  |
|  | AM  | 5 <i>,</i> 338 | 54     | 6,848  | 3.6%   |
| NB On-Ramp from Harley Knox Boulevard        | PM  | 4,300          | 125    | 6,235  | 6.5%   |
|  | AM  | 4,908          | 110    | 6,182  | 8.6%   |
| NB On-Ramp (WB) from van Buren Boulevard     | PM  | 4,161          | 522    | 7,445  | 15.9%  |
|  | AM  | 4,191          | 718    | 8,422  | 17.0%  |
| SB Off-Ramp to Van Buren Boulevard           | PM  | 5,347          | 1,011  | 8,307  | 34.2%  |
|  | AM  | 3,550          | 63     | 6,328  | 2.3%   |
| SB On-Ramp from Van Buren Boulevard          | PM  | 6,119          | 187    | 8,152  | 9.2%   |
|  | AM  | 4,011          | 63     | 8,381  | 1.4%   |
| SB Off-Ramp to Harley Knox Boulevard         | PM  | 6,519          | 187    | 9,560  | 6.1%   |
|  | AM  | 3,237          | 66     | 4,836  | 4.1%   |
| SB On-Ramp from Harley Knox Boulevard        | PM  | 5,970          | 375    | 8,182  | 17.0%  |
| I-215 FREEWAY SEGMENTS                       |     |                |        |        |        |
| I-215 Northbound                             |     |                |        |        |        |
| North of Van Buran Baulayard                 | AM  | 4,908          | 115    | 7,832  | 3.9%   |
|  | PM  | 4,161          | 522    | 6,452  | 22.8%  |
|  | AM  | 5 <i>,</i> 338 | 9      | 6,848  | 0.6%   |
| Harley knox Boulevard to van Buren Boulevard | PM  | 4,300          | 60     | 6,235  | 3.1%   |
|  | AM  | 4,333          | 264    | 9,483  | 5.1%   |
| South of Harley Knox Boulevard               | PM  | 3,876          | 388    | 8,518  | 8.4%   |
| I-215 Southbound                             |     |                |        |        |        |
| North of Van Buran Baulayard                 | AM  | 3,588          | 380    | 7,832  | 9.0%   |
|  | PM  | 5,026          | 537    | 6,452  | 37.7%  |
| Harlow Know Douloward to Ven Duran Douloward | AM  | 3,550          | 21     | 6,848  | 0.6%   |
| narrey Knox Boulevard to Van Buren Boulevard | PM  | 6,119          | 124    | 6,235  | 106.9% |
| South of Harley Know Douloused               | AM  | 3,237          | 66     | 9,483  | 1.1%   |
| South of Harley Knox Boulevard               | PM  | 5,970          | 375    | 8,518  | 14.7%  |



### 1 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Introduction

This Traffic Impact Study (TIS) has been prepared for the purpose of analyzing traffic conditions related to the Veteran's Industrial Park (VIP) 215 Development (Project). The proposed Project is located directly east of the Interstate 215 northbound ramps at Van Buren Boulevard, south of the existing March Field Air Museum, and west of an existing March Air Reserve Base airport runway; the I-215 off-ramp provides no access to the runway or any taxiways.

# 1.0 Introduction

# **1.1 Description of the Region/Project**

The Project site is approximately 142.5 acres located within the boundaries of the March Inland Port Airport in unincorporated Riverside County, California. The Project site is presently owned by the March Joint Powers Authority (JPA) and would be developed under a ground lease. Figures 1-1 and 1-2 show the location of the Project along with major roadways and highways in the Project area. A conceptual site plan for the proposed Project is provided in Figure 1-3. The Assessor Parcel Numbers (APNs) for the Project site are: 294-150-009, 294-170-005, 295-300-008, and 294-180-038.

All development will be consistent with the overall buildout of the March Inland Port Airport. The Project proposes speculative industrial buildings that would allow for a mix of logistics center uses that could support wholesale, storage, distribution, manufacturing and/or assembly centers.

The conceptual site plan identifies two industrial buildings which total approximately 2,219,852 square feet:

- Building 1: 1,017,020 square feet
- Building 2: 1,172,832 square feet

A logistics center can be defined as building space used for the intermediate storage and distribution of freight and commodities on route between their source and destination. Typical facilities have limited office areas. Each building would have a north to south orientation with trailer truck dock doors located on the rear of each building. All trailer truck parking would be provided on site. Both passenger vehicle and trailer truck parking would be provided in accordance with development code requirements.

### **1.1.1** Project Access

Currently, there is no improved access to the proposed Project site. Access to Project will be provided through the construction of a four-laneextension of Van Buren Boulevard from its current terminus at the March Field Air Museum to the southern border of March JPA at the city of Perris. Secondary access will be provided through an access point at the south end of the project.



# March JPA - VIP 215 Traffic Study Regional Location



395 rsfield North Baker Fort Irwin 15 395 Barstow 40 Lancaster 40 15 Palmdale Victorville oApple Valley o Hesperia Angeles National Forest 5 San Gabriel 5 Mountains. 101 Los Angeles San Bernardinoo 605 Riverside 110 Joshua Tree Anaheim U National Park Palm Springso Long Beacho T Palm Desert 405 Olrvine La Quinta Temecula Catalina Island Essential Fish Habitat... Anza-Borrego Desert Vista State Park Carlsbad San Diego Ū Chula Vista La Rumoro LEGEND Project Location VRPA TECHNOLOGIES, INC.













5 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Introduction

### 1.1.2 Study Area

The study intersections and street and highway segments included in this TIS are listed below. The study area outline below was developed in consultation with March JPA staff and was reviewed by other affected agencies, including Caltrans. VRPA prepared a scoping document that included the proposed methodology for the traffic analysis as well as the study area. The study area includes intersections where the Project is anticipated to generate approximately 25 or more peak hour trips. It should be noted that the March JPA Traffic Impact Study Preparation Guide, dated August 3, 2011, states that traffic analysis shall be required when the proposed project's traffic will add 25 or more peak hour trips to an intersection or roadway segment already identified as operating at an unacceptable level of service (LOS "E" or worse). While it is not anticipated that all of the study area is operating at unacceptable levels of service, use of the 25 peak hour trip criteria provides a conservative approach to the study area.

#### Intersections

### Existing Intersections

- Van Buren Boulevard / Trautwein Boulevard-Cole Avenue
- Van Buren Boulevard / Barton Street
- Van Buren Boulevard / Coyote Bush Road
- Van Buren Boulevard / Orange Terrace Parkway
- Van Buren Boulevard / Village West Drive
- Van Buren Boulevard / Meridian Parkway
- Van Buren Boulevard / Opportunity Way
- Van Buren Boulevard / I-215 Freeway SB Ramps
- Van Buren Boulevard / I-215 Freeway NB Ramps
- Harley Knox Boulevard / Harvill Avenue
- Harley Knox Boulevard / I-215 Freeway SB Ramps
- Harley Knox Boulevard / I-215 Freeway NB Ramps
- Nandina Avenue / Western Way
- Harley Knox Boulevard / Western Way
- Harley Knox Boulevard / Patterson Avenue
- Harley Knox Boulevard / Webster Avenue
- Harley Knox Boulevard / Indian Avenue
- Harley Knox Boulevard / Perris Boulevard

#### Future Intersections

- Van Buren Boulevard / North Project Access
- Van Buren Boulevard / South Project Access
- Van Buren Boulevard-Western Way / Project Access



6 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Introduction

### **Roadway Segments**

### Existing Roadway Segments

Van Buren Blvd

Trautwein Boulevard-Cole Avenue to Barton Street Barton Street to Orange Terrace Parkway Orange Terrace Parkway to Village West Drive Village West Drive to Meridian Parkway Meridian Parkway to Opportunity Way Opportunity Way to I-215 Freeway

- <u>Western Way</u>
   Van Buren Boulevard to Nandina Avenue
   Nandina Avenue to Harley Knox Boulevard
- <u>Harley Knox Boulevard</u>
   Harvill Avenue to I-215 Freeway
   I-215 Freeway to Western Way
   Western Way to Patterson Avenue
   Patterson Avenue to Webster Avenue
   Webster Avenue to Indian Avenue
   Indian Avenue to Perris Boulevard

### Future Roadway Segments

<u>Van Buren Blvd</u>
 I-215 Freeway to Project Access
 Project Access to Western Way

### Freeway Merge/Diverge

- ✓ I-215 Freeway NB
  - Harley Knox Boulevard Off Ramp
  - Harley Knox Boulevard On Ramp
  - Van Buren Boulevard Off Ramp
  - Van Buren Boulevard EB On Ramp
  - Van Buren Boulevard WB On Ramp

### ✓ I-215 Freeway SB

- Van Buren Boulevard Off Ramp
- Van Buren Boulevard On Ramp
- Harley Knox Boulevard Off Ramp
- Harley Knox Boulevard On Ramp



### **Freeway Segments**

### ✓ I-215 Freeway NB

- North of Van Buren Boulevard
- Harley Knox Boulevard to Van Buren Boulevard
- South of Harley Knox Boulevard

### I-215 Freeway SB

- North of Van Buren Boulevard
- Harley Knox Boulevard to Van Buren Boulevard
- South of Harley Knox Boulevard

### 1.1.3 Study Scenarios

The TIS completed for the proposed Project includes level of service (LOS) analysis for the following traffic scenarios:

- Existing Conditions (Baseline Year) This scenario represents the existing land uses in the Study Area during the base year when traffic analysis/counts are taken. It is the existing year that all modeling scenarios are compared to in order to determine any potential effects
- Existing Plus Project This scenario includes the existing traffic at the project baseline, plus the full build-out of the proposed Project including absorption of the current roadway system.
- Opening Year 2019 Without Project This scenario represents the existing land uses in the Study Area during the assumed opening year of the proposed Project.
- Opening Year 2019 Plus Project This scenario represents the opening year scenario implementation of the proposed Project.
- Cumulative Year 2025 Without Project This scenario represents the existing development, plus specific development projects that are planned to be opened after the opening year of the proposed Project.
- Cumulative Year 2025 Plus Project This scenario represents the cumulative scenario with implementation of the proposed Project.
- Horizon Year 2040 Without Project This scenario is based upon build out of the Study Area at horizon year 2040 without the implementation of the proposed Project.
- Horizon Year 2040 Plus Project This scenario is based upon build out of the Study Area at horizon year 2040 with the implementation of the proposed Project.

# 1.2 Methodology

When preparing a TIS, guidelines set by affected agencies are followed. In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. In addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses, the need for dedicated ingress and



#### 8 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Introduction

egress access lanes to the project, and other evaluations such as the need for signalized intersections or other improvements.

### **1.2.1** Intersection Analysis

Intersection LOS analysis was conducted using the Synchro 9 software program. Synchro 9 supports Highway Capacity Manual (HCM) methodologies and is an acceptable program by March JPA staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections. Fifteen (15) of the existing study intersections are currently signalized while three (3) of the intersections are unsignalized.

Tables 1-1 and 1-2 indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F".

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the HCM. Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The California Manual on Uniform Traffic Control Devices for Streets and Highways (California MUTCD) dated November 7, 2014 introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The California MUTCD Peak Hour Warrant (Warrant 3) was used to determine if a traffic signal is warranted at unsignalized intersections that fall below current LOS standards.

### **1.2.2** Roadway Segment Analysis

According to the HCM, LOS is categorized by two parameters of traffic: uninterrupted and interrupted flow. Uninterrupted flow facilities do not have fixed elements such as traffic signals that cause interruptions in traffic flow. Interrupted flow facilities do have fixed elements that cause an interruption in the flow of traffic, such as stop signs and signalized intersections along arterial roads. A roadway segment is defined as a stretch of roadway generally located between signalized or controlled intersections.

Segment LOS is important in order to understand whether the capacity of a roadway can accommodate future traffic volumes. Table 1-3 provides a definition of segment LOS. The performance criteria used for evaluating volumes and capacities on the road and highway system for this study were estimated using the methodology provided in the Riverside County Circulation Element of the General Plan. Street segment capacity was determined using information shown



### in Appendix A.

### Table 1-1

### Signalized Intersections Level of Service Definitions (2010 Highway Capacity Manual)

| LEVEL OF SERVICE | DEFINITION  | AVERAGE TOTAL<br>DELAY (sec/veh) |
|------------------|---|----------------------------------|
| A                | Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.   | ≤10.0                            |
| В                | Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.  | > 10.0 - 20.0                    |
| с                | Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.  | > 20.0 - 35.0                    |
| D                | Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.   | > 35.0 - 55.0                    |
| E                | Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.   | > 55.0 - 80.0                    |
| F                | Describes operations that are at the failure point. This level, considered to<br>be unacceptable to most drivers, often occurs with over-saturation, that is,<br>when arrival flow rates exceed the capacity of the intersection. Insufficient<br>gaps of suitable size exist to allow minor traffic to cross the intersection<br>safely. | > 80.0                           |



# Table 1-2

### Unsignalized Intersections Level of Service Definitions (2010 Highway Capacity Manual)

| LEVEL OF SERVICE | DEFINITION  | AVERAGE TOTAL<br>DELAY (sec/veh) |
|------------------|---|----------------------------------|
| А                | No delay for stop-controlled approaches.  | 0 - 10.0                         |
|                  |   |                                  |
| В                | Describes operations with minor delay.  | > 10.0 - 15.0                    |
|                  |   |                                  |
| С                | Describes operations with moderate delays.  | > 15.0 - 25.0                    |
|                  |   |                                  |
| D                | Describes operations with some delays.  | > 25.0 - 35.0                    |
|                  |   |                                  |
| E                | Describes operations with high delays and long queues.  | > 35.0 - 50.0                    |
|                  |   |                                  |
| F                | Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers. | > 50.0                           |



# Table 1-3Roadway SegmentLevel of Service Definitions(2010 Highway Capacity Manual)

| LEVEL OF SERVICE | DEFINITION  |
|------------------|---|
| A                | Represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.   |
| В                | Is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.  |
| с                | Is in the range of stable flow, but marks the beginning of the range of flow<br>in which the operation of individual vehicles becomes significantly<br>affected by interactions with other vehicles in the traffic stream.  |
| D                | Is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.  |
| E                | Represents operating conditions at or near the level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.  |
| F                | Is used to define forced or breakdown flow (stop-and-go gridlock). This condition exists when the amount of traffic approaches a point where the amount of traffic exceeds the amount that can travel to a destination. Operations within the queues are characterized by stop and go waves, and they are extremely unstable. |



# **1.3** Policies to Maintain Level of Service

An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, affected agencies adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. As noted previously, LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance. The affected level of service standards applicable to the traffic analysis are described below.

### March JPA

All intersections and roadway segments within the March JPA Planning Area shall operate at LOS "D" or better with limiting circumstances of LOS "E" to occur. LOS "E" may also be allowed to the extent that it would support transit-oriented development (TOD) and walkable communities. LOS "E" is also acceptable during peak hours at interchange ramp intersections where ramp metering occurs.

### County of Riverside

LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.



### City of Perris

The minimum LOS established by the City of Perris is LOS D.

### City of Riverside

The City of Riverside General Plan states the City will strive to maintain LOS D or better on arterial streets wherever possible. At some key locations, such as City arterial roadways, which are used as a freeway bypass by regional through traffic and at heavily traveled freeway interchanges, LOS E may be acceptable as determined on a case-by-case basis. Locations that may warrant the LOS E standard include portions of Arlington Avenue/Alessandro Boulevard, Van Buren Boulevard throughout the City, portions of La Sierra Avenue, and selected freeway interchanges. A higher standard, such as LOS C or better, may be adopted for Local and Collector streets in residential areas.

### Caltrans

According to Caltrans' Guide for the Preparation of Traffic Impact Studies, the minimum LOS shall be LOS "C" and LOS "D" (see current Caltrans Guidelines Appendix "C-3" or related appendix) along State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

Given the LOS standards of the affected agencies in the Project area, the goal of the Project was to provide LOS results that meet the goals of the individual agencies for intersections and street segments under their jurisdiction.

Table 1-4 shows the General Plan target LOS for each intersection based upon its jurisdictional location.

# **1.4** Standards of Significance

To determine whether the addition of project traffic at a study intersection/segment would result in a direct project-specific traffic impact, March JPA's significance criteria was applied and is listed below. The proposed Project's fair-share percentage to impacted study intersections/segments is provided in Section 4.2 below.

A direct traffic impact will be designated as significant if both of the following conditions occur:

- Peak hour project traffic plus existing traffic causes a roadway segment or intersection to operate at LOS E or F; and
- Peak hour project traffic comprises 2% or more of the total peak hour traffic on the roadway segment or intersection for LOS E and 2% or more for LOS F.



A cumulative traffic impact will be designated as significant if both of the following conditions occur:

- Peak hour project traffic plus existing peak hour traffic and peak hour traffic from other nearterm and future projects causes a roadway segment or intersection to operate at LOS E or F; and
- Peak hour project traffic comprises 2% or more of total peak hour traffic on the roadway segment or intersection for LOS E and 2% or more for LOS F.

# Table 1-4General Plan Target LOS by Intersection

| INTERSECTION   | JURISDICTION                                     | TARGET LOS <sup>(1)</sup> |
|--|--|---------------------------|
| 1. Van Buren Boulevard / Trautwein Boulevard-Cole Avenue <sup>(2)</sup>    | City of Riverside                                | D                         |
| 2. Van Buren Boulevard / Barton Street <sup>(2)</sup>                      | March JPA / Riverside County / City of Riverside | D                         |
| 3. Van Buren Boulevard / Coyote Bush Road <sup>(2)</sup>                   | March JPA / Riverside County / City of Riverside | D                         |
| 4. Van Buren Boulevard / Orange Terrace Parkway <sup>(2)</sup>             | March JPA / Riverside County / City of Riverside | D                         |
| 5. Van Buren Boulevard / Village West Drive <sup>(2)</sup>                 | March JPA / Riverside County / City of Riverside | D                         |
| 6. Van Buren Boulevard / Meridian Parkway <sup>(2)</sup>                   | March JPA / Riverside County                     | D                         |
| 7. Van Buren Boulevard / Opportunity Way <sup>(2)</sup>                    | March JPA / Riverside County                     | D                         |
| 8. Van Buren Boulevard / I-215 SB Ramps <sup>(2)</sup>                     | Caltrans   | D                         |
| 9. Van Buren Boulevard / I-215 NB Ramps <sup>(2)</sup>                     | Caltrans   | D                         |
| 10. Harley Knox Boulevard / Harvill Avenue <sup>(2)</sup>                  | Riverside County                                 | D                         |
| 11. Harley Knox Boulevard / I-215 SB Ramps <sup>(2)</sup>                  | Caltrans   | D                         |
| 12. Harley Knox Boulevard / I-215 NB Ramps <sup>(2)</sup>                  | Caltrans   | D                         |
| 13. Nandina Avenue / Western Way <sup>(3)</sup>                            | City of Perris                                   | D                         |
| 14. Harley Knox Boulevard / Western Way <sup>(4)</sup>                     | City of Perris                                   | D                         |
| 15. Harley Knox Boulevard / Patterson Avenue <sup>(2)</sup>                | City of Perris                                   | D                         |
| 16. Harley Knox Boulevard / Webster Ave <sup>(5)</sup>                     | City of Perris                                   | D                         |
| 17. Harley Knox Boulevard / Indian Avenue <sup>(1)</sup>                   | City of Perris                                   | D                         |
| 18. Harley Knox Boulevard / Perris Boulevard <sup>(1)</sup>                | City of Perris                                   | D                         |
| 19. Van Buren Boulevard / North Project Access (Future Intersection)       | March JPA  | D                         |
| 20. Van Buren Boulevard / South Project Access (Future Intersection)       | March JPA  | D                         |
| 21. Van Buren Boulevard-Western Way / Project Access (Future Intersection) | March JPA  | D                         |

(1) Based on respective jurisdiction General Plan Standards

(2) Signalized Intersection.

(3) All-Way Stop Intersection.

(4) One-Way Stop Intersection.

(5) Roundabout Intersection.



# 2.0 Existing Conditions

# 2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing AM and PM peak hour turning movements were collected at each study intersection by National Data and Surveying Services. Intersection turning movement counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for all study intersections on a Tuesday, Wednesday, or Thursday during the month of February or April of 2017 and May of 2018. A 2% growth rate was applied to traffic volumes collected in the year 2017 for purposes of estimating traffic in the year 2018. Traffic volume data from the Caltrans Performance Measurement System (PeMS) was used for the I-215 merge/diverge and freeway segment analysis. Traffic count data worksheets are provided in Appendix B.

# 2.2 Existing Roadway System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

- I-215 currently exists as a six-lane freeway with a posted speed limit of 65 miles per hour (mph) through the study area. According to the California Department of Transportation's (Caltrans) website, the AADT along I-215 in 2015 was approximately 99,000.
- Van Buren Boulevard currently exists as a four to eight lane facility and plays an integral role in the principle network for traffic flow in the study area. This east-west roadway is classified as an urban arterial in the County of Riverside General Plan Circulation Element.
- Trautwein Boulevard-Cole Avenue This north-south roadway currently exists as a four-lane facility. This roadway is classified as an arterial in the City of Riverside General Plan Circulation Element.
- Barton Street This north-south roadway currently exists as a two-lane facility. This roadway
  is classified as an arterial in the City of Riverside General Plan Circulation Element.
- Coyote Bush Road This north-south roadway currently exists as a two-lane facility with a posted speed limit of 25 mph. The future portion of this roadway is classified as a Modified Secondary Highway in the Meridian Specific Plan.
- Trautwein Boulevard-Cole Avenue This north-south/east-west roadway currently exists as a four-lane facility. This roadway is classified as an arterial in the City of Riverside General



Plan Circulation Element.

- Village West Drive This north-south roadway currently exists as a two-lane facility with a posted speed limit of 35 mph. This roadway is classified as a Modified Secondary Highway in the Meridian Specific Plan.
- Meridian Parkway This north-south roadway currently exists as a four-lane facility with a posted speed limit of 45 mph. This roadway is classified as a secondary highway in the March JPA General Plan Circulation Element.
- Opportunity Way This north-south and east-west roadway currently exists as a two-lane facility with a Two Way Left Turn Lane (TWLTL). This roadway is classified as an industrial collector in the March JPA General Plan Circulation Element.
- Harley Knox Boulevard This east-west roadway currently exists as a four-lane facility with a posted speed limit of 45 mph. This roadway is classified as an urban arterial in the County of Riverside General Plan Circulation Element.
- Harvill Avenue This north-south roadway currently exists as a four-lane facility with a Two Way Left Turn Lane (TWLTL). This roadway is classified as a major roadway in the County of Riverside General Plan Circulation Element.
- Western Way This north-south roadway currently exists as a two-lane facility and is classified as a secondary arterial in the City of Perris General Plan Circulation Element.
- Nandina Avenue This east-west roadway currently exists as a two-lane facility and is not classified on the City of Perris General Plan Circulation Element.
- Patterson Avenue This north-south roadway currently exists as a two-lane facility and is classified as a collector roadway in the City of Perris General Plan Circulation Element.
- Webster Avenue This north-south roadway currently exists as a two-lane facility and is classified as a secondary arterial in the City of Perris General Plan Circulation Element.
- Indian Avenue This north-south roadway currently exists as a four-lane facility and is classified as a secondary arterial in the City of Perris General Plan Circulation Element.
- Perris Boulevard This north-south roadway currently exists as a six-lane facility and is classified as a primary arterial in the City of Perris General Plan Circulation Element.



# 2.3 Affected Streets and Highways

Street and highway intersections and segments near and adjacent to the Project site were analyzed to determine levels of service utilizing HCM-based methodologies described previously. The study intersections and street and highway segments included in this TIS are listed below. The study area outline below was developed in consultation with March JPA staff and was reviewed by other affected agencies, including Caltrans. VRPA prepared a scoping document that included the proposed methodology for the traffic analysis as well as the study area. The study area includes intersections where the Project is anticipated to generate approximately 25 or more peak hour trips. It should be noted that the March JPA Traffic Impact Study Preparation Guide, dated August 3, 2011, states that traffic analysis shall be required when the proposed project's traffic will add 25 or more peak hour trips to an intersection or roadway segment already identified as operating at an unacceptable level of service (LOS "E" or worse). While it is not anticipated that all of the study area is operating at unacceptable levels of service, use of the 25 peak hour trip criteria provides a conservative approach to the study area.

### Intersections

#### Existing Intersections

- Van Buren Boulevard / Trautwein Boulevard-Cole Avenue
- Van Buren Boulevard / Barton Street
- Van Buren Boulevard / Coyote Bush Road
- Van Buren Boulevard / Orange Terrace Parkway
- Van Buren Boulevard / Village West Drive
- Van Buren Boulevard / Meridian Parkway
- Van Buren Boulevard / Opportunity Way
- Van Buren Boulevard / I-215 Freeway SB Ramps
- Van Buren Boulevard / I-215 Freeway NB Ramps
- Harley Knox Boulevard / Harvill Avenue
- Harley Knox Boulevard / I-215 Freeway SB Ramps
- Harley Knox Boulevard / I-215 Freeway NB Ramps
- Nandina Avenue / Western Way
- Harley Knox Boulevard / Western Way
- Harley Knox Boulevard / Patterson Avenue
- Harley Knox Boulevard / Webster Avenue
- Harley Knox Boulevard / Indian Avenue
- Harley Knox Boulevard / Perris Boulevard

### Future Intersections

- Van Buren Boulevard / North Project Access
- Van Buren Boulevard / South Project Access
- Van Buren Boulevard-Western Way / Project Access



### **Roadway Segments**

### Existing Roadway Segments

Van Buren Blvd

Trautwein Boulevard-Cole Avenue to Barton Street Barton Street to Orange Terrace Parkway Orange Terrace Parkway to Village West Drive Village West Drive to Meridian Parkway Meridian Parkway to Opportunity Way Opportunity Way to I-215 Freeway

- <u>Western Way</u>
   Van Buren Boulevard to Nandina Avenue
   Nandina Avenue to Harley Knox Boulevard
- <u>Harley Knox Boulevard</u>
   Harvill Avenue to I-215 Freeway
   I-215 Freeway to Western Way
   Western Way to Patterson Avenue
   Patterson Avenue to Webster Avenue
   Webster Avenue to Indian Avenue
   Indian Avenue to Perris Boulevard

### Future Roadway Segments

<u>Van Buren Blvd</u>
 I-215 Freeway to Project Access
 Project Access to Western Way

### Freeway Merge/Diverge

- ✓ I-215 Freeway NB
  - Harley Knox Boulevard Off Ramp
  - Harley Knox Boulevard On Ramp
  - Van Buren Boulevard Off Ramp
  - Van Buren Boulevard EB On Ramp
  - Van Buren Boulevard WB On Ramp

### ✓ I-215 Freeway SB

- Van Buren Boulevard Off Ramp
- Van Buren Boulevard On Ramp
- Harley Knox Boulevard Off Ramp
- Harley Knox Boulevard On Ramp



### **Freeway Segments**

### I-215 Freeway NB

- North of Van Buren Boulevard
- Harley Knox Boulevard to Van Buren Boulevard
- South of Harley Knox Boulevard

### I-215 Freeway SB

- North of Van Buren Boulevard
- Harley Knox Boulevard to Van Buren Boulevard
- South of Harley Knox Boulevard

The existing lane geometry at study area intersections is shown in Figure 2-1. Figures 2-2 and 2-3 show existing traffic volumes for the AM and PM peak hours in the study area.

### **Congestion Management Program (CMP)**

The Congestion Management Program (CMP) was first established in 1990 under Proposition 111. Proposition 111 established a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries. The Riverside County Transportation Commission (RCTC) was designated as the CMA in 1990, and therefore, prepares the CMP updates in consultation with the Technical Advisory Committee (TAC), which consists of local agencies, the County of Riverside, transit agencies, and subregional agencies.

The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. The CMP facilities included in the study area for this traffic analysis include Van Buren Boulevard and I-215.















# 2.4 Level of Service

### 2.4.1 Intersection Capacity Analysis

All intersection LOS analyses were estimated using Synchro 9 Software. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc) were input into the Synchro 9 Software program in order to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the HCM outputs. Synchro assumptions, listed below, show the various Synchro inputs and methodologies used in the analysis.

### Lane Geometry

 Storage lengths for turn lanes for existing intersections were obtained from aerial photos and rounded to the nearest 25 feet.

### Traffic Conditions

- The peak hour factor used for Existing conditions was determined from the existing counts.
- Heavy vehicle percentages were applied as follows and are based on the HCM default, traffic counts, or Caltrans' parameters:
  - I-215 10%
  - Van Buren Boulevard, Meridian Parkway, Opportunity Way, Harley Knox Boulevard, Western Way – 5% (Designated Truck Route)
  - All other roadways 3%

Results of the analysis show that two of the study intersections (Van Buren Boulevard at Barton Street and Harley Knox Boulevard at I-215 NB Ramps) are currently operating worse than the minimum level of service during either the AM or PM peak hour. Table 2-1 shows the intersection LOS for the existing conditions. Synchro 9 (HCM) Worksheets are provided in Appendix C.

### 2.4.2 Roadway Segment Capacity Analysis

Results of the AM and PM peak hour LOS segment analysis along the existing street and highway system are reflected in Table 2-2. The performance criteria used for evaluating volumes and capacities on the road and highway system for this study were estimated using the methodology provided in the Riverside County Circulation Element of the General Plan. Results of the analysis show that all of the roadway segments are currently operating at acceptable levels of service.

# 2.5 Queuing Analysis

Table 2-3 provides a queue length summary for left and right turn lanes at the study intersections for the Existing scenario. The Synchro queuing analyses results for the study intersections are contained in the Synchro LOS worksheets found in Appendix C.



Queuing analysis was completed using information found in the Synchro outputs, provided in Appendix C. Synchro provides 50th and 95th percentile maximum queue lengths in feet. The 50th percentile maximum queue is the maximum back of queue on a typical cycle and the 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The queues shown in Table 2-3 represent the 95th percentile queue lengths for the respective lane movements.

# 2.6 Ramp Merge/Diverge Analysis

The ramp merge/diverge analysis for the I-215/Van Buren Boulevard and I-215/Harley Knox Boulevard interchanges is based on the 2010 Highway Capacity Manual (HCM) and assumed the following inputs and parameters for the AM and PM peak hours:

- ✓ Free-flow speed (FFS) was set to 65 miles per hour (mph) for I-215
- Peak hour factor (PHF) was set to 0.92 for the I-215 mainline. All other PHF's used are reflective of traffic counts conducted for this analysis.
- ✓ Trucks/buses percentage was set to 10% along the I-215 mainline

Results of the AM and PM peak hour ramp merge/diverge analysis at the I-215/Van Buren Boulevard and I-215/Harley Knox Boulevard interchanges are reflected in Table 2-4 and indicate that the interchanges are currently operating at acceptable levels of service. HCS 2010 Worksheets are provided in Appendix D.

# 2.7 Freeway Segment Analysis

The freeway segment analysis for the I-215 northbound and southbound segments is based on the 2010 Highway Capacity Manual (HCM) and assumed the following inputs and parameters for the AM and PM peak hours:

- ✓ Free-flow speed (FFS) was set to 65 miles per hour (mph) for I-215
- Peak hour factor (PHF) was set to 0.92 for the I-215 mainline.
- ✓ Trucks/buses percentage was set to 10% along the I-215 mainline

Results of the AM and PM peak hour freeway segment analysis for the I-215 northbound and southbound segments are reflected in Table 2-5 and indicate that the study segments along I-215 Southbound from Harley Knox Boulevard to Van Buren Boulevard and South of Harley Knox Boulevard are currently operating at levels worse than the target LOS during the PM Peak Hour. HCS 2010 Worksheets are provided in Appendix D.



| INTERSECTION  | CONTROL           | TARGET<br>LOS | PEAK<br>HOUR | EXIST | ïNG |
|---|-------------------|---------------|--------------|-------|-----|
|   |                   |               |              | DELAY | LOS |
| 1 Van Buren Boulevard / Trautwein Boulevard-Cole Avenue | Signalized        |               | AM           | 36.0  | D   |
| 1. Van Buren Bourevard / Hautwern Bourevard core Avenue | Signalizeu        | U             | PM           | 30.8  | С   |
|   |                   |               |              |       | -   |
| 2. Van Buren Boulevard / Barton Street                  | Signalized        | D             |              | 96.2  | - F |
|   |                   |               | PIVI         | 56.6  | E   |
| 2 Mars Duran Davidson and Counter Durah David           |                   | _             | AM           | 21.4  | с   |
| 3. van Buren Boulevard / Coyote Bush Road               | Signalized        | D             | PM           | 11.6  | В   |
|   |                   |               |              |       |     |
| 4. Van Buren Boulevard / Orange Terrace Parkway         | Signalized        | D             | AM           | 15.3  | В   |
|   | -                 |               | PM           | 14.0  | В   |
|   |                   |               | AM           | 14 7  | в   |
| 5. Van Buren Boulevard / Village West Drive             | Signalized        | D             | PM           | 13.3  | B   |
|   |                   |               |              | 13.5  |     |
| 6 Van Buren Boulevard / Meridian Parkway                | Signalized        | п             | AM           | 34.1  | С   |
|   | Jighanzeu         | U             | PM           | 47.5  | D   |
|   |                   |               |              |       |     |
| 7. Van Buren Boulevard / Opportunity Way                | Signalized        | D             |              | 23.1  | C   |
|   |                   |               | PIVI         | 22.4  | L   |
| 0. Mars Duran Davidson ad (1. 245 CD Davids             | Ciana lian d      | _             | AM           | 21.6  | с   |
| 8. van Buren Boulevard / 1-215 SB Ramps                 | Signalized        | D             | PM           | 25.4  | С   |
|   |                   |               |              |       |     |
| 9. Van Buren Boulevard / I-215 NB Ramps                 | Signalized        | D             | AM           | 16.7  | В   |
|   |                   |               | PM           | 18.7  | В   |
|   |                   |               | AM           | 19.3  | В   |
| 10. Harley Knox Boulevard / Harvill Avenue              | Signalized        | D             | PM           | 12.9  | B   |
|   |                   |               |              | 12.5  |     |
| 11 Harley Knox Boulevard / I-215 SB Bamps               | Signalized        | П             | AM           | 25.5  | С   |
|   | Jightinzeu        | 5             | PM           | 23.2  | С   |
|   |                   |               |              | 64.5  | F   |
| 12. Harley Knox Boulevard / I-215 NB Ramps              | Signalized        | D             |              | 01.5  | E   |
|   |                   |               | PIVI         | 24.8  | L   |
| 42 New Store Assess (1) Assessment Mark                 |                   | _             | AM           | 7.1   | А   |
| 13. Nandina Avenue / Western Way                        | All-way Stop      | D             | PM           | 7.0   | А   |
|   |                   |               |              |       |     |
| 14. Harley Knox Boulevard / Western Way                 | One-Way Stop Sign | D             | AM           | 17.3  | C   |
|   |                   |               | PM           | 22.7  | С   |
|   |                   |               | ДМ           | 23.0  | C   |
| 15. Harley Knox Boulevard / Patterson Avenue            | Signalized        | D             | PM           | 23.0  | C C |
|   |                   |               | 1 (VI        | 23.0  | ~   |
| 16. Harley Knox Boulevard / Webster Avenue              | Roundabout        | П             | AM           | 8.5   | А   |
|   | noundabout        | 5             | PM           | 6.8   | Α   |
|   |                   |               |              | 22.0  | C   |
| 17. Harley Knox Boulevard / Indian Avenue               | Signalized        | D             |              | 33.9  |     |
|   |                   |               | РМ           | 27.8  | L   |
| 19. Herley Kney Deuleyerd / Derrie Deuleyerd            | Circus Line d     |               | AM           | 30.8  | С   |
| 10. Halley NIOX DOULEVALU / PEHIS BOULEVALU             | Signalized        | U             | PM           | 20.7  | С   |

Table 2-1Existing Intersection Operations

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized, roundabout, and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.



| STREET SEGMENT                                      | SEGMENT<br>DESCRIPTION | TARGET<br>LOS | CAPACITY <sup>1</sup> | EXISTING |                  |     |
|---|------------------------|---------------|-----------------------|----------|------------------|-----|
|   |                        |               |                       | VOLUME   | V/C <sup>2</sup> | LOS |
| Van Buren Boulevard                                 |                        |               |                       |          |                  |     |
| Trautwein Boulevard-Cole Avenue to<br>Barton Street | 5 Lanes<br>Divided     | D             | 35,900                | 27,890   | 0.78             | с   |
| Barton Street to<br>Orange Terrace Parkway          | 5 Lanes<br>Divided     | D             | 35,900                | 27,140   | 0.76             | С   |
| Orange Terrace Parkway to<br>Village West Drive     | 4 Lanes<br>Undivided   | D             | 35,900                | 27,630   | 0.77             | С   |
| Village West Drive to<br>Meridian Parkway           | 5 Lanes<br>Undivided   | D             | 35,900                | 28,990   | 0.81             | D   |
| Meridian Parkway to<br>Opportunity Way              | 7 Lanes<br>Divided     | D             | 53,900                | 25,660   | 0.48             | с   |
| Opportunity way to<br>I-215                         | 9 Lanes<br>Divided     | D             | 71,800                | 26,130   | 0.36             | с   |
| Western Way   |                        |               |                       |          |                  |     |
| Nandina Avenue to<br>Harley Knox Boulevard          | 2 Lanes<br>Undivided   | D             | 13,000                | 1,010    | 0.08             | с   |
| Harley Knox Boulevard                               |                        |               |                       |          |                  |     |
| Harvill Avenue to<br>I-215                          | 4 Lanes<br>Undivided   | D             | 35,900                | 6,610    | 0.18             | С   |
| I-215 to<br>Western Way                             | 4 Lanes<br>Undivided   | D             | 35,900                | 13,230   | 0.37             | С   |
| Western Way to<br>Patterson Avenue                  | 4 Lanes<br>Undivided   | D             | 35,900                | 12,780   | 0.36             | с   |
| Patterson Avenue to<br>Webster Avenue               | 6 Lanes<br>Divided     | D             | 53,900                | 11,840   | 0.22             | С   |
| Webster Avenue to<br>Indian Avenue                  | 6 Lanes<br>Divided     | D             | 53,900                | 11,870   | 0.22             | С   |
| Indian Avenue to<br>Perris Boulevard                | 6 Lanes<br>Divided     | D             | 53,900                | 7,520    | 0.14             | С   |

Table 2-2Existing Segment Operations

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities

2: Volume to Capacity Ratio



| INTERSECTION                                 | INTERSECTION EXISTING QUEUE<br>STORAGE LENGTH (ft) |         | EXISTING<br>CONDITIONS |       |  |
|--|--|---------|------------------------|-------|--|
|  |  |         | AM                     | PM    |  |
|  |  |         | Queue                  | Queue |  |
|  | NB Left  | 200     | 138                    | 92    |  |
|  | SB Left  | 2@250   | 83                     | 160   |  |
|  | SB Right   | 200     | 99                     | 73    |  |
| Van Buren Boulevard / Trautwein Boulevard    | EB Left  | 2 @ 150 | 148                    | 152   |  |
|  | EB Right   | 200     | 2                      | 17    |  |
|  | WB Left  | 150     | 203                    | 131   |  |
|  | WB Right   | 175     | 84                     | 49    |  |
|  | NB Left  | 150     | 322                    | 307   |  |
|  | SBLeft   | 125     | 54                     | 37    |  |
| Van Buren Boulevard / Barton Street          | FBLeft   | 400     | 201                    | 154   |  |
|  | WBLeft   | 200     | 509                    | 367   |  |
|  | WB Left  | 200     | 505                    |       |  |
| Van Buran Baulovard / Covata Bush Boad       | SB Left  | 50      | 129                    | 24    |  |
| vali Bureli Boulevaru / Coyote Busil Roau    | EB Left  | 425     | 160                    | 59    |  |
|  |  | 2.0.250 |                        | 10    |  |
|  | SB Left  | 2@350   | 90                     | 48    |  |
| Van Buren Boulevard / Orange Terrace Parkway | EB Left  | 2@325   | 52                     | 17    |  |
|  | WB Right   | 200     | 22                     | 37    |  |
|  | NB Left  | 100     | 17                     | 63    |  |
| Van Buren Boulevard / Village West Drive     | EB Right   | 125     | 17                     | 15    |  |
| , 0  | WB Left  | 200     | 103                    | 70    |  |
|  |  |         |                        |       |  |
|  | SB Left  | 2 @ 350 | 8                      | 126   |  |
|  | SB Right   | 250     | 291                    | 596   |  |
| Van Buren Boulevard / Meridian Parkway       | EB Left  | 2@375   | 221                    | 174   |  |
|  | WB Left  | 350     | 73                     | 21    |  |
|  | WB Right   | 1150    | 0                      | 0     |  |
|  | SR Loft  | 2 @ 150 | 2                      | 11    |  |
|  | SB Leit  | 2@150   | 3                      |       |  |
| Van Buren Boulevard / Opportunity Way        | SD RIGHT   | 200     | 2                      | 5     |  |
|  | LD Leit  | 175     | 20                     | 247   |  |
|  | VV B KIGIIL  | 1/5     | 29                     | 247   |  |
|  | SB Left-Thru                                       | 675     | 13                     | 110   |  |
|  | SB Right   | 2@675   | 156                    | 30    |  |
| van Buren Boulevard / I-215 SB Ramps         | EB Right   | 950     | 41                     | 76    |  |
|  | WB Left  | 200     | 8                      | 56    |  |
|  |  |         |                        |       |  |
|  | SB Right   | 2@200   | 36                     | 25    |  |
| Van Buren Boulevard / I-215 NB Ramps         | EB Left  | 2@575   | 180                    | 157   |  |
|  | EB Right   | 575     | 0                      | 0     |  |
|  |  |         |                        |       |  |

Table 2-3Existing Queuing Operations



| INTERSECTION                             | EXISTING QUEUE<br>STORAGE LENGTH (ft) |              | EXIS<br>COND | TING<br>ITIONS |  |
|--|---------------------------------------|--------------|--------------|----------------|--|
|  |                                       |              | AM           | PM             |  |
|  |                                       |              | Queue        | Queue          |  |
|  | NB Left                               | 325          | 24           | 10             |  |
|  | NB Right                              | 2@200        | 36           | 0              |  |
|  | SB Left                               | 325          | 24           | 12             |  |
| Harley Knox Boulevard / Harvill Avenue   | EB Left                               | 2@250        | 0            | 0              |  |
|  | EB Right                              | 250          | 0            | 0              |  |
|  | WB Left                               | 2@300        | 224          | 292            |  |
|  | WB Right                              | 275          | 0            | 0              |  |
|  | SB Left-Thru                          | 275          | 245          | 195            |  |
| Harley Knox Boulevard / I-215 SB Ramps   | SB Right                              | 275          | 28           | 35             |  |
|  | WB Left                               | 75           | 138          | 191            |  |
|  |                                       |              |              |                |  |
|  | NB Left-Thru                          | 275          | 22           | 16             |  |
| Harley Knox Boulevard / I-215 NB Ramps   | NB Right                              | 275          | 22           | 35             |  |
|  | EB Left                               | 75           | 410          | 185            |  |
|  | CD Diabt                              | 75           | C            | 15             |  |
|  |                                       | /5<br>125    | 0<br>22      | 15             |  |
| Harlow Knox Poulovard / Pattorson Avonuo | ED Leit                               | 125          | 25           | <br>           |  |
| harrey knox boulevard / Fatterson Avenue |                                       | 150          | 0            | 4              |  |
|  | WD Leit                               | 1000         | <u> </u>     | 9              |  |
|  | VV B KIGIL                            | 1000         | 0            | 0              |  |
|  | NB Left                               | 175          | 16           | 11             |  |
| Harley Knox Boulevard / Webster Avenue   | EB Right                              | 375          | 7            | 12             |  |
|  |                                       |              |              |                |  |
|  | NB Left                               | 2@200        | 81           | 34             |  |
|  | NB Right                              | 225          | 0            | 0              |  |
| Harley Knox Boulevard / Indian Avenue    | SB Left                               | 425          | 28           | 64             |  |
|  | EB Left                               | 350          | 205          | 200            |  |
|  | WB Left                               | 150          | 23           | 29             |  |
|  | NR Loft                               | 2 @ 225      | 100          | 10             |  |
|  | NB Right                              | 225          | 100          | 19             |  |
|  | SR Loft                               | 22J<br>2@225 | 20           | 42             |  |
|  | SB Right                              | 225          | 57           | 43             |  |
| Harley Knox Boulevard / Perris Boulevard | FRIAft                                | 300          | 207          | 172            |  |
|  | FB Right                              | 300          | 0            | 0              |  |
|  | WBleft                                | 2 @350       | 2            | 4              |  |
|  | WB Right                              | 225          | 37           | ,<br>O         |  |
|  | V D Nigill                            | 225          | 52           | 0              |  |

# Table 2-3 cont'dExisting Queuing Operations

Queue is measured in feet / BOLD denotes exceedance



| Table 2-4              |            |
|------------------------|------------|
| Existing Merge/Diverge | Operations |

| I-215  |          |         | AM Peak Hour<br>(veh/hr) |         | PM Peak Hour<br>(veh/hr) |         | Number of Lanes |     | AM Peak Hour       |                        | PM Peak Hour       |                        |
|--|----------|---------|--------------------------|---------|--------------------------|---------|-----------------|-----|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway | Ramp                     | Freeway | Ramp                     | Freeway | Ramp            | LOS | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |         |                          |         |                          |         |                 |     |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4333    | 56                       | 3876    | 174                      | 3       | 1               | D   | D                  | 28.9                   | С                  | 21.6                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 4277    | 1061                     | 3702    | 598                      | 3       | 1               | D   | D                  | 28.6                   | С                  | 21.5                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 5338    | 833                      | 4300    | 620                      | 3       | 2               | D   | А                  | 6.3                    | А                  | 12.1                   |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 4505    | 400                      | 3680    | 461                      | 3       | 3               | D   | С                  | 20.1                   | В                  | 16.6                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 4905    | 3                        | 4141    | 20                       | 3       | 2               | D   | В                  | 13.5                   | А                  | 9.9                    |
| Southbound                                     |          |         |                          |         |                          |         |                 |     |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 3588    | 603                      | 5026    | 321                      | 3       | 2               | D   | А                  | 6.7                    | А                  | 1.4                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 2985    | 565                      | 4705    | 1414                     | 3       | 3               | D   | А                  | 9.4                    | С                  | 24.5                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 3550    | 461                      | 6119    | 400                      | 3       | 1               | D   | В                  | 16.1                   | D                  | 29.1                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 3089    | 148                      | 5719    | 251                      | 3       | 1               | D   | В                  | 15.4                   | D                  | 29.8                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

| Table 2-5           Existing Freeway Segment Operations |                                   |               |              |          |     |  |  |  |  |  |  |
|---|-----------------------------------|---------------|--------------|----------|-----|--|--|--|--|--|--|
| STREET SEGMENT  | FREEWAY<br>SEGMENT<br>DESCRIPTION | TARGET<br>LOS | PEAK<br>HOUR | EXISTING |     |  |  |  |  |  |  |
|   |                                   |               |              | DENSITY  | LOS |  |  |  |  |  |  |
| I-215 Northbound  |                                   |               |              |          |     |  |  |  |  |  |  |
| North of Van Buran Baulayard                            | 2 Janes Divided                   | <b>D</b>      | AM           | 30.2     | D   |  |  |  |  |  |  |
|   | 5 Lattes Divided                  | U             | PM           | 24.5     | С   |  |  |  |  |  |  |
|   |                                   |               | AM           | 34.2     | D   |  |  |  |  |  |  |
| Harley knox boulevard to van Buren Boulevard            | 3 Lanes Divided                   | U             | PM           | 25.5     | С   |  |  |  |  |  |  |
|   |                                   | _             | AM           | 25.7     | С   |  |  |  |  |  |  |
| South of Harley Knox Boulevard                          | 3 Lanes Divided                   | D             | PM           | 22.7     | С   |  |  |  |  |  |  |
| I-215 Southbound  |                                   |               |              | •        |     |  |  |  |  |  |  |
| North of Van Duran Daulayard                            | 2 Lanas Dividad                   | <b>D</b>      | AM           | 21.0     | С   |  |  |  |  |  |  |
| North of van Buren Boulevard                            | 3 Lanes Divided                   | U             | PM           | 31.2     | D   |  |  |  |  |  |  |
| Harley Kney Devleyerd to Ven Dyron Devleyerd            |                                   | <b>D</b>      | AM           | 20.8     | С   |  |  |  |  |  |  |
| Harley Knox Boulevard to Van Buren Boulevard            | 3 Lanes Divided                   | U             | PM           | 44.1     | E*  |  |  |  |  |  |  |
| Courth of Hanlay Kaon David around                      | 2 Lanas Dividad                   |               | AM           | 18.9     | С   |  |  |  |  |  |  |
| South of Harley Knox Boulevard                          | 3 Lanes Divided                   | U             | PM           | 41.9     | E*  |  |  |  |  |  |  |

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

\* Existing State highway facility is operating at less than the target LOS; the existing MOE shall be maintained.



# 3.0 High Cube Warehouse Traffic Impacts

This chapter provides an assessment of the traffic the Project is expected to generate considering a High Cube Warehouse land use and the impact of that traffic on the surrounding street system.

#### **Trip Generation** 3.1

To assess the impacts that the Project may have on the surrounding street and highway segments and intersections, the first step is to determine Project trip generation. The conceptual site plan identifies two high cube industrial buildings which total approximately 2,219,852 square feet. A logistics center can be defined as building space used for the intermediate storage and distribution of freight and commodities on route between their source and destination. Typical facilities have limited office areas. Each building would have a north to south orientation with trailer truck dock doors located on the rear of each building. All trailer truck parking would be provided on site. Both passenger vehicle and trailer truck parking would be provided in accordance with development code requirements.

Trip generation for the proposed Project followed guidance provided by the South Coast Air Quality Management District (AQMD) for the High Cube Warehouse land use category. The Project's estimated Daily, AM peak hour, and PM peak hour trips are shown in Table 3-1. Trips were converted to passenger car equivalents (PCE's) prior to conducting the capacity analysis. The capacity analysis for all analysis scenarios was performed assuming a PCE of 1.5:1 for 2-axle trucks, 2:1 for 3-axle trucks and 3:1 for truck with 4 or more axles for Project truck trips entering and exiting the facility. The PCE's are reflected in the figures and operations tables included in this TIS report.

| LAND USE                                     | Quantity<br>(K.S.F) | DAILY TRIP ENDS | (ADT)  |       | AM              | PEAK HO | OUR |       | PM PEAK HOUR |        |        |     |       |
|--|---------------------|-----------------|--------|-------|-----------------|---------|-----|-------|--------------|--------|--------|-----|-------|
|  |                     | RATE            | VOLUME | RATE  | IN:OUT<br>SPLIT | VOLUME  |     |       | PATE         | IN:OUT | VOLUME |     |       |
|  |                     |                 |        |       |                 | IN      | OUT | TOTAL | MATE         | SPLIT  | IN     | OUT | TOTAL |
| High Cube Warehouse<br>(All Vehicles)        | 2,219.852           | 1.4             | 3,108  | 0.080 | 77:23           | 137     | 41  | 178   | 0.100        | 28:72  | 62     | 160 | 222   |
| High Cube Warehouse<br>(Trucks)              | 2,219.852           | 0.64            | 1,421  | 0.030 | 51:49           | 34      | 33  | 67    | 0.040        | 31:69  | 28     | 61  | 89    |
| Auto's                                       |                     |                 | 1,687  |       |                 | 103     | 8   | 111   |              |        | 34     | 99  | 133   |
| 2 - Axle Trucks (w/ PCE)                     |                     |                 | 362    |       |                 | 9       | 8   | 17    |              |        | 7      | 16  | 23    |
| 3 - Axle Trucks (w/ PCE)                     |                     |                 | 654    |       |                 | 16      | 15  | 31    |              |        | 13     | 28  | 41    |
| 4+ - Axle Trucks (w/ PCE)                    |                     |                 | 2,557  |       |                 | 61      | 60  | 121   |              |        | 50     | 110 | 160   |
| High Cube Warehouse<br>(All Vehicles w/ PCE) | 2,219,852 sq.ft     |                 | 5,260  |       |                 | 189     | 91  | 280   |              |        | 104    | 253 | 357   |

#### **Table 3-1 Project Trip Generation**

(1) Daily total and daily truck trip generation rates per ITE Trip Generation manual, 10th Edition.

AM and PM peak hour trip generation rates for total vehicles and trucks per ITE Trip Generation manual, 10th Edition.
 AM and PM peak hour total vehicle inbound/outbound percentages per ITE High Cube Warehouse Trip Generation Rate Paper.

(4) AM and PM peak hour truck inbound/outbound percentages per Fontana Trip Generation, Heavy Warehouse category

5) 2 wile trucks represent 17% of truck trips; 3-axle trucks represent 23% of truck trips; 4-axle+ trucks represent 60% of truck trips based on Fontana Trip Generation, Heavy Warehouse category. The analysis assumed a PCE of 1.5:1 for 2-axle trucks, 2:1 for 3-axle trucks and 3:1 for truck with 4 or more axles



# 3.2 Trip Distribution

Project trip distribution is shown in Figure 3-1a and Figure 3-1b and is based upon engineering judgement, prevailing traffic patterns in the study area, complementary land uses, and major routes.

# 3.3 Project Traffic

Project traffic as shown in Table 3-1 was distributed to the roadway system using the trip distribution percentages shown in Figures 3-1a and 3-1b. A graphical representation of the resulting AM and PM peak hour Project trips used is shown in Figures 3-2 and 3-3.

# 3.4 Existing Plus Project Traffic Conditions

An Existing Plus Project Scenario was analyzed to include existing traffic plus traffic generated by the Project. The resulting traffic is shown in Figures 3-4 and 3-5.

# 3.5 Approved/Pending Project Traffic

Traffic impact analyses typically require the analysis of approved or pending developments that have not yet been built in the vicinity of the Project in addition to the proposed Project. There are several developments in the Project's vicinity that will add new trips to the intersections and roadway segments that are being studied in this TIS. Numerous approved or pending viable developments, provided by affected agency staff, were included in the development of the Opening Year 2019 Without Project and Cumulative Year 2025 Without Project scenarios discussed later in the report. Cumulative development projects included in this analysis can be found in Appendix E. Trip generation and distribution information for the approved or pending developments was based on information found in their corresponding TIS reports or operational statements, if available, or engineering judgment.

# 3.6 **Opening Year 2019 Traffic Conditions**

Traffic conditions without the Project in the Year 2019 (Project Opening Day) were estimated by using a 2% per year growth factor for background (ambient) growth in addition to the cumulative developments that are anticipated to be in operation by the year 2019. The resulting traffic is shown in Figures 3-6 and 3-7. It should be noted that Van Buren Boulevard is currently being improved in accordance with the Transportation Uniform Mitigation Fee (TUMF) improvement program. Phase II improvements are reflected in Opening Year 2019 traffic conditions and future year scenarios. A traffic signal at the intersection of Harley Knox Boulevard and Western Way was also assumed in the Opening Year 2019 traffic conditions in accordance with the Perris Gateway Commerce Development.

Project trips were added to the forecasted Opening Year 2019 Without Project traffic volumes to obtain Opening Year 2019 Plus Project conditions. The resulting traffic is shown in Figures 3-8 and 3-9.










































# 3.7 Cumulative Year 2025 Traffic Conditions

Traffic conditions without the Project in the Year 2025 were estimated by using a 2% per year growth factor for background (ambient) growth in addition to the cumulative developments that are anticipated to be in operation by the year 2025. The resulting traffic is shown in Figures 3-10 and 3-11.

Project trips were added to the forecasted Cumulative Year 2025 Without Project traffic volumes to obtain Cumulative Year 2025 Plus Project conditions. The resulting traffic is shown in Figures 3-12 and 3-13.

# 3.8 Horizon Year 2040 Traffic Conditions

The levels of traffic expected approximately twenty years (20) after the assumed opening day of the Project were directly related to the buildout year of the March JPA General Plan, or the year 2035. Traffic conditions without the Project in the Year 2040 were estimated by applying a 2% per year growth factor to the March JPA General Year 2035 volumes (ambient growth). The resulting traffic volumes were compared and evaluated against cumulative development in the area and adjusted as necessary. The resulting traffic is shown in Figures 3-14 and 3-15.

Project trips were added to the forecasted Horizon Year 2040 Without Project traffic volumes to obtain Horizon Year 2040 Plus Project conditions. The resulting traffic is shown in Figures 3-16 and 3-17.

# 3.9 Impacts

# 3.9.1 Intersection Capacity Analysis

Table 3-2 shows intersections that are expected to fall short of desirable operating conditions for various scenarios. The implications are described below and potential mitigation measures are discussed later in this chapter of the report. Results of the analysis show that the proposed Project will cause or contribute to an unacceptable LOS at 1 of the 18 study intersections (Harley Knox Boulevard at Western Way) when comparing the Existing and Existing Plus Project scenarios. Results of the analysis also show that 15 of the 18 study intersections will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at all 15 intersections would occur due to cumulative growth and would occur with or without the Project.



































Table 3-2Intersection Operations

| INTERSECTION  | CONTROL           | TARGET<br>LOS | PEAK<br>HOUR | existin<br>Pro | G PLUS<br>JECT                   | OPENIN<br>2019 W<br>PRO. | g year<br>Ithout<br>Iect | OPENIN<br>2019<br>PRO. | G YEAR<br>PLUS<br>JECT | CUMUL<br>YEAR<br>WITH<br>PROJ | .ATIVE<br>2025<br>IOUT<br>IECT | CUMUI<br>YEAR 20<br>PRO | .ATIVE<br>25 PLUS<br>JECT | HORIZO<br>2040 W<br>PRO. | n year<br>Ithout<br>Ject | HORIZOI<br>2040<br>PROJ | N YEAR<br>PLUS<br>JECT           |
|---|-------------------|---------------|--------------|----------------|----------------------------------|--------------------------|--------------------------|------------------------|------------------------|-------------------------------|--------------------------------|-------------------------|---------------------------|--------------------------|--------------------------|-------------------------|----------------------------------|
|   |                   |               |              | DELAY          | LOS                              | DELAY                    | LOS                      | DELAY                  | LOS                    | DELAY                         | LOS                            | DELAY                   | LOS                       | DELAY                    | LOS                      | DELAY                   | LOS                              |
| 1. Van Buren Boulevard / Trautwein<br>Boulevard-Cole Avenue | Signalized        | D             | AM<br>PM     | 36.2<br>31.0   | D<br>C                           | 43.1<br>37.7             | D<br>D                   | 45.5<br>37.8           | D<br>D                 | 53.6<br>46.9                  | D<br>D                         | 54.0<br>47.1            | D<br>D                    | 91.3<br>115.1            | F                        | 92.1<br>116.1           | F <sup>1</sup><br>F <sup>1</sup> |
|   |                   |               |              |                | 1                                |                          | _                        |                        | 1                      |                               | _                              |                         | 1                         |                          | _                        |                         | 1                                |
| 2. Van Buren Boulevard / Barton Street                      | Signalized        | D             | AM<br>PM     | 97.5<br>91.7   | F <sup>1</sup><br>F <sup>1</sup> | <b>70.7</b><br>39.8      | E<br>D                   | <b>71.3</b><br>40.0    | E <sup>1</sup><br>D    | <b>72.4</b><br>51.3           | E<br>D                         | <b>75.0</b><br>52.4     | E <sup>1</sup><br>D       | 120.1<br>125.1           | F                        | 121.2<br>126.2          | F <sup>1</sup><br>F <sup>1</sup> |
|   |                   |               |              | 21.4           | 6                                | (0.2                     | F                        | 60 F                   | <b>-</b> 1             | 72.4                          | F                              | 72.6                    | <b>-</b> 1                | 70.2                     | F                        | 70.0                    | <b>r</b> 1                       |
| 3. Van Buren Boulevard / Coyote Bush Road                   | Signalized        | D             | PM           | 21.4<br>11.6   | B                                | 40.4                     | D                        | 40.3 <sup>2</sup>      | E<br>D                 | <b>73.4</b><br>51.8           | D                              | <b>73.6</b><br>52.1     | E<br>D                    | <b>78.3</b><br>51.9      | E<br>D                   | <b>78.6</b><br>52.1     | E<br>D                           |
| 4. Van Buren Boulevard / Orange Terrace                     |                   |               | AM           | 15.3           | В                                | 33.5                     | С                        | 35.3                   | D                      | 36.3                          | D                              | 36.3                    | D                         | 47.0                     | D                        | 47.6                    | D                                |
| Parkway   | Signalized        | D             | PM           | 14.0           | B                                | 32.3                     | C                        | 32.3                   | C                      | 35.2                          | D                              | 35.3                    | D                         | 60.0                     | E                        | 60.4                    | E <sup>1</sup>                   |
|   |                   | _             | AM           | 14.8           | В                                | 20.4                     | С                        | 21.1                   | С                      | 21.4                          | С                              | 21.6                    | С                         | 75.9                     | E                        | 76.9                    | E1                               |
| 5. Van Buren Boulevard / Village West Drive                 | Signalized        | D             | PM           | 13.3           | В                                | 17.1                     | В                        | 17.1                   | В                      | 19.1                          | В                              | 19.2                    | В                         | 138.4                    | F                        | 138.6                   | F <sup>1</sup>                   |
| C. Mars Development (Marsidian Devloyed                     | 6: I: I           |               | AM           | 40.2           | D                                | 43.2                     | D                        | 43.5                   | D                      | 74.3                          | E                              | 74.8                    | E1                        | 217.7                    | F                        | 217.4 <sup>2</sup>      | F <sup>1</sup>                   |
| 6. van Buren Bourevard / Meridian Parkway                   | Signalized        | U             | PM           | 54.2           | D                                | 63.6                     | E                        | 64.9                   | E1                     | 86.0                          | F                              | 86.3                    | F <sup>1</sup>            | 258.8                    | F                        | 259.3                   | F <sup>1</sup>                   |
|   |                   |               | AM           | 23.1           | C                                | 29.2                     | ſ                        | 30.0                   | C                      | 35.0                          | C                              | 35.3                    | D                         | 39.9                     | D                        | 40.3                    | D                                |
| 7. Van Buren Boulevard / Opportunity Way                    | Signalized        | D             | PM           | 22.5           | C                                | 24.3                     | C                        | 24.4                   | C                      | 24.6                          | C                              | 24.7                    | C                         | 26.4                     | C                        | 27.9                    | C                                |
|   |                   |               | AM           | 21.5           | с                                | 56.2                     | Е                        | 57.9                   | Е                      | 74.9                          | Е                              | 75.4                    | Е                         | 105.9                    | F                        | 105.8 <sup>2</sup>      | F                                |
| 8. Van Buren Boulevard / 1-215 SB Ramps                     | Signalized        | D             | PM           | 32.2           | С                                | 85.7                     | F                        | 88.7                   | F                      | 107.2                         | F                              | 109.4                   | F                         | 154.1                    | F                        | 154.0                   | F <sup>1</sup>                   |
|   |                   |               | AM           | 18.1           | В                                | 29.8                     | С                        | 30.4                   | С                      | 36.3                          | D                              | 36.9                    | D                         | 38.8                     | D                        | 38.6 <sup>2</sup>       | D                                |
| 9. Van Buren Boulevard / I-215 NB Ramps                     | Signalized        | D             | PM           | 18.9           | В                                | 36.6                     | D                        | 36.8                   | D                      | 39.6                          | D                              | 39.8                    | D                         | 59.9                     | E                        | 60.3                    | E                                |
|   |                   |               | ΔΜ           | 19.5           | B                                | 19.6                     | R                        | 19.8                   | B                      | 25.0                          | C                              | 25.2                    | C                         | 31.0                     | C                        | 31.2                    | C                                |
| 10. Harley Knox Boulevard / Harvill Avenue                  | Signalized        | D             | PM           | 12.9           | B                                | 13.1                     | B                        | 13.1                   | B                      | 15.0                          | B                              | 15.1                    | B                         | 29.4                     | C C                      | 29.5                    | c                                |
|   |                   |               | AM           | 26.8           | C                                | 82.6                     | F                        | 86.5                   | F <sup>1</sup>         | 288.2                         | F                              | 295.1                   | F <sup>1</sup>            | 298.6                    | F                        | >300.0                  | F <sup>1</sup>                   |
| 11. Harley Knox Boulevard / I-215 SB Ramps                  | Signalized        | D             | PM           | 23.4           | C                                | 61.2                     | E                        | 69.0                   | E                      | 286.9                         | F                              | 299.3                   | F <sup>1</sup>            | >300.0                   | F                        | >300.0                  | F <sup>1</sup>                   |
|   |                   |               | AM           | 62.8           | Е                                | 147.2                    | F                        | 172.1                  | F                      | >300.0                        | F                              | >300.0                  | F <sup>1</sup>            | >300.0                   | F                        | >300.0                  | F <sup>1</sup>                   |
| 12. Harley Knox Boulevard / I-215 NB Ramps                  | Signalized        | D             | PM           | 27.3           | С                                | 125.9                    | F                        | 138.8                  | F                      | >300.0                        | F                              | >300.0                  | F <sup>1</sup>            | >300.0                   | F                        | >300.0                  | F <sup>1</sup>                   |
| 12 New York August / Western West                           |                   | -             | AM           | 7.5            | A                                | 7.1                      | A                        | 7.5                    | A                      | 7.5                           | A                              | 7.9                     | A                         | 7.6                      | A                        | 8.0                     | А                                |
| 13. Nandina Avenue / Western Way                            | All-Way Stop      | D             | PM           | 7.2            | A                                | 7.0                      | Α                        | 7.2                    | Α                      | 7.3                           | A                              | 7.5                     | Α                         | 7.3                      | A                        | 7.5                     | Α                                |
| 14 Harden Konn Davidson of AMasteria Mari                   | <b>a a a a</b>    |               | AM           | 22.9           | С                                | 11.3                     | В                        | 13.0                   | В                      | 28.7                          | С                              | 35.4                    | D                         | 40.1                     | D                        | 48.1                    | D                                |
| 14. Harrey Knox Boulevard / Western Way                     | One-Way Stop Sign | U             | PM           | 52.4           | F                                | 19.9                     | В                        | 27.9                   | С                      | 95.4                          | F                              | 112.2                   | F                         | 120.1                    | F                        | 130.2                   | F                                |
|   |                   |               | AM           | 23.1           | С                                | 23.8                     | С                        | 23.9                   | С                      | 70.0                          | Е                              | 75.5                    | E <sup>1</sup>            | 89.8                     | F                        | 90.8                    | F <sup>1</sup>                   |
| 15. Harley Knox Boulevard / Patterson Avenue                | Signalized        | D             | PM           | 23.5           | С                                | 33.3                     | С                        | 34.0                   | С                      | 145.8                         | F                              | 146.5                   | F <sup>1</sup>            | 160.9                    | F                        | 161.6                   | F <sup>1</sup>                   |
|   |                   | -             | AM           | 8.7            | Α                                | 11.5                     | В                        | 11.7                   | В                      | 33.9                          | D                              | 34.6                    | D                         | >300.0                   | F                        | >300.0                  | F <sup>1</sup>                   |
| 16. Harley Knox Boulevard / Webster Avenue                  | Roundabout        | D             | PM           | 6.9            | А                                | 11.5                     | В                        | 11.7                   | В                      | 139.1                         | F                              | 140.7                   | F <sup>1</sup>            | >300.0                   | F                        | >300.0                  | F <sup>1</sup>                   |
|   |                   |               | ΔΝ.4         | 3/1 1          | ſ                                | 30.0                     | P                        | 10.9                   | P                      | 54.0                          | P                              | 547                     | D                         | 146.2                    | E                        | 147.2                   | E 1                              |
| 17. Harley Knox Boulevard / Indian Avenue                   | Signalized        | D             | PM           | 27.9           | C                                | 40.9                     | D                        | 41.0                   | D                      | <b>73.3</b>                   | E                              | 73.3                    | E <sup>1</sup>            | 215.9                    | F                        | 216.1                   | F <sup>1</sup>                   |
|   |                   |               | AM           | 31.0           | C                                | 50.2                     | D                        | 51.4                   | D                      | 112.7                         | F                              | 113.8                   | F <sup>1</sup>            | 179.2                    | F                        | 180.0                   | F <sup>1</sup>                   |
| 18. Harley Knox Boulevard / Perris Boulevard                | Signalized        | D             | PM           | 21.5           | C                                | 37.0                     | D                        | 38.1                   | D                      | 96.8                          | F                              | 98.3                    | F <sup>1</sup>            | 177.9                    | F                        | 180.7                   | F <sup>1</sup>                   |

DELAY is measured in seconds

LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4.

2: Marginal decreases in average delay at an intersection can occur as a result of additional trips at an uncongested movement at the intersection. Those additional trips would move through the intersection with less delay than the intersection's average delay. The average delay when those additional trips are added is, therefore, reduced. This is the reason that the level of service improves at certain intersections with the addition of Project trips.

3: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.

This intersection is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



# 52 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Traffic Impacts

Based on the results of Table 3-2, following are the implications for various intersections in the study area.

# VAN BUREN BOULEVARD/TRAUTWEIN BOULEVARD-COLE AVENUE

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service F conditions with or without the project. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in the 2040 with project scenario.

# VAN BUREN BOULEVARD/BARTON STREET

This intersection is expected to experience level of service E or F conditions for existing plus project conditions and all future scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in all scenarios.

# VAN BUREN BOULEVARD/COYOTE BUSH ROAD

This intersection is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in each of these scenarios.

# VAN BUREN BOULEVARD/ORANGE TERRACE PARKWAY

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service E conditions in the PM peak hour with or without the project. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in the 2040 with project scenarios.

# VAN BUREN BOULEVARD/VILLAGE WEST DRIVE

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service F conditions with or without the project. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in the 2040 with project scenario.

# VAN BUREN BOULEVARD/MERIDIAN PARKWAY

This intersection is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in each of these scenarios.



#### VAN BUREN BOULEVARD/OPPORTUNITY WAY

This intersection is expected to meet target levels of service for all scenarios. No improvements are needed.

# VAN BUREN BOULEVARD/I-215 SB Ramps

This intersection is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# VAN BUREN BOULEVARD/I-215 NB Ramps

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service E conditions in the PM peak hour with or without the project. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# HARLEY KNOX BOULEVARD/HARVILL AVENUE

This intersection is expected to meet target levels of service for all scenarios. No improvements are needed.

# HARLEY KNOX BOULEVARD/I-215 SB RAMPS

This intersection is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# HARLEY KNOX BOULEVARD/I-215 NB RAMPS

This intersection is expected to experience level of service E or F conditions existing plus project conditions and for the 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# NANDINA AVENUE/WESTERN WAY

This intersection is expected to meet target levels of service for all scenarios. No improvements are needed.



#### HARLEY KNOX BOULEVARD/WESTERN WAY

This intersection is expected to experience level of service E or F conditions existing plus project conditions and for the 2025 and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# HARLEY KNOX BOULEVARD/PATTERSON AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in each of these scenarios.

# HARLEY KNOX BOULEVARD/WEBSTER AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in each of these scenarios.

# HARLEY KNOX BOULEVARD/INDIAN AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in each of these scenarios.

# HARLEY KNOX BOULEVARD/PERRIS BOULEVARD

This intersection is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic at the intersection in each of these scenarios.

# 3.9.2 Roadway Segment Capacity Analysis

Table 3-3 shows roadway segments that are expected to fall short of desirable operating conditions for various scenarios. Results of the analysis show that 6 of the 13 roadway segments will fall below acceptable levels of service through the year 2040. The implications are discussed below and potential mitigation measures are described later in this chapter.



| STREET SEGMENT  | SEGMENT<br>DESCRIPTION | TARGET<br>LOS | CAPACITY <sup>1</sup> | EXIST<br>PI | TING PL<br>ROJECT | US  | OPENIN<br>WITHO | G YEAR<br>UT PRC | 2019<br>DJECT | OPENIN<br>PLUS | g year<br>S Proje | 2019<br>CT | CUMUL<br>2025<br>Pf | .ative<br>Witho<br>Roject | YEAR<br>DUT | CUMUL<br>2025 PI | .ATIVE '<br>LUS PRO | YEAR<br>DJECT | HORIZO<br>WITHO | N YEAR<br>UT PRC | 2040<br>JECT | HORIZO<br>PLUS | N YEAR<br>5 PROJE | 2040<br>CT |
|---|------------------------|---------------|-----------------------|-------------|-------------------|-----|-----------------|------------------|---------------|----------------|-------------------|------------|---------------------|---------------------------|-------------|------------------|---------------------|---------------|-----------------|------------------|--------------|----------------|-------------------|------------|
|   |                        |               |                       | VOLUME      | V/C <sup>2</sup>  | LOS | VOLUME          | V/C <sup>2</sup> | LOS           | VOLUME         | V/C <sup>2</sup>  | LOS        | VOLUME              | V/C <sup>2</sup>          | LOS         | VOLUME           | V/C <sup>2</sup>    | LOS           | VOLUME          | V/C <sup>2</sup> | LOS          | VOLUME         | V/C <sup>2</sup>  | LOS        |
| Van Buren Boulevaro   | 1                      |               |                       |             |                   |     |                 |                  |               |                |                   |            |                     |                           |             |                  |                     |               |                 |                  |              |                |                   |            |
| Trautwein Boulevard-<br>Cole Avenue to<br>Barton Street         | 5 Lanes<br>Divided     | D             | 35,900                | 28,040      | 0.78              | с   | 33,578          | 0.94             | E             | 33,728         | 0.94              | E⁵         | 38,537              | 1.07                      | F           | 38,687           | 1.08                | F⁵            | 53,835          | 1.50             | F            | 53,985         | 1.50              | F⁵         |
| Barton Street to<br>Orange Terrace<br>Parkway <sup>3</sup>      | 5 Lanes<br>Divided     | D             | 35,900                | 27,300      | 0.76              | с   | 35,403          | 0.66             | с             | 33,563         | 0.62              | с          | 40,265              | 0.75                      | с           | 40,425           | 0.75                | с             | 50,429          | 0.94             | E            | 50,589         | 0.94              | E⁵         |
| Orange Terrace<br>Parkway to<br>Village West Drive <sup>3</sup> | 4 Lanes<br>Undivided   | D             | 35,900                | 27,800      | 0.77              | с   | 38,593          | 0.72             | с             | 38,763         | 0.72              | с          | 43,518              | 0.81                      | D           | 43,688           | 0.81                | D             | 50,691          | 0.94             | E            | 50,861         | 0.94              | E⁵         |
| Village West Drive to<br>Meridian Parkway <sup>3</sup>          | 5 Lanes<br>Undivided   | D             | 35,900                | 29,160      | 0.81              | D   | 46,220          | 0.86             | D             | 46,390         | 0.86              | D          | 51,321              | 0.95                      | E           | 51,491           | 0.96                | E⁵            | 64,950          | 1.21             | F            | 65,120         | 1.21              | ۶۶         |
| Meridian Parkway to<br>Opportunity Way <sup>4</sup>             | 7 Lanes<br>Divided     | D             | 53,900                | 25,990      | 0.48              | с   | 42,983          | 0.80             | с             | 43,313         | 0.80              | с          | 47,655              | 0.88                      | с           | 47,985           | 0.89                | с             | 52,110          | 0.97             | с            | 52,440         | 0.97              | с          |
| Opportunity way to<br>I-215                                     | 9 Lanes<br>Divided     | D             | 71,800                | 26,490      | 0.37              | с   | 46,113          | 0.64             | с             | 46,473         | 0.65              | с          | 50,845              | 0.71                      | с           | 51,205           | 0.71                | с             | 55,700          | 0.78             | с            | 56,060         | 0.78              | с          |
| Western Way   | •                      |               |                       |             |                   |     | •               |                  |               | •              |                   |            | •                   |                           |             |                  |                     |               |                 |                  |              |                |                   |            |
| Nandina Avenue to<br>Harley Knox Boulevard                      | 2 Lanes<br>Undivided   | D             | 13,000                | 2,030       | 0.16              | с   | 1,930           | 0.15             | с             | 2,950          | 0.23              | с          | 3,200               | 0.25                      | с           | 4,220            | 0.32                | с             | 4,460           | 0.34             | с            | 5,480          | 0.42              | с          |
| Harley Knox Bouleva   | rd                     |               |                       |             |                   |     |                 |                  |               |                |                   |            |                     |                           |             |                  |                     |               |                 |                  |              |                |                   |            |
| Harvill Avenue to<br>I-215                                      | 4 Lanes<br>Undivided   | D             | 35,900                | 6,660       | 0.19              | с   | 6,782           | 0.19             | с             | 6,832          | 0.19              | с          | 10,933              | 0.30                      | с           | 10,983           | 0.31                | с             | 18,650          | 0.52             | с            | 18,700         | 0.52              | с          |
| I-215 to<br>Western Way   | 4 Lanes<br>Undivided   | D             | 35,900                | 13,980      | 0.39              | с   | 25,145          | 0.70             | с             | 25,895         | 0.72              | с          | 44,607              | 1.24                      | F           | 45,357           | 1.26                | F⁵            | 46,700          | 1.30             | F            | 47,450         | 1.32              | ۶۶         |
| Western Way to<br>Patterson Avenue                              | 4 Lanes<br>Undivided   | D             | 35,900                | 13,050      | 0.36              | с   | 23,606          | 0.66             | с             | 23,876         | 0.67              | с          | 42,110              | 1.17                      | F           | 42,380           | 1.18                | F⁵            | 43,850          | 1.22             | F            | 44,120         | 1.23              | ۶۶         |
| Patterson Avenue to<br>Webster Avenue                           | 6 Lanes<br>Divided     | D             | 53,900                | 12,090      | 0.22              | с   | 19,777          | 0.37             | с             | 20,027         | 0.37              | с          | 38,160              | 0.71                      | с           | 38,410           | 0.71                | с             | 40,150          | 0.74             | с            | 40,400         | 0.75              | с          |
| Webster Avenue to<br>Indian Avenue                              | 6 Lanes<br>Divided     | D             | 53,900                | 12,110      | 0.22              | с   | 19,807          | 0.37             | с             | 20,047         | 0.37              | с          | 33,825              | 0.63                      | с           | 34,065           | 0.63                | с             | 45,404          | 0.84             | D            | 45,644         | 0.85              | D          |
| Indian Avenue to<br>Perris Boulevard                            | 6 Lanes<br>Divided     | D             | 53,900                | 7,730       | 0.14              | с   | 13,440          | 0.25             | с             | 13,650         | 0.25              | с          | 23,778              | 0.44                      | с           | 23,988           | 0.45                | с             | 28,411          | 0.53             | с            | 25,621         | 0.48              | с          |

# Table 3-3Segment Operations

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities

2: Volume to Capacity Ratio

3: Van Buren Boulevard between Barton Street and Meridian Parkway will be described as a 6-Lane divided arterial by Opening Year 2019

4: Van Buren Boulevard between Meridian Parkway and Opportunity Way will be described as an 8-Lane divided arterial by Opening Year 2019 considering County of Riverside Van Buren Phase II roadway improvements

5: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4.

Based on the results of Table 3-3, following are the implications for various roadway segments in the study area.

# VAN BUREN BOULEVARD BETWEEN TRAUTWEIN BOULEVARD-COLE AVENUE AND BARTON STREET

This roadway segment is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# VAN BUREN BOULEVARD BETWEEN BARTON STREET AND ORANGE TERRACE PARKWAY

This roadway segment is expected to experience level of service E conditions for the 2040 scenario. No improvements are needed since the project contributes less than 2% of the total



traffic along the roadway segment in each of these scenarios.

#### VAN BUREN BOULEVARD BETWEEN ORANGE TERRACE PARKWAY AND VILLAGE WEST DRIVE

This roadway segment is expected to experience level of service E conditions for the 2040 scenario. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# VAN BUREN BOULEVARD BETWEEN VILLAGE WEST DRIVE AND MERIDIAN PARKWAY

This roadway segment is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

#### VAN BUREN BOULEVARD BETWEEN MERIDIAN PARKWAY AND OPPORTUNITY WAY

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### VAN BUREN BOULEVARD BETWEEN OPPORTUNITY WAY AND I-215

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### WESTERN WAY BETWEEN NANDINA AVENUE TO HARLEY KNOX BOULEVARD

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

# HARLEY KNOX BOULEVARD BETWEEN HARVILL AVENUE TO I-215

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

# HARLEY KNOX BOULEVARD BETWEEN I-215 AND WESTERN WAY

This roadway segment is expected to experience level of service F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

#### HARLEY KNOX BOULEVARD BETWEEN WESTERN WAY AND PATTERSON AVENUE

This roadway segment is expected to experience level of service F conditions for the 2025 and



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2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# HARLEY KNOX BOULEVARD BETWEEN PATTERSON AVENUE AND WEBSTER AVENUE

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

# HARLEY KNOX BOULEVARD BETWEEN WEBSTER AVENUE AND INDIAN AVENUE

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

# HARLEY KNOX BOULEVARD BETWEEN INDIAN AVENUE AND PERRIS BOULEVARD

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

# 3.10 Queuing Analysis

Table 3-4 provides a queue length summary for left and right turn lanes at the study intersections for the Existing scenario. The Synchro queuing analyses results for the study intersections are contained in the Synchro LOS worksheets found in Appendix C.

Queuing analysis was completed using information found in the Synchro outputs, provided in Appendix C. Synchro provides 50th and 95th percentile maximum queue lengths in feet. The 50th percentile maximum queue is the maximum back of queue on a typical cycle and the 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The queues shown in Table 3-4 represent the 95th percentile queue lengths for the respective lane movements.

Queuing analysis is provided to allow transportation engineers to make better decisions regarding improvement recommendations. There are no required standards for queuing.



# **Queuing Operations**

| INTERSECTION                                 | EXISTING<br>STORAGE<br>(ft | QUEUE<br>LENGTH<br>:) | EXISTIN<br>PRO<br>AM | IG PLUS<br>JECT<br>PM | OPENIN<br>2019 W<br>PRO<br>AM | IG YEAR<br>VITHOUT<br>DJECT<br>PM | OPENIN<br>2019<br>PRO<br>AM | IG YEAR<br>PLUS<br>JECT<br>PM | CUMU<br>YEAR<br>WITH<br>PRO | LATIVE<br>2025<br>HOUT<br>DECT<br>PM | CUMU<br>YEAR 20<br>PRC | LATIVE<br>25 PLUS<br>DJECT<br>PM | HORIZO<br>2040 W<br>PRO<br>AM | ON YEAR<br>VITHOUT<br>DJECT<br>PM | HORIZO<br>2040<br>PRO<br>AM | ON YEAR<br>PLUS<br>JECT<br>PM |
|--|----------------------------|-----------------------|----------------------|-----------------------|-------------------------------|-----------------------------------|-----------------------------|-------------------------------|-----------------------------|--------------------------------------|------------------------|----------------------------------|-------------------------------|-----------------------------------|-----------------------------|-------------------------------|
|  |                            |                       | Queue                | Queue                 | Queue                         | Queue                             | Queue                       | Queue                         | Queue                       | Queue                                | Queue                  | Queue                            | Queue                         | Queue                             | Queue                       | Queue                         |
|  | NB Left                    | 200                   | 136                  | 92                    | 144                           | 93                                | 165                         | 93                            | 163                         | 133                                  | 163                    | 133                              | 229                           | 162                               | 229                         | 162                           |
|  | SB Left                    | 2@250                 | 85                   | 162                   | 90                            | 187                               | 93                          | 187                           | 122                         | 232                                  | 125                    | 234                              | 224                           | 351                               | 225                         | 352                           |
|  | SB Right                   | 200                   | 99                   | 89                    | 83                            | 87                                | 108                         | 88                            | 118                         | 129                                  | 118                    | 130                              | 322                           | 303                               | 322                         | 303                           |
| Van Buren Boulevard / Trautwein Boulevard    | EB Left                    | 2@150                 | 148                  | 152                   | 167                           | 177                               | 167                         | 177                           | 224                         | 216                                  | 224                    | 216                              | 432                           | 473                               | 432                         | 473                           |
|  | EB Right                   | 200                   | 2                    | 11                    | 18                            | 17                                | 2                           | 17                            | 24                          | 25                                   | 24                     | 25                               | 33                            | 42                                | 33                          | 42                            |
|  | WB Left                    | 150                   | 203                  | 136                   | 231                           | 160                               | 235                         | 162                           | 316                         | 196                                  | 316                    | 199                              | 360                           | 337                               | 360                         | 344                           |
|  | WB Right                   | 175                   | 84                   | 31                    | 97                            | 47                                | 77                          | 48                            | 125                         | 65                                   | 125                    | 66                               | 153                           | 184                               | 153                         | 187                           |
|  | ND Loft                    | 150                   | 222                  | 370                   | 157                           | 120                               | 157                         | 120                           | 105                         | 150                                  | 105                    | 151                              | 202                           | 412                               | 202                         | 412                           |
|  | NB Left                    | 1250                  | 522                  | 2/9                   | 71                            | 24                                | 71                          | 24                            | 281                         | 150                                  | 185                    | 26                               | 107                           | 41Z                               | 107                         | 41Z                           |
| Van Buren Boulevard / Barton Street          | SD Leit                    | 400                   | 34                   | 125                   | 71                            | 54<br>140                         | 220                         | 140                           | 00<br>201                   | 101                                  | 00<br>201              | 101                              | 267                           | 35                                | 267                         | 33<br>470                     |
|  | LE Leit                    | 200                   | 220<br>E00           | 225                   | 239                           | 140                               | 239                         | 140                           | 261                         | 222                                  | 201                    | 227                              | 307<br>472                    | 294                               | 307<br>172                  | 470<br>295                    |
|  | VV D LEIT                  | 200                   | 303                  | 335                   | 315                           | 190                               | 315                         | 198                           | 309                         | ~~~~                                 | 303                    | 227                              | 423                           | 204                               | 423                         | 205                           |
|  | SB Left                    | 50                    | 129                  | 24                    | 191                           | 26                                | 191                         | 27                            | 124                         | 32                                   | 231                    | 32                               | 198                           | 57                                | 198                         | 57                            |
| Van Buren Boulevard / Coyote Bush Road       | EB Left                    | 425                   | 160                  | 59                    | 295                           | 88                                | 295                         | 88                            | 327                         | 98                                   | 327                    | 98                               | 376                           | 219                               | 378                         | 219                           |
|  |                            |                       |                      |                       |                               |                                   |                             |                               |                             |                                      |                        |                                  |                               |                                   |                             |                               |
|  | SB Left                    | 2@350                 | 90                   | 48                    | 103                           | 57                                | 103                         | 57                            | 131                         | 63                                   | 131                    | 92                               | 231                           | 94                                | 231                         | 94                            |
| Van Buren Boulevard / Orange Terrace Parkway | EB Left                    | 2@325                 | 52                   | 62                    | 67                            | 96                                | 67                          | 96                            | 87                          | 115                                  | 87                     | 107                              | 104                           | 142                               | 104                         | 142                           |
|  | WB Right                   | 200                   | 22                   | 37                    | 18                            | 54                                | 152                         | 55                            | 30                          | 79                                   | 30                     | 95                               | 65                            | 242                               | 65                          | 244                           |
|  | ND L-ft                    | 100                   | 47                   | 62                    | 10                            | 24                                | 2                           | 24                            |                             | 27                                   |                        | 27                               | 24                            | 07                                | 24                          | 07                            |
| Van Buron Boulovard / Villago Wort Drive     |                            | 100                   | 17                   | 15                    | 10                            | 34                                | 3                           | 34                            | 24                          | 37                                   | 24                     | 3/                               | 31                            | 8/                                | 31                          | 8/                            |
| van buren boulevaru / vinage west brive      |                            | 200                   | 1/                   | 15                    | 23                            | 20                                | 23                          | 20                            | 24                          | 21                                   | 24                     | 21                               | 129                           | 69<br>510                         | 130                         | 69<br>F10                     |
|  | VV B Leit                  | 200                   | 103                  | 70                    | 217                           | 125                               | 217                         | 125                           | 254                         | 142                                  | 254                    | 142                              | 814                           | 210                               | 814                         | 210                           |
|  | SB Left                    | 2@350                 | 11                   | 122                   | 35                            | 221                               | 38                          | 222                           | 34                          | 270                                  | 37                     | 272                              | 39                            | 293                               | 42                          | 295                           |
|  | SB Right                   | 250                   | 247                  | 576                   | 356                           | 966                               | 356                         | 966                           | 410                         | 1190                                 | 410                    | 1190                             | 1237                          | 2178                              | 1237                        | 2178                          |
| Van Buren Boulevard / Meridian Parkway       | EB Left                    | 2@375                 | 222                  | 185                   | 299                           | 210                               | 299                         | 222                           | 347                         | 261                                  | 347                    | 261                              | 904                           | 665                               | 904                         | 665                           |
|  | WB Left                    | 350                   | 65                   | 20                    | 73                            | 25                                | 73                          | 25                            | 83                          | 26                                   | 83                     | 26                               | 91                            | 28                                | 91                          | 28                            |
|  | WB Right                   | 1150                  | 12                   | 0                     | 11                            | 0                                 | 14                          | 0                             | 27                          | 0                                    | 30                     | 0                                | 132                           | 0                                 | 137                         | 0                             |
|  |                            |                       |                      |                       |                               |                                   |                             |                               |                             |                                      |                        |                                  |                               |                                   |                             |                               |
|  | SB Left                    | 2@150                 | 4                    | 12                    | 78                            | 68                                | 78                          | 69                            | 101                         | 71                                   | 86                     | 78                               | 107                           | 101                               | 108                         | 102                           |
| Van Buren Boulevard / Opportunity Way        | SB Right                   | 150                   | 2                    | 5                     | 17                            | 17                                | 17                          | 17                            | 37                          | 26                                   | 32                     | 28                               | 37                            | 35                                | 37                          | 35                            |
| ······································       | EB Left                    | 300                   |                      | 6                     | 200                           | 132                               | 200                         | 132                           | 195                         | 141                                  | 198                    | 140                              | 207                           | 172                               | 207                         | 172                           |
|  | WB Right                   | 175                   | 29                   | 19                    | 137                           | 57                                | 138                         | 58                            | 167                         | 59                                   | 162                    | 63                               | 184                           | 91                                | 185                         | 94                            |
|  | CDLaft                     | 675                   | 67                   | 101                   | 14                            | 140                               | 75                          | 222                           | 17                          | 104                                  | 80                     | 102                              | 25                            | 174                               | 104                         | 241                           |
|  | SB Leit                    | 20/5                  | 150                  | 20                    | 14                            | 249                               | 75                          | 223                           | 704                         | 227                                  | 89                     | 240                              | 35                            | 1/4                               | 700                         | 241                           |
| Van Buren Boulevard / I-215 SB Ramps         | SB RIGHT                   | 2 @ 0/5               | 120                  | 29                    | 025<br>17                     | 240                               | 590<br>AC                   | 1177                          | /84<br>//                   | 33/<br>121F                          | 185                    | 340                              | /88<br>//                     | 493                               | /88<br>/0                   | 498                           |
|  |                            | 200                   | 41                   | 72                    | 47                            | 01                                | 40                          | 126                           | 48                          | 1315                                 | 4/                     | 1522                             | 4ð<br>51                      | 14/0                              | 48                          | 1481                          |
|  | VV D LEIT                  | 200                   | 1/                   | /3                    | 3                             | 91                                | 10                          | 130                           | 11                          | 110                                  | 23                     | 122                              | 51                            | 112                               | 03                          | 100                           |
|  | SB Right                   | 2@200                 | 36                   | 25                    | 47                            | 22                                | 47                          | 22                            | 50                          | 46                                   | 50                     | 47                               | 50                            | 49                                | 50                          | 49                            |
| Van Buren Boulevard / I-215 NB Ramps         | EB Left                    | 2@575                 | 180                  | 157                   | 352                           | 315                               | 352                         | 315                           | 419                         | 350                                  | 419                    | 439                              | 459                           | 536                               | 459                         | 536                           |
|  | EB Right                   | 575                   | 2                    | 1                     | 0                             | 0                                 | 2                           | 1                             | 0                           | 0                                    | 2                      | 4                                | 11                            | 20                                | 12                          | 21                            |
|  |                            |                       |                      |                       |                               |                                   |                             |                               |                             |                                      |                        |                                  |                               |                                   |                             |                               |



| No         Am         PM         PM<   | INTERSECTION                             | EXISTING<br>STORAGE<br>/ft |         | EXISTIN<br>PRO                        | IG PLUS<br>JECT | OPENIN<br>2019 W<br>PRO | ig year<br>/ithout<br>Ject | OPENIN<br>2019<br>PRO | IG YEAR<br>PLUS<br>JECT | CUMU<br>YEAR<br>WITH<br>PRO           | LATIVE<br>2025<br>IOUT<br>JECT | CUMU<br>YEAR 20<br>PRO | LATIVE<br>25 PLUS<br>JECT | HORIZO<br>2040 W<br>PRC | on year<br>/ithout<br>Ject | HORIZO<br>2040<br>PRO                 | ON YEAR<br>PLUS<br>JECT |
|--|--|----------------------------|---------|---------------------------------------|-----------------|-------------------------|----------------------------|-----------------------|-------------------------|---------------------------------------|--------------------------------|------------------------|---------------------------|-------------------------|----------------------------|---------------------------------------|-------------------------|
| NB left         325         24         00         24         10         24         10         28         10         20         148         202         148         38           Bilett         325         38         12         26         14         29         14         34         20         37         20         36         33         34         33         34  |  | (it                        | .)      | AM<br>Queue                           | PM<br>Queue     | AM<br>Queue             | PM<br>Queue                | AM<br>Queue           | PM<br>Queue             | AM<br>Queue                           | PM<br>Queue                    | AM<br>Queue            | PM<br>Queue               | AM<br>Queue             | PM<br>Queue                | AM<br>Queue                           | PM<br>Queue             |
| NB fight         2 02 00         36         0         36         0         36         0         36         0         36         0         36         0         36         0         36         36         36         38         33           Harley Knox Boulevard / Harvill Parvill         Q 200         Q <td< td=""><td></td><td>NB Left</td><td>325</td><td>24</td><td>10</td><td>24</td><td>10</td><td>24</td><td>10</td><td>28</td><td>10</td><td>28</td><td>10</td><td>202</td><td>148</td><td>202</td><td>148</td></td<>  |  | NB Left                    | 325     | 24                                    | 10              | 24                      | 10                         | 24                    | 10                      | 28                                    | 10                             | 28                     | 10                        | 202                     | 148                        | 202                                   | 148                     |
| Sheart         Sizert         Sizert<  |  | NB Right                   | 2@200   | 36                                    | 0               | 36                      | 0                          | 36                    | 0                       | 43                                    | 0                              | 43                     | 0                         | 43                      | 38                         | 43                                    | 38                      |
| Harley Knox Boulevard / Harvill Avenue         Ele Let         2 0        0         0         0 </td <td></td> <td>SB Left</td> <td>325</td> <td>28</td> <td>12</td> <td>26</td> <td>14</td> <td>29</td> <td>14</td> <td>34</td> <td>20</td> <td>37</td> <td>20</td> <td>36</td> <td>33</td> <td>38</td> <td>33</td>   |  | SB Left                    | 325     | 28                                    | 12              | 26                      | 14                         | 29                    | 14                      | 34                                    | 20                             | 37                     | 20                        | 36                      | 33                         | 38                                    | 33                      |
| Energin         Energin <t< td=""><td>Harley Knox Boulevard / Harvill Avenue</td><td>EB Left</td><td>2@250</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>   | Harley Knox Boulevard / Harvill Avenue   | EB Left                    | 2@250   | 0                                     | 0               | 0                       | 0                          | 0                     | 0                       | 0                                     | 0                              | 0                      | 0                         | 0                       | 0                          | 0                                     | 0                       |
| Number         2         2         2         2         2         2         2         2         2         2         2         2         3         3         33         33         35           WBRM         VBRM         VBRM         V   |  | EB Right                   | 250     | 0                                     | 0               | 0                       | 0                          | 0                     | 0                       | 0                                     | 0                              | 0                      | 0                         | 41                      | 89                         | 41                                    | 89                      |
| Image: bit is the stand is t                 |  | WB Left                    | 2@300   | 224                                   | 294             | 230                     | 298                        | 230                   | 301                     | 312                                   | 323                            | 312                    | 327                       | 335                     | 353                        | 335                                   | 356                     |
| Sbleft         275         246         207         380         600         600         215         127         216         129         230         139         230         133           Sh Right         275         27         37         36         45         38         48         103         125         104         128         266         323         188           Wilet         757         157         170         266         420         694         430         763         766         667         62         63         63         63         63         63         63         64         63         63         64  |  | WB Right                   | 275     | 0                                     | 0               | 0                       | 0                          | 0                     | 0                       | 0                                     | 0                              | 0                      | 0                         | 0                       | 0                          | 0                                     | 0                       |
| SB Let         275         246         208         884         591         606         612         127         233         137         246         127         126         129         233         137         246         38         44         103         125         104         128         263         234         263         234         235         234         236         234         233         138         234         233         138         234         233         138         234         233         138         234         238         234         238         234         235         234         234         234 <td></td>   |  |                            |         |                                       |                 |                         |                            |                       |                         |                                       |                                |                        |                           |                         |                            |                                       |                         |
| Harley Knox Boulevard / 1-215 SB Kamp       Str ght       27       27       37       35       48       103       125       104       128       266       422       266       325         Harley Knox Boulevard / 1-215 NB Rampo       NB Left       75       150       218       422       694       439       763       766       1667       563       173       796       181       826       138       888       753       764       185       172       206       187       796       181       75       173       76       763       764       850       173       796       181       77       183       220       151       20       652       62       62       62       62       62       890       163       787       787       786       780   | Harley Kney Davidson of /L 245 CD Davids | SB Left                    | 275     | 246                                   | 208             | 884                     | 591                        | 908                   | 606                     | 2158                                  | 1277                           | 2166                   | 1291                      | 2330                    | 1379                       | 2340                                  | 1383                    |
| M8 left         75         151         218         422         694         439         765         766         166         563         173         796         1817         823         1888           Harley Knox Boulevard / I-215 NB Rampin         NB Right 275         27         35         328         91         315         20         65         62         62         62         642         843         1268         843         1268           Harley Knox Boulevard / Vestern Way         EB left         -         -         10         11         13         11         17         13         16         13         21         15         20         650         62         61         13         21         156         76         17         16         17         17         16         17         13         16         13         22         408         280         13         18         12         13         12         13         11         13         11         13         11         13         13         16         13         13         13         13         13         13         13         13         13         13         13         13         13   | Harley Knox Boulevard / 1-215 SB Ramps   | SB Right                   | 275     | 27                                    | 3/              | 36                      | 45                         | 38                    | 48                      | 103                                   | 125                            | 104                    | 128                       | 266                     | 324                        | 266                                   | 325                     |
| Harley Knox Boulevard / I-215 NB Rappi         NB Left         275         27         35         282         91         315         120         850         674         885         712         110         78         126         78         126         78         126         78  |  | WB Left                    | /5      | 151                                   | 218             | 422                     | 694                        | 439                   | 763                     | 766                                   | 1667                           | 563                    | 1/33                      | 796                     | 1817                       | 823                                   | 1888                    |
| Harley Knox Boulevard / 1-215 NB Raiph         NB Right         275         27         35         282         91         315         120         850         674         885         712         100         749         1163         787           Harley Knox Boulevard / Western Way         IE B Left          IC   |  | NB Left                    | 275     | 17                                    | 16              | 17                      | 20                         | 15                    | 20                      | 65                                    | 62                             | 62                     | 62                        | 265                     | 88                         | 265                                   | 88                      |
| EBLeft         75         376         189         480         340         463         343         687         642         699         642         843         1268         843         1268           Harley Knox Boulevard / Western Wa         EB Left           10         11         13         11         17         13         16         13         21         15         21         15         16         16         16         16         17         13         16         13         16         13         13         13         16         13         13         13         13         16         13         16         13         16         13         16         13         16         13         18         11         16         13         15         13         19         23         51         28         57         79         75   | Harley Knox Boulevard / I-215 NB Ramps   | NB Right                   | 275     | 27                                    | 35              | 282                     | 91                         | 315                   | 120                     | 850                                   | 674                            | 885                    | 712                       | 1100                    | 749                        | 1163                                  | 787                     |
| Harley Knox Boulevard / Western Way         IBLet  |  | EB Left                    | 75      | 376                                   | 189             | 480                     | 340                        | 463                   | 343                     | 687                                   | 642                            | 699                    | 642                       | 843                     | 1268                       | 843                                   | 1268                    |
| Harley Knox Boulevard / Western Way         EB Left          WB          112         36         147         69         258         199         344         239         308         228         408         280           WB         WB          WB          10         11         13         11         17         13         16         13         21         15         21         15           BA Right         75         6         15         6         17         6         17         9         26         11         26         18         51         18         51         33         33         33         33         33         33         33         37         33         37         33         37         33         34         50         35         88         55         90         56         97         57         97         57         97         57         97         33         34         33         141         34         148         34         149           Harley Knox Boulevard / Webster Avenue         BR Bight         175         18         11         18         11         181         111  |  |                            |         |                                       |                 |                         |                            |                       |                         |                                       |                                |                        |                           |                         |                            |                                       |                         |
| WB Left          -         10         11         13         11         17         13         16         13         21         15         16         17 <th< td=""><td>Harley Knox Boulevard / Western Way</td><td>EB Left</td><td></td><td></td><td></td><td>112</td><td>36</td><td>147</td><td>69</td><td>258</td><td>199</td><td>344</td><td>239</td><td>308</td><td>228</td><td>408</td><td>280</td></th<>  | Harley Knox Boulevard / Western Way      | EB Left                    |         |                                       |                 | 112                     | 36                         | 147                   | 69                      | 258                                   | 199                            | 344                    | 239                       | 308                     | 228                        | 408                                   | 280                     |
| Harley Knox Boulevard / Patterson Avenue         SB Right         75         6         15         6         17         6         17         9         26         11         26         18         51         18         51           Harley Knox Boulevard / Patterson Avenue         EB Right         125         23         22         23         25         30         30         35         30         37         33         37         33           Harley Knox Boulevard / Patterson Avenue         NB Left         175         8         9         13         50         34         50         30         140         30         40         30         40         30         40         30         416         30         30         416         30         30         40         40         40         40         40   | ······                                   | WB Left                    |         |                                       |                 | 10                      | 11                         | 13                    | 11                      | 17                                    | 13                             | 16                     | 13                        | 21                      | 15                         | 21                                    | 15                      |
| Harley Knox Boulevard / Patterson Avenue         Instruction         Instruction <thinstruction< th=""> <thinstruction< th=""></thinstruction<></thinstruction<>   |  | SB Right                   | 75      | 6                                     | 15              | 6                       | 17                         | 6                     | 17                      | Q                                     | 26                             | 11                     | 26                        | 18                      | 51                         | 18                                    | 51                      |
| Harley Knox Boulevard / Patterson Avenue     EB Right     150     0     5     50     34     50     35     88     55     90     56     97     57     97     57       WB Left     175     8     9     13     5     13     19     23     51     28     51     29     53     29     53       WB Right     1000     0 <td></td> <td>FRieft</td> <td>125</td> <td>23</td> <td>22</td> <td>23</td> <td>25</td> <td>23</td> <td>25</td> <td>30</td> <td>30</td> <td>35</td> <td>30</td> <td>37</td> <td>33</td> <td>37</td> <td>33</td>  |  | FRieft                     | 125     | 23                                    | 22              | 23                      | 25                         | 23                    | 25                      | 30                                    | 30                             | 35                     | 30                        | 37                      | 33                         | 37                                    | 33                      |
| Marky Mask Solver of years of years         130         140         130         130         141         131         131         130         141         131         130         141         131         130         141         1310         141         131   | Harley Knox Boulevard / Patterson Avenue | FB Right                   | 150     | 0                                     | 5               | 50                      | 34                         | 50                    | 25                      | 88                                    | 55                             | 90                     | 56                        | 97                      | 57                         | 97                                    | 57                      |
| Harley Knox Boulevard / Perris Boulevard         NB Left         20            |  | WRleft                     | 175     | 8                                     | 9               | 13                      | 5                          | 13                    | 19                      | 23                                    | 51                             | 28                     | 51                        | 29                      | 53                         | 29                                    | 53                      |
| Harley Knox Boulevard / Webster Avenue       NB Left       175       18       11       16       11       18       11       141       370       142       370       145       370       146       370         Harley Knox Boulevard / Webster Avenue       NB Left       175       18       11       16       11       18       11       141       370       142       370       145       370       146       370         Harley Knox Boulevard / Indian Avenue       NB Left       2@200       82       35       91       35       92       35       171       217       171       220       228       295       230       296         NB Right       225       0   |  | WB Right                   | 1000    | 0                                     | 0               | 0                       | 0                          | 0                     | 0                       | 0                                     | 0                              | 0                      | 0                         | 0                       | 0                          | 0                                     | 0                       |
| Harley Knox Boulevard / Webster Avenue         NB Left         175         18         11         16         11         18         11         141 <b>370</b> 142 <b>370</b> 145 <b>370</b> 146 <b>370</b> Harley Knox Boulevard / India         A         375         7         13         7         12         7         13         333         140         333         140         334         148         334         148         334         148         334         148         334         148         334         148         334         148         334         148         334         148         334         148         334         148         334         149           Harley Knox Boulevard / India Avenue         NB teft         2.02         0  |  | TTD Hught                  | 1000    | , , , , , , , , , , , , , , , , , , , |                 |                         | - U                        | - U                   | , j                     | , , , , , , , , , , , , , , , , , , , |                                | - U                    | - U                       |                         |                            | , , , , , , , , , , , , , , , , , , , |                         |
| Harley KNox bodicard / Webster Accided       EB Right       375       7       13       7       12       7       13       333       140       333       141       334       148       334       149         MB Right       2@ 200       82       35       91       35       92       35       171       217       171       220       228       295       230       296         MB Right       225       0 <td< td=""><td>Harley Knox Boulevard / Webster Avenue</td><td>NB Left</td><td>175</td><td>18</td><td>11</td><td>16</td><td>11</td><td>18</td><td>11</td><td>141</td><td>370</td><td>142</td><td>370</td><td>145</td><td>370</td><td>146</td><td>370</td></td<>   | Harley Knox Boulevard / Webster Avenue   | NB Left                    | 175     | 18                                    | 11              | 16                      | 11                         | 18                    | 11                      | 141                                   | 370                            | 142                    | 370                       | 145                     | 370                        | 146                                   | 370                     |
| MB         2         0         8         3         9         3         9         3         9         3         1         1         1         2         0         2         2         3         1         1         1         2         2         2         3         1         1         1         2         2         2         2         3         1         1         1         2         2         2         2         2         3         2         3         1         1         1         2         2         2         2         3         2         3         1         1         1         2         2         3         2         3         1         1         1         1         2         2         2         1   | harrey knox boulevard / webster Avenue   | EB Right                   | 375     | 7                                     | 13              | 7                       | 12                         | 7                     | 13                      | 333                                   | 140                            | 333                    | 141                       | 334                     | 148                        | 334                                   | 149                     |
| Harley Knox Boulevard / Indian Avenue         NB Edit         2 (0 200         82         35         91         35         92         35         1/1         217         1/1         220         228         295         230         296         0 <td></td> <td>ND L off</td> <td>2 @ 200</td> <td>0.2</td> <td>25</td> <td>01</td> <td>25</td> <td>02</td> <td>25</td> <td>171</td> <td>217</td> <td>171</td> <td>220</td> <td>220</td> <td>205</td> <td>220</td> <td>200</td>   |  | ND L off                   | 2 @ 200 | 0.2                                   | 25              | 01                      | 25                         | 02                    | 25                      | 171                                   | 217                            | 171                    | 220                       | 220                     | 205                        | 220                                   | 200                     |
| Harley Knox Boulevard / Indian Avenue       Yab Ngint       Yab       Yab <thyab< th="">       Yab       <thy< td=""><td></td><td>NB Right</td><td>2@200</td><td>02</td><td>35</td><td>91</td><td>35</td><td>92</td><td>35</td><td>1/1</td><td>217</td><td>1/1</td><td>220</td><td>220</td><td>295</td><td>230</td><td>290</td></thy<></thyab<>  |  | NB Right                   | 2@200   | 02                                    | 35              | 91                      | 35                         | 92                    | 35                      | 1/1                                   | 217                            | 1/1                    | 220                       | 220                     | 295                        | 230                                   | 290                     |
| Harley Knox Boulevard / Perris B | Harley Knox Boulevard / Indian Avenue    | SPLoft                     | 125     | 20                                    | 64              | 20                      | 66                         | 20                    | 66                      | 25                                    | 79                             | 25                     | 79                        | 44                      | 105                        | 14                                    | 105                     |
| Harley Knox Boulevard / Perris Boulevard         Left         Job         Los         Los <thlos< th=""> <thlos< th="">         Los</thlos<></thlos<>  | hancy knox boarcvara / matan / wenac     | FBLoft                     | 350     | 20                                    | 200             | 20<br>//13              | 319                        | 413                   | 310                     | 426                                   | /0<br>/10                      | 429                    | /8<br>410                 | 1240                    | 797                        | 1240                                  | 797                     |
| Harley Knox Boulevard / Perris Boulevard         NB Left         2 @ 325         102         16         138         102         140         104         281         301         284         301         293         386         300         389           Harley Knox Boulevard / Perris Boulevard         NB Left         2 @ 325         102         16         138         102         140         104         281         301         284         301         293         386         300         389           NB Right         225         0         140         140         140         140         140         140         140         140         140         140         140   |  | WBLeft                     | 150     | 203                                   | 200             | 23                      | 29                         | 23                    | 209                     | 29                                    | 36                             | 29                     | 36                        | 30                      | 67                         | 30                                    | 67                      |
| NB Left         2 @ 325         102         16         138         102         140         181         281 <th2< td=""><td></td><td>WD Lere</td><td>150</td><td>23</td><td>25</td><td>23</td><td>25</td><td>23</td><td>205</td><td>25</td><td>50</td><td>25</td><td>30</td><td>30</td><td>07</td><td>50</td><td>07</td></th2<>   |  | WD Lere                    | 150     | 23                                    | 25              | 23                      | 25                         | 23                    | 205                     | 25                                    | 50                             | 25                     | 30                        | 30                      | 07                         | 50                                    | 07                      |
| NB Right         225         0   |  | NB Left                    | 2@325   | 102                                   | 16              | 138                     | 102                        | 140                   | 104                     | 281                                   | 301                            | 284                    | 301                       | 293                     | 386                        | 300                                   | 389                     |
| BB Left       2 @ 225       20       38       22       45       22       45       29       67       20       67       20       67       20       67       20       67       20       67       20       67       20       20  |  | NB Right                   | 225     | 0                                     | 0               | 0                       | 0                          | 0                     | 0                       | 0                                     | 0                              | 0                      | 0                         | 0                       | 0                          | 0                                     | 0                       |
| SB Right       225       58       43       76       55       77       55       111 <b>399</b> 111 <b>405</b> 179 <b>940</b> 181 <b>943</b> Harley Knox Boulevard/Perris Boulevard       EB Left       300       208       168 <b>352</b> 244 <b>367</b> 248 <b>874 588 878 598 120 902 123 911</b> EB Right       300       0       0       166       166       166       166       53       54       53       55       123       212       126       220         WB Left       2 @ 350       2       3       2       4       2       4       3       5       3       55       123       212       126       220         WB Right       2 @ 350       2       3       2       4       2       4       3       5       3       5       41       29       41       29         WB Right       22       3       0       47       0       104       104       2       111       0       111       0       111       0       111       0       111       0 <t< td=""><td></td><td>SB Left</td><td>2@225</td><td>20</td><td>38</td><td>22</td><td>45</td><td>22</td><td>45</td><td>29</td><td>67</td><td>29</td><td>67</td><td>49</td><td>109</td><td>49</td><td>109</td></t<>  |  | SB Left                    | 2@225   | 20                                    | 38              | 22                      | 45                         | 22                    | 45                      | 29                                    | 67                             | 29                     | 67                        | 49                      | 109                        | 49                                    | 109                     |
| EB Left       300       208       168       352       244       367       248       874       588       878       598       1290       902       1293       911         EB Right       300       0       0       166       16       16       166       53       54       53       55       123       212       126       220         WB Left       2 @350       2       3       2       4       2       4       3       5       3       5       41       29       41       29         WB Right       225       32       0       47       0       47       0       104       2       104       2       111       0       111       0  | Harley Knox Boulevard / Perris Boulevard | SB Right                   | 225     | 58                                    | 43              | 76                      | 55                         | 77                    | 55                      | 111                                   | 399                            | 111                    | 405                       | 179                     | 940                        | 181                                   | 943                     |
| EB Right       300       0       0       16       16       16       53       54       53       55       123       212       126       220         WB Left       2 @350       2       3       2       4       2       4       3       55       13       212       126       220         WB Left       2 @350       2       3       2       4       2       4       3       55       3       55       41       29       41       29         WB Right       225       32       0       47       0       104       2       104       2       111       0       111       0   | have y know bourevard / rents bourevard  | EB Left                    | 300     | 208                                   | 168             | 352                     | 244                        | 367                   | 248                     | 874                                   | 588                            | 878                    | 598                       | 1290                    | 902                        | 1293                                  | 911                     |
| WB Left       2 @350       2       3       2       4       2       4       3       5       3       5       41       29       41       29         WB Right       225       32       0       47       0       47       0       104       2       104       2       111       0       111       0   |  | EB Right                   | 300     | 0                                     | 0               | 16                      | 16                         | 16                    | 16                      | 53                                    | 54                             | 53                     | 55                        | 123                     | 212                        | 126                                   | 220                     |
| WB Right         225         32         0         47         0         47         0         104         2         104         2         111         0         111         0  |  | WB Left                    | 2 @350  | 2                                     | 3               | 2                       | 4                          | 2                     | 4                       | 3                                     | 5                              | 3                      | 5                         | 41                      | 29                         | 41                                    | 29                      |
|  |  | WB Right                   | 225     | 32                                    | 0               | 47                      | 0                          | 47                    | 0                       | 104                                   | 2                              | 104                    | 2                         | 111                     | 0                          | 111                                   | 0                       |

# Table 3-4 cont'dQueuing Operations

Queue is measured in feet / BOLD denotes exceedance

# 3.11 Ramp Merge/Diverge Analysis

The ramp merge/diverge analysis for the I-215/Van Buren Boulevard and I-215/Harley Knox Boulevard interchanges is based on the 2010 HCM. Results of the AM and PM peak hour ramp merge/diverge analysis at the I-215/Van Buren Boulevard and I-215/Harley Knox Boulevard interchanges for all the study scenarios are reflected in Tables 3-5 through 3-11. Results of the analysis also show that all nine (9) of the Merge/Diverge points at the along I-215 in the study area will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at eight (8) of the Merge/Diverge points would occur due to cumulative growth and would occur with or without the Project.



| EXIS   | ting Pit | us pro         | ject            | vierge         |                  | erge    | Oper     | ratio  | 15                 |                        |                    |                        |
|--|----------|----------------|-----------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| I-215  |          | AM Pea<br>(veh | ık Hour<br>/hr) | PM Pea<br>(veh | ık Hour<br>ı/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
| Location                                       | Facility | Freeway        | Ramp            | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4380           | 94              | 3902           | 194              | 3       | 1        | D      | D                  | 29.3                   | С                  | 21.8                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 4286           | 1061            | 3708           | 603              | 3       | 1        | D      | С                  | 27.7                   | С                  | 21.0                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 5347           | 842             | 4311           | 626              | 3       | 2        | D      | А                  | 6.3                    | А                  | 12.1                   |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 4505           | 400             | 3685           | 461              | 3       | 3        | D      | С                  | 20.1                   | В                  | 16.7                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 4905           | 62              | 4146           | 158              | 3       | 2        | D      | В                  | 13.9                   | В                  | 11.0                   |
| Southbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 3687           | 697             | 5088           | 381              | 3       | 2        | D      | А                  | 6.1                    | А                  | 1.7                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 2990           | 570             | 4707           | 1432             | 3       | 3        | D      | А                  | 9.5                    | С                  | 24.7                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 3560           | 466             | 6139           | 402              | 3       | 1        | D      | В                  | 16.1                   | D                  | 29.3                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 3094           | 162             | 5737           | 294              | 3       | 1        | D      | В                  | 15.5                   | D                  | 30.2                   |

# Table 3-5 Existing Plus Project Merge/Diverge Operation

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

# Table 3-6

# **Opening Year 2019 Without Project Merge/Diverge Operations**

| I-215  |          | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veh | ak Hour<br>a/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4885           | 347              | 4082           | 335              | 3       | 1        | D      | D                  | 34.9                   | С                  | 27.8                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 4538           | 1237             | 3747           | 1052             | 3       | 1        | D      | D                  | 30.4                   | С                  | 24.8                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 5775           | 1410             | 4799           | 1018             | 3       | 2        | D      | А                  | 2.8                    | А                  | 9.3                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 4365           | 705              | 3781           | 1032             | 3       | 3        | D      | С                  | 21.9                   | С                  | 21.7                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 5070           | 3                | 4813           | 20               | 3       | 2        | D      | В                  | 14.3                   | В                  | 16.4                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 4850           | 1175             | 5386           | 656              | 3       | 2        | D      | А                  | 0.8                    | А                  | 3.4                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 3675           | 920              | 4730           | 1976             | 3       | 3        | D      | В                  | 15.6                   | F                  | 29.1                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4595           | 909              | 6706           | 613              | 3       | 1        | D      | С                  | 22.2                   | F                  | 34.9                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 3686           | 274              | 6093           | 609              | 3       | 1        | D      | с                  | 20.7                   | F                  | 34.9                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane



# **Opening Year 2019 Plus Project Merge/Diverge Operations**

| I-215  |          | AM Pea<br>(veh | ık Hour<br>/hr) | PM Pea<br>(veh | ak Hour<br>n/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|-----------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp            | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4932           | 385             | 4108           | 355              | 3       | 1        | D      | E <sup>(3)</sup>   | 35.0                   | С                  | 28.0                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 4547           | 1237            | 3753           | 1057             | 3       | 1        | D      | D                  | 30.4                   | С                  | 14.9                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 5784           | 1419            | 4810           | 1024             | 3       | 2        | D      | А                  | 2.7                    | А                  | 9.3                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 4365           | 705             | 3786           | 1032             | 3       | 3        | D      | С                  | 21.9                   | С                  | 21.7                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 5070           | 62              | 4818           | 158              | 3       | 2        | D      | В                  | 14.7                   | В                  | 14.3                   |
| Southbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 4949           | 1269            | 5448           | 716              | 3       | 2        | D      | А                  | 1.7                    | А                  | 3.8                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 3680           | 925             | 4732           | 1994             | 3       | 3        | D      | В                  | 45.6                   | F <sup>(3)</sup>   | 29.2                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4605           | 914             | 6726           | 615              | 3       | 1        | D      | С                  | 22.4                   | F <sup>(3)</sup>   | 35.1                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 3691           | 288             | 6111           | 652              | 3       | 1        | D      | С                  | 20.8                   | F <sup>(3)</sup>   | 35.4                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

(3) The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

# Table 3-8

# Cumulative Year 2025 Without Project Merge/Diverge Operations

| I-215  |          | AM Pea<br>(veh | ak Hour<br>ı/hr) | PM Pea<br>(veh | ak Hour<br>n/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pe              | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5902           | 849              | 4631           | 546              | 3       | 1        | D      | E                  | 48.8                   | E                  | 39.5                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5053           | 1741             | 4085           | 2025             | 3       | 1        | D      | F                  | 38.2                   | D                  | 34.3                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6794           | 1543             | 6110           | 1171             | 3       | 2        | D      | F                  | 7.2                    | А                  | 0.5                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5251           | 756              | 4939           | 1087             | 3       | 3        | D      | С                  | 25.8                   | С                  | 27.7                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6007           | 4                | 6026           | 23               | 3       | 2        | D      | В                  | 18.8                   | В                  | 19.0                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6126           | 1252             | 5745           | 697              | 3       | 2        | D      | В                  | 10.1                   | А                  | 5.4                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 4874           | 1019             | 5048           | 2210             | 3       | 3        | D      | С                  | 22.2                   | F                  | 32.5                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5893           | 1773             | 7258           | 1094             | 3       | 1        | D      | D                  | 33.1                   | F                  | 45.5                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4120           | 469              | 6164           | 1190             | 3       | 1        | D      | С                  | 28.0                   | F                  | 42.7                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane



# **Cumulative Year 2025 Plus Project Merge/Diverge Operations**

| I-215  |          | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veh | ık Hour<br>ı/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5949           | 887              | 4657           | 566              | 3       | 1        | D      | E <sup>(3)</sup>   | 49.1                   | E <sup>(3)</sup>   | 39.8                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5062           | 1741             | 4091           | 2030             | 3       | 1        | D      | F <sup>(3)</sup>   | 38.5                   | D                  | 34.4                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6803           | 1552             | 6121           | 1177             | 3       | 2        | D      | F <sup>(3)</sup>   | 7.3                    | А                  | 0.6                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5251           | 756              | 4944           | 1087             | 3       | 3        | D      | С                  | 26.6                   | С                  | 27.8                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6007           | 63               | 6031           | 161              | 3       | 2        | D      | В                  | 19.3                   | С                  | 20.2                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6225           | 1346             | 5807           | 757              | 3       | 2        | D      | F                  | 11.1                   | А                  | 5.8                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 4879           | 1024             | 5050           | 2228             | 3       | 3        | D      | С                  | 22.2                   | F <sup>(3)</sup>   | 32.7                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5903           | 1778             | 7278           | 1096             | 3       | 1        | D      | D                  | 33.1                   | F <sup>(3)</sup>   | 46.3                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4125           | 483              | 6182           | 1233             | 3       | 1        | D      | D                  | 28.1                   | F <sup>(3)</sup>   | 43.1                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

(3) The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

This freeway ramp is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# **Table 3-10**

# Horizon Year 2040 Without Project Merge/Diverge Operations

| I-215  |          | AM Pea<br>(veh | ak Hour<br>ı/hr) | PM Pea<br>(veh | ak Hour<br>a/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6250           | 1099             | 5149           | 592              | 3       | 1        | D      | F                  | 52.5                   | E                  | 44.6                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5151           | 1828             | 4557           | 2504             | 3       | 1        | D      | F                  | 40.6                   | F                  | 40.6                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6979           | 1673             | 7061           | 1390             | 3       | 2        | D      | F                  | 9.0                    | F                  | 9.8                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5306           | 761              | 5671           | 1220             | 3       | 3        | D      | С                  | 26.1                   | F                  | 32.6                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6067           | 5                | 6891           | 32               | 3       | 2        | D      | В                  | 19.1                   | F                  | 27.7                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6426           | 1278             | 6434           | 862              | 3       | 2        | D      | F                  | 13.1                   | F                  | 9.3                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 5148           | 1117             | 5572           | 2393             | 3       | 3        | D      | С                  | 24.3                   | F                  | 33.0                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6265           | 2053             | 7965           | 1408             | 3       | 1        | D      | F                  | 36.3                   | F                  | 50.2                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4212           | 558              | 6557           | 1250             | 3       | 1        | D      | D                  | 30.4                   | F                  | 47.3                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane



| Horizon rea                                    | ar 2040  | J Plus         | PIUJ             | ectiv          | lerge            |         | erge     | Oper   | ations             |                        |                    |                        |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| I-215  |          | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veh | ık Hour<br>ı/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6297           | 1137             | 5175           | 612              | 3       | 1        | D      | F <sup>(3)</sup>   | 52.9                   | E <sup>(3)</sup>   | 44.9                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5160           | 1828             | 4563           | 2509             | 3       | 1        | D      | F <sup>(3)</sup>   | 40.9                   | F <sup>(3)</sup>   | 40.7                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6988           | 1682             | 7072           | 1396             | 3       | 2        | D      | F <sup>(3)</sup>   | 9.1                    | F <sup>(3)</sup>   | 9.9                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5306           | 761              | 5676           | 1220             | 3       | 3        | D      | С                  | 26.9                   | F <sup>(3)</sup>   | 32.4                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6067           | 64               | 6896           | 170              | 3       | 2        | D      | В                  | 19.6                   | F                  | 28.4                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6525           | 1372             | 6496           | 922              | 3       | 2        | D      | F                  | 14.0                   | F <sup>(3)</sup>   | 13.7                   |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 5153           | 1122             | 5574           | 2411             | 3       | 3        | D      | С                  | 24.3                   | F <sup>(3)</sup>   | 36.7                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6275           | 2058             | 7985           | 1410             | 3       | 1        | D      | F <sup>(3)</sup>   | 36.6                   | F <sup>(3)</sup>   | 51.0                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4217           | 572              | 6575           | 1293             | 3       | 1        | D      | D                  | 30.5                   | F <sup>(3)</sup>   | 47.8                   |

#### Table 3-11 Horizon Year 2040 Plus Project Merge/Diverge Operations

LOS = Level of Service / BOLD denotes LOS standard has been exceeded
 Density is expressed in passenger cars/mile per lane

(3) The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

This freeway ramp is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

Based on the results of Tables 3-5 through 3-11, following are the implications for various freeway facilities in the study area.

# I-215 NB OFF-RAMP TO HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# I-215 NB ON-RAMP FROM HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

#### I-215 NB OFF-RAMP TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# I-215 NB ON-RAMP (EB) FROM VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2040 scenario. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.



# I-215 NB ON-RAMP (WB) FROM VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2040 scenario. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# I-215 SB OFF-RAMP TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# I-215 SB ON-RAMP FROM VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# I-215 SB OFF-RAMP TO HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# I-215 SB ON-RAMP FROM HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# 3.12 Freeway Segment Analysis

The freeway segment analysis for the I-215 northbound and southbound segments is based on the 2010 HCM. Results of the AM and PM peak hour freeway segment analysis along the northbound and southbound freeway study segments for all the study scenarios are reflected in Table 3-12. Results of the analysis also show that all six (6) of the freeway segments will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at all six (6) of the freeway segments would occur due to cumulative growth and would occur with or without the Project.



|  |                                   |               |              | .,                |            |                              |                    |                            |                   |                                     |                          |                              |                      |                              |              |                            |                   |
|--|-----------------------------------|---------------|--------------|-------------------|------------|------------------------------|--------------------|----------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|----------------------|------------------------------|--------------|----------------------------|-------------------|
| STREET SEGMENT                               | FREEWAY<br>SEGMENT<br>DESCRIPTION | TARGET<br>LOS | PEAK<br>HOUR | EXISTING<br>PROJE | PLUS<br>CT | OPENING<br>2019 WIT<br>PROJE | YEAR<br>HOUT<br>CT | OPENING<br>2019 P<br>PROJE | YEAR<br>LUS<br>CT | CUMULA<br>YEAR 20<br>WITHO<br>PROJE | UTIVE<br>025<br>UT<br>CT | CUMULA<br>YEAR 2029<br>PROJE | TIVE<br>5 PLUS<br>CT | HORIZON<br>2040 WIT<br>PROJE | YEAR<br>HOUT | HORIZON<br>2040 P<br>PROJE | YEAR<br>LUS<br>CT |
|  |                                   |               |              | DENSITY           | LOS        | DENSITY                      | LOS                | DENSITY                    | LOS               | DENSITY                             | LOS                      | DENSITY                      | LOS                  | DENSITY                      | LOS          | DENSITY                    | LOS               |
| I-215 Northbound                             |                                   |               |              |                   |            |                              |                    |                            |                   |                                     |                          |                              |                      |                              |              |                            |                   |
| North of Van Buron Boulovard                 | 2 Janes Divided                   |               | AM           | 30.7              | D          | 31.6                         | D                  | 32.2                       | D                 | 42.5                                | Е                        | 43.3                         | E1                   | 43.4                         | E            | 44.3                       | E1                |
|  | 5 Lattes Divided                  | U             | PM           | 25.5              | С          | 29.5                         | D                  | 30.8                       | D                 | 43.0                                | Е                        | 45.3                         | F                    | 60.7                         | F            | 64.8                       | F                 |
| arley Knox Boulevard to Van Buren Boulevard  |                                   |               | AM           | 34.3              | D          | 39.2                         | Е                  | 39.3                       | E 1               | 57.3                                | F                        | 57.5                         | F <sup>1</sup>       | 62.2                         | F            | 62.5                       | F <sup>1</sup>    |
|  | 3 Lanes Divided                   | U             | PM           | 25.6              | с          | 29.3                         | D                  | 29.3                       | D                 | 43.9                                | E                        | 44.1                         | E 1                  | 60.7                         | F            | 65.0                       | F <sup>1</sup>    |
| Could of the day Know Day Issued             |                                   |               | AM           | 26.0              | D          | 30.0                         | D                  | 30.4                       | D                 | 40.9                                | E                        | 41.6                         | E 1                  | 46.2                         | F            | 47.0                       | F <sup>1</sup>    |
| South of Harley Knox Boulevard               | 3 Lanes Divided                   | U             | PM           | 22.9              | с          | 24.0                         | С                  | 24.2                       | с                 | 27.9                                | D                        | 28.1                         | D                    | 32.3                         | D            | 32.6                       | D                 |
| I-215 Southbound                             |                                   |               |              |                   |            |                              |                    |                            |                   |                                     |                          |                              |                      |                              |              |                            |                   |
| North of Mar David David                     |                                   |               | AM           | 21.6              | С          | 29.7                         | D                  | 30.5                       | D                 | 44.2                                | E                        | 45.8                         | F 1                  | 49.4                         | F            | 51.3                       | F <sup>1</sup>    |
| North of van Buren Boulevard                 | 3 Lanes Divided                   | U             | PM           | 31.8              | D          | 34.7                         | D                  | 35.4                       | E1                | 38.9                                | E                        | 39.6                         | E 1                  | 49.5                         | F            | 50.7                       | F <sup>1</sup>    |
|  |                                   |               | AM           | 20.8              | с          | 27.6                         | D                  | 27.7                       | D                 | 40.8                                | E                        | 40.9                         | E 1                  | 46.5                         | F            | 46.6                       | F <sup>1</sup>    |
| Harley Knox Boulevard to Van Buren Boulevard | 3 Lanes Divided                   | ט             | PM           | 44.4              | E *        | 55.2                         | F                  | 55.7                       | F <sup>1</sup>    | 71.3                                | F                        | 72.1                         | F <sup>1</sup>       | 110.9                        | F            | 112.7                      | F <sup>1</sup>    |
|  |                                   |               | AM           | 19.1              | с          | 23.2                         | С                  | 23.4                       | с                 | 27.6                                | D                        | 27.7                         | D                    | 29.0                         | D            | 29.2                       | D                 |
| South of Harley Knox Boulevard               | 3 Lanes Divided                   | D             | PM           | 42.7              | E *        | 55.1                         | F                  | 56.6                       | F <sup>1</sup>    | 75.0                                | F                        | 77.6                         | F <sup>1</sup>       | 98.8                         | F            | 103.1                      | F <sup>1</sup>    |

# Table 3-12Freeway Segment Operations

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

\* Existing State highway facility is operating at less than the target LOS; the existing MOE shall be maintained.

1: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

This freeway segment is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

Based on the results of Table 3-12, following are the implications for various freeway facilities in the study area.

# I-215 NORTHBOUND NORTH OF VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. Improvements will be required for the 2025 and 2040 scenarios because the project will contribute greater than 2% of the total traffic along the roadway segment for these scenarios.

# I-215 NORTHBOUND FROM HARLEY KNOX BOULEVARD TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed for the 2019, 2025, and 2040 scenarios since the project contributes less than 2% of the total traffic along the freeway segment in each of these scenarios.

# I-215 NORTHBOUND SOUTH OF HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# I-215 SOUTHBOUND NORTH OF VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2019,



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2025, and 2040 scenarios. No improvements are needed for the 2019, 2025, and 2040 scenarios since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

#### I-215 SOUTHBOUND HARLEY KNOX BOULEVARD TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed for the 2019, 2025, and 2040 scenarios since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# I-215 SOUTHBOUND SOUTH OF HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed for the 2019, 2025, and 2040 scenarios since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

# 3.13 Project Access

Currently, there is no improved access to the proposed Project site. Access to Project will be provided through the construction of a four-lane extension of Van Buren Boulevard from its current terminus at the March Field Air Museum to the southern border of March JPA at the City of Perris. Secondary access will be provided through an access point at the south end of the project. Results of the level of service analysis show that all the driveways will operate at acceptable levels of service through the Horizon Year 2040 Plus Project scenario as shown in Table 3-13. Based on the results of Table 3-13, the Project driveways can remain unsignalized as assumed in this report and no mitigation measures are recommended.

Queuing analysis at the proposed Project driveways was completed using Section 400 of Caltrans' Highway Design Manual. The vehicular queue presented in Table 3-14 represents the approximate queue lengths for the respective lane movements. The proposed location and design of all Project driveways must adhere to March JPA Design Standards.



#### **Project Driveway Intersection Operations**

| INTERSECTION                                     | CONTROL           | TARGET<br>LOS | PEAK<br>HOUR | EXISTING PLUS<br>PROJECT |     | OPENING YEAR<br>2019 PLUS<br>PROJECT |     | CUMULATIVE<br>YEAR 2025 PLUS<br>PROJECT |     | HORIZON YEAR<br>2040 PLUS<br>PROJECT |     |
|--|-------------------|---------------|--------------|--------------------------|-----|--------------------------------------|-----|---|-----|--------------------------------------|-----|
|  |                   |               |              | DELAY                    | LOS | DELAY                                | LOS | DELAY                                   | LOS | DELAY                                | LOS |
| Van Buren Boulevard / North Driveway             | One-Way Stop Sign | D             | AM           | 8.9                      | А   | 8.9                                  | А   | 8.9                                     | А   | 9.0                                  | А   |
|  |                   |               | PM           | 9.4                      | А   | 9.4                                  | А   | 9.4                                     | А   | 9.8                                  | А   |
|  |                   |               |              |                          |     |                                      |     |   |     |                                      |     |
| Van Buren Boulevard / South Driveway             | One-Way Stop Sign | D             | AM           | 8.8                      | А   | 8.8                                  | А   | 8.8                                     | А   | 9.0                                  | А   |
|  |                   |               | PM           | 9.0                      | А   | 9.0                                  | А   | 9.0                                     | А   | 9.4                                  | А   |
|  |                   |               |              |                          |     |                                      |     |   |     |                                      |     |
| Van Buren Boulevard / Western Way-Project Access | All-Way Stop      | D             | AM           | 7.7                      | А   | 7.7                                  | А   | 7.7                                     | А   | 8.3                                  | А   |
|  |                   |               | PM           | 7.4                      | А   | 7.4                                  | А   | 7.4                                     | А   | 8.2                                  | А   |

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

| INTERSECTION                                     | APPROACH/<br>TURNING<br>MOVEMENT | EXISTING PLUS<br>PROJECT |       | OPENING YEAR<br>2019 PLUS<br>PROJECT |       | CUMULATIVE<br>YEAR 2025 PLUS<br>PROJECT |       | HORIZON YEAR<br>2040 PLUS<br>PROJECT |       |
|--|----------------------------------|--------------------------|-------|--------------------------------------|-------|---|-------|--------------------------------------|-------|
|  |                                  | AM                       | PM    | AM                                   | PM    | AM                                      | PM    | AM                                   | PM    |
|  |                                  | Queue                    | Queue | Queue                                | Queue | Queue                                   | Queue | Queue                                | Queue |
| Van Buren Boulevard / North Driveway             | NB Right                         | 35                       | 18    | 35                                   | 18    | 35                                      | 18    | 35                                   | 18    |
|  | SB Left                          | 138                      | 88    | 138                                  | 88    | 138                                     | 88    | 138                                  | 88    |
|  | WB Left                          | 13                       | 45    | 13                                   | 45    | 13                                      | 45    | 13                                   | 45    |
|  | WB Right                         | 88                       | 205   | 88                                   | 205   | 88                                      | 205   | 88                                   | 205   |
|  |                                  |                          |       |                                      |       |   |       |                                      |       |
| Van Buren Boulevard / South Driveway             | NB Right                         | 35                       | 18    | 35                                   | 18    | 35                                      | 18    | 35                                   | 18    |
|  | SB Left                          | 128                      | 80    | 128                                  | 80    | 128                                     | 80    | 128                                  | 80    |
|  | WB Left                          | 13                       | 45    | 13                                   | 45    | 13                                      | 45    | 13                                   | 45    |
|  | WB Right                         | 78                       | 185   | 78                                   | 185   | 78                                      | 185   | 78                                   | 185   |
|  |                                  |                          |       |                                      |       |   |       |                                      |       |
| Van Buren Boulevard / Western Way-Project Access | NB Left                          | 90                       | 40    | 90                                   | 40    | 90                                      | 40    | 260                                  | 230   |
|  | NB Through                       | 73                       | 33    | 73                                   | 33    | 73                                      | 33    | 73                                   | 33    |
|  | SB Thru/Right                    | 33                       | 93    | 33                                   | 93    | 33                                      | 93    | 33                                   | 93    |
|  | EB Left                          | 23                       | 15    | 23                                   | 15    | 23                                      | 15    | 23                                   | 15    |
|  | EB Right                         | 25                       | 103   | 25                                   | 103   | 25                                      | 103   | 115                                  | 218   |
|  |                                  |                          |       |                                      |       |   |       |                                      |       |

# Table 3-14 Project Driveway Queuing Operations

Queue is measured in feet

# 3.14 Senate Bill 743

In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. For some parts of California (and possibly the entire state), this legislation will eventually change the way that transportation studies are conducted for environmental documents. Level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under the California Environmental Quality Act (CEQA). Instead, new performance measures such as vehicle miles travelled (VMT) or other similar measures will be used.



SB 743 was incorporated into CEQA in December 2018 and is set for implementation on July 1, 2020. Therefore, the traffic analysis follows current practice regarding state and local guidance as of the date of preparation. However, an estimate of VMT associated with the Project is provided in Table 3-15 for the proposed Project. The estimated VMT for the proposed Project is derived from the default trip length for commercial-work trips from the California Emissions Estimator Model (CalEEMod) program and South Coast Air Quality Management District (SCAQMD) recommendations.

The 16.6 miles/trip for automobiles is derived from the default trip length for commercial-work trips from the CalEEMod program for the Unrefrigerated Warehouse land use. This land use is the most similar land use to the Project. The 16.6 miles/trip is the default value in the CalEEMod program.

# South Coast Air Quality Management District (SCAQMD)

In the last 5 years, the SCAQMD has provided numerous comments on the trip length for warehouse/distribution and industrial land use projects. The SCAQMD asserts that the model-default trip length in CalEEMod and the URBEMIS 2007 model (version 9.2.4) would underestimate emissions. The SCAQMD asserts that for warehouse, distribution center, and industrial land use projects, most of the heavy-duty trucks would be hauling consumer goods, often from the Ports of Long Beach and Los Angeles and/or to destinations outside of California. The SCAQMD states that for this reason, the CalEEMod and the URBEMIS model default trip length (approximately 12.6 miles) would not be representative of activities at like facilities. The SCAQMD generally recommends the use of a 40-mile one-way trip length.

| LAND USE                         | ADT<br>VOLUME | RATE            | AVERAGE<br>DAILY VMT |  |  |
|----------------------------------|---------------|-----------------|----------------------|--|--|
| High Cube Warehouse<br>(Auto's)  | 1,687         | 16.6 miles/trip | 28,004               |  |  |
| High Cube Warehouse<br>(Truck's) | 1,421         | 40 miles/trip   | 56,840               |  |  |
|                                  |               | TOTAL           | 84,844               |  |  |

# Table 3-15 Estimated Project VMT

Notes:

(1) VMT rates for auto's per CalEEMod Programs. VMT rates for truck's per SCAQMD Recommendations



# 3.15 Mitigation to Achieve Target Levels of Service

Recommended mitigation measures are provided in Appendix G. This section describes potential improvements to mitigate the traffic impacts of the Project to target levels of service. Described below are potential improvements at study area intersections, segments, and ramps for various scenarios that would, in most cases, result in acceptable levels of service. In order to mitigate the Project's impacts, the Project may be required to build improvements that are identified under 'Existing Plus Project' conditions to improve identified LOS deficiencies. In addition, the proposed Project will be required to contribute a fair-share towards the costs of improvements that are identified for the Horizon Year 2040 scenarios.

# **3.15.1** Identification of Improvements

The existing roadway network can be mitigated to ease many of the impacts of the Project and projected future traffic through the year 2040. In a couple cases, impacts from the projected future traffic growth and Project traffic cannot be mitigated to acceptable levels of service because of potential deign constraints.

Considering the significance criteria provided in Section 1.4 and the results presented above, the following improvements are recommended to alleviate project-specific impacts. The existing road network can be mitigated to ease many of the impacts of the Project and projected future traffic through the year 2040.

# INTERSECTIONS

- Van Buren Boulevard / I-215 SB Ramps Recommended improvements to achieve acceptable levels of service:
  - Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:
    - Widen the westbound approach to 1 left turn lane and 3 through lanes (adding 1 through lane)

The improvements identified for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are not sufficient to meet the acceptable LOS standard of 'D'. Additional left and/or right turn lanes are needed to alleviate level of service deficiencies at the intersection.

 Van Buren Boulevard / I-215 NB Ramps No improvements recommended.

Additional left and/or right turn lanes are needed to alleviate level of service deficiencies at the intersection.

Harley Knox Boulevard / I-215 SB Ramps


Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate shared through movement) and 1 right turn lane (adding 1 left turn lane)

The improvements identified for the Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

Harley Knox Boulevard / I-215 NB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the westbound approach to 2 through lanes and 1 right turn lanes (adding 1 right turn lane)
- Opening Year 2019 Plus Project scenario:
  - Widen the northbound approach to 1 left-through lanes and 2 right turn lanes (adding 1 right turn lane)
  - Widen the westbound approach to 2 through lanes and 2 right turn lanes (adding 2 right turn lanes)

The improvements identified for the Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

### Harley Knox Boulevard / Western Way

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Existing Plus Project, Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

## I-215 FREEWAY RAMPS

- <u>I-215 NB On-Ramp (WB) from Van Buren Boulevard</u>
  Recommended improvements to achieve acceptable levels of service:
  - Horizon Year 2040 Plus Project scenario:
    - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)



The improvements identified above for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

### I-215 SB Off-Ramp to Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

### I-215 FREEWAY SEGMENTS

I-215 NORTHBOUND – North of Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

## POST-MITIGATION ANALYSIS

The level of service resulting from the potential improvements identified above is shown in Table 3-16 for study area intersections and Tables 3-17, 3-18, and 3-19 for freeway facilities.



| INTERSECTION                                 | CONTROL             | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PRO. | G PLUS<br>JECT | OPENIN<br>2019<br>PRO | G YEAR<br>PLUS<br>JECT | CUMUL<br>YEAR 201<br>PRO. | .ATIVE<br>25 PLUS<br>IECT | HORIZO<br>2040<br>PRO | N YEAR<br>PLUS<br>IECT |
|--|---------------------|---------------|--------------|-----------------|----------------|-----------------------|------------------------|---------------------------|---------------------------|-----------------------|------------------------|
|  |                     |               |              | DELAY           | LOS            | DELAY                 | LOS                    | DELAY                     | LOS                       | DELAY                 | LOS                    |
| 8 Van Buren Boulevard / I-215 SB Ramns       | Signalized          |               | AM           |                 |                | 45.7                  | D                      | 57.2                      | E                         | 70.4                  | E                      |
| 8. Van Bulen Boulevalu / 1-215 5B Kallips    | Signalized          | U             | PM           |                 |                | 88.6                  | F                      | 109.1                     | F                         | 109.1                 | F                      |
|  |                     |               |              |                 |                |                       |                        |                           |                           |                       |                        |
| 9 Van Buren Boulevard / L-215 NB Ramps       | Signalized          | D             | AM           |                 |                |                       |                        |                           |                           | 38.6                  | D                      |
| S. van buten boulevalu / 1-215 NB Ramps      | Signanzeu           |               | PM           |                 |                |                       |                        |                           |                           | 60.3                  | E                      |
|  |                     |               |              |                 |                |                       |                        |                           |                           |                       |                        |
| 11 Harlov Knox Boulovard / L 215 SP Bamps    | Signalized          | <b>D</b>      | AM           |                 |                | 25.3                  | С                      |                           |                           |                       |                        |
| 11. Halley kilox boulevalu / 1-215 56 kalips | Signanzeu           | U             | PM           |                 |                | 31.0                  | С                      |                           |                           |                       |                        |
|  |                     |               |              |                 |                |                       |                        |                           |                           |                       |                        |
| 12 Harlow Knox Poulovard / L 215 NP Pamps    | Cignolized          |               | AM           | 54.3            | D              | 38.3                  | D                      |                           |                           |                       |                        |
| 2. Harley Knox Boulevard / I-215 NB Ramps    | Signalized          | U             | PM           | 27.2            | С              | 26.1                  | С                      |                           |                           |                       |                        |
|  |                     |               |              |                 |                |                       |                        |                           |                           |                       |                        |
| A Harlow Knox Boulovard ( Western Way        |                     |               | AM           | 5.5             | A              |                       |                        | 30.0                      | С                         | 36.1                  | D                      |
| 14. Halley kilox boulevalu / Westelli Way    | Une-way Stop Sign - | U             | PM           | 6.9             | A              |                       |                        | 28.2                      | С                         | 38.9                  | D                      |

## Table 3-16Intersection Operations with Mitigation

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized, roundabout, and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.

## **Table 3-17**

#### Cumulative Year 2025 Plus Project Merge/Diverge Operations with Mitigation

| I-215                                    |         | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veh | ık Hour<br>ı/hr) | Number | of Lanes | TARGET             | AM Pea                 | ak Hour            | PM Pea                 | ak Hour |
|--|---------|----------------|------------------|----------------|------------------|--------|----------|--------------------|------------------------|--------------------|------------------------|---------|
| Location                                 | Freeway | Ramp           | Freeway          | Ramp           | Freeway          | Ramp   | LUS      | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |         |
| Southbound                               |         |                |                  |                |                  |        |          |                    |                        |                    |                        |         |
| I-215 SB Off-Ramp to Van Buren Boulevard | 6225    | 1346           | 5807             | 757            | 4                | 2      | D        | А                  | 1.4                    | А                  | 4.0                    |         |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

#### **Table 3-18**

#### Horizon Year 2040 Plus Project Merge/Diverge Operations with Mitigation

| I-215  |          | AM Peak Hour<br>(veh/hr) |      | PM Pea<br>(veh | ak Hour<br>n/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pe              | ak Hour                |
|--|----------|--------------------------|------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway                  | Ramp | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                          |      |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6067                     | 64   | 6896           | 170              | 4       | 2        | D      | В                  | 10.8                   | В                  | 14.4                   |
| Southbound                                     |          |                          |      |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | 6525     | 1372                     | 6496 | 922            | 3                | 2       | D        | А      | 0.4                | А                      | 1.3                |                        |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane



| Freeway Seg                  | ment Operati                      | ons wit       | h Mitigat    | ion                          |                       |                            |                   |
|------------------------------|-----------------------------------|---------------|--------------|------------------------------|-----------------------|----------------------------|-------------------|
| STREET SEGMENT               | FREEWAY<br>SEGMENT<br>DESCRIPTION | TARGET<br>LOS | PEAK<br>HOUR | CUMULA<br>YEAR 2025<br>PROJE | ATIVE<br>5 PLUS<br>CT | HORIZON<br>2040 P<br>PROJE | YEAR<br>LUS<br>CT |
|                              |                                   |               |              | DENSITY                      | LOS                   | DENSITY                    | LOS               |
| I-215 Northbound             |                                   |               |              |                              |                       |                            |                   |
| North of Van Buren Boulovard | A Lanos Dividad                   | D             | AM           | 30.8                         | D                     | 27.6                       | D                 |
|                              |                                   | U             | PM           | 28.0                         | D                     | 33.8                       | D                 |

#### **Table 3-19** Freeway Segment Operations with Mitigation

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

#### 3.15.2 Equitable Fair-Share Responsibility

As discussed earlier in this section, the Project may be required to build improvements that are identified for the 'Existing Plus Project' conditions to improve identified LOS deficiencies. Improvements identified for the 'Existing Plus Project' conditions include:

#### Harley Knox Boulevard / I-215 NB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the westbound approach to 2 through lanes and 1 right turn lanes (adding 1 right turn lane)

#### Harley Knox Boulevard / Western Way

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project. It should be noted that the exact timing of the Perris Gateway Commerce Project is unknown at this time. The proposed Project should install a traffic signal at the Harley Knox Boulevard and Western Way intersection prior to building occupancy if the Perris Gateway Commerce Project is not developed.)

The proposed Project will be required to contribute a fair-share towards the costs of improvements that are identified for the Horizon Year 2040 scenario. The intent of determining the equitable responsibility for the improvements identified above for the Horizon Year 2040 scenario, is to provide a starting point for early discussions to address traffic mitigation equitability and to calculate the equitable share for mitigating traffic impacts.

The formula used to calculate the equitable share responsibility for the improvements identified for the Horizon Year 2040 Plus Project scenario is as follows:

Equitable Share = (Project Trips)/(Horizon Year 2040 Plus Project Traffic – Existing Traffic)



Table 3-20 shows the equitable share responsibility for improvements to the study are as described above. The equitable share responsibility shown in Table 3-20 is the result of LOS enhancements related to capacity.

| -90.  |              |          |               |                                      |                          |
|---|--------------|----------|---------------|--------------------------------------|--------------------------|
| INTERSECTION  | PEAK<br>HOUR | EXISTING | PROJECT TRIPS | HORIZON YEAR<br>2040 PLUS<br>PROJECT | FAIR SHARE<br>PERCENTAGE |
| Van Duran Daulayard / L 215 SD Damas                | AM           | 2,392    | 127           | 4,989                                | 4.9%                     |
| van Buren Boulevard / 1-215 SB Ramps                | PM           | 2,726    | 114           | 5,881                                | 3.6%                     |
| Ver Duren Deuleurend († 215 ND Deuren               | AM           | 1,252    | 197           | 2,758                                | 13.1%                    |
| van Buren Boulevard / 1-215 NB Ramps                | PM           | 1,124    | 258           | 3,075                                | 13.2%                    |
|   | AM           | 1,320    | 23            | 1,938                                | 3.7%                     |
| Harley Knox Boulevard / I-215 SB Ramps <sup>-</sup> | PM           | 1,124    | 50            | 1,759                                | 7.9%                     |
| 1   | AM           | 1,883    | 61            | 3,001                                | 5.5%                     |
| Harley Knox Boulevard / I-215 NB Ramps <sup>+</sup> | PM           | 1,519    | 75            | 2,790                                | 5.9%                     |
|   | AM           | 1,483    | 82            | 4,722                                | 2.5%                     |
| Harley Knox Boulevard / Western Way                 | PM           | 1,351    | 102           | 4,879                                | 2.9%                     |
| I-215 FREEWAY RAMPS                                 |              | ,        | ,             |                                      |                          |
| l-215   |              |          |               |                                      |                          |
|   | AM           | 4,908    | 59            | 6,131                                | 4.8%                     |
| NB On-Kamp (WB) from van Buren Bourevard            | PM           | 4,161    | 143           | 7,066                                | 4.9%                     |
|   | AM           | 4,191    | 193           | 7,897                                | 5.2%                     |
| SB Off-Ramp to Van Buren Boulevard                  | PM           | 5,347    | 122           | 7,418                                | 5.9%                     |
| I-215 FREEWAY SEGMENTS                              |              |          |               |                                      |                          |
| I-215 Northbound                                    |              |          |               |                                      |                          |
| North of Van Duran Daulayard                        | AM           | 4,908    | 59            | 6,131                                | 4.8%                     |
|   | PM           | 4,161    | 143           | 7,066                                | 4.9%                     |

Table 3-20Equitable Fair-Share Responsibility

1: Fair-Share Percentage based on Opening Year 2019 Scenario



## 4.0 Intensive Ecommerce Traffic Impacts

This chapter provides an assessment of the traffic the Project is expected to generate considering an Intensive Ecommerce land use and the impact of that traffic on the surrounding street system.

## 4.1 Trip Generation

To assess the impacts that the Project may have on the surrounding street and highway segments and intersections, the first step is to determine Project trip generation. The conceptual site plan identifies two high cube industrial buildings which total approximately 2,219,852 square feet. A logistics center can be defined as building space used for the intermediate storage and distribution of freight and commodities on route between their source and destination. Typical facilities have limited office areas. Each building would have a north to south orientation with trailer truck dock doors located on the rear of each building. All trailer truck parking would be provided on site. Both passenger vehicle and trailer truck parking would be provided in accordance with development code requirements.

Trip generation for the proposed Project followed guidance provided by the South Coast Air Quality Management District (AQMD) for the High Cube Warehouse land use category. The Project's estimated Daily, AM peak hour, and PM peak hour trips are shown in Table 4-1. Trips were converted to passenger car equivalents (PCE's) prior to conducting the capacity analysis. The capacity analysis for all analysis scenarios was performed assuming a PCE of 1.5:1 for 2-axle trucks, 2:1 for 3-axle trucks and 3:1 for truck with 4 or more axles for Project truck trips entering and exiting the facility. The PCE's are reflected in the figures and operations tables included in this TIS report.

| LAND USE                                     | Ouantity        | DAILY TRIP ENDS | (ADT)   |       | AM     | PEAK H | OUR   |       |       | PM     | PEAK H | OUR   |       |  |
|--|-----------------|-----------------|---------|-------|--------|--------|-------|-------|-------|--------|--------|-------|-------|--|
| LAND USE                                     | (K.S.F)         | PATE            | VOLUME  | RATE  | IN:OUT |        | VOLUN | ИE    | RATE  | IN:OUT |        | VOLU  | ИЕ    |  |
|  |                 |                 | VOLONIL |       | SPLIT  | IN     | OUT   | TOTAL |       | SPLIT  | IN     | OUT   | TOTAL |  |
| Intensive Ecommerce<br>(All Vehicles)        | 2,219.852       | 6.435           | 14,285  | 0.480 | 81:19  | 863    | 202   | 1,066 | 1.134 | 51:49  | 1,284  | 1,233 | 2,517 |  |
| Intensive Ecommerce<br>(Trucks)              | 2,219.852       | 0.695           | 1,543   | 0.024 | 54:46  | 29     | 25    | 53    | 0.020 | 45:55  | 20     | 24    | 44    |  |
| Auto's                                       |                 |                 | 12,742  |       |        | 834    | 178   | 1,012 |       |        | 1,264  | 1,209 | 2,473 |  |
| 2 - Axle Trucks (w/ PCE)                     |                 |                 | 741     |       |        | 14     | 12    | 26    |       |        | 10     | 12    | 22    |  |
| 3 - Axle Trucks (w/ PCE)                     |                 |                 | 679     |       |        | 13     | 11    | 24    |       |        | 9      | 11    | 20    |  |
| 4+ - Axle Trucks (w/ PCE)                    |                 |                 | 2,129   |       |        | 40     | 34    | 74    |       |        | 28     | 34    | 62    |  |
| Intensive Ecommerce<br>(All Vehicles w/ PCE) | 2,219.852 K.S.F |                 | 16,290  |       |        | 900    | 234   | 1,135 |       |        | 1,310  | 1,266 | 2,576 |  |

#### Table 4-1 Project Trip Generation



Trip generation was also conducted for an alternative scenario of site development. Plans call for the possible development of an ecommerce facility on the project site Since the exact type of ecommerce facility is unknown, consideration was given to the trip generation characteristics of different ecommerce facilities that could be developed on the project site. It was decided that the appropriate scenario for traffic impact analysis purposes would represent ecommerce facilities that generate the highest level of trips and that the trip generation would represent annual conditions in order to accommodate the fluctuations in trip generation that tend to occur at ecommerce facilities between different seasons.

The following methodology was used:

- Trip generation counts were conducted in September 2017 at six existing ecommerce facilities in Southern California.
- Based on analysis of the counts, it was observed that three of the existing facilities had a higher trip generation rate than the other three sites. March JPA considered the difference in trip generation rates was great enough that the trip generation rates for the proposed project should be based on an average of the existing facilities with the highest trip generation rates.
- Since the counts of existing facilities were conducted in September, an adjustment was made to take into account seasonal variations in trip generation that occur at ecommerce facilities. Based on engineering judgment and reviews of previous data related to ecommerce facilities, March JPA determined that it was be reasonable to assume that the September trip generation rates would be representative of conditions from January through October and that trip generation in November and December would be 40% higher than September. The trip generation was based on a weighted average of ten months with a trip generation rate equivalent to September conditions and two months with a trip generation rate 40% higher.
- The alternative scenario is called "intensive ecommerce" in this report to reflect the fact that it is based on specific ecommerce facilities with higher than average trip generation rates.

## 4.2 Trip Distribution

Project trip distribution is shown in Figure 4-1a and Figure 4-1b and is based upon engineering judgement, prevailing traffic patterns in the study area, complementary land uses, and major routes.

## 4.3 **Project Traffic**

Project traffic as shown in Table 4-1 was distributed to the roadway system using the trip distribution percentages shown in Figures 4-1a and 4-1b. A graphical representation of the resulting AM and PM peak hour Project trips used is shown in Figures 4-2 and 4-3.



















## 4.4 Existing Plus Project Traffic Conditions

An Existing Plus Project Scenario was analyzed to include existing traffic plus traffic generated by the Project. The resulting traffic is shown in Figures 4-4 and 4-5.

## 4.5 Approved/Pending Project Traffic

Traffic impact analyses typically require the analysis of approved or pending developments that have not yet been built in the vicinity of the Project in addition to the proposed Project. There are several developments in the Project's vicinity that will add new trips to the intersections and roadway segments that are being studied in this TIS. Numerous approved or pending viable developments, provided by affected agency staff, were included in the development of the Opening Year 2019 Without Project and Cumulative Year 2025 Without Project scenarios discussed later in the report. Cumulative development projects included in this analysis can be found in Appendix E. Trip generation and distribution information for the approved or pending developments was based on information found in their corresponding TIS reports or operational statements, if available, or engineering judgment.

## 4.6 **Opening Year 2019 Traffic Conditions**

Traffic conditions without the Project in the Year 2019 (Project Opening Day) were estimated by using a 2% per year growth factor for background (ambient) growth in addition to the cumulative developments that are anticipated to be in operation by the year 2019. The resulting traffic is shown in Figures 4-6 and 4-7. It should be noted that Van Buren Boulevard is currently being improved in accordance with the Transportation Uniform Mitigation Fee (TUMF) improvement program. Phase II improvements are reflected in Opening Year 2019 traffic conditions and future year scenarios. A traffic signal at the intersection of Harley Knox Boulevard and Western Way was also assumed in the Opening Year 2019 traffic conditions in accordance with the Perris Gateway Commerce Development.

Project trips were added to the forecasted Opening Year 2019 Without Project traffic volumes to obtain Opening Year 2019 Plus Project conditions. The resulting traffic is shown in Figures 4-8 and 4-9.

## 4.7 Cumulative Year 2025 Traffic Conditions

Traffic conditions without the Project in the Year 2025 were estimated by using a 2% per year growth factor for background (ambient) growth in addition to the cumulative developments that are anticipated to be in operation by the year 2025. The resulting traffic is shown in Figures 4-10 and 4-11.

Project trips were added to the forecasted Cumulative Year 2025 Without Project traffic volumes to obtain Cumulative Year 2025 Plus Project conditions. The resulting traffic is shown in Figures 4-12 and 4-13.











































## 4.8 Horizon Year 2040 Traffic Conditions

The levels of traffic expected approximately twenty years (20) after the assumed opening day of the Project were directly related to the buildout year of the March JPA General Plan, or the year 2035. Traffic conditions without the Project in the Year 2040 were estimated by applying a 2% per year growth factor to the March JPA General Year 2035 volumes (ambient growth). The resulting traffic volumes were compared and evaluated against cumulative development in the area and adjusted as necessary. The resulting traffic is shown in Figures 4-14 and 4-15.

Project trips were added to the forecasted Horizon Year 2040 Without Project traffic volumes to obtain Horizon Year 2040 Plus Project conditions. The resulting traffic is shown in Figures 4-16 and 4-17.

### 4.9 Impacts

#### 4.9.1 Intersection Capacity Analysis

Table 4-2 shows intersections that are expected to fall short of desirable operating conditions for various scenarios. The implications are described below and potential mitigation measures are discussed later in this chapter of the report. Results of the analysis show that the proposed Project will cause or contribute to an unacceptable LOS at 4 of the 18 study intersections (Van Buren Boulevard at Barton Street, Van Buren Boulevard at I-215 SB Ramps, Harley Knox Boulevard at I-215 NB Ramps, and Harley Knox Boulevard at Western Way) when comparing the Existing and Existing Plus Project scenarios. Results of the analysis also show that 16 of the 18 study intersections will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at 15 of the intersections would occur due to cumulative growth and would occur with or without the Project.

Based on the results of Table 4-2, following are the implications for various intersections in the study area.

#### VAN BUREN BOULEVARD/TRAUTWEIN BOULEVARD-COLE AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. No improvements are needed for the 2025 scenario since the Project contributes less than 2% of the total traffic. The project would have cumulative traffic impacts for the 2040 scenario, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic for the 2040 scenario.



















| INTERSECTION  | CONTROL                        | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PROJ           | G PLUS<br>ECT                    | OPENIN<br>2019 WI<br>PROJ | G YEAR<br>THOUT<br>ECT | OPENIN<br>2019<br>PROJ    | G YEAR<br>PLUS<br>ECT | CUMUL<br>YEAR 2<br>WITH<br>PROJ | ATIVE<br>2025<br>OUT<br>ECT | CUMUL<br>YEAR 202<br>PROJ | ATIVE<br>25 PLUS<br>ECT | HORIZON<br>2040 WI<br>PROJ | N YEAR<br>THOUT<br>ECT | HORIZON<br>2040 F<br>PROJI | N YEAR<br>PLUS<br>ECT |
|---|--------------------------------|---------------|--------------|---------------------------|----------------------------------|---------------------------|------------------------|---------------------------|-----------------------|---------------------------------|-----------------------------|---------------------------|-------------------------|----------------------------|------------------------|----------------------------|-----------------------|
|   |                                |               |              | DELAY                     | LOS                              | DELAY                     | LOS                    | DELAY                     | LOS                   | DELAY                           | LOS                         | DELAY                     | LOS                     | DELAY                      | LOS                    | DELAY                      | LOS                   |
| 1. Van Buren Boulevard / Trautwein<br>Boulevard-Cole Avenue | Signalized                     | D             | AM<br>PM     | 37.4<br>34.5              | D<br>C                           | 43.1<br>37.7              | D<br>D                 | 48.4<br>43.0              | D<br>D                | 53.6<br>46.9                    | D<br>D                      | <b>57.0</b><br>53.7       | E <sup>1</sup><br>D     | 91.3<br>115.1              | F<br>F                 | 96.6<br>127.1              | F <sup>1</sup><br>F   |
| 2. Van Buren Boulevard / Barton Street                      | Signalized                     | D             | AM<br>PM     | 105.8<br>107.1            | F <sup>1</sup><br>F <sup>1</sup> | <b>70.7</b><br>39.8       | E<br>D                 | <b>74.3</b><br>45.1       | E <sup>1</sup><br>D   | <b>72.4</b><br>51.3             | E<br>D                      | <b>79.0</b><br>54.2       | E <sup>1</sup><br>D     | 120.1<br>125.1             | F                      | 127.7<br>136.3             | F <sup>1</sup><br>F   |
| 3. Van Buren Boulevard / Coyote Bush Road                   | Signalized                     | D             | AM<br>PM     | 21.6<br>12.0              | C<br>B                           | <b>68.2</b><br>40.4       | E<br>D                 | <b>69.7</b><br>51.1       | E<br>D                | <b>73.4</b><br>51.8             | E<br>D                      | <b>74.8</b><br>52.8       | E <sup>1</sup><br>D     | <b>78.3</b><br>51.9        | E<br>D                 | 79.9<br>55.7               | E <sup>1</sup>        |
| 4. Van Buren Boulevard / Orange Terrace<br>Parkway          | Signalized                     | D             | AM<br>PM     | 15.4<br>14.1              | B<br>B                           | 33.5<br>32.3              | C<br>C                 | 35.2<br>33.1              | D<br>C                | 36.3<br>35.2                    | D<br>D                      | 37.2<br>37.5              | D<br>D                  | 47.0<br><b>60.0</b>        | D<br>E                 | 51.6<br><b>64.1</b>        | D<br>E                |
| 5. Van Buren Boulevard / Village West Drive                 | Signalized                     | D             | AM<br>PM     | 15.5<br>14.3              | B                                | 20.4<br>17.1              | C<br>B                 | 22.2<br>17.9              | C<br>B                | 21.4<br>19.1                    | C<br>B                      | 22.8<br>21.2              | C<br>C                  | 75.9<br>138.4              | E<br>F                 | 81.9<br>146.8              | F <sup>1</sup><br>F   |
| 6. Van Buren Boulevard / Meridian Parkway                   | Signalized                     | D             | AM<br>PM     | 43.4<br>47.2 <sup>2</sup> | D<br>D                           | 43.2<br>63.6              | D<br>E                 | 44.4<br>69.8              | D<br>E                | 74.3<br>86.0                    | E<br>F                      | 76.2<br>98.3              | E<br>F                  | 217.7<br>258.8             | F                      | 220.5<br>272.2             | F                     |
| 7. Van Buren Boulevard / Opportunity Way                    | Signalized                     | D             | AM<br>PM     | 22.9 <sup>2</sup><br>23.3 | C<br>C                           | 29.2<br>24.3              | C<br>C                 | 30.2<br>24.8              | C<br>C                | 35.0<br>24.6                    | C<br>C                      | 35.9<br>25.8              | D<br>C                  | 39.9<br>26.4               | D<br>C                 | 41.3<br>41.5               | D<br>D                |
| 8. Van Buren Boulevard / I-215 SB Ramps                     | Signalized                     | D             | AM<br>PM     | 22.1<br><b>179.2</b>      | C<br>F                           | 56.2<br>85.7              | E<br>F                 | 56.3<br>181.2             | E<br>F                | 74.9<br>107.2                   | E<br>F                      | 77.5<br>190.3             | E<br>F                  | 105.9<br>154.1             | F<br>F                 | 106.3<br>209.2             | F                     |
| 9. Van Buren Boulevard / I-215 NB Ramps                     | Signalized                     | D             | AM<br>PM     | 20.6<br>31.8              | C<br>C                           | 29.8<br>36.6              | C<br>D                 | 31.1<br>36.2 <sup>2</sup> | C<br>D                | 36.3<br>39.6                    | D<br>D                      | 36.1 <sup>2</sup><br>39.7 | D<br>D                  | 38.8<br><b>59.9</b>        | D<br>E                 | 38.8<br>60.5               | D<br>E                |
| 10. Harley Knox Boulevard / Harvill Avenue                  | Signalized                     | D             | AM<br>PM     | 21.0<br>14.9              | C<br>B                           | 19.6<br>13.1              | B<br>B                 | 21.3<br>15.1              | C<br>B                | 25.0<br>15.0                    | C<br>B                      | 26.5<br>17.1              | C<br>B                  | 31.0<br>29.4               | C<br>C                 | 33.1<br>34.8               | C<br>C                |
| 11. Harley Knox Boulevard / I-215 SB Ramps                  | Signalized                     | D             | AM<br>PM     | 29.9<br>42.1              | C<br>D                           | 82.6<br>61.2              | F                      | 106.2<br>144.4            | F                     | 288.2<br>286.9                  | F                           | >300.0<br>>300.0          | F                       | 298.6<br>>300.0            | F                      | >300.0<br>>300.0           | F                     |
| 12. Harley Knox Boulevard / I-215 NB Ramps                  | Signalized                     | D             | AM<br>PM     | 108.7<br>106.3            | F                                | 147.2<br>125.9            | F                      | 232.7<br>>300.0           | F                     | >300.0<br>>300.0                | F                           | >300.0<br>>300.0          | F                       | >300.0<br>>300.0           | F                      | >300.0<br>>300.0           | F                     |
| 13. Nandina Avenue / Western Way                            | All-Way Stop                   | D             | AM<br>PM     | 11.3<br>22.0              | B<br>C                           | 7.1<br>7.0                | A<br>A                 | 11.3<br>23.5              | B<br>C                | 7.5<br>7.3                      | A<br>A                      | 12.7<br>34.7              | B<br>D                  | 7.6<br>7.3                 | A<br>A                 | 12.9<br><b>37.0</b>        | B                     |
| 14. Harley Knox Boulevard / Western Way                     | One-Way Stop Sign <sup>3</sup> | D             | AM<br>PM     | >300.0<br>>300.0          | F*<br>F*                         | 11.3<br>19.9              | B<br>B                 | 37.9<br><b>279.6</b>      | D<br>F                | 28.7<br><b>95.4</b>             | C<br>F                      | 163.6<br>>300.0           | F                       | 40.1<br><b>120.1</b>       | D<br>F                 | 112.7<br>>300.0            | F<br>F                |
| 15. Harley Knox Boulevard / Patterson Avenue                | Signalized                     | D             | AM<br>PM     | 23.8<br>23.6              | C<br>C                           | 23.8<br>33.3              | C<br>C                 | 24.8<br>50.7              | C<br>D                | 70.0<br>145.8                   | E<br>F                      | 77.7<br>164.4             | E<br>F                  | 89.8<br>160.9              | F<br>F                 | 93.6<br>179.2              | F<br>F                |
| 16. Harley Knox Boulevard / Webster Avenue                  | Roundabout                     | D             | AM<br>PM     | 9.4<br>7.9                | A<br>A                           | 11.5<br>11.5              | B                      | 12.8<br>14.2              | B                     | 33.9<br><b>139.1</b>            | D<br>F                      | 38.3<br>170.3             | E                       | >300.0<br>>300.0           | F<br>F                 | >300.0<br>>300.0           | F <sup>1</sup><br>F   |
| 17. Harley Knox Boulevard / Indian Avenue                   | Signalized                     | D             | AM<br>PM     | 35.6<br>29.4              | D<br>C                           | 39.9<br>40.9              | D<br>D                 | 43.6<br>43.6              | D<br>D                | 54.0<br><b>73.3</b>             | D<br>E                      | 60.0<br>83.2              | E<br>F                  | 146.2<br>215.9             | F                      | 153.1<br>223.3             | F <sup>1</sup><br>F   |
| 18. Harley Knox Boulevard / Perris Boulevard                | Signalized                     | D             | AM           | 32.4                      | С                                | 50.2                      | D                      | 53.8                      | D                     | 112.7<br>96.8                   | F                           | 121.0                     | F <sup>1</sup>          | 179.2<br>177 9             | F                      | 183.7                      | F <sup>1</sup>        |

Table 4-2Intersection Operations

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For

one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

1: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4.

2: Marginal decreases in average delay at an intersection can occur as a result of additional trips at an uncongested movement at the intersection. Those additional trips would move through the intersection with less delay than the intersection's average delay. The average delay when those additional trips are added is, therefore, reduced. This is the reason that the level of service improves at certain intersections with the addition of Project trips.

3: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.

\* Meets peak hour signal warrant.

This intersection is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



#### VAN BUREN BOULEVARD/BARTON STREET

This intersection is expected to experience level of service E or F conditions for existing plus project conditions and all future scenarios. No improvements are needed for the Existing Plus Project, 2019, and 2025 scenarios since the Project contributes less than 2% of the total traffic. The project would have cumulative traffic impacts for the 2040 scenario, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic for the 2040 scenario.

#### VAN BUREN BOULEVARD/COYOTE BUSH ROAD

This intersection is expected to experience level of service E conditions for all future scenarios. No improvements are needed for the 2025 scenario since the Project contributes less than 2% of the total traffic. The project would have cumulative traffic impacts for the 2019 and 2040 scenarios, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic for the 2019 and 2040 scenarios.

#### VAN BUREN BOULEVARD/ORANGE TERRACE PARKWAY

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service E conditions in the PM peak hour with or without the project. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD/VILLAGE WEST DRIVE

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service F conditions with or without the project. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD/MERIDIAN PARKWAY

This intersection is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD/OPPORTUNITY WAY

This intersection is expected to meet target levels of service for all scenarios. No improvements are needed.



#### VAN BUREN BOULEVARD/I-215 SB Ramps

This intersection is expected to experience level of service E or F conditions for Existing Plus Project conditions and 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD/I-215 NB Ramps

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service E conditions in the PM peak hour with or without the project. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/HARVILL AVENUE

This intersection is expected to meet target levels of service for all scenarios. No improvements are needed.

#### HARLEY KNOX BOULEVARD/I-215 SB RAMPS

This intersection is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/I-215 NB RAMPS

This intersection is expected to experience level of service F conditions for Existing Plus Project conditions and for the 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### NANDINA AVENUE/WESTERN WAY

This intersection is expected to meet target levels of service for all scenarios except 2040, when it is expected to experience level of service E conditions in the PM peak hour with the project. Therefore, the project would have direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/WESTERN WAY

This intersection is expected to experience level of service F conditions for Existing Plus Project conditions and for the 2019, 2025, and 2040 scenarios. Therefore, the project would have



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direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/PATTERSON AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/WEBSTER AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/INDIAN AVENUE

This intersection is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD/PERRIS BOULEVARD

This intersection is expected to experience level of service F conditions for the 2025 and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### 4.9.2 Roadway Segment Capacity Analysis

Table 4-3 shows roadway segments that are expected to fall short of desirable operating conditions for various scenarios. Results of the analysis show that 8 of the 13 roadway segments will fall below acceptable levels of service through the year 2040. The implications are discussed below and potential mitigation measures are described later in this chapter.

Based on the results of Table 4-3, following are the implications for various roadway segments in the study area.

#### VAN BUREN BOULEVARD BETWEEN TRAUTWEIN BOULEVARD-COLE AVENUE AND BARTON STREET

This roadway segment is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



| STREET SEGMENT  | SEGMENT<br>DESCRIPTION | TARGET<br>LOS | CAPACITY <sup>1</sup> | EXISTING PLUS<br>PROJECT |                  | OPENING YEAR 2019<br>WITHOUT PROJECT |        | OPENING YEAR 2019<br>PLUS PROJECT |     | CUMULATIVE YEAR<br>2025 WITHOUT<br>PROJECT |                  | CUMUI<br>2025 PI | .ATIVE '<br>LUS PRO | YEAR<br>DJECT    | Horizo<br>Witho | N YEAR<br>UT PRC | 2040<br>DJECT    | HORIZO | N YEAR<br>5 PROJE | 2040<br>CT       |     |        |                  |     |
|---|------------------------|---------------|-----------------------|--------------------------|------------------|--------------------------------------|--------|-----------------------------------|-----|--|------------------|------------------|---------------------|------------------|-----------------|------------------|------------------|--------|-------------------|------------------|-----|--------|------------------|-----|
|   |                        |               |                       | VOLUME                   | V/C <sup>2</sup> | LOS                                  | VOLUME | V/C <sup>2</sup>                  | LOS | VOLUME                                     | V/C <sup>2</sup> | LOS              | VOLUME              | V/C <sup>2</sup> | LOS             | VOLUME           | V/C <sup>2</sup> | LOS    | VOLUME            | V/C <sup>2</sup> | LOS | VOLUME | V/C <sup>2</sup> | LOS |
| Van Buren Boulevar  | 1                      |               |                       |                          |                  |                                      |        |                                   |     |  |                  |                  |                     |                  |                 |                  |                  |        |                   |                  |     |        |                  |     |
| Trautwein Boulevard-<br>Cole Avenue to<br>Barton Street         | 5 Lanes<br>Divided     | D             | 35,900                | 29,890                   | 0.83             | D                                    | 33,578 | 0.94                              | E   | 35,578                                     | 0.99             | E                | 38,537              | 1.07             | F               | 40,537           | 1.13             | F      | 53,835            | 1.50             | F   | 55,835 | 1.56             | F   |
| Barton Street to<br>Orange Terrace<br>Parkway <sup>3</sup>      | 5 Lanes<br>Divided     | D             | 35,900                | 29,390                   | 0.82             | D                                    | 35,403 | 0.66                              | с   | 37,653                                     | 0.70             | с                | 40,265              | 0.75             | с               | 42,515           | 0.79             | с      | 50,429            | 0.94             | E   | 52,679 | 0.98             | E   |
| Orange Terrace<br>Parkway to<br>Village West Drive <sup>3</sup> | 4 Lanes<br>Undivided   | D             | 35,900                | 30,120                   | 0.84             | D                                    | 38,593 | 0.72                              | с   | 41,083                                     | 0.76             | с                | 43,518              | 0.81             | D               | 46,008           | 0.85             | D      | 50,691            | 0.94             | E   | 53,181 | 0.99             | E   |
| Village West Drive to<br>Meridian Parkway <sup>3</sup>          | 5 Lanes<br>Undivided   | D             | 35,900                | 31,480                   | 0.88             | D                                    | 46,220 | 0.86                              | D   | 48,710                                     | 0.90             | E                | 51,321              | 0.95             | E               | 53,811           | 1.00             | E      | 64,950            | 1.21             | F   | 67,440 | 1.25             | F   |
| Meridian Parkway to<br>Opportunity Way <sup>4</sup>             | 7 Lanes<br>Divided     | D             | 53,900                | 28,940                   | 0.54             | с                                    | 42,983 | 0.80                              | с   | 46,263                                     | 0.86             | с                | 47,655              | 0.88             | с               | 50,935           | 0.94             | с      | 52,110            | 0.97             | с   | 55,390 | 1.03             | с   |
| Opportunity way to<br>I-215                                     | 9 Lanes<br>Divided     | D             | 71,800                | 29,900                   | 0.42             | с                                    | 46,113 | 0.64                              | с   | 49,883                                     | 0.69             | с                | 50,845              | 0.71             | с               | 54,615           | 0.76             | с      | 55,700            | 0.78             | с   | 59,480 | 0.83             | D   |
| Western Way   |                        |               |                       |                          |                  |                                      |        |                                   |     |  |                  |                  |                     |                  |                 |                  |                  |        |                   |                  |     |        |                  |     |
| Nandina Avenue to<br>Harley Knox Boulevard                      | 2 Lanes<br>Undivided   | D             | 13,000                | 11,750                   | 0.90             | E                                    | 1,930  | 0.15                              | с   | 12,670                                     | 0.97             | E                | 3,200               | 0.25             | с               | 13,940           | 1.07             | F      | 4,460             | 0.34             | с   | 15,200 | 1.17             | F   |
| Harley Knox Bouleva   | rd                     |               |                       |                          |                  |                                      |        |                                   |     |  |                  |                  |                     |                  |                 |                  |                  |        |                   |                  |     |        |                  |     |
| Harvill Avenue to<br>I-215                                      | 4 Lanes<br>Undivided   | D             | 35,900                | 7,590                    | 0.21             | с                                    | 6,782  | 0.19                              | с   | 7,762                                      | 0.22             | с                | 10,933              | 0.30             | с               | 11,913           | 0.33             | с      | 18,650            | 0.52             | с   | 19,360 | 0.54             | с   |
| l-215 to<br>Western Way   | 4 Lanes<br>Undivided   | D             | 35,900                | 21,200                   | 0.59             | с                                    | 25,145 | 0.70                              | с   | 33,115                                     | 0.92             | E                | 44,607              | 1.24             | F               | 52,577           | 1.46             | F      | 46,700            | 1.30             | F   | 54,670 | 1.52             | F   |
| Western Way to<br>Patterson Avenue                              | 4 Lanes<br>Undivided   | D             | 35,900                | 15,550                   | 0.43             | с                                    | 23,606 | 0.66                              | с   | 26,376                                     | 0.73             | с                | 42,110              | 1.17             | F               | 44,880           | 1.25             | F      | 43,850            | 1.22             | F   | 46,620 | 1.30             | F   |
| Patterson Avenue to<br>Webster Avenue                           | 6 Lanes<br>Divided     | D             | 53,900                | 14,360                   | 0.27             | с                                    | 19,777 | 0.37                              | с   | 22,297                                     | 0.41             | с                | 38,160              | 0.71             | с               | 40,680           | 0.75             | с      | 40,150            | 0.74             | с   | 42,670 | 0.79             | с   |
| Webster Avenue to<br>Indian Avenue                              | 6 Lanes<br>Divided     | D             | 53,900                | 14,140                   | 0.26             | с                                    | 19,807 | 0.37                              | с   | 22,077                                     | 0.41             | с                | 33,825              | 0.63             | с               | 36,095           | 0.67             | с      | 45,404            | 0.84             | D   | 47,674 | 0.88             | D   |
| Indian Avenue to<br>Perris Boulevard                            | 6 Lanes<br>Divided     | D             | 53,900                | 9,300                    | 0.17             | с                                    | 13,440 | 0.25                              | с   | 15,220                                     | 0.28             | с                | 23,778              | 0.44             | с               | 25,558           | 0.47             | с      | 28,411            | 0.53             | с   | 30,191 | 0.56             | с   |
|   | 1                      |               |                       |                          |                  |                                      |        |                                   |     |  |                  |                  |                     |                  |                 |                  |                  |        |                   |                  |     |        |                  |     |

## Table 4-3Segment Operations

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities 2: Volume to Capacity Ratio

3: Van Buren Boulevard between Barton Street and Meridian Parkway will be described as a 6-Lane divided arterial by Opening Year 2019

4: Van Buren Boulevard between Meridian Parkway and Opportunity Way will be described as an 8-Lane divided arterial by Opening Year 2019 considering County of Riverside Van Buren Phase II roadway improvements

This intersection is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD BETWEEN BARTON STREET AND ORANGE TERRACE PARKWAY

This roadway segment is expected to experience level of service E conditions for the 2040 scenario. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD BETWEEN ORANGE TERRACE PARKWAY AND VILLAGE WEST DRIVE

This roadway segment is expected to experience level of service E conditions for the 2040 scenario. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



#### VAN BUREN BOULEVARD BETWEEN VILLAGE WEST DRIVE AND MERIDIAN PARKWAY

This roadway segment is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### VAN BUREN BOULEVARD BETWEEN MERIDIAN PARKWAY AND OPPORTUNITY WAY

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### VAN BUREN BOULEVARD BETWEEN OPPORTUNITY WAY AND I-215

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### WESTERN WAY BETWEEN NANDINA AVENUE TO HARLEY KNOX BOULEVARD

This roadway segment is expected to experience level of service E or F conditions for Existing Plus Project conditions and 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD BETWEEN HARVILL AVENUE TO I-215

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### HARLEY KNOX BOULEVARD BETWEEN I-215 AND WESTERN WAY

This roadway segment is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### HARLEY KNOX BOULEVARD BETWEEN WESTERN WAY AND PATTERSON AVENUE

This roadway segment is expected to experience level of service F conditions for the 2025 and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.



#### HARLEY KNOX BOULEVARD BETWEEN PATTERSON AVENUE AND WEBSTER AVENUE

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### HARLEY KNOX BOULEVARD BETWEEN WEBSTER AVENUE AND INDIAN AVENUE

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### HARLEY KNOX BOULEVARD BETWEEN INDIAN AVENUE AND PERRIS BOULEVARD

This roadway segment is expected to meet target levels of service for all scenarios. No improvements are needed.

#### 4.10 Queuing Analysis

Table 4-4 provides a queue length summary for left and right turn lanes at the study intersections for the Existing scenario. The Synchro queuing analyses results for the study intersections are contained in the Synchro LOS worksheets found in Appendix C.

Queuing analysis was completed using information found in the Synchro outputs, provided in Appendix C. Synchro provides 50th and 95th percentile maximum queue lengths in feet. The 50th percentile maximum queue is the maximum back of queue on a typical cycle and the 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The queues shown in Table 4-4 represent the 95th percentile queue lengths for the respective lane movements.

Queuing analysis is provided to allow transportation engineers to make better decisions regarding improvement recommendations. There are no required standards for queuing.

## 4.11 Ramp Merge/Diverge Analysis

The ramp merge/diverge analysis for the I-215/Van Buren Boulevard and I-215/Harley Knox Boulevard interchanges is based on the 2010 HCM. Results of the AM and PM peak hour ramp merge/diverge analysis at the I-215/Van Buren Boulevard and I-215/Harley Knox Boulevard interchanges for all the study scenarios are reflected in Tables 4-5 through 4-11. Results of the analysis also show that all nine (9) of the Merge/Diverge points at the along I-215 in the study area will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at eight (8) of the Merge/Diverge points would occur due to cumulative growth and would occur with or without the Project.



| INTERSECTION                                 | EXISTING<br>STORAGE<br>/ft | EXISTIN<br>PRO | IG PLUS<br>JECT | OPENIN<br>2019 W<br>PRO | ig year<br>Vithout<br>Ject | OPENIN<br>2019<br>PRO | IG YEAR<br>PLUS<br>JECT | CUMU<br>YEAR<br>WITH<br>PRO | LATIVE<br>2025<br>IOUT<br>JECT | CUMU<br>YEAR 20<br>PRO | LATIVE<br>125 PLUS<br>DJECT | HORIZO<br>2040 W<br>PRO | on year<br>Vithout<br>Ject | HORIZO<br>2040<br>PRO | ON YEAR<br>PLUS<br>JECT |             |
|--|----------------------------|----------------|-----------------|-------------------------|----------------------------|-----------------------|-------------------------|-----------------------------|--------------------------------|------------------------|-----------------------------|-------------------------|----------------------------|-----------------------|-------------------------|-------------|
|  | (,,                        |                | AM<br>Queue     | PM<br>Queue             | AM<br>Queue                | PM<br>Queue           | AM<br>Queue             | PM<br>Queue                 | AM<br>Queue                    | PM<br>Queue            | AM<br>Queue                 | PM<br>Queue             | AM<br>Queue                | PM<br>Queue           | AM<br>Queue             | PM<br>Queue |
|  | NB Left                    | 200            | 136             | 92                      | 144                        | 93                    | 165                     | 93                          | 163                            | 133                    | 163                         | 133                     | 229                        | 162                   | 229                     | 162         |
|  | SB Left                    | 2@250          | 97              | 181                     | 90                         | 187                   | 106                     | 206                         | 122                            | 232                    | 141                         | 253                     | 224                        | 351                   | 240                     | 375         |
|  | SB Right                   | 200            | 99              | 89                      | 83                         | 87                    | 108                     | 88                          | 118                            | 129                    | 118                         | 130                     | 322                        | 303                   | 322                     | 303         |
| Van Buren Boulevard / Trautwein Boulevard    | EB Left                    | 2@150          | 148             | 152                     | 167                        | 177                   | 167                     | 177                         | 224                            | 216                    | 224                         | 216                     | 432                        | 473                   | 432                     | 473         |
|  | EB Right                   | 200            | 2               | 11                      | 18                         | 17                    | 2                       | 17                          | 24                             | 25                     | 25                          | 25                      | 33                         | 42                    | 34                      | 42          |
|  | WB Left                    | 150            | 210             | 171                     | 231                        | 160                   | 241                     | 197                         | 316                            | 196                    | 324                         | 237                     | 360                        | 337                   | 368                     | 391         |
|  | WB Right                   | 175            | 85              | 41                      | 97                         | 47                    | 79                      | 58                          | 125                            | 65                     | 128                         | 78                      | 153                        | 184                   | 153                     | 215         |
|  | NB Left                    | 150            | 322             | 279                     | 157                        | 120                   | 157                     | 120                         | 185                            | 150                    | 185                         | 148                     | 202                        | 412                   | 202                     | 412         |
| Van Burgh Boulovard / Barton Street          | SB Left                    | 125            | 54              | 29                      | 71                         | 34                    | 71                      | 34                          | 83                             | 36                     | 85                          | 45                      | 107                        | 53                    | 107                     | 53          |
| van Buren Boulevard / Barton Street          | EB Left                    | 400            | 226             | 135                     | 239                        | 148                   | 239                     | 148                         | 281                            | 191                    | 281                         | 207                     | 367                        | 470                   | 367                     | 470         |
|  | WB Left                    | 200            | 511             | 351                     | 319                        | 196                   | 320                     | 206                         | 369                            | 222                    | 371                         | 108                     | 423                        | 284                   | 114                     | 296         |
|  | CD L - ft                  | 50             | 420             | 26                      | 101                        | 26                    | 101                     | 27                          | 424                            | 22                     | 224                         | 24                      | 400                        |                       | 400                     |             |
| Van Buren Boulevard / Coyote Bush Road       | SB Left                    | 50             | 129             | 26                      | 191                        | 26                    | 191                     | 27                          | 124                            | 32                     | 231                         | 34                      | 198                        | 57                    | 198                     | 57          |
|  | EB LETT                    | 425            | 127             | 63                      | 295                        | 88                    | 295                     | 88                          | 327                            | 98                     | 327                         | 104                     | 376                        | 219                   | 376                     | 219         |
|  | SB Left                    | 2@350          | 92              | 18                      | 103                        | 57                    | 106                     | 62                          | 131                            | 63                     | 135                         | 98                      | 231                        | 94                    | 235                     | 102         |
| Van Buren Boulevard / Orange Terrace Parkway | EB Left                    | 2@325          | 52              | 66                      | 67                         | 96                    | 67                      | 96                          | 87                             | 115                    | 87                          | 107                     | 104                        | 142                   | 104                     | 142         |
|  | WB Right                   | 200            | 22              | 37                      | 18                         | 54                    | 19                      | 64                          | 30                             | 79                     | 4                           | 106                     | 65                         | 242                   | 67                      | 263         |
|  |                            |                |                 |                         |                            |                       |                         |                             |                                |                        |                             |                         |                            |                       |                         |             |
| Man Dunan Davidson and (Mills as Most Davids | NB Left                    | 100            | 17              | 63                      | 10                         | 34                    | 10                      | 34                          | 11                             | 37                     | 11                          | 37                      | 31                         | 87                    | 31                      | 87          |
| van Buren Boulevard / Village west Drive     | EB Right                   | 125            | 1/              | 16                      | 23                         | 20                    | 23                      | 20                          | 24                             | 21                     | 24                          | 21                      | 129                        | 69                    | 129                     | 70          |
|  | WB Left                    | 200            | 103             | 70                      | 217                        | 125                   | 217                     | 125                         | 254                            | 142                    | 254                         | 142                     | 814                        | 510                   | 826                     | 510         |
|  | SB Left                    | 2@350          | 20              | 178                     | 35                         | 221                   | 46                      | 240                         | 34                             | 270                    | 45                          | 288                     | 39                         | 293                   | 51                      | 312         |
|  | SB Right                   | 250            | 247             | 743                     | 356                        | 966                   | 356                     | 967                         | 410                            | 1190                   | 410                         | 1190                    | 1237                       | 2178                  | 1237                    | 2178        |
| Van Buren Boulevard / Meridian Parkway       | EB Left                    | 2@375          | 222             | 195                     | 299                        | 210                   | 299                     | 222                         | 347                            | 261                    | 347                         | 261                     | 904                        | 665                   | 904                     | 665         |
|  | WB Left                    | 350            | 65              | 25                      | 73                         | 25                    | 73                      | 25                          | 83                             | 26                     | 83                          | 26                      | 91                         | 28                    | 91                      | 28          |
|  | WB Right                   | 1150           | 14              | 0                       | 11                         | 0                     | 16                      | 0                           | 27                             | 0                      | 32                          | 16                      | 132                        | 0                     | 138                     | 12          |
|  | <b>CR</b> Loft             | 2 @ 150        | 0               | 10                      | 70                         | 69                    | 07                      | 75                          | 101                            | 71                     | 01                          | 00                      | 107                        | 101                   | 122                     | 111         |
|  | SB Leit                    | 2@150          | 8<br>2          | 19                      | /8<br>17                   | 17                    | 82<br>17                | 17                          | 27                             | 71                     | 91                          | 85<br>29                | 27                         | 25                    | 123                     | 26          |
| Van Buren Boulevard / Opportunity Way        | FRIght                     | 300            | 0               | 5                       | 200                        | 132                   | 200                     | 132                         | 105                            | 1/1                    | 192                         | 140                     | 207                        | 172                   | 207                     | 173         |
|  | W/B Right                  | 175            | 30              | 26                      | 137                        | 57                    | 140                     | 69                          | 167                            | 59                     | 166                         | 82                      | 184                        | Q1                    | 184                     | 112         |
|  | VVD Right                  | 175            | 50              | 20                      | 157                        | 57                    | 140                     | 05                          | 107                            | 35                     | 100                         | 02                      | 104                        | 51                    | 104                     | 112         |
|  | SB Left                    | 675            | 229             | 619                     | 14                         | 149                   | 277                     | 755                         | 17                             | 164                    | 293                         | 851                     | 35                         | 174                   | 314                     | 1005        |
| Van Buren Boulevard / I-215 SB Pamps         | SB Right                   | 2@675          | 168             | 40                      | 625                        | 240                   | 678                     | 248                         | 784                            | 337                    | 785                         | 282                     | 788                        | 493                   | 788                     | 511         |
| van buren bourevaru / 1-213 30 Kallips       | EB Right                   | 950            | 40              | 289                     | 47                         | 1107                  | 47                      | 1053                        | 48                             | 1315                   | 47                          | 1296                    | 48                         | 1470                  | 48                      | 1492        |
|  | WB Left                    | 200            | 37              | 243                     | 9                          | 91                    | 45                      | 315                         | 11                             | 110                    | 50                          | 333                     | 51                         | 115                   | 105                     | 395         |
|  | SB Right                   | 2@200          | 36              | 25                      | 47                         | 22                    | 47                      | 17                          | 50                             | 46                     | 49                          | 47                      | 50                         | 49                    | 53                      | 49          |
| Van Buren Boulevard / I-215 NB Ramps         | EB Left                    | 2 @ 575        | 180             | 157                     | 352                        | 315                   | 352                     | 450                         | 419                            | 350                    | 422                         | 439                     | 459                        | 536                   | 562                     | 536         |
| , <b>-</b>                                   | EB Right                   | 575            | 14              | 29                      | 0                          | 0                     | 12                      | 27                          | 0                              | 0                      | 12                          | 27                      | 11                         | 20                    | 32                      | 61          |
|  |                            |                |                 |                         | -                          | -                     |                         |                             | -                              | -                      | _                           |                         | _                          | -                     |                         |             |

# Table 4-4Queuing Operations



| INTERSECTION                             | EXISTING<br>STORAGE<br>(ft | EXISTING QUEUE<br>STORAGE LENGTH<br>(ft) |             | G PLUS<br>JECT | OPENING YEAR<br>2019 WITHOUT<br>PROJECT |             | OPENING YEAR<br>2019 PLUS<br>PROJECT |             | CUMU<br>YEAR<br>WITH<br>PRO | LATIVE<br>2025<br>IOUT<br>JECT | CUMU<br>YEAR 20<br>PRO | LATIVE<br>125 PLUS<br>1JECT | HORIZO<br>2040 W<br>PRO | on year<br>/ithout<br>Ject | HORIZO<br>2040<br>PRO | N YEAR<br>PLUS<br>JECT |
|--|----------------------------|--|-------------|----------------|---|-------------|--------------------------------------|-------------|-----------------------------|--------------------------------|------------------------|-----------------------------|-------------------------|----------------------------|-----------------------|------------------------|
|  | (14                        |  | AM<br>Queue | PM<br>Queue    | AM<br>Queue                             | PM<br>Queue | AM<br>Queue                          | PM<br>Queue | AM<br>Queue                 | PM<br>Queue                    | AM<br>Queue            | PM<br>Queue                 | AM<br>Queue             | PM<br>Queue                | AM<br>Queue           | PM<br>Queue            |
|  | NB Left                    | 325                                      | 24          | 11             | 24                                      | 10          | 24                                   | 11          | 28                          | 10                             | 28                     | 10                          | 202                     | 148                        | 202                   | 148                    |
|  | NB Right                   | 2 @ 200                                  | 37          | 0              | 36                                      | 0           | 37                                   | 0           | 43                          | 0                              | 43                     | 0                           | 43                      | 38                         | 43                    | 72                     |
|  | SB Left                    | 325                                      | 47          | 50             | 26                                      | 14          | 49                                   | 52          | 34                          | 20                             | 61                     | 58                          | 36                      | 33                         | 62                    | 84                     |
| Harley Knox Boulevard / Harvill Avenue   | EB Left                    | 2@250                                    | 0           | 0              | 0                                       | 0           | 0                                    | 0           | 0                           | 0                              | 0                      | 0                           | 0                       | 0                          | 0                     | 0                      |
|  | EB Right                   | 250                                      | 0           | 0              | 0                                       | 0           | 0                                    | 0           | 0                           | 0                              | 0                      | 0                           | 41                      | 89                         | 0                     | 89                     |
|  | WB Left                    | 2@300                                    | 228         | 226            | 230                                     | 298         | 234                                  | 231         | 312                         | 323                            | 317                    | 348                         | 335                     | 353                        | 339                   | 376                    |
|  | WB Right                   | 275                                      | 0           | 0              | 0                                       | 0           | 0                                    | 0           | 0                           | 0                              | 0                      | 0                           | 0                       | 0                          | 1                     | 0                      |
|  | SRIoft                     | 275                                      | 270         | 264            | 994                                     | E01         | 079                                  | 724         | 2159                        | 1277                           | 1727                   | 1402                        | 2220                    | 1270                       | 2404                  | 1/07                   |
| Harley Knox Boulevard / 1-215 SB Bamps   | SB Right                   | 275                                      | 273         | 37             | 36                                      | 45          | <i>4</i> 1                           | 60          | 103                         | 1277                           | 105                    | 135                         | 2330                    | 374                        | 2404                  | 342                    |
| harrey knox boulevard / 1-215 55 kamps   | WRloft                     | 275                                      | 183         | 487            | 422                                     | 694         | 41                                   | 1148        | 766                         | 1667                           | 851                    | 2102                        | 796                     | 1817                       | 203<br>881            | 2256                   |
|  | WD Leit                    | 75                                       | 105         | 407            | 722                                     | 0,74        | 455                                  | 1140        | 700                         | 1007                           | 051                    | 2102                        | 750                     | 1017                       | 001                   | 2250                   |
|  | NB Left                    | 275                                      | 17          | 16             | 17                                      | 20          | 13                                   | 20          | 65                          | 62                             | 62                     | 62                          | 265                     | 88                         | 265                   | 88                     |
| Harley Knox Boulevard / I-215 NB Ramps   | NB Right                   | 275                                      | 47          | 270            | 282                                     | 91          | 517                                  | 801         | 850                         | 674                            | 1137                   | 1316                        | 1100                    | 749                        | 1467                  | 820                    |
|  | EB Left                    | 75                                       | 376         | 306            | 480                                     | 340         | 525                                  | 343         | 687                         | 642                            | 699                    | 642                         | 843                     | 1268                       | 843                   | 1268                   |
|  | 50 1 ()                    |  |             |                |   | 26          | 504                                  | 000         | 250                         | 100                            | 700                    | 4050                        | 200                     |                            | 004                   |                        |
| Harley Knox Boulevard / Western Way      | EB Left                    |  |             |                | 112                                     | 36          | 504                                  | 806         | 258                         | 199                            | 790                    | 1059                        | 308                     | 228                        | 891                   | 1094                   |
|  | W B LETT                   |  |             |                | 10                                      | 11          | 13                                   | 13          | 17                          | 13                             | 16                     | 13                          | 21                      | 15                         | 22                    | 15                     |
|  | SB Right                   | 75                                       | 6           | 15             | 6                                       | 17          | 6                                    | 17          | 9                           | 26                             | 9                      | 26                          | 18                      | 51                         | 18                    | 51                     |
|  | EB Left                    | 125                                      | 23          | 22             | 23                                      | 25          | 23                                   | 25          | 30                          | 30                             | 30                     | 30                          | 37                      | 33                         | 37                    | 33                     |
| Harley Knox Boulevard / Patterson Avenue | EB Right                   | 150                                      | 0           | 12             | 50                                      | 34          | 52                                   | 44          | 88                          | 55                             | 93                     | 62                          | 97                      | 57                         | 99                    | 64                     |
|  | WB Left                    | 175                                      | 8           | 9              | 13                                      | 5           | 13                                   | 19          | 23                          | 51                             | 23                     | 51                          | 29                      | 53                         | 29                    | 53                     |
|  | WB Right                   | 1000                                     | 0           | 0              | 0                                       | 0           | 0                                    | 0           | 0                           | 0                              | 0                      | 0                           | 0                       | 0                          | 0                     | 0                      |
|  |                            |  |             |                |   |             |                                      |             |                             |                                |                        |                             |                         |                            |                       |                        |
| Harley Knox Boulevard / Webster Avenue   | NB Left                    | 175                                      | 26          | 26             | 16                                      | 11          | 26                                   | 26          | 141                         | 370                            | 151                    | 385                         | 145                     | 370                        | 154                   | 385                    |
| •  | EB Right                   | 375                                      | 9           | 26             | 7                                       | 12          | 9                                    | 26          | 333                         | 140                            | 335                    | 154                         | 334                     | 148                        | 336                   | 162                    |
|  | NB Left                    | 2 @ 200                                  | 97          | 47             | 91                                      | 35          | 107                                  | 48          | 171                         | 217                            | 188                    | 243                         | 228                     | 295                        | 245                   | 300                    |
|  | NB Right                   | 225                                      | 0           | 0              | 0                                       | 0           | 0                                    | 0           | 0                           | 0                              | 0                      | 0                           | 0                       | 0                          | 0                     | 0                      |
| Harley Knox Boulevard / Indian Avenue    | SB Left                    | 425                                      | 28          | 64             | 28                                      | 66          | 28                                   | 66          | 35                          | 78                             | 35                     | 78                          | 44                      | 105                        | 44                    | 105                    |
|  | EB Left                    | 350                                      | 205         | 200            | 413                                     | 319         | 413                                  | 319         | 426                         | 410                            | 429                    | 410                         | 1240                    | 797                        | 1240                  | 797                    |
|  | WB Left                    | 150                                      | 23          | 29             | 23                                      | 29          | 23                                   | 29          | 29                          | 36                             | 29                     | 36                          | 30                      | 67                         | 30                    | 67                     |
|  |                            |  | 120         | 26             | 100                                     | 4.0.2       | 467                                  | 424         | 204                         | 204                            | 205                    |                             | 202                     |                            | 24.0                  |                        |
|  | NB Left                    | 2@325                                    | 120         | 36             | 138                                     | 102         | 167                                  | 131         | 281                         | 301                            | 305                    | 337                         | 293                     | 386                        | 319                   | 438                    |
|  |                            | 225                                      | 0           | 0              | 0                                       | 0           | 0                                    | 0           | 0                           | 0                              | 0                      | 0                           | 0                       | 100                        | 0                     | 0                      |
|  | SB Left                    | 2@225                                    | 20          | 43             | 70                                      | 45          | 24                                   | 45          | 29                          | 07                             | 29                     | 07                          | 49                      | 109                        | 49                    | 114                    |
| Harley Knox Boulevard / Perris Boulevard | SB Right                   | 225                                      | 212         | 47             | 70                                      | 20          | 84<br>275                            | 5/<br>201   | 974                         | 599<br>599                     | 112                    | 4/0                         | 179                     | 940                        | 1200                  | 1043                   |
|  | ED Leit                    | 200                                      | 213         | 133            | 16                                      | 16          | 3/3<br>15                            | 15          | 6/4<br>52                   | 500                            | 50<br>52               | 57                          | 1230                    | 212                        | 120                   | 257                    |
|  | W/B Loft                   | 2 @250                                   | 2           | 3              | 20                                      | 10          | 12                                   | 12          | 22                          | 54                             | 25                     | 57                          | 125                     | 212                        | 129                   | 257                    |
|  | WB Right                   | 2 @ 330                                  | 2           | 4              | 47                                      | 4           | 62                                   | 4           | - 5<br>10/                  | 2                              | 104                    | 2                           | 41                      | - 23                       | 41<br>111             | 29                     |
|  | WD Night                   | 225                                      | 52          | Ū              | 77                                      | U U         | 02                                   | Ū           | 104                         | 2                              | 104                    | 2                           |                         | U U                        | 111                   | <u> </u>               |

## Table 4-4 cont'dQueuing Operations

Queue is measured in feet / BOLD denotes exceedance


#### Table 4-5 **Existing Plus Project Merge/Diverge Operations**

| I-215  |          | AM Pea<br>(veh | ak Hour<br>n/hr) | PM Pea<br>(veł | ak Hour<br>a/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pe              | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Freeway Ramp Fre |                | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4597           | 275              | 4264           | 497              | 3       | 1        | D      | D                  | 31.0                   | С                  | 25.1                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 4322           | 1070             | 3767           | 658              | 3       | 1        | D      | С                  | 27.9                   | С                  | 21.7                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 5347           | 878              | 4360           | 685              | 3       | 2        | D      | А                  | 6.3                    | А                  | 11.8                   |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 4514           | 400              | 3740           | 461              | 3       | 3        | D      | С                  | 20.2                   | В                  | 16.9                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 4914           | 104              | 4201           | 482              | 3       | 2        | D      | В                  | 14.3                   | В                  | 13.9                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 3968           | 941              | 5563           | 795              | 3       | 2        | D      | А                  | 4.3                    | А                  | 44.0                   |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 3027           | 586              | 4768           | 1538             | 3       | 3        | D      | А                  | 9.8                    | С                  | 25.8                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 3571           | 503              | 6243           | 463              | 3       | 1        | D      | В                  | 16.2                   | F                  | 30.2                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 3110           | 193              | 5843           | 502              | 3       | 1        | D      | В                  | 15.8                   | D                  | 32.4                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

This freeway ramp is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# Table 4-6

#### **Opening Year 2019 Without Project Merge/Diverge Operations**

| I-215  |          | AM Pea<br>(veh | ık Hour<br>/hr) | PM Pea<br>(veh | ak Hour<br>n/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|-----------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp            | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4885           | 347             | 4082           | 335              | 3       | 1        | D      | D                  | 34.9                   | С                  | 27.8                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 4538           | 1237            | 3747           | 1052             | 3       | 1        | D      | D                  | 30.4                   | С                  | 24.8                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 5775           | 1410            | 4799           | 1018             | 3       | 2        | D      | А                  | 2.8                    | А                  | 9.3                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 4365           | 705             | 3781           | 1032             | 3       | 3        | D      | С                  | 21.9                   | С                  | 21.7                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 5070           | 3               | 4813           | 20               | 3       | 2        | D      | В                  | 14.3                   | В                  | 16.4                   |
| Southbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 4850           | 1175            | 5386           | 656              | 3       | 2        | D      | А                  | 0.8                    | А                  | 3.4                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 3675           | 920             | 4730           | 1976             | 3       | 3        | D      | В                  | 15.6                   | F                  | 29.1                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 4595           | 909             | 6706           | 613              | 3       | 1        | D      | С                  | 22.2                   | F                  | 34.9                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 3686           | 274             | 6093           | 609              | 3       | 1        | D      | С                  | 20.7                   | F                  | 34.9                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded



#### **Opening Year 2019 Plus Project Merge/Diverge Operations**

| ŀ-215   |               | AM Pea<br>(veh | ak Hour<br>n/hr) | PM Pea<br>(veł | ak Hour<br>a/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pe              | ak Hour                |
|---|---------------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location  | Facility      | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound  |               |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard                | Diverge       | 5149           | 566              | 4470           | 658              | 3       | 1        | D      | E                  | 37.0                   | D                  | 31.4                   |
| I-215 NB On-Ramp from Harley Knox Boulevard               | Merge         | 4583           | 1246             | 3812           | 1112             | 3       | 1        | D      | D                  | 30.7                   | С                  | 25.8                   |
| I-215 NB Off-Ramp to Van Buren Boulevard                  | Diverge       | 5784           | 1455             | 4859           | 1083             | 3       | 2        | D      | А                  | 2.7                    | А                  | 9.0                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard            | Merge         | 4374           | 705              | 3841           | 1032             | 3       | 3        | D      | С                  | 21.9                   | С                  | 22.0                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard            | Merge         | 5079           | 104              | 4873           | 482              | 3       | 2        | D      | В                  | 15.1                   | В                  | 17.1                   |
| Southbound  |               |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard                  | Diverge       | 5230           | 1513             | 5923           | 1130             | 3       | 2        | D      | А                  | 4.3                    | А                  | 8.1                    |
| I-215 SB On-Ramp from Van Buren Boulevard                 | Merge         | 3717           | 941              | 4793           | 2100             | 3       | 3        | D      | D                  | 15.9                   | F                  | 30.4                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard                | Diverge       | 4616           | 951              | 6830           | 676              | 3       | 1        | D      | С                  | 22.9                   | F                  | 37.3                   |
| I-215 SB On-Ramp from Harley Knox Boulevard               | Merge         | 3707           | 319              | 6217           | 860              | 3       | 1        | D      | с                  | 21.3                   | F                  | 37.9                   |
| (1) LOS = Level of Service / BOLD denotes LOS standard ha | as been excee | eded           |                  |                |                  |         |          |        |                    |                        |                    |                        |

(2) Density is expressed in passenger cars/mile per lane

This freeway ramp is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements

should be considered to mitigate the effects of project traffic.

#### Table 4-8

#### **Cumulative Year 2025 Without Project Merge/Diverge Operations**

| I-215  |          | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veł | ak Hour<br>n/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pe              | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5902           | 849              | 4631           | 546              | 3       | 1        | D      | E                  | 48.8                   | E                  | 39.5                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5053           | 1741             | 4085           | 2025             | 3       | 1        | D      | F                  | 38.2                   | D                  | 34.3                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6794           | 1543             | 6110           | 1171             | 3       | 2        | D      | F                  | 7.2                    | А                  | 0.5                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5251           | 756              | 4939           | 1087             | 3       | 3        | D      | С                  | 25.8                   | С                  | 27.7                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6007           | 4                | 6026           | 23               | 3       | 2        | D      | В                  | 18.8                   | В                  | 19.0                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6126           | 1252             | 5745           | 697              | 3       | 2        | D      | В                  | 10.1                   | А                  | 5.4                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 4874           | 1019             | 5048           | 2210             | 3       | 3        | D      | С                  | 22.2                   | F                  | 32.5                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5893           | 1773             | 7258           | 1094             | 3       | 1        | D      | D                  | 33.1                   | F                  | 45.5                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4120           | 469              | 6164           | 1190             | 3       | 1        | D      | С                  | 28.0                   | F                  | 42.7                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded



#### **Cumulative Year 2025 Plus Project Merge/Diverge Operations**

| ŀ-215  |          | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veh | ak Hour<br>a/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pe              | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6166           | 1068             | 5019           | 869              | 3       | 1        | D      | E                  | 50.7                   | E                  | 43.3                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5098           | 1750             | 4150           | 2085             | 3       | 1        | D      | F <sup>(3)</sup>   | 39.6                   | E                  | 36.1                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6803           | 1588             | 6170           | 1236             | 3       | 2        | D      | F <sup>(3)</sup>   | 7.3                    | А                  | 1.1                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5260           | 756              | 4999           | 1087             | 3       | 3        | D      | С                  | 26.6                   | D                  | 28.0                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6016           | 105              | 6086           | 485              | 3       | 2        | D      | В                  | 19.7                   | F                  | 23.0                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6506           | 1590             | 6282           | 1171             | 3       | 2        | D      | F                  | 13.8                   | F                  | 11.6                   |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 4916           | 1040             | 5111           | 2334             | 3       | 3        | D      | С                  | 22.5                   | F                  | 33.8                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5914           | 1815             | 7382           | 1157             | 3       | 1        | D      | D                  | 33.6                   | F                  | 50.2                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4141           | 514              | 6288           | 1441             | 3       | 1        | D      | D                  | 28.6                   | F                  | 45.8                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

(3) The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

This freeway ramp is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

# **Table 4-10**

#### Horizon Year 2040 Without Project Merge/Diverge Operations

| I-215  |          | AM Pea<br>(veh | ak Hour<br>ı/hr) | PM Pea<br>(veh | ık Hour<br>ı/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6250           | 1099             | 5149           | 592              | 3       | 1        | D      | F                  | 52.5                   | E                  | 44.6                   |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5151           | 1828             | 4557           | 2504             | 3       | 1        | D      | F                  | 40.6                   | F                  | 40.6                   |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6979           | 1673             | 7061           | 1390             | 3       | 2        | D      | F                  | 9.0                    | F                  | 9.8                    |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge    | 5306           | 761              | 5671           | 1220             | 3       | 3        | D      | С                  | 26.1                   | F                  | 32.6                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6067           | 5                | 6891           | 32               | 3       | 2        | D      | В                  | 19.1                   | F                  | 27.7                   |
| Southbound                                     |          |                |                  |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6426           | 1278             | 6434           | 862              | 3       | 2        | D      | F                  | 13.1                   | F                  | 9.3                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 5148           | 1117             | 5572           | 2393             | 3       | 3        | D      | С                  | 24.3                   | F                  | 33.0                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6265           | 2053             | 7965           | 1408             | 3       | 1        | D      | F                  | 36.3                   | F                  | 50.2                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4212           | 558              | 6557           | 1250             | 3       | 1        | D      | D                  | 30.4                   | F                  | 47.3                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded



|  | Horizon real 20-6 rids ridjeet merge, biverge operations |                |                  |                |                  |         |          |        |                    |                        |                    |                        |  |  |
|--|--|----------------|------------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|--|--|
| I-215  |  | AM Pea<br>(veh | ak Hour<br>I/hr) | PM Pea<br>(veh | ık Hour<br>ı/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |  |  |
| Location                                       | Facility   | Freeway        | Ramp             | Freeway        | Ramp             | Freeway | Ramp     | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |  |  |
| Northbound                                     |  |                |                  |                |                  |         |          |        |                    |                        |                    |                        |  |  |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6514           | 1318             | 5537           | 915              | 3       | 1        | D      | F                  | 54.6                   | E                  | 48.4                   |  |  |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge  | 5196           | 1837             | 4622           | 2564             | 3       | 1        | D      | F <sup>(3)</sup>   | 42.0                   | F <sup>(3)</sup>   | 42.7                   |  |  |
| I-215 NB Off-Ramp to Van Buren Boulevard       | Diverge  | 6988           | 1718             | 7121           | 1455             | 3       | 2        | D      | F <sup>(3)</sup>   | 9.1                    | F <sup>(3)</sup>   | 10.4                   |  |  |
| I-215 NB On-Ramp (EB) from Van Buren Boulevard | Merge  | 5315           | 761              | 5731           | 1220             | 3       | 3        | D      | С                  | 26.9                   | F <sup>(3)</sup>   | 32.6                   |  |  |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge  | 6076           | 106              | 6951           | 494              | 3       | 2        | D      | В                  | 19.9                   | F                  | 31.5                   |  |  |
| Southbound                                     |  |                |                  |                |                  |         |          |        |                    |                        |                    |                        |  |  |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6806           | 1616             | 6971           | 1336             | 3       | 2        | D      | F                  | 16.8                   | F                  | 18.4                   |  |  |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge  | 5190           | 1138             | 5635           | 2517             | 3       | 3        | D      | С                  | 24.6                   | F                  | 37.8                   |  |  |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6286           | 2095             | 8089           | 1471             | 3       | 1        | D      | F <sup>(3)</sup>   | 37.1                   | F                  | 55.1                   |  |  |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge  | 4233           | 603              | 6681           | 1501             | 3       | 1        | D      | D                  | 31.0                   | F                  | 50.1                   |  |  |

#### Horizon Year 2040 Plus Project Merge/Diverge Operations

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded
 (2) Density is expressed in passenger cars/mile per lane

(3) The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

This freeway ramp is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

Based on the results of Tables 4-5 through 4-11, following are the implications for various freeway facilities in the study area.

#### I-215 NB OFF-RAMP TO HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### I-215 NB ON-RAMP FROM HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenarios. Therefore, the project would have direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### I-215 NB OFF-RAMP TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenarios. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

#### I-215 NB ON-RAMP (EB) FROM VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2040 scenario. No improvements are needed since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.



#### I-215 NB ON-RAMP (WB) FROM VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenario. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### I-215 SB OFF-RAMP TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2025 and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### I-215 SB ON-RAMP FROM VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### I-215 SB OFF-RAMP TO HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for Existing Plus Project conditions and the 2019, 2025, and 2040 scenarios. Therefore, the project would have direct traffic impacts and cumulative traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### I-215 SB ON-RAMP FROM HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the 2019, 2025, and 2040 scenarios. Therefore, the project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

#### 4.12 Freeway Segment Analysis

The freeway segment analysis for the I-215 northbound and southbound segments is based on the 2010 HCM. Results of the AM and PM peak hour freeway segment analysis along the northbound and southbound freeway study segments for all the study scenarios are reflected in Table 4-12. Results of the analysis also show that all six (6) of the freeway segments will fall below acceptable levels of service through the year 2040. However, Horizon Year 2040 impacts at all six (6) of the freeway segments would occur due to cumulative growth and would occur with or without the Project.



|   |                                   | -             |              | 7 0               |            |                              |                    |                            |                   |                                     |                          |                              |                      |                              |              |                            |                   |
|---|-----------------------------------|---------------|--------------|-------------------|------------|------------------------------|--------------------|----------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|----------------------|------------------------------|--------------|----------------------------|-------------------|
| STREET SEGMENT                                    | FREEWAY<br>SEGMENT<br>DESCRIPTION | TARGET<br>LOS | PEAK<br>HOUR | EXISTING<br>PROJE | PLUS<br>CT | OPENING<br>2019 WIT<br>PROJE | YEAR<br>HOUT<br>CT | OPENING<br>2019 P<br>PROJE | YEAR<br>LUS<br>CT | CUMULA<br>YEAR 20<br>WITHO<br>PROJE | TIVE<br>025<br>OUT<br>CT | CUMULA<br>YEAR 2025<br>PROJE | TIVE<br>5 PLUS<br>CT | HORIZON<br>2040 WIT<br>PROJE | YEAR<br>HOUT | HORIZON<br>2040 P<br>PROJE | YEAR<br>LUS<br>CT |
|   |                                   |               |              | DENSITY           | LOS        | DENSITY                      | LOS                | DENSITY                    | LOS               | DENSITY                             | LOS                      | DENSITY                      | LOS                  | DENSITY                      | LOS          | DENSITY                    | LOS               |
| 15 Northbound                                     |                                   |               |              |                   |            |                              |                    |                            |                   |                                     |                          |                              |                      |                              |              |                            |                   |
| North of Ven Duran David stand                    | 2 Janes Divided                   |               | AM           | 31.2              | D          | 31.6                         | D                  | 32.7                       | D                 | 42.5                                | Е                        | 44.1                         | Е                    | 43.4                         | E            | 45.1                       | F                 |
| North of van Buren Boulevard                      | 5 Lanes Divided                   | U             | PM           | 28.3              | D          | 29.5                         | D                  | 34.4                       | D                 | 43.0                                | Е                        | 52.3                         | F                    | 60.7                         | F            | 78.8                       | F                 |
| Harley Knox Boulevard to Van Buren Boulevard      |                                   |               | AM           | 34.3              | D          | 39.2                         | E                  | 39.3                       | E1                | 57.3                                | F                        | 57.5                         | F 1                  | 62.2                         | F            | 62.5                       | F 1               |
| Harley knox boulevard to van Buren Boulevard      | 3 Lanes Divided                   | U             | PM           | 25.9              | С          | 29.3                         | D                  | 29.8                       | D                 | 43.9                                | E                        | 44.9                         | E 1                  | 60.7                         | F            | 66.6                       | F <sup>1</sup>    |
|   |                                   |               | AM           | 27.6              | D          | 30.0                         | D                  | 32.3                       | D                 | 40.9                                | E                        | 44.8                         | E                    | 46.2                         | F            | 51.1                       | F                 |
| South of Harley Knox Boulevard                    | 3 Lanes Divided                   | U             | PM           | 25.2              | С          | 24.0                         | С                  | 26.7                       | D                 | 27.9                                | D                        | 31.1                         | D                    | 32.3                         | D            | 36.4                       | E                 |
| I-215 Southbound                                  |                                   |               |              |                   |            |                              |                    |                            |                   |                                     |                          |                              |                      |                              |              |                            |                   |
|   | 2 Janes Divided                   |               | AM           | 23.3              | С          | 29.7                         | D                  | 33.1                       | D                 | 44.2                                | Е                        | 50.9                         | F                    | 49.4                         | F            | 57.6                       | F                 |
| North of van Buren Boulevard                      | 3 Lanes Divided                   | U             | PM           | 36.7              | Е          | 34.7                         | D                  | 41.2                       | E                 | 38.9                                | E                        | 46.8                         | F                    | 49.5                         | F            | 62.0                       | F                 |
|   |                                   |               | AM           | 20.9              | с          | 27.6                         | D                  | 27.8                       | D                 | 40.8                                | E                        | 41.1                         | E 1                  | 46.5                         | F            | 46.8                       | F <sup>1</sup>    |
| Harley Knox Boulevard to Van Buren Boulevard 3 La | 3 Lanes Divided                   | D             | PM           | 46.1              | F 1        | 55.2                         | F                  | 58.2                       | F <sup>1</sup>    | 71.3                                | F                        | 76.1                         | F 1                  | 110.9                        | F            | 122.5                      | F 1               |
| South of Harley Knox Boulevard 3 La               | 2 James Divided                   |               | AM           | 19.3              | с          | 23.2                         | С                  | 23.7                       | с                 | 27.6                                | D                        | 28.1                         | D                    | 29.0                         | D            | 29.6                       | D                 |
|   | 3 Lanes DIVIDED                   | U             | PM           | 47.9              | F          | 55.1                         | F                  | 65.1                       | F                 | 75.0                                | F                        | 93.7                         | F                    | 98.8                         | F            | 133.1                      | F                 |

# Table 4-12Freeway Segment Operations

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: The addition of Project traffic does not result in a direct project-specific traffic impacts considering the significance criteria provided in Section 1.4

This freeway segment is expected to experience deficient level of service conditions. The project would have cumulative traffic impacts, but no direct traffic impacts. Improvements should be considered to mitigate the effects of project traffic.

Based on the results of Table 4-12, following are the implications for various freeway facilities in the study area.

#### I-215 NORTHBOUND NORTH OF VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. Improvements will be required for the 2025 and 2040 scenarios because the project will contribute greater than 2% of the total traffic along the roadway segment for these scenarios.

#### I-215 NORTHBOUND FROM HARLEY KNOX BOULEVARD TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2019, 2025, and 2040 scenarios. No improvements are needed for the 2019, 2025, and 2040 scenarios since the project contributes less than 2% of the total traffic along the freeway segment in each of these scenarios.

#### I-215 NORTHBOUND SOUTH OF HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the 2025 and 2040 scenarios. Improvements will be required for the 2025 and 2040 scenarios because the project will contribute greater than 2% of the total traffic along the roadway segment for these scenarios.



#### I-215 SOUTHBOUND NORTH OF VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the Existing Plus Project, 2019, 2025, and 2040 scenarios. Improvements will be required for the Existing Plus Project, 2019, 2025 and 2040 scenarios because the project will contribute greater than 2% of the total traffic along the roadway segment for these scenarios.

#### I-215 SOUTHBOUND HARLEY KNOX BOULEVARD TO VAN BUREN BOULEVARD

This freeway facility is expected to experience level of service E or F conditions for the Existing Plus Project, 2019, 2025, and 2040 scenarios. No improvements are needed for the Existing Plus Project, 2019, 2025, and 2040 scenarios since the project contributes less than 2% of the total traffic along the roadway segment in each of these scenarios.

#### I-215 SOUTHBOUND SOUTH OF HARLEY KNOX BOULEVARD

This freeway facility is expected to experience level of service F conditions for the Existing Plus Project, 2019, 2025, and 2040 scenarios. Improvements will be required for the Existing Plus Project, 2019, 2025 and 2040 scenarios because the project will contribute greater than 2% of the total traffic along the roadway segment for these scenarios.

#### 4.13 Project Access

Currently, there is no improved access to the proposed Project site. Access to the Project will be provided through the construction of an extension of Van Buren Boulevard from its current terminus at the March Field Air Museum to the southern border of March JPA at the City of Perris. Secondary access will be provided through an access point at the south end of the project. Results of the level of service analysis show that the North and South driveway along Van Buren Boulevard will operate at unacceptable levels of service through the Horizon Year 2040 Plus Project scenario as shown in Table 4-13. The North and South driveways meet the peak hour signal warrant and would require signalization. The installation of traffic signals is recommended.

Queuing analysis at the proposed Project driveways was completed using Section 400 of Caltrans' Highway Design Manual. The vehicular queue presented in Table 4-14 represents the approximate queue lengths for the respective lane movements. The proposed location and design of all Project driveways must adhere to March JPA Design Standards.



#### **Project Driveway Intersection Operations**

| INTERSECTION                                     | CONTROL           | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PROJ | g plus<br>Iect | OPENIN<br>2019<br>PRO. | g year<br>Plus<br>Iect | CUMUL<br>YEAR 202<br>PROJ | ATIVE<br>25 PLUS<br>IECT | HORIZO<br>2040<br>PROJ | n year<br>Plus<br>Iect |
|--|-------------------|---------------|--------------|-----------------|----------------|------------------------|------------------------|---------------------------|--------------------------|------------------------|------------------------|
|  |                   |               |              | DELAY           | LOS            | DELAY                  | LOS                    | DELAY                     | LOS                      | DELAY                  | LOS                    |
| 'an Buren Boulevard / North Driveway             | One Way Step Sign | D             | AM           | 12.3            | В              | 12.3                   | В                      | 12.3                      | В                        | 13.3                   | В                      |
| van Buren Boulevalu / North Driveway             | One-way stop sign | U             | PM           | >300.0          | F*             | >300.0                 | F*                     | >300.0                    | F*                       | >300.0                 | F*                     |
|  |                   |               |              |                 |                |                        |                        |                           |                          |                        |                        |
| Van Buran Boulovard / South Drivoway             | One Way Step Sign |               | AM           | 12.4            | В              | 12.4                   | В                      | 12.4                      | В                        | 13.3                   | В                      |
| van Bulen Boulevalu / South Driveway             | One-way stop sign | U             | PM           | 227.5           | F *            | 227.5                  | F*                     | 227.5                     | F *                      | >300.0                 | F*                     |
|  |                   |               |              |                 |                |                        |                        |                           |                          |                        |                        |
| Van Buren Boulevard / Western Way-Project Access | All-May Stop      | D             | AM           | 10.0            | А              | 10.0                   | А                      | 10.0                      | А                        | 11.2                   | В                      |
|  | An-way stop       | 0             | PM           | 17.2            | С              | 17.2                   | С                      | 17.2                      | С                        | 24.7                   | С                      |

DELAY is measured in seconds

 $\mbox{LOS}$  = Level of Service /  $\mbox{BOLD}$  denotes LOS standard has been exceeded

For all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

\* Meets peak hour signal warrant.

|  |                      |                | , opei          |                       | -                       |                        |                           |                       |                        |
|--|----------------------|----------------|-----------------|-----------------------|-------------------------|------------------------|---------------------------|-----------------------|------------------------|
| INTERSECTION                                     | APPROACH/<br>TURNING | EXISTIN<br>PRO | IG PLUS<br>JECT | OPENIN<br>2019<br>PRO | IG YEAR<br>PLUS<br>JECT | CUMU<br>YEAR 20<br>PRO | LATIVE<br>25 PLUS<br>JECT | HORIZO<br>2040<br>PRO | N YEAR<br>PLUS<br>JECT |
|  | IVIO V EIVIEN I      | AM             | PM              | AM                    | PM                      | AM                     | PM                        | AM                    | РМ                     |
|  |                      | Queue          | Queue           | Queue                 | Queue                   | Queue                  | Queue                     | Queue                 | Queue                  |
|  | NB Right             | 215            | 320             | 215                   | 320                     | 215                    | 320                       | 215                   | 320                    |
| Van Buran Baulayard / North Driveway             | SB Left              | 485            | 680             | 485                   | 680                     | 485                    | 680                       | 485                   | 680                    |
| Van Buren Boulevard / North Driveway             | WB Left              | 53             | 310             | 53                    | 310                     | 53                     | 310                       | 53                    | 310                    |
|  | WB Right             | 148            | 663             | 148                   | 663                     | 148                    | 663                       | 148                   | 663                    |
|  |                      |                |                 |                       |                         |                        |                           |                       |                        |
|  | NB Right             | 215            | 320             | 215                   | 320                     | 215                    | 320                       | 215                   | 320                    |
| Van Buron Boulovard / South Drivoway             | SB Left              | 475            | 673             | 475                   | 673                     | 450                    | 673                       | 475                   | 673                    |
| van Bulen Boulevaru / South Driveway             | WB Left              | 53             | 310             | 53                    | 310                     | 53                     | 310                       | 53                    | 310                    |
|  | WB Right             | 140            | 655             | 140                   | 655                     | 140                    | 655                       | 140                   | 655                    |
|  |                      |                |                 |                       |                         |                        |                           |                       |                        |
|  | NB Left              | 560            | 835             | 560                   | 835                     | 560                    | 835                       | 730                   | 1025                   |
|  | NB Through           | 413            | 613             | 413                   | 613                     | 413                    | 613                       | 413                   | 613                    |
| Van Buren Boulevard / Western Way-Project Access | SB Thru/Right        | 85             | 445             | 85                    | 370                     | 85                     | 445                       | 85                    | 445                    |
|  | EB Left              | 113            | 163             | 113                   | 163                     | 113                    | 163                       | 113                   | 163                    |
|  | EB Right             | 130            | 800             | 130                   | 800                     | 130                    | 800                       | 220                   | 915                    |
|  |                      |                |                 |                       |                         |                        |                           |                       |                        |

#### Table 4-14 Project Driveway Queuing Operations

Queue is measured in feet

#### 4.14 Senate Bill 743

In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. For some parts of California (and possibly the entire state), this legislation will eventually change the way that transportation studies are conducted for environmental documents. Level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under the California Environmental Quality Act (CEQA). Instead, new performance measures such as vehicle miles travelled (VMT) or other similar measures will be used.



SB 743 was incorporated into CEQA in December 2018 and is set for implementation on July 1, 2020. Therefore, the traffic analysis follows current practice regarding state and local guidance as of the date of preparation. However, an estimate of VMT associated with the Project is provided in Table 4-15 for the proposed Project. The estimated VMT for the proposed Project is derived from the default trip length for commercial-work trips from the California Emissions Estimator Model (CalEEMod) program and South Coast Air Quality Management District (SCAQMD) recommendations.

The 16.6 miles/trip for automobiles is derived from the default trip length for commercial-work trips from the CalEEMod program for the Unrefrigerated Warehouse land use. This land use is the most similar land use to the Project. The 16.6 miles/trip is the default value in the CalEEMod program.

#### South Coast Air Quality Management District (SCAQMD)

In the last 5 years, the SCAQMD has provided numerous comments on the trip length for warehouse/distribution and industrial land use projects. The SCAQMD asserts that the model-default trip length in CalEEMod and the URBEMIS 2007 model (version 9.2.4) would underestimate emissions. The SCAQMD asserts that for warehouse, distribution center, and industrial land use projects, most of the heavy-duty trucks would be hauling consumer goods, often from the Ports of Long Beach and Los Angeles and/or to destinations outside of California. The SCAQMD states that for this reason, the CalEEMod and the URBEMIS model default trip length (approximately 12.6 miles) would not be representative of activities at like facilities. The SCAQMD generally recommends the use of a 40-mile one-way trip length.

| LAND USE                         | ADT<br>VOLUME | RATE            | AVERAGE<br>DAILY VMT |
|----------------------------------|---------------|-----------------|----------------------|
| Intensive Ecommerce<br>(Auto's)  | 12,742        | 16.6 miles/trip | 211,517              |
| Intensive Ecommerce<br>(Truck's) | 1,543         | 40 miles/trip   | 61,720               |
|                                  |               | TOTAL           | 273,237              |

# Table 4-15

Notes:

(1) VMT rates for auto's per CalEEMod Programs. VMT rates for truck's per SCAQMD Recommendations



# 4.15 Mitigation to Achieve Target Levels of Service

Recommended mitigation measures are provided in Appendix G. This section describes potential improvements to mitigate the traffic impacts of the Project to target levels of service. Described below are potential improvements at study area intersections, segments, and ramps for various scenarios that would, in most cases, result in acceptable levels of service. In order to mitigate the Project's impacts, the Project may be required to build improvements that are identified under 'Existing Plus Project' conditions to improve identified LOS deficiencies. In addition, the proposed Project will be required to contribute a fair-share towards the costs of improvements that are identified for the Horizon Year 2040 scenarios.

#### 4.15.1 Identification of Improvements

The existing roadway network can be mitigated to ease many of the impacts of the Project and projected future traffic through the year 2040. In a couple cases, impacts from the projected future traffic growth and Project traffic cannot be mitigated to acceptable levels of service because of potential deign constraints.

Considering the significance criteria provided in Section 1.4 and the results presented above, the following improvements are recommended to alleviate project-specific impacts. The existing road network can be mitigated to ease many of the impacts of the Project and projected future traffic through the year 2040.

#### INTERSECTIONS

- <u>Van Buren Boulevard / Trautwein Boulevard-Cole Avenue</u> Recommended improvements to achieve acceptable levels of service:
  - Horizon Year 2040 Plus Project scenario:
    - Widen the northbound approach to 1 left turn lane, 2 through lanes, and 1 right turn lane (adding 1 right turn lane)
    - Widen the eastbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 2 through lanes)
    - Widen the westbound approach to 1 left turn lane, 4 through lanes, and 1 right turn lane (adding 1 through lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM peak hour. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection during the PM peak hour.

Van Buren Boulevard / Barton Street

Recommended improvements to achieve acceptable levels of service:

Horizon Year 2040 Plus Project scenario:



- Widen the northbound approach to 2 left turn lanes, 1 through lane, and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
- Widen the southbound approach to 1 left turn lane, 1 through lane, and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
- Widen the eastbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 left turn lane and 1 through lane)
- Widen the westbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

Van Buren Boulevard / Coyote Bush Road

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - Widen the westbound approach to 2 left turn lanes, 3 through lanes, and 1 right turn lane (adding 1 right turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the westbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Opening Year 2019 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

Van Buren Boulevard / Orange Terrace Parkway

Recommended improvements to achieve acceptable levels of service:

- Horizon Year 2040 Plus Project scenario:
  - Provide for right turn overlap phasing at the northbound approach (adding right turn overlap phasing)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

Van Buren Boulevard / Village West Drive

Recommended improvements to achieve acceptable levels of service:

- Horizon Year 2040 Plus Project scenario:
  - Provide for right turn overlap phasing at the northbound approach (adding right turn overlap phasing)
  - Widen the eastbound approach to 1 left turn lane, 4 through lanes, and 1 right turn lane (adding 1 through lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.



#### Van Buren Boulevard / Meridian Parkway

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios:
  - Provide for right turn overlap phasing at the southbound approach (adding right turn overlap phasing)
- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes, 1 through lane, and 2 right turn lanes with overlap phasing (adding 1 right turn lane and overlap phasing)

The improvements identified for the Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

The improvements identified for the Horizon Year 2040 Plus Project scenarios do not meet the acceptable LOS standard of 'D'. The improvements identified above will achieve an unacceptable LOS 'F' for both the AM and PM peak hour. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection.

#### Van Buren Boulevard / I-215 SB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the southbound approach to 1 left turn lane, 1 through lane and 2 right turn lanes (adding 1 left turn lane)
- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the southbound approach to 2 left turn lanes, 1 through lane, and 2 right turn lanes (adding 2 left turn lanes)
  - Widen the westbound approach to 1 left turn lane and 3 through lanes (adding 1 through lane)

The improvements identified for the Existing Plus Project and Opening Year 2019 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM peak hour. However, the identified improvements are not sufficient to meet the acceptable LOS standard during the PM peak hour (LOS F).

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenario are not sufficient to meet the acceptable LOS standard of 'D'. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection.

 Van Buren Boulevard / I-215 NB Ramps No improvements recommended.



Additional left and/or right turn lanes are needed to alleviate level of service deficiencies at the intersection.

#### Harley Knox Boulevard / I-215 SB Ramps

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate existing shared leftthrough lane) and 1 right turn lane (adding 1 left turn lane)
  - Widen the westbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)
- Cumulative Year 2025 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate existing shared leftthrough lane) and 1 right turn lane (adding 1 left turn lane)
  - Widen the eastbound approach to 3 through lanes with a shared right (adding 1 through lane)
  - Widen the westbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 2 left turn lanes (eliminate existing shared leftthrough lane) and 2 right turn lanes (adding 1 left turn lane and 1 right turn lane)
  - Widen the eastbound approach to 3 through lanes and 1 right turn lane (adding 1 through lane and 1 right turn lane)
  - Widen the westbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)

The improvements identified for the Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM peak hour. Additional turn lanes are needed to alleviate level of service deficiencies at the intersection during the PM peak hour.

#### Harley Knox Boulevard / I-215 NB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)
- Opening Year 2019 Plus Project scenario:



- Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
- Widen the eastbound approach to 2 left turn lanes and 2 through lanes (adding 1 left turn lane)
- Widen the westbound approach to 2 through lanes and 2 right turn lane (adding 2 right turn lanes)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the eastbound approach to 2 left turn lanes and 3 through lanes (adding 1 left turn lane and 1 through lane)
  - Widen the westbound approach to 2 through lanes and 2 right turn lane (adding 2 right turn lanes)

The improvements identified for the Existing Plus Project and Opening Year 2019 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenario are not sufficient to meet the acceptable LOS standard of 'D'.

#### <u>Nandina Avenue / Western Way</u>

Recommended improvements to achieve acceptable levels of service:

- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 1 left-through lane and 1 through-right lane (adding 1 through lane)

The improvements identified for the Horizon Year 2040 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

#### Harley Knox Boulevard / Western Way

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project)
  - Widen the southbound approach to 1 left turn lane and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
  - Widen the eastbound approach to 1 left turn lane and 2 through lanes (adding 1 left turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)
- Opening Year Plus Project scenario:



- Widen the southbound approach to 1 left-through lane and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
- Widen the westbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the southbound approach to 1 left-through lane and 2 right turn lanes with overlap phasing (adding 2 right turn lanes with overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes and 2 through lanes with a shared right (adding 1 left turn lane)
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane and 1 right turn lane)

The improvements identified for the Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

### <u>Harley Knox Boulevard / Patterson Avenue</u>

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the eastbound approach to 1 left turn lanes, 3 through lanes, and 1 right turn lane (adding 1 through lane)
  - Widen the westbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane)

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

#### Harley Knox Boulevard / Webster Avenue No Improvements Recommended.

The capacity analysis for the Cumulative Year 2025 and Horizon Year 2040 scenarios indicates that the roundabout will exceed the level of service criteria. However, the National Cooperative Highway Research Program (NCHRP) Report 672 (Roundabouts) second edition indicates that a double-lane roundabout may be sufficient in accommodating upwards of 40,000 daily volumes with the caveat that additional analysis is needed. The roundabout was recently installed at the intersection to alleviate current level of service deficiencies. The projected traffic volume at the intersection in the year 2025 and year 2040 will eclipse 35,000 daily trips. As recommended in the NCHRP Report 672, field data collection is recommended to ensure the intersection meets the acceptable level of service criteria. Traffic monitoring should commence prior to the year 2025 and should be evaluated on an annual basis.

#### Harley Knox Boulevard / Indian Avenue



#### Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project scenario:
  - Widen the southbound approach to 1 left turn lane, 2 through lanes, and 1 right turn lane (adding 1 right turn lane)
  - Widen the eastbound approach to 2 left turn lanes and 3 through lanes with a shared right (adding 1 left turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the southbound approach to 1 left turn lane, 2 through lanes, and 2 right turn lanes with overlap phasing (adding 1 right turn lane with overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 3 through lanes, and 1 right turn lane (adding 1 left turn lane and 1 right turn lane)
  - Widen the westbound approach to 1 left turn lane and 4 through lanes with a shared right (adding 1 through lane)

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

#### Harley Knox Boulevard / Perris Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project scenario:
  - Provide for right turn overlap phasing at the southbound approach (adding right turn overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 2 through lanes, and 1 right turn lane (adding 1 left turn lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the northbound approach to 2 left turn lanes, 4 through lanes, and 1 right turn lane (adding 1 through lane)
  - Widen the southbound approach to 2 left turn lanes, 4 through lanes, and 2 right turn lanes with overlap phasing (adding 1 through lane and 1 right turn lane with overlap phasing)
  - Widen the eastbound approach to 2 left turn lanes, 2 through lanes, and 1 right turn lane with overlap phasing (adding 1 left turn lane and right turn overlap phasing)

The improvements identified for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' during the AM and PM peak hour.

#### **ROADWAY SEGMENTS**

Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

• Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios:



Trautwein Boulevard-Cole Avenue to Barton Street

• Widen the eastbound segment to 3 travel lanes (adding 1 travel lane) *Village West Drive to Meridian Parkway* 

- Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
- Widen the westbound segment to 4 travel lanes (adding 1 travel lane)
- Horizon Year 2040 Plus Project scenario:

Trautwein Boulevard-Cole Avenue to Barton Street

- Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
- Widen the westbound segment to 4 travel lanes (adding 1 travel lane) Barton Street to Orange Terrace Parkway
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)

• Widen the westbound segment to 4 travel lanes (adding 1 travel lane) Orange Terrace Parkway to Village West Drive

- Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
- Widen the westbound segment to 4 travel lanes (adding 2 travel lanes) *Village West Drive to Meridian Parkway* 
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
  - Widen the westbound segment to 4 travel lanes (adding 1 travel lane)
- Western Way

Recommended improvements to achieve acceptable levels of service:

 Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:

Nandina Avenue to Harley Knox Boulevard

- Widen the northbound segment to 2 travel lanes (adding 1 travel lane)
- o Widen the southbound segment to 2 travel lanes (adding 1 travel lane)

# Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project scenario:
  - I-215 to Western Way
    - Widen the eastbound segment to 3 travel lanes (adding 1 travel lane)
    - Widen the westbound segment to 3 travel lanes (adding 1 travel lane)
- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios: *I-215 to Western Way*
  - Widen the eastbound segment to 4 travel lanes (adding 2 travel lanes)
  - Widen the westbound segment to 4 travel lanes (adding 2 travel lanes) *Western Way to Patterson Avenue* 
    - Widen the eastbound segment to 3 travel lanes (adding 1 travel lane)
    - Widen the westbound segment to 3 travel lanes (adding 1 travel lane)



The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' with the exception of the Van Buren Boulevard segment between Village West Drive and Meridian Parkway.

#### I-215 FREEWAY RAMPS

I-215 NB Off-Ramp to Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project and Cumulative Year 2025 Plus Project scenarios:
  Widen the ramp to accommodate 2 ramp lanes (adding 1 lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)
  - Widen the ramp to accommodate 2 ramp lanes (adding 1 lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### I-215 NB On-Ramp from Harley Knox Boulevard

*Recommended improvements to achieve acceptable levels of service:* 

- Cumulative Year 2025 Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project scenario are sufficient to meet the acceptable LOS standard of 'D'.

#### I-215 NB On-Ramp (WB) from Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

I-215 SB Off-Ramp to Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)



The improvements identified above for the Cumulative Year 2025 Plus Project and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### I-215 SB On-Ramp from Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### <u>I-215 SB Off-Ramp to Harley Knox Boulevard</u>

*Recommended improvements to achieve acceptable levels of service:* 

- Existing Plus Project, Opening Year 2019 Plus Project, and Cumulative Year 2025 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)
- Horizon Year 2040 Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)
  - Widen the ramp to accommodate 2 ramp lanes (adding 1 lane)

The improvements identified above for the Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### I-215 SB On-Ramp to Harley Knox Boulevard

Recommended improvements to achieve acceptable levels of service:

- Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Opening Year 2019 Plus Project, Cumulative Year 2025 Plus Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### I-215 FREEWAY SEGMENTS



#### I-215 NORTHBOUND – North of Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D' with the exception of the PM peak hour under the Horizon Year 2040 Plus Project scenario. The PM peak hour is projected to operate at LOS 'E'. Additional travel lanes in the northbound direction would be needed to alleviate projected level or service conditions in the PM peak hour.

#### I-215 NORTBOUND – South of Harley Knox Boulevard

*Recommended improvements to achieve acceptable levels of service:* 

- Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the northbound direction (adding 1 travel lane)

The improvements identified above for the Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### I-215 SOUTHBOUND – North of Van Buren Boulevard

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Existing Plus Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard of 'D'.

#### <u>I-215 SOUTHBOUND</u> – South of Harley Knox Boulevard Recommended improvements to achieve acceptable levels of service:



- Existing Plus Project, Opening Year 2019 Without Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The improvements identified above for the Existing Plus Project, Opening Year 2019 Without Project, Opening Year 2019 Plus Project, Cumulative Year 2025 Without Project, Cumulative Year 2025 Plus Project, Horizon Year 2040 Without Project, and Horizon Year 2040 Plus Project scenarios are sufficient to meet the acceptable LOS standard.

#### **POST-MITIGATION ANALYSIS**

The level of service resulting from the potential improvements identified above is shown in Tables 4-16 and Table 4-17 for study area intersections, Table 4-18 for study area roadway segments, and Tables 4-19 through 4-23 for freeway facilities.



| INTERSECTION                                 | CONTROL                                      | TARGET<br>LOS | PEAK<br>HOUR | EXISTIN<br>PROJ | G PLUS<br>IECT | OPENIN<br>2019<br>PROJ | g year<br>Plus<br>Iect | CUMUL<br>YEAR 202<br>PROJ | ATIVE<br>25 PLUS<br>IECT | HORIZOI<br>2040<br>PROJ | N YEAR<br>PLUS<br>IECT |
|--|--|---------------|--------------|-----------------|----------------|------------------------|------------------------|---------------------------|--------------------------|-------------------------|------------------------|
|  |  |               |              | DELAY           | LOS            | DELAY                  | LOS                    | DELAY                     | LOS                      | DELAY                   | LOS                    |
| 1. Van Buren Boulevard / Trautwein           | Signalized                                   | D             | AM           |                 |                |                        |                        |                           |                          | 48.2                    | D                      |
| Boulevard-Cole Avenue                        |  |               | PM           |                 |                |                        |                        |                           |                          | 68.3                    | E                      |
|  | a: 1: 1                                      | _             | AM           |                 |                |                        |                        |                           |                          | 37.6                    | D                      |
| 2. van Buren Boulevard / Barton Street       | Signalized                                   | D             | PM           |                 |                |                        |                        |                           |                          | 54.3                    | D                      |
|  |  |               | 0.0.4        |                 |                | 40.4                   | <b>D</b>               |                           |                          | 40.0                    |                        |
| 3. Van Buren Boulevard / Coyote Bush Road    | Signalized                                   | D             |              |                 |                | 49.4                   | D                      |                           |                          | 40.9                    | D                      |
|  |  |               |              |                 |                | +0.5                   |                        |                           |                          | 33.5                    |                        |
| 4. Van Buren Boulevard / Orange Terrace      | Signalized                                   | D             | AM           |                 |                |                        |                        |                           |                          | 50.5                    | D                      |
| Parkway                                      |  |               | PM           |                 |                |                        |                        |                           |                          | 48.5                    | D                      |
|  | a: 1: 1                                      | _             | AM           |                 |                |                        |                        |                           |                          | 49.3                    | D                      |
| 5. Van Buren Boulevard / Village West Drive  | Signalized                                   | D             | PM           |                 |                |                        |                        |                           |                          | 54.7                    | D                      |
|  |  |               |              |                 |                |                        | _                      |                           |                          |                         | _                      |
| 6. Van Buren Boulevard / Meridian Parkway    | Signalized                                   | D             |              |                 |                | 42.4                   | D                      | 55.0                      | D                        | 125.4                   | F                      |
|  |  |               | PIVI         |                 |                | 54.4                   | U                      | 54.7                      | U                        | 96.6                    | F                      |
| 8 Van Buren Boulevard / I-215 SB Bamps       | Signalized                                   | р             | AM           | 16.0            | В              | 44.1                   | D                      | 57.7                      | E                        | 68.5                    | E                      |
|  | Jighanzea                                    |               | PM           | 94.9            | F              | 106.6                  | F                      | 125.8                     | F                        | 148.8                   | F                      |
|  |  |               | AM           |                 |                |                        |                        |                           |                          | 38.8                    | D                      |
| 9. Van Buren Boulevard / I-215 NB Ramps      | Signalized                                   | D             | PM           |                 |                |                        |                        |                           |                          | 60.5                    | E                      |
|  |  |               |              |                 |                |                        |                        |                           |                          |                         |                        |
| 11. Harley Knox Boulevard / I-215 SB Ramps   | Signalized                                   | D             | AM           |                 |                | 32.5                   | С                      | 52.1                      | D                        | 53.2                    | D                      |
|  |  |               | PM           |                 |                | 32.5                   | С                      | 63.1                      | E                        | 110.7                   | F                      |
| 12 Harlow Know Poulovard / L 215 NR Pampe    | Cignolized                                   |               | AM           | 52.4            | D              | 44.7                   | D                      | 110.2                     | F                        | 145.8                   | F                      |
|  | Signanzeu                                    |               | PM           | 40.8            | D              | 45.0                   | D                      | 129.5                     | F                        | 134.7                   | F                      |
|  |  |               | 0.04         |                 |                |                        |                        |                           |                          | 0.9                     | ^                      |
| 13. Nandina Avenue / Western Way             | All-Way Stop                                 | D             | PM           |                 |                |                        |                        |                           |                          | 9.8<br>13.0             | B                      |
|  |  |               |              |                 |                |                        |                        |                           |                          | 1010                    |                        |
| 14. Harley Knox Boulevard / Western Way      | One-Way Stop Sign <sup>1</sup>               | D             | AM           | 13.5            | В              | 14.0                   | В                      | 33.9                      | С                        | 35.4                    | D                      |
|  | , , , ,                                      |               | PM           | 30.1            | С              | 44.5                   | D                      | 53.3                      | D                        | 54.4                    | D                      |
| 15 Harden Kran Baulan ad / Datterran August  | Cineralizzad                                 |               | AM           |                 |                |                        |                        | 24.3                      | С                        | 26.3                    | С                      |
| 15. Harley knox Boulevard / Patterson Avenue | Signalized                                   | D             | PM           |                 |                |                        |                        | 44.5                      | D                        | 54.6                    | D                      |
|  |  |               |              |                 |                |                        |                        | 20.2                      | F                        | . 200.0                 | F                      |
| 16. Harley Knox Boulevard / Webster Avenue   | Roundabout                                   | D             |              |                 |                |                        |                        | 38.3                      | F                        | >300.0                  | r<br>c                 |
|  |  |               | F IVI        |                 |                |                        |                        | 170.3                     | L                        |                         | •                      |
| 17. Harley Knox Boulevard / Indian Avenue    | ey Knox Boulevard / Indian Avenue Signalized | D             | AM           |                 |                |                        |                        | 44.1                      | D                        | 54.5                    | D                      |
|  |  |               | PM           |                 |                |                        |                        | 53.9                      | D                        | 54.2                    | D                      |
|  |  |               | AM           |                 |                |                        |                        | 34.7                      | С                        | 51.4                    | D                      |
| 18. Harley Knox Boulevard / Perris Boulevard | Signalized                                   | D             | PM           |                 |                |                        |                        | 33.8                      | С                        | 54.5                    | D                      |

# Table 4-16Intersection Operations with Mitigation

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For signalized and all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for

the worst movement.

1: Traffic signal assumed for Opening Year 2019 Conditions in accordance with Perris Gateway Commerce Development.



#### **Project Driveway Intersection Operations with Mitigation**

| INTERSECTION                         | TARGET<br>LOS | PEAK<br>HOUR | EXISTING PLUS<br>PROJECT |     | OPENING YEAR<br>2019 PLUS<br>PROJECT |     | CUMULATIVE<br>YEAR 2025 PLUS<br>PROJECT |     | HORIZON YEAR<br>2040 PLUS<br>PROJECT |     |
|--------------------------------------|---------------|--------------|--------------------------|-----|--------------------------------------|-----|---|-----|--------------------------------------|-----|
|                                      |               |              | DELAY                    | LOS | DELAY                                | LOS | DELAY                                   | LOS | DELAY                                | LOS |
| Van Buren Boulevard / North Driveway |               | AM           | 8.9                      | А   | 8.9                                  | А   | 8.9                                     | А   | 8.9                                  | А   |
| van bulen boulevalu / North Driveway | U             | PM           | 21.0                     | С   | 21.0                                 | С   | 21.0                                    | С   | 22.3                                 | С   |
|                                      |               |              |                          |     |                                      |     |   |     |                                      |     |
| Van Buren Boulevard / South Driveway | D             | AM           | 10.6                     | В   | 10.6                                 | В   | 10.6                                    | В   | 10.3                                 | В   |
| van Bulen Boulevalu / South Driveway |               | PM           | 19.4                     | В   | 19.4                                 | В   | 19.4                                    | В   | 20.4                                 | С   |

DELAY is measured in seconds

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

For all-way stop controlled intersections, delay results show the average for the entire intersection. For one-way and two-way stop controlled intersections, delay results show the delay for the worst movement.

#### **Table 4-18**

#### **Segment Operations with Mitigation**

| STREET SEGMENT  | TARGET<br>LOS | EXIST<br>PF | 'ING PL<br>ROJECT | US  | OPENING YEAR 2019<br>PLUS PROJECT |                  |     | CUMULATIVE YEAR<br>2025 PLUS PROJECT |                  |     | HORIZON YEAR 2040<br>PLUS PROJECT |                  |     |
|---|---------------|-------------|-------------------|-----|-----------------------------------|------------------|-----|--------------------------------------|------------------|-----|-----------------------------------|------------------|-----|
|   |               | VOLUME      | $V/C^2$           | LOS | VOLUME                            | V/C <sup>2</sup> | LOS | VOLUME                               | V/C <sup>2</sup> | LOS | VOLUME                            | V/C <sup>2</sup> | LOS |
| Van Buren Boulevar                                      | 4             |             |                   |     |                                   |                  |     |                                      |                  |     |                                   |                  |     |
| Trautwein Boulevard-<br>Cole Avenue to<br>Barton Street | D             |             |                   |     | 35,578                            | 0.66             | С   | 40,537                               | 0.75             | С   | 55 <i>,</i> 835                   | 0.78             | С   |
| Barton Street to<br>Orange Terrace<br>Parkway           | D             |             |                   |     |                                   |                  |     |                                      |                  |     | 52,679                            | 0.73             | С   |
| Orange Terrace<br>Parkway to<br>Village West Drive      | D             |             |                   |     |                                   |                  |     |                                      |                  |     | 53,181                            | 0.74             | С   |
| Village West Drive to<br>Meridian Parkway               | D             |             |                   |     | 48,710                            | 0.68             | С   | 53,811                               | 0.75             | С   | 67,440                            | 0.94             | E   |
| Western Way   |               |             |                   |     |                                   |                  |     |                                      |                  |     |                                   |                  |     |
| Nandina Avenue to<br>Harley Knox Boulevard              | D             | 11,750      | 0.45              | С   | 12,670                            | 0.49             | С   | 13,940                               | 0.54             | С   | 15,200                            | 0.59             | С   |
| Harley Knox Bouleva                                     | rd            |             |                   |     |                                   |                  |     |                                      |                  |     |                                   |                  |     |
| I-215 to<br>Western Way                                 | D             |             |                   |     | 33,115                            | 0.61             | С   | 52,577                               | 0.73             | С   | 54,670                            | 0.76             | С   |
| Western Way to<br>Patterson Avenue                      | D             |             |                   |     |                                   |                  |     | 44,880                               | 0.83             | D   | 46,620                            | 0.86             | D   |

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

1: Riverside County Link Volume Capacities

2: Volume to Capacity Ratio



#### **Existing Plus Project Merge/Diverge Operations with Mitigation**

| I-215  |          | AM Peak Hour<br>(veh/hr) |      | PM Peak Hour<br>(veh/hr) |      | Number of Lanes |      | TARGET | AM Peak Hour       |                        | PM Peak Hour       |                        |
|--|----------|--------------------------|------|--------------------------|------|-----------------|------|--------|--------------------|------------------------|--------------------|------------------------|
| Location   | Facility | Freeway                  | Ramp | Freeway                  | Ramp | Freeway         | Ramp | LUS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Southbound   |          |                          |      |                          |      |                 |      |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Harley Knox Boulevard Diverge |          | 3571                     | 503  | 6243                     | 463  | 3               | 1    | D      | В                  | 10.3                   | С                  | 21.5                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

# **Table 4-20**

#### **Opening Year 2019 Plus Project Merge/Diverge Operations with Mitigation**

| I-215                                       |          | AM Peak Hour<br>(veh/hr) |      | PM Peak Hour<br>(veh/hr) |      | Number of Lanes |      | TARGET | AM Peak Hour       |                        | PM Peak Hour       |                        |
|---|----------|--------------------------|------|--------------------------|------|-----------------|------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                    | Facility | Freeway                  | Ramp | Freeway                  | Ramp | Freeway         | Ramp | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                  |          |                          |      |                          |      |                 |      |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard  | Diverge  | 5149                     | 566  | 4470                     | 658  | 3               | 1    | D      | А                  | 8.3                    | А                  | 4.5                    |
| Southbound                                  |          |                          |      |                          |      |                 |      |        |                    |                        |                    |                        |
| I-215 SB On-Ramp from Van Buren Boulevard   | Merge    | 3717                     | 941  | 4793                     | 2100 | 3               | 3    | D      | В                  | 10.5                   | С                  | 23.4                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard  | Diverge  | 4616                     | 951  | 6830                     | 676  | 3               | 1    | D      | В                  | 17.2                   | С                  | 25.2                   |
| I-215 SB On-Ramp from Harley Knox Boulevard | Merge    | 3707                     | 319  | 6217                     | 860  | 3               | 1    | D      | В                  | 13.3                   | с                  | 26.1                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

# **Table 4-21**

#### Cumulative Year 2025 Plus Project Merge/Diverge Operations with Mitigation

| I-215  |          | AM Pea<br>(veh | ik Hour<br>/hr) | PM Pea<br>(veh | ak Hour<br>n/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|-----------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp            | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6166           | 1068            | 5019           | 869              | 3       | 1        | D      | В                  | 16.7                   | А                  | 7.6                    |
| I-215 NB On-Ramp from Harley Knox Boulevard    | Merge    | 5098           | 1750            | 4150           | 2085             | 3       | 1        | D      | D                  | 28.1                   | С                  | 27.5                   |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6016           | 105             | 6086           | 485              | 3       | 2        | D      | В                  | 10.9                   | В                  | 14.2                   |
| Southbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6506           | 1590            | 6282           | 1171             | 3       | 2        | D      | А                  | 1.1                    | А                  | 2.1                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 4916           | 1040            | 5111           | 2334             | 3       | 3        | D      | В                  | 15.4                   | С                  | 26.4                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 5914           | 1815            | 7382           | 1157             | 3       | 1        | D      | С                  | 27.4                   | D                  | 30.1                   |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4141           | 514             | 6288           | 1441             | 3       | 1        | D      | В                  | 16.3                   | D                  | 31.0                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded



#### Horizon Year 2040 Plus Project Merge/Diverge Operations with Mitigation

| I-215  |          | AM Pea<br>(veh | ık Hour<br>/hr) | PM Pea<br>(veh | ak Hour<br>a/hr) | Number  | of Lanes | TARGET | AM Pe              | ak Hour                | PM Pea             | ak Hour                |
|--|----------|----------------|-----------------|----------------|------------------|---------|----------|--------|--------------------|------------------------|--------------------|------------------------|
| Location                                       | Facility | Freeway        | Ramp            | Freeway        | Ramp             | Freeway | Ramp     | LOS    | LOS <sup>(1)</sup> | Density <sup>(2)</sup> | LOS <sup>(1)</sup> | Density <sup>(2)</sup> |
| Northbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 NB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6514           | 1318            | 5537           | 915              | 3       | 1        | D      | А                  | 5.4                    | А                  | 1.1                    |
| I-215 NB On-Ramp (WB) from Van Buren Boulevard | Merge    | 6076           | 106             | 6951           | 494              | 3       | 2        | D      | В                  | 11.1                   | В                  | 17.2                   |
| Southbound                                     |          |                |                 |                |                  |         |          |        |                    |                        |                    |                        |
| I-215 SB Off-Ramp to Van Buren Boulevard       | Diverge  | 6806           | 1616            | 6971           | 1336             | 3       | 2        | D      | А                  | 2.0                    | А                  | 0.6                    |
| I-215 SB On-Ramp from Van Buren Boulevard      | Merge    | 5190           | 1138            | 5635           | 2517             | 3       | 3        | D      | В                  | 17.1                   | D                  | 29.6                   |
| I-215 SB Off-Ramp to Harley Knox Boulevard     | Diverge  | 6286           | 2095            | 8089           | 1471             | 3       | 1        | D      | А                  | 6.7                    | А                  | 8.8                    |
| I-215 SB On-Ramp from Harley Knox Boulevard    | Merge    | 4233           | 603             | 6681           | 1501             | 3       | 1        | D      | В                  | 17.4                   | D                  | 32.8                   |

(1) LOS = Level of Service / BOLD denotes LOS standard has been exceeded

(2) Density is expressed in passenger cars/mile per lane

# **Table 4-23**

**Freeway Segment Operations with Mitigation** 

| STREET SEGMENT                               | FREEWAY<br>SEGMENT<br>DESCRIPTION | TARGET<br>LOS  | PEAK<br>HOUR | EXISTING PLUS<br>PROJECT |     | OPENING YEAR<br>2019 PLUS<br>PROJECT |     | CUMULATIVE<br>YEAR 2025 PLUS<br>PROJECT |     | HORIZON YEAR<br>2040 PLUS<br>PROJECT |     |
|--|-----------------------------------|----------------|--------------|--------------------------|-----|--------------------------------------|-----|---|-----|--------------------------------------|-----|
|  |                                   |                |              | DENSITY                  | LOS | DENSITY                              | LOS | DENSITY                                 | LOS | DENSITY                              | LOS |
| I-215 Northbound                             |                                   |                |              |                          |     |                                      |     |   |     |                                      |     |
| North of Van Duran Daulayard                 | 2 James Divided                   |                | AM           |                          |     |                                      |     | 27.6                                    | D   | 27.9                                 | D   |
| North of vari Buren Boulevard                | 3 Lanes Divided                   | anes Divided D |              |                          |     |                                      |     | 30.3                                    | D   | 36.9                                 | Е   |
| Harlow Knov Poulovard to Van Buron Poulovard | 3 Lanes Divided                   | D              | AM           |                          |     | 25.7                                 | С   | 31.9                                    | D   | 33.2                                 | D   |
| Harley Knox Boulevard to Van Buren Boulevard |                                   | U              | PM           |                          |     | 21.3                                 | С   | 27.9                                    | D   | 34.2                                 | D   |
| South of Harloy Know Rouloyard               | 2 Janes Divided                   | D              | AM           |                          |     |                                      |     | 27.8                                    | D   | 30.0                                 | D   |
|  | S Lalles Divided                  | U              | PM           |                          |     |                                      |     | 22.0                                    | С   | 24.5                                 | С   |
| I-215 Southbound                             |                                   |                |              |                          |     |                                      |     |   |     |                                      |     |
| North of Van Buren Boulovard                 | 2 Janos Dividod                   | D              | AM           | 17.4                     | В   | 23.0                                 | С   | 29.9                                    | D   | 31.9                                 | D   |
|  | 3 Lattes Divided                  | U              | PM           | 24.6                     | с   | 26.5                                 | D   | 28.5                                    | D   | 33.1                                 | D   |
|  |                                   | D              | AM           | 15.7                     | В   | 20.3                                 | С   | 26.4                                    | D   | 28.6                                 | D   |
|  | 3 Lanes Divided                   |                | PM           | 28.3                     | D   | 32.1                                 | D   | 36.4                                    | Е   | 43.3                                 | Е   |
| South of Harloy Know Rouloyard               | 2 Janes Divided                   | D              | AM           | 14.5                     | В   | 17.7                                 | В   | 20.4                                    | С   | 21.2                                 | С   |
|  | 5 Lattes Divided                  | U              | PM           | 28.9                     | D   | 33.9                                 | D   | 39.5                                    | Е   | 44.4                                 | Е   |

LOS = Level of Service / BOLD denotes LOS standard has been exceeded

#### 4.15.2 Equitable Fair-Share Responsibility

As discussed earlier in this section, the Project may be required to build improvements that are identified for the 'Existing Plus Project' conditions to improve identified LOS deficiencies. Improvements identified for the 'Existing Plus Project' conditions include:

#### INTERSECTIONS

- <u>Van Buren Boulevard / I-215 SB Ramps</u>
  Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the southbound approach to 1 left turn lane, 1 through lane and 2 right turn lanes (adding 1 left turn lane)



- 131 Veteran's Industrial Park (VIP) 215 Development Traffic Impact Study, Traffic Impacts
  - Harley Knox Boulevard / I-215 NB Ramps

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the northbound approach to 1 left-through lane and 2 right turn lanes (adding 1 right turn lane)
  - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)
- <u>Harley Knox Boulevard / Western Way</u>
  Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Install Traffic Signal (Note: A traffic signal is proposed to be installed with development of the Perris Gateway Commerce Project. It should be noted that the exact timing of the Perris Gateway Commerce Project is unknown at this time. The proposed Project should install a traffic signal at the Harley Knox Boulevard and Western Way intersection prior to building occupancy if the Perris Gateway Commerce Project is not developed.)
    - Widen the southbound approach to 1 left turn lane and 1 right turn lane with overlap phasing (adding 1 right turn lane and overlap phasing)
    - Widen the eastbound approach to 1 left turn lane and 2 through lanes (adding 1 left turn lane)
    - Widen the westbound approach to 2 through lanes and 1 right turn lane (adding 1 right turn lane)

#### **ROADWAY SEGMENTS**

Western Way

Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario: Nandina Avenue to Harley Knox Boulevard
  - Widen the northbound segment to 2 travel lanes (adding 1 travel lane)
  - Widen the southbound segment to 2 travel lanes (adding 1 travel lane)

#### I-215 FREEWAY RAMPS

- <u>I-215 SB Off-Ramp to Harley Knox Boulevard</u>
  Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

#### I-215 FREEWAY SEGMENTS

I-215 SOUTHBOUND – North of Van Buren Boulevard



Recommended improvements to achieve acceptable levels of service:

- Existing Plus Project scenario:
  - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)
- <u>I-215 SOUTHBOUND</u> South of Harley Knox Boulevard Recommended improvements to achieve acceptable levels of service:
  - Existing Plus Project scenario:
    - Widen the I-215 mainline to 4 travel lanes in the southbound direction (adding 1 travel lane)

The proposed Project will be required to contribute a fair-share towards the costs of improvements that are identified for the Horizon Year 2040 scenario. The intent of determining the equitable responsibility for the improvements identified above for the Horizon Year 2040 scenario, is to provide a starting point for early discussions to address traffic mitigation equitability and to calculate the equitable share for mitigating traffic impacts.

The formula used to calculate the equitable share responsibility for the improvements identified for the Horizon Year 2040 Plus Project scenario is as follows:

Equitable Share = (Project Trips)/(Horizon Year 2040 Plus Project Traffic – Existing Traffic)

Table 4-24 shows the equitable share responsibility for improvements to the study are as described above. The equitable share responsibility shown in Table 4-24 is the result of LOS enhancements related to capacity.



| INTERSECTION                                  | PEAK<br>HOUR | EXISTING | PROJECT TRIPS | HORIZON YEAR<br>2040 PLUS<br>PROJECT | FAIR SHARE<br>PERCENTAGE |
|---|--------------|----------|---------------|--------------------------------------|--------------------------|
| Van Buren Boulevard / Trautwein Boulevard-    | AM           | 4,288    | 84            | 6,795                                | 3.4%                     |
| Cole Avenue                                   | PM           | 4,048    | 199           | 7,426                                | 5.9%                     |
| Van Duran Daulayard / Darten Street           | AM           | 3,841    | 93            | 6,170                                | 4.0%                     |
| van Buren Boulevard / Barton Street           | PM           | 3,412    | 225           | 6,675                                | 6.9%                     |
| Van Duran Daulayard / Causta Durah Daad       | AM           | 3,253    | 93            | 5,478                                | 4.2%                     |
| van Buren Boulevard / Coyole Bush Road        | PM           | 2,763    | 225           | 5,528                                | 8.1%                     |
| Van Buran Baulayard / Oranga Tarraga Darkway  | AM           | 3,116    | 103           | 5,790                                | 3.9%                     |
| vali Buren Boulevaru / Orange Terrace Parkway | PM           | 2,876    | 262           | 6,224                                | 7.8%                     |
| Van Duran Daulayard (Village West Drive       | AM           | 2,974    | 103           | 6,401                                | 3.0%                     |
| van Buren Boulevard / village west brive      | PM           | 2,884    | 249           | 7,331                                | 5.6%                     |
| Van Duran Daulayard / Maridian Darlyway       | AM           | 2,948    | 139           | 6,402                                | 4.0%                     |
| van Buren Boulevard / Meridian Parkway        | PM           | 3,462    | 328           | 7,764                                | 7.6%                     |
| Van Duran Doulouard / L 215 CD Domas          | AM           | 2,392    | 520           | 5,382                                | 17.4%                    |
| van Buren Boulevard / 1-215 SB Ramps          | PM           | 2,726    | 976           | 6,743                                | 24.3%                    |
| Van Buran Boulovard / L 215 NB Bampa          | AM           | 1,252    | 665           | 3,226                                | 33.7%                    |
| vali buren boulevaru / 1-215 NB kallips       | PM           | 1,124    | 1,503         | 4,320                                | 47.0%                    |
| Harloy Knoy Poulovard (1 215 SP Pamps         | AM           | 1,320    | 127           | 3,968                                | 4.8%                     |
|   | PM           | 1,124    | 413           | 4,226                                | 13.3%                    |
| Harloy Knoy Poulovard (1 215 NP Pamps         | AM           | 1,883    | 355           | 5,733                                | 9.2%                     |
|   | PM           | 1,519    | 796           | 6,285                                | 16.7%                    |
| Nandina Avenue / Western Way                  | AM           | 66       | 470           | 672                                  | 77.6%                    |
| Nahuma Avenue / Western Way                   | PM           | 73       | 1,073         | 1,283                                | 88.7%                    |
| Harloy Knoy Boulovard (Western Way            | AM           | 1,483    | 473           | 5,113                                | 13.0%                    |
|   | PM           | 1,351    | 1,074         | 5,851                                | 23.9%                    |
| Harloy Knoy Poulovard ( Patterson Avenue      | AM           | 1,378    | 117           | 4,358                                | 3.9%                     |
| Harrey Kilox Boulevard / Patterson Avenue     | PM           | 1,280    | 277           | 4,721                                | 8.0%                     |
| Harley Kney Bouleyard (Webster Avenue         | AM           | 1,402    | 107           | 6,308                                | 2.2%                     |
| Harrey Kilox Boulevard / Webster Avenue       | PM           | 1,193    | 253           | 7,291                                | 4.1%                     |
| Harley Kney Boulevard (Indian Avenue          | AM           | 1,758    | 97            | 5,236                                | 2.8%                     |
|   | PM           | 1,600    | 227           | 5,897                                | 5.3%                     |
| Harloy Knoy Poulovard / Derric Poulovard      | AM           | 3,080    | 76            | 6,543                                | 2.2%                     |
|   | PM           | 2,576    | 178           | 7,744                                | 3.4%                     |

Table 4-24Equitable Fair-Share Responsibility



# Table 4-24 cont'd

### Equitable Fair-Share Responsibility

| ROADWAY SEGMENTS                             |     |        |        |                 |        |
|--|-----|--------|--------|-----------------|--------|
| Van Buren Boulevard                          |     |        |        |                 |        |
| Trautwein Boulevard to Barton Street         | ADT | 27,890 | 2,000  | 55 <i>,</i> 835 | 7.2%   |
| Barton Street to Orange Terrace Parkway      | ADT | 27,140 | 2,250  | 52,679          | 8.8%   |
| Orange Terrace Parkway to Village West Drive | ADT | 27,630 | 2,490  | 53,181          | 9.7%   |
| Village West Drive to Meridian Parkway       | ADT | 28,990 | 2,490  | 67,440          | 6.5%   |
| Western Way                                  |     |        |        |                 |        |
| Nandina Avenue to Harley Knox Boulevard      | ADT | 1,010  | 10,740 | 15,200          | 75.7%  |
| Harley Knox Boulevard                        |     |        |        |                 |        |
| I-215 to Western Way                         | ADT | 13,230 | 7,970  | 54,670          | 19.2%  |
| Western Way to Patterson Avenue              | ADT | 12,780 | 2,770  | 46,620          | 8.2%   |
| I-215 FREEWAY RAMPS                          |     |        |        |                 |        |
| I-215  |     |        |        |                 |        |
| NR Off-Pamp to Harley Knox Bouleyard         | AM  | 4,389  | 483    | 7,832           | 14.0%  |
|  | PM  | 4,050  | 711    | 6,452           | 29.6%  |
| ND On Dama from Under Knew Davidsward 1      | AM  | 5,338  | 54     | 6,848           | 3.6%   |
| NB On-Ramp from Harley Knox Boulevard        | PM  | 4,300  | 125    | 6,235           | 6.5%   |
| ND On Domn (M/D) from Man Duron Douloured    | AM  | 4,908  | 110    | 6,182           | 8.6%   |
| NB ON-Ramp (WB) from van Buren Boulevard     | PM  | 4,161  | 522    | 7,445           | 15.9%  |
|  | AM  | 4,191  | 718    | 8,422           | 17.0%  |
| SB Off-Ramp to van Buren Boulevard           | PM  | 5,347  | 1,011  | 8,307           | 34.2%  |
|  | AM  | 3,550  | 63     | 6,328           | 2.3%   |
| SB On-Ramp from Van Buren Boulevard          | PM  | 6,119  | 187    | 8,152           | 9.2%   |
|  | AM  | 4,011  | 63     | 8,381           | 1.4%   |
| SB Off-Ramp to Harley Knox Boulevard         | PM  | 6,519  | 187    | 9,560           | 6.1%   |
|  | AM  | 3,237  | 66     | 4,836           | 4.1%   |
| SB On-Ramp from Harley Knox Boulevard        | PM  | 5,970  | 375    | 8,182           | 17.0%  |
| I-215 FREEWAY SEGMENTS                       |     |        |        |                 |        |
| I-215 Northbound                             | -   |        |        |                 |        |
| North of Van Buren Boulevard                 | AM  | 4,908  | 115    | 7,832           | 3.9%   |
|  | PM  | 4,161  | 522    | 6,452           | 22.8%  |
| Harloy Knox Poulovard to Van Buron Poulovard | AM  | 5,338  | 9      | 6 <i>,</i> 848  | 0.6%   |
|  | PM  | 4,300  | 60     | 6,235           | 3.1%   |
| South of Harloy Knoy Douloyard               | AM  | 4,333  | 264    | 9,483           | 5.1%   |
| South of Harley Knox Boulevard               | PM  | 3,876  | 388    | 8,518           | 8.4%   |
| I-215 Southbound                             |     | -      | -      | -               | -      |
| North of Van Buren Boulevard                 | AM  | 3,588  | 380    | 7,832           | 9.0%   |
|  | PM  | 5,026  | 537    | 6,452           | 37.7%  |
| Harley Knov Bouleyard to Van Buren Pouloyard | AM  | 3,550  | 21     | 6,848           | 0.6%   |
|  | PM  | 6,119  | 124    | 6,235           | 106.9% |
| South of Harley Knoy Rouleyard               | AM  | 3,237  | 66     | 9,483           | 1.1%   |
| South of Harrey Kilox boulevalu              | PM  | 5,970  | 375    | 8,518           | 14.7%  |



#### Table G-1 VIP 215 Project - Intersection Mitigation Recommendation High Cube Warehouse - Existing Plus Project

| Intersection                        | Jurisdiction   | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|-------------------------------------|----------------|---------------------|--|---|---|
| Harley Knox Blvd/<br>I-215 NB Ramps | Caltrans       | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>left turn lane (1) | Significant                               |
| Harley Knox Blvd/<br>Western Way    | City of Perris | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>left turn lane (1) | Significant                               |

(1) Mitigation is not recommended because the improvement is in a different jurisdiction outside of March JPA's control and there is no fee program in place for the project to provide a fair share payment toward implementation of the improvement.

#### Table G-2 VIP 215 Project - Roadway Segment Mitigation Recommendation High Cube Warehouse - Existing Plus Project

| Roadway        | Jurisdiction   | Location                                  | Level of Significance<br>Before Mitigation | Impact   | Recommended Mitigation  | Level of Significance After<br>Mitigation |
|----------------|----------------|---|--|--|---|---|
| Western<br>Way | City of Perris | Perris City<br>Limit to<br>Nandina<br>Way | Significant                                | LOS F Operations at<br>I-215/Van Buren<br>Blvd Interchange | None. Mitigation would require<br>provision of a new four-lane<br>roadway (1) | Significant                               |

Table G-3 VIP 215 Project - Freeway Segment Mitigation Recommendation High Cube Warehouse - Existing Plus Project

| Roadway | Jurisdiction | Intersection | Impact | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation | Level of Significance<br>After Mitigation |
|---------|--------------|--------------|--------|--|---------------------------|---|
| N/A     | N/A          | N/A          | N/A    | N/A  | N/A                       | N/A                                       |

Table G-4 VIP 215 Project - Freeway Merge/Diverge Mitigation Recommendation High Cube Warehouse - Existing Plus Project

| Roadway | Jurisdiction | Intersection | Impact | Level of<br>Significance<br>Before<br>Mitigation | Recommended<br>Mitigation | Level of Significance<br>After Mitigation |
|---------|--------------|--------------|--------|--|---------------------------|---|
| N/A     | N/A          | N/A          | N/A    | N/A  | N/A                       | N/A                                       |

#### Table G-5 VIP 215 Project - Intersection Mitigation Recommendation High Cube Warehouse - Opening Year 2019 With Project

| Intersection  | Jurisdiction | Impact              | Level of Significance<br>Before Mitigation  | Recommended<br>Mitigation   | Level of Significance After<br>Mitigation |
|---|--------------|---------------------|---|---|---|
| Van Buren Blvd/<br>I-215 SB Ramps                       | Caltrans     | LOS F<br>Operations | Significant   | None. Mitigation would require<br>the addition of one eastbound<br>through lane (1)   | Significant                               |
| Harley Knox Blvd/<br>I-215 SB Ramps                     | Caltrans     | LOS E<br>Operations | Significant   | None. Mitigation would require<br>the addition of one westbound<br>left turn lane (1) | Significant                               |
| Harley Knox Blvd/<br>I-215 NB Ramps Caltrans Operations |              | Significant         | None. Mitigation would require<br>the addition of one eastbound<br>left turn lane (1) | Significant   |   |

(1) Mitigation is not recommended because the improvement is in a different jurisdiction outside of March JPA's control and there is no fee program in place for the project to provide a fair share payment toward implementation of the improvement.

#### Table G-6 VIP 215 Project - Roadway Segment Mitigation Recommendation High Cube Warehouse - Opening Year 2019 Plus Project

| Roadway        | Jurisdiction   | Location                                  | Level of Significance<br>Before Mitigation | Impact   | Recommended Mitigation  | Level of Significance After<br>Mitigation |
|----------------|----------------|---|--|--|---|---|
| Western<br>Way | City of Perris | Perris City<br>Limit to<br>Nandina<br>Way | Significant                                | LOS F Operations at<br>I-215/Van Buren<br>Blvd Interchange | None. Mitigation would require<br>provision of a new four-lane<br>roadway (1) | Significant                               |

#### Table G-7 VIP 215 Project - Freeway Segment Mitigation Recommendation High Cube Warehouse - Opening Year 2019 With Project

| Roadway | Jurisdiction | Intersection | Impact | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation | Level of Significance<br>After Mitigation |
|---------|--------------|--------------|--------|--|---------------------------|---|
| N/A     | N/A          | N/A          | N/A    | N/A  | N/A                       | N/A                                       |
# Table G-8 VIP 215 Project - Freeway Merge/Diverge Mitigation Recommendation High Cube Warehouse - Opening Year 2019 With Project

| Roadway | Jurisdiction | Intersection | Impact | Level of<br>Significance<br>Before<br>Mitigation | Recommended<br>Mitigation | Level of Significance<br>After Mitigation |
|---------|--------------|--------------|--------|--|---------------------------|---|
| N/A     | N/A          | N/A          | N/A    | N/A  | N/A                       | N/A                                       |

# Table G-9 VIP 215 Project - Intersection Mitigation Recommendation High Cube Warehouse - Cumulative Year 2025 With Project

| Intersection                      | Jurisdiction   | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|-----------------------------------|----------------|---------------------|--|--|---|
| Van Buren Blvd/<br>I-215 SB Ramps | Caltrans       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>through lane (1)    | Significant                               |
| Harley Knox Blvd/<br>Western Way  | City of Perris | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one southbound<br>left turn lane (1) | Significant                               |

# Table G-10 VIP 215 Project - Roadway Segment Mitigation Recommendation High Cube Warehouse - Cumulative Year 2025 Plus Project

| Roadway        | Jurisdiction   | Location                                  | Level of Significance<br>Before Mitigation | Impact   | Recommended Mitigation  | Level of Significance After<br>Mitigation |
|----------------|----------------|---|--|--|---|---|
| Western<br>Way | City of Perris | Perris City<br>Limit to<br>Nandina<br>Way | Significant                                | LOS F Operations at<br>I-215/Van Buren<br>Blvd Interchange | None. Mitigation would require<br>provision of a new four-lane<br>roadway (1) | Significant                               |

#### Table G-11 VIP 215 Project - Freeway Segment Mitigation Recommendation High Cube Warehouse - Cumulative Year 2025 With Project

| Roadway             | Jurisdiction | Intersection                    | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation                                   | Level of Significance<br>After Mitigation |
|---------------------|--------------|---------------------------------|---------------------|--|---|---|
| I-215<br>Northbound | Caltrans     | Van Buren Blvd to<br>Cactus Ave | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1) | Significant                               |

#### Table G-12 VIP Project - Freeway Merge/Diverge Mitigation Recommendation High Cube Warehouse - Cumulative Year 2025 With Project

| Roadway             | Jurisdiction | Intersection               | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|---------------------|--------------|----------------------------|---------------------|--|---|---|
| l-215<br>Southbound | Caltrans     | Van Buren Blvd<br>Off Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |

#### Table G-13 VIP 215 Project - Intersection Mitigation Recommendation High Cube Warehouse - Horizon Year 2040 With Project

| Intersection                      | Jurisdiction   | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|-----------------------------------|----------------|---------------------|--|--|---|
| Van Buren Blvd/<br>I-215 SB Ramps | Caltrans       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>I-215 NB Ramps | Caltrans       | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one southbound<br>left lane (1)      | Significant                               |
| Harley Knox Blvd/<br>Western Way  | City of Perris | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one southbound<br>left turn lane (1) | Significant                               |

# Table G-14 VIP 215 Project - Roadway Segment Mitigation Recommendation High Cube Warehouse - Horizon Year 2040 Plus Project

| Roadway        | Jurisdiction   | Location                                  | Level of Significance<br>Before Mitigation | Impact   | Recommended Mitigation  | Level of Significance After<br>Mitigation |
|----------------|----------------|---|--|--|---|---|
| Western<br>Way | City of Perris | Perris City<br>Limit to<br>Nandina<br>Way | Significant                                | LOS F Operations at<br>I-215/Van Buren<br>Blvd Interchange | None. Mitigation would require<br>provision of a new four-lane<br>roadway (1) | Significant                               |

#### Table G-15 VIP 215 Project - Freeway Segment Mitigation Recommendation High Cube Warehouse - Horizon Year 2040 With Project

| Roadway             | Jurisdiction | Intersection                    | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation                                   | Level of Significance<br>After Mitigation |
|---------------------|--------------|---------------------------------|---------------------|--|---|---|
| I-215<br>Northbound | Caltrans     | Van Buren Blvd to<br>Cactus Ave | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1) | Significant                               |

#### Table G-16 VIP Project - Freeway Merge/Diverge Mitigation Recommendation High Cube Warehouse - Horizon Year 2040 With Project

| Roadway             | Jurisdiction | Intersection                 | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|---------------------|--------------|------------------------------|---------------------|--|---|---|
| I-215<br>Northbound | Caltrans     | Van Buren Blvd<br>WB on Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| I-215<br>Southbound | Caltrans     | Van Buren Blvd<br>Off Ramp   | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |

#### Table G-17 VIP 215 Project - Intersection Mitigation Recommendation Intensive Ecommerce - Existing Plus Project

| Intersection                               | Jurisdiction   | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|--|----------------|---------------------|--|--|---|
| Van Buren Blvd/<br>I-215 SB Ramps          | Caltrans       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>North Project<br>Access | March JPA      | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Van Buren Blvd/<br>South Project<br>Access | March JPA      | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Harley Knox Blvd/<br>I-215 NB Ramps        | Caltrans       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>left turn lane (1)  | Significant                               |
| Harley Knox Blvd/<br>Western Way           | City of Perris | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one southbound<br>left turn lane (1) | Significant                               |

#### Table G-18 VIP 215 Project - Roadway Segment Mitigation Recommendation Intensive Ecommerce - Existing Plus Project

| Roadway        | Jurisdiction   | Location                            | Level of<br>Significance<br>Before Mitigation | Impact  | Recommended<br>Mitigation   | Level of<br>Significance<br>After Mitigation |
|----------------|----------------|-------------------------------------|---|---|---|--|
| Western<br>Way | City of Perris | Perris City Limit to<br>Nandina Way | Significant                                   | LOS F Operations<br>at I-215/Van<br>Buren Blvd<br>Interchange | None. Mitigation would require<br>provision of a new four-lane roadway<br>(1) | Significant                                  |
|                | City of Perris | Nandina Way to<br>Harley Knox Blvd  | Significant                                   | LOS E Operations  | None. Mitigation would require widening to four through lanes (1)             | Significant                                  |

#### Table G-19 VIP 215 Project - Freeway Segment Mitigation Recommendation Intensive Ecommerce - Existing Plus Project

| Roadway             | Jurisdiction | Intersection  | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation                                      | Level of Significance<br>After Mitigation |
|---------------------|--------------|---|---------------------|--|--|---|
|                     | Caltrans     | Cactus Ave to Van<br>Buren Blvd                         | LOS E<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1)    | Significant                               |
| I-215<br>Southbound | Caltrans     | Harley Knox Blvd to<br>Cajalco<br>Expwy/Ramona<br>Expwy | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one lane (1) | Significant                               |

# Table G-20 VIP Project - Freeway Merge/Diverge Mitigation Recommendation Intensive Ecommerce - Exiting Plus Project

| Roadway             | Jurisdiction | Intersection                 | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|---------------------|--------------|------------------------------|---------------------|--|---|---|
| I-215<br>Northbound | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |

# Table G-21 VIP 215 Project - Intersection Mitigation Recommendation Intensive Ecommerce - Opening Year 2019 With Project

| Intersection                               | Jurisdiction  | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|--|---|---------------------|--|--|---|
| Van Buren Blvd/<br>Coyote Bush Rd          | March JPA/<br>County of Riverside/<br>City of Riverside | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>right turn lane (1) | Significant                               |
| Van Buren Blvd/<br>Meridian Pkwy           | March JPA/<br>County of Riverside                       | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>I-215 SB Ramps          | Caltrans  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>North Project<br>Access | March JPA   | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Van Buren Blvd/<br>South Project<br>Access | March JPA   | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Harley Knox Blvd/<br>I-215 SB Ramps        | Caltrans  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>left turn lane (1)  | Significant                               |
| Harley Knox Blvd/<br>I-215 NB Ramps        | Caltrans  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>left turn lane (1)  | Significant                               |
| Harley Knox Blvd/<br>Western Way           | City of Perris  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one southbound<br>left turn lane (1) | Significant                               |

#### Table G-22 VIP 215 Project - Roadway Segment Mitigation Recommendation Intensive Ecommerce - Opening Year 2019 With Project

| Roadway             | Jurisdiction  | Location  | Level of<br>Significance<br>Before Mitigation | Impact  | Recommended<br>Mitigation   | Level of<br>Significance<br>After Mitigation |
|---------------------|---|---|---|---|---|--|
| Van Buren           | March JPA/<br>County of Riverside/<br>City of Riverside | Trautwein Blvd/<br>Cole Ave to Barton<br>Street | Significant                                   | LOS F Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |
| Blvd                | March JPA/<br>County of Riverside                       | Village West Dr to<br>Meridian Pkwy             | Significant                                   | LOS E Operations  | None. Mitigation would require widening to eight through lanes (1)            | Significant                                  |
|                     | City of Perris  | Nandina Way to<br>Harley Knox Blvd              | Significant                                   | LOS E Operations  | None. Mitigation would require widening to four through lanes (1)             | Significant                                  |
| Western<br>Way      | City of Perris  | Perris City Limit to<br>Nandina Way             | Significant                                   | LOS F Operations<br>at I-215/Van<br>Buren Blvd<br>Interchange | None. Mitigation would require<br>provision of a new four-lane roadway<br>(1) | Significant                                  |
| Harley Knox<br>Blvd | City of Perris/Caltrans                                 | I-215 to Western<br>Way                         | Significant                                   | LOS E Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |

#### Table G-23 VIP 215 Project - Freeway Segment Mitigation Recommendation Intensive Ecommerce - Opening Year 2019 With Project

| Roadway             | Jurisdiction | Intersection  | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation                                      | Level of Significance<br>After Mitigation |
|---------------------|--------------|---|---------------------|--|--|---|
|                     | Caltrans     | Cactus Ave to Van<br>Buren Blvd                         | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1)    | Significant                               |
| I-215<br>Southbound | Caltrans     | Harley Knox Blvd to<br>Cajalco<br>Expwy/Ramona<br>Expwy | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one lane (1) | Significant                               |

# Table G-24 VIP Project - Freeway Merge/Diverge Mitigation Recommendation Intensive Ecommerce - Opening Year 2019 With Project

| Roadway             | Jurisdiction | Intersection                 | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|---------------------|--------------|------------------------------|---------------------|--|---|---|
| l-215<br>Northbound | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Van Buren Blvd On<br>Ramp    | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| I-215<br>Southbound | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Harley Knox Blvd<br>On Ramp  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |

| Intersection                               | Jurisdiction                      | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|--|-----------------------------------|---------------------|--|--|---|
| Van Buren Blvd/<br>Meridian Pkwy           | March JPA/<br>County of Riverside | LOS F<br>Operations | Significant                                | None. Mitigation would require the<br>addition of one westbound through<br>lane (1)                        | Significant                               |
| Van Buren Blvd/<br>I-215 SB Ramps          | Caltrans                          | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one eastbound through lane (1)                              | Significant                               |
| Van Buren Blvd/<br>I-215 NB Ramps          | Caltrans                          | LOS E<br>Operations | Significant                                | None. Mitigation would require the addition of one southbound left lane (1)                                | Significant                               |
| Van Buren Blvd/<br>North Project<br>Access | March JPA                         | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Van Buren Blvd/<br>South Project<br>Access | March JPA                         | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Harley Knox Blvd/<br>I-215 SB Ramps        | Caltrans                          | LOS F<br>Operations | Significant                                | None. Mitigation would require the<br>addition of one westbound left turn<br>lane (1)                      | Significant                               |
| Harley Knox Blvd/<br>I-215 NB Ramps        | Caltrans                          | LOS F<br>Operations | Significant                                | None. Mitigation would require the<br>addition of one eastbound left turn<br>lane (1)                      | Significant                               |
| Harley Knox Blvd/<br>Western Way           | City of Perris                    | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one southbound left turn lane (1)                           | Significant                               |
| Harley Knox Blvd/<br>Patterson Ave         | City of Perris                    | LOS F<br>Operations | Significant                                | None. Mitigation would require the<br>addition of one northbound left turn<br>lane (1)                     | Significant                               |
| Harley Knox Blvd/<br>Webster Ave           | City of Perris                    | LOS F<br>Operations | Significant                                | None. Mitigation would require the<br>widening of the intersection and<br>addition of a traffic signal (1) | Significant                               |
| Harley Knox Blvd/<br>Indian Ave            | City of Perris                    | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one northbound through lane (1)                             | Significant                               |
| Harley Knox Blvd/<br>Perris Blvd           | City of Perris                    | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one eastbound left turn lane (1)                            | Significant                               |

Table G-25 VIP 215 Project - Intersection Mitigation Recommendation Intensive Ecommerce - Cumulative Year 2025 With Project

#### Table G-26 VIP 215 Project - Roadway Segment Mitigation Recommendation Intensive Ecommerce - Cumulative Year 2025 With Project

| Roadway        | Jurisdiction  | Location  | Level of<br>Significance<br>Before Mitigation | Impact  | Recommended<br>Mitigation   | Level of<br>Significance<br>After Mitigation |
|----------------|---|---|---|---|---|--|
| Van Buren      | March JPA/<br>County of Riverside/<br>City of Riverside | Trautwein Blvd/<br>Cole Ave to Barton<br>Street | Significant                                   | LOS F Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |
| Blvd           | March JPA/<br>County of Riverside                       | Village West Dr to<br>Meridian Pkwy             | Significant                                   | LOS E Operations  | None. Mitigation would require widening to eight through lanes (1)            | Significant                                  |
|                | City of Perris  | Nandina Way to<br>Harley Knox Blvd              | Significant                                   | LOS F Operations  | None. Mitigation would require widening to four through lanes (1)             | Significant                                  |
| Western<br>Way | City of Perris  | Perris City Limit to<br>Nandina Way             | Significant                                   | LOS F Operations<br>at I-215/Van<br>Buren Blvd<br>Interchange | None. Mitigation would require<br>provision of a new four-lane roadway<br>(1) | Significant                                  |
| Harley Knox    | City of Perris/Caltrans                                 | I-215 to Western<br>Way                         | Significant                                   | LOS F Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |
| Blvd           | City of Perris  | Western Way to<br>Patterson Ave                 | Significant                                   | LOS F Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |

#### Table G-27 VIP 215 Project - Freeway Segment Mitigation Recommendation Intensive Ecommerce - Cumulative Year 2025 With Project

| Roadway             | Jurisdiction | Intersection  | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation                                      | Level of Significance<br>After Mitigation |
|---------------------|--------------|---|---------------------|--|--|---|
| I-215               | Caltrans     | Cajalco Expwy/<br>Ramona Expwy to<br>Harley Knox Blvd   | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one lane (1) | Significant                               |
| Northbound          | Caltrans     | Van Buren Blvd to<br>Cactus Ave                         | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1)    | Significant                               |
|                     | Caltrans     | Cactus Ave to Van<br>Buren Blvd                         | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1)    | Significant                               |
| I-215<br>Southbound | Caltrans     | Harley Knox Blvd to<br>Cajalco<br>Expwy/Ramona<br>Expwy | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one lane (1) | Significant                               |

Table G-28 VIP Project - Freeway Merge/Diverge Mitigation Recommendation Intensive Ecommerce - Cumulative Year 2025 With Project

| Roadway             | Jurisdiction | Intersection                 | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|---------------------|--------------|------------------------------|---------------------|--|---|---|
|                     | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| l-215<br>Northbound | Caltrans     | Harley Knox Blvd<br>On Ramp  | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Van Buren Blvd<br>WB On Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Van Buren Blvd<br>Off Ramp   | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| 1-215               | Caltrans     | Van Buren Blvd On<br>Ramp    | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| Southbound          | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Harley Knox Blvd<br>On Ramp  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |

Table G-29 VIP 215 Project - Intersection Mitigation Recommendation Intensive Ecommerce - Horizon Year 2040 With Project

| Intersection                                   | Jurisdiction  | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|--|---|---------------------|--|--|---|
| Van Buren Blvd/<br>Trautwein Blvd/<br>Cole Ave | City of Riverside                                       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>Barton Street               | March JPA/<br>County of Riverside/<br>City of Riverside | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>right turn lane (1) | Significant                               |
| Van Buren Blvd/<br>Coyote Bush Rd              | March JPA/<br>County of Riverside/<br>City of Riverside | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>right turn lane (1) | Significant                               |
| Van Buren Blvd/<br>Orange Terrace<br>Pkwy      | March JPA/<br>County of Riverside/<br>City of Riverside | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>Village West Dr             | March JPA/<br>County of Riverside                       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>Meridian Pkwy               | March JPA/<br>County of Riverside                       | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one westbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>I-215 SB Ramps              | Caltrans  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one eastbound<br>through lane (1)    | Significant                               |
| Van Buren Blvd/<br>I-215 NB Ramps              | Caltrans  | LOS E<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one southbound<br>left lane (1)      | Significant                               |
| Van Buren Blvd/<br>North Project<br>Access     | March JPA   | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |

#### Table G-29 (continued) VIP 215 Project - Intersection Mitigation Recommendation Intensive Ecommerce - Horizon Year 2040 With Project

| Intersection                               | Jurisdiction        | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation  | Level of Significance After<br>Mitigation |
|--|---------------------|---------------------|--|--|---|
| Van Buren Blvd/<br>South Project<br>Access | March JPA           | LOS F<br>Operations | Significant                                | Install traffic signal   | Less than significant                     |
| Harley Knox Blvd/<br>I-215 SB Ramps        | Caltrans            | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one westbound left turn lane (1)                            | Significant                               |
| Harley Knox Blvd/<br>I-215 NB Ramps        | Caltrans            | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one eastbound left turn lane (1)                            | Significant                               |
| Nandina Ave/<br>Western Way                | County of Riverside | LOS E<br>Operations | Significant                                | None. Mitigation would require the addition of one northbound through turn lane (1)                        | Significant                               |
| Harley Knox Blvd/<br>Western Way           | City of Perris      | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one southbound left turn lane (1)                           | Significant                               |
| Harley Knox Blvd/<br>Patterson Ave         | City of Perris      | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one northbound left turn lane (1)                           | Significant                               |
| Harley Knox Blvd/<br>Webster Ave           | City of Perris      | LOS F<br>Operations | Significant                                | None. Mitigation would require the<br>widening of the intersection and<br>addition of a traffic signal (1) | Significant                               |
| Harley Knox Blvd/<br>Indian Ave            | City of Perris      | LOS F<br>Operations | Significant                                | None. Mitigation would requirethe<br>addition of one northbound through<br>lane (1)                        | Significant                               |
| Harley Knox Blvd/<br>Perris Blvd           | City of Perris      | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one eastbound left turn lane (1)                            | Significant                               |

| Table G-30  |
|---|
| VIP 215 Project - Roadway Segment Mitigation Recommendation |
| Intensive Ecommerce - Horizon Year 2040 With Project        |

| Roadway        | Jurisdiction  | Location  | Level of<br>Significance<br>Before Mitigation | Impact   | Recommended<br>Mitigation   | Level of<br>Significance<br>After Mitigation |
|----------------|---|---|---|--|---|--|
|                | March JPA/<br>County of Riverside/<br>City of Riverside | Trautwein Blvd/<br>Cole Ave to Barton<br>Street | Significant                                   | LOS F<br>Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |
| Van Buren      | March JPA/<br>County of Riverside/<br>City of Riverside | Barton Street to<br>Orange Terrace<br>Pkwy      | Significant                                   | LOS E<br>Operations  | None. Mitigation would require widening to eight through lanes (1)            | Significant                                  |
| Blvd           | March JPA/<br>County of Riverside/<br>City of Riverside | Orange Terrace<br>Pkwy to Village<br>West Dr    | Significant                                   | LOS E<br>Operations  | None. Mitigation would require widening to eight through lanes (1)            | Significant                                  |
|                | March JPA/<br>County of Riverside                       | Village West Dr to<br>Meridian Pkwy             | Significant                                   | LOS F<br>Operations  | None. Mitigation would require widening to eight through lanes (1)            | Significant                                  |
| Western<br>Way | City of Perris  | Perris City Limit to<br>Nandina Way             | Significant                                   | LOS F<br>Operations<br>at I-215/Van<br>Buren Blvd<br>Interchange | None. Mitigation would require<br>provision of a new four-lane roadway<br>(1) | Significant                                  |
|                | City of Perris  | Nandina Way to<br>Harley Knox Blvd              | Significant                                   | LOS F<br>Operations  | None. Mitigation would require widening to four through lanes (1)             | Significant                                  |
| Harley Knox    | City of Perris/Caltrans                                 | I-215 to Western<br>Way                         | Significant                                   | LOS F<br>Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |
| Blvd           | City of Perris  | Western Way to<br>Patterson Ave                 | Significant                                   | LOS F<br>Operations  | None. Mitigation would require widening to six through lanes (1)              | Significant                                  |

Table G-31 VIP 215 Project - Freeway Segment Mitigation Recommendation Intensive Ecommerce - Horizon Year 2040 With Project

| Roadway             | Jurisdiction | Intersection  | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation                                      | Level of Significance<br>After Mitigation |
|---------------------|--------------|---|---------------------|--|--|---|
| I-215               | Caltrans     | Cajalco Expwy/<br>Ramona Expwy to<br>Harley Knox Blvd   | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one lane (1) | Significant                               |
| Northbound          | Caltrans     | Van Buren Blvd to<br>Cactus Ave                         | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1)    | Significant                               |
|                     | Caltrans     | Cactus Ave to Van<br>Buren Blvd                         | LOS F<br>Operations | Significant                                | None. Mitigation would require the addition of one lane (1)    | Significant                               |
| I-215<br>Southbound | Caltrans     | Harley Knox Blvd to<br>Cajalco<br>Expwy/Ramona<br>Expwy | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one lane (1) | Significant                               |

#### Table G-32 VIP Project - Freeway Merge/Diverge Mitigation Recommendation Intensive Ecommerce - Horizon Year 2040 With Project

| Roadway             | Jurisdiction | Intersection                 | Impact              | Level of Significance<br>Before Mitigation | Recommended<br>Mitigation   | Level of Significance<br>After Mitigation |
|---------------------|--------------|------------------------------|---------------------|--|---|---|
| I-215               | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| Northbound          | Caltrans     | Van Buren Blvd<br>WB on Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Van Buren Blvd<br>Off Ramp   | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Van Buren Blvd On<br>Ramp    | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
| I-215<br>Southbound | Caltrans     | Harley Knox Blvd<br>Off Ramp | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |
|                     | Caltrans     | Harley Knox Blvd<br>On Ramp  | LOS F<br>Operations | Significant                                | None. Mitigation would require<br>the addition of one general<br>purpose lane (1) | Significant                               |

# K-2 VIP 215 Project Trip Generation Analysis for Intensive Ecommerce Scenario



March 9, 2020

Jeffrey Smith March Joint Powers Authority 14205 Meridian Parkway, Ste. 140 Riverside, CA 92518

Re: Veteran's Industrial Park 215 (VIP 215) Project Trip Generation Analysis for Intensive Ecommerce Alternative

Dear Jeff:

This letter provides documentation of the trip generation rates for the intensive ecommerce alternative for the VIP 215 project. It is divided into sections that describe trip generation rates for off peak conditions, trip generation rates for peak season conditions, recommended trip generation rates that incorporate off season and peak season conditions, and recommended truck classification percentages.

#### **OFF PEAK SEASON TRIP GENERATION**

Ecommerce facilities are known to have a peak season in which they generate a higher number of trips than the rest of the year. The peak season occurs approximately in November and December corresponding to the holiday shopping period. This letter provides separate trip generation rates that are recommended in the off peak season and in the peak season.

The typical source for trip generation used in traffic impact analysis is the Trip Generation manual published by the Institute of Transportation Engineers. For some land uses, the ITE Trip Generation manual has a relatively small amount of available data. Whenever this situation occurs, consideration is given to whether additional trip generation data would be available in order to make a more informed decision regarding trip generation.

At the time of preparation of the traffic analysis for the VIP 215 project, the current 10<sup>th</sup> Edition of the ITE Trip Generation manual only included limited data on ecommerce land uses. Rather than use the data from the ITE Trip Generation manual, it was decided to collect local trip generation data from existing ecommerce sites. Trip generation data was provided for six existing ecommerce sites in Southern California by the project applicant and the data was verified by VRPA Technologies. The data was collected in September 2017 corresponding to off peak conditions. A copy of this his data is included in the Attachment B. Daily trip generation rates for the six sites is summarized in Exhibit 1.

Based on the results of Exhibit 1, three of the six sites indicated relatively low trip generation rates (below 3 daily trips per 1,000 sq, ft.) and three of the sites indicated relatively high trip generation rates (above 5 daily trips per 1,000 sq, ft.). It was concluded that there are two different types of ecommerce facilities in operation. This conclusion was supported by separate trip generation investigations conducted by the project team.

Jeffrey Smith March 9, 2020 Page **2** of **5** 

Since it is not known whether future tenants of the site would be in the category of ecommerce facilities with lower or higher trip generation rates, it was decided that the trip generation analysis should be based on the three sites with relatively higher trip generation rates and to refer to the land use as intensive ecommerce. It was also decided that the trip generation should be based on a weighted average of the three sites based on square footage. In other words, the trip generation rates were based on the total trip generation of the three sites divided by the total square footage of the three sites. This led to the following trip generation rates for off season daily, AM peak hour, and PM peak hour conditions:

Daily: 6.03 trips/1,000 sq. ft.

AM Peak Hour: 0.45 trips/1,000 sq. ft.

PM Peak Hour: 1.06 trips/1,000 sq. ft.

#### PEAK SEASON TRIP GENERATION

Since trip generation counts based on peak season conditions were unavailable, the determination of peak season trip generation rates was based on judgement. Based on discussions with operators of ecommerce facilities and transportation engineers, it was estimated that the peak season activity at ecommerce facilities is 40% higher than the off peak season activity. This results in the following peak season trip generation rates:

Daily: 8.45 trips/1,000 sq. ft.

AM Peak Hour: 0.63 trips/1,000 sq. ft.

PM Peak Hour: 1.49 trips/1,000 sq. ft.

#### **RECOMMENDED TRIP GENERATION RATES**

Based on the analysis described above, it was concluded that there would be 10 months of the year in which the project would generate trips at the with off peak trip generation rates and 2 months of the year in which the project would generate trips at the with peak trip generation rates. From a project traffic impact point of view, it was decided that this situation could best be represented by a weighted average trip generation rates calculated using 10 months of off peak season rates and 2 months of peak season rates divided by 12 months. The resulting trip generation rates are as follows:

Daily: 6.435 trips/1,000 sq. ft.

AM Peak Hour: 0.480 trips/1,000 sq. ft.

PM Peak Hour: 1.134 trips/1,000 sq. ft.

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#### **RECOMMENDED TRUCK CLASSIFICATION PERCENTAGES**

In order to conduct the traffic analysis, it was also necessary to estimate the percentages of project site traffic that would be in the categories of autos, 2-axle trucks, 3-axle trucks, and trucks with 4 or more axles. This information was also determined using the counts of existing ecommerce facilities in Southern California that were described above.

Since the total trip generation was based on the three existing sites with the highest trip generation, vehicle classification percentages were also based on the three existing sites with the highest trip generation rates. A weighted average of the vehicle classification percentages for the three sites with the highest total trip generation rates was used to determine the percentages of autos, 2-axle trucks, 3-axle trucks, and trucks with 4 or more axles for the purpose of estimating project site trip generation. The resulting trip generation is shown in Table 4-1 of the project Traffic Impact Study Report (VRPA Technologies, 2019) and is included in Attachment A for reference.

Additional information regarding trip generation for intensive ecommerce facilities is provided in Chapter 4 of the Traffic Impact Study Report.

If you have any questions regarding this letter, please feel free to contact me. I can be reached by email at <u>eruehr@vrpatechnologies.com</u> or by phone at (858) 361-7151.

Sincerely,

40 Auler

Erik O. Ruehr, P.E., Director of Traffic Engineering **VRPA Technologies, Inc.** 

# Exhibit 1 Daily Trip Generation Rates For Existing Ecommerce Sites

| Site   | Building Area (sq.ft.) | Average Daily Trip Generation<br>Rate |
|--------|------------------------|---------------------------------------|
| Site 1 | 951,660                | 6.59                                  |
| Site 2 | 514,603                | 5.68                                  |
| Site 3 | 1,102,360              | 1.96                                  |
| Site 4 | 1,033,192              | 2.39                                  |
| Site 5 | 1,250,000              | 5.76                                  |
| Site 6 | 769,320                | 2.49                                  |

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#### ATTACHMENT A

# INTENSIVE ECOMMERCE TRIP GENERATION TABLE 4-1, TRAFFIC IMPACT STUDY REPORT

| LAND USE Q                                   | Quantity        | DAILY TRIP ENDS | (ADT)  | AM PEAK HOUR |        |     |      | PM PEAK HOUR |       |        |       |       |       |
|--|-----------------|-----------------|--------|--------------|--------|-----|------|--------------|-------|--------|-------|-------|-------|
| CAND USE                                     | (K.S.F)         | RATE            | VOLUME | RATE         | IN:OUT |     | VOLU | ME           | PATE  | IN:OUT |       | VOLU  | ME    |
|  |                 |                 |        |              | SPLIT  | IN  | OUT  | TOTAL        | TUNIC | SPLIT  | IN    | OUT   | TOTAL |
| Intensive Ecommerce<br>(All Vehicles)        | 2,219.852       | 6.435           | 14,285 | 0.480        | 81:19  | 863 | 202  | 1,066        | 1.134 | 51:49  | 1,284 | 1,233 | 2,517 |
| Intensive Ecommerce<br>(Trucks)              | 2,219.852       | 0.695           | 1,543  | 0.024        | 54:46  | 29  | 25   | 53           | 0.020 | 45:55  | 20    | 24    | 44    |
| Auto's                                       |                 |                 | 12,742 |              |        | 834 | 178  | 1,012        |       |        | 1,264 | 1,209 | 2,473 |
| 2 - Axle Trucks (w/ PCE)                     |                 |                 | 741    |              |        | 14  | 12   | 26           |       |        | 10    | 12    | 22    |
| 3 - Axle Trucks (w/ PCE)                     |                 |                 | 679    |              |        | 13  | 11   | 24           |       |        | 9     | 11    | 20    |
| 4+ - Axle Trucks (w/ PCE)                    |                 |                 | 2,129  |              |        | 40  | 34   | 74           |       |        | 28    | 34    | 62    |
| Intensive Ecommerce<br>(All Vehicles w/ PCE) | 2,219.852 K.S.F |                 | 16,290 |              |        | 900 | 234  | 1,135        |       |        | 1,310 | 1,266 | 2,576 |

# Table 4-1Project Trip Generation

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#### ATTACHMENT B

#### TRIP GENERATION DATA

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

Г

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |  |
| 0:00  | 0        | 0      | 0      | 0       | 0     |  |
| 0:15  | 0        | 0      | 0      | 1       | 1     |  |
| 0:30  | 0        | 0      | 0      | 1       | 1     |  |
| 0:45  | 0        | 0      | 0      | 1       | 1     |  |
| 1:00  | 0        | 0      | 1      | 1       | 2     |  |
| 1:15  | 0        | 0      | 1      | 0       | 1     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 3       | 3     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 2       | 2     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 1       | 1     |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |
| 4:00  | 1        | 0      | 0      | 0       | 1     |  |
| 4:15  | 0        | 0      | 1      | 1       | 2     |  |
| 4:30  | 0        | 0      | 0      | 1       | 1     |  |
| 4:45  | 0        | 0      | 0      | 2       | 2     |  |
| 5:00  | 1        | 0      | 0      | 1       | 2     |  |
| 5:15  | 1        | 0      | 0      | 1       | 2     |  |
| 5:30  | 3        | 0      | 0      | 1       | 4     |  |
| 5:45  | 7        | 0      | 0      | 0       | 7     |  |
| 6:00  | 0        | 0      | 0      | 1       | 1     |  |
| 6:15  | 7        | 0      | 0      | 0       | 7     |  |
| 6:30  | 2        | 0      | 0      | 1       | 3     |  |
| 6:45  | 14       | 6      | 0      | 0       | 20    |  |
| 7:00  | 13       | 0      | 1      | 0       | 14    |  |
| 7:15  | 32       | 0      | 1      | 0       | 33    |  |
| 7:30  | 19       | 0      | 0      | 3       | 22    |  |
| 7:45  | 1        | 0      | 1      | 1       | 3     |  |
| 8:00  | 1        | 1      | 0      | 1       | 3     |  |
| 8:15  | 3        | 0      | 0      | 1       | 4     |  |
| 8:30  | 0        | 0      | 0      | 2       | 2     |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |
| 9:00  | 0        | 0      | 0      | 2       | 2     |  |
| 9:15  | 0        | 0      | 0      | 0       | 0     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 1        | 0      | 1      | 1       | 3     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 0        | 0      | 0      | 0       | 0     |  |
| 10:30 | 0        | 0      | 0      | 3       | 3     |  |
| 10:45 | 2        | 0      | 1      | 0       | 3     |  |
| 11:00 | 1        | 0      | 0      | 2       | 3     |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 2      | 0       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 3      | 1       | 4     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 3        | 0      | 0      | 2       | 5     |  |  |  |
| 16       | 0      | 0      | 3       | 19    |  |  |  |
| 2        | 0      | 1      | 1       | 4     |  |  |  |
| 6        | 0      | 0      | 1       | 7     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 2        | 0      | 0      | 1       | 3     |  |  |  |
| 4        | 0      | 1      | 0       | 5     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 2      | 1       | 3     |  |  |  |
| 0        | 1      | 0      | 1       | 2     |  |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 2      | 0       | 3     |  |  |  |
| 1        | 0      | 1      | 1       | 2     |  |  |  |

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

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|       | ENTERING |       |        |        |       |  |  |
|-------|----------|-------|--------|--------|-------|--|--|
|       | Pass     | Large |        |        |       |  |  |
|       | Vehicles |       | 3 ΔνΙρ |        | τοται |  |  |
| 11.15 | 0        | 1     | 0      | 0      | 1     |  |  |
| 11.10 | 0        | 0     | 0      | 1      | 1     |  |  |
| 11:45 | 2        | 0     | 1      | 1      | 4     |  |  |
| 12.40 | 0        | 1     | 0      | 0      |       |  |  |
| 12.00 | 1        | 0     | 0      | 0      | 1     |  |  |
| 12.13 | 0        | 0     | 2      | 0      | 2     |  |  |
| 12.50 | 0        | 0     | 0      | 0      |       |  |  |
| 12.45 | 0        | 0     | 1      | 0      | 1     |  |  |
| 12.00 | 0        | 0     | 1      | 0      | 2     |  |  |
| 12.13 | 0        | 0     | 2      | 0      | 2     |  |  |
| 12.30 | 0        | 1     | 0      | 0      | 2     |  |  |
| 13.45 | 0        | 1     | 0      | 2<br>1 | 5     |  |  |
| 14:00 | 2        | 0     | 1      | 1      | 4     |  |  |
| 14:15 | U        | 1     | 1      |        | 4     |  |  |
| 14:30 |          |       |        |        | 4     |  |  |
| 14:45 | 2        | 0     | U      | 0      | 2     |  |  |
| 15:00 | 0        | 0     | 0      | 0      | 0     |  |  |
| 15:15 | 0        | 1     | 1      | 1      | 3     |  |  |
| 15:30 | 3        | 0     | 0      | 0      | 3     |  |  |
| 15:45 | 0        | 0     | 1      | 1      | 2     |  |  |
| 16:00 | 1        | 0     | 0      | 1      | 2     |  |  |
| 16:15 | 0        | 0     | 1      | 0      | 1     |  |  |
| 16:30 | 0        | 0     | 2      | 0      | 2     |  |  |
| 16:45 | 4        | 0     | 0      | 3      | 7     |  |  |
| 17:00 | 2        | 0     | 0      | 0      | 2     |  |  |
| 17:15 | 4        | 0     | 2      | 0      | 6     |  |  |
| 17:30 | 12       | 0     | 1      | 1      | 14    |  |  |
| 17:45 | 12       | 0     | 0      | 0      | 12    |  |  |
| 18:00 | 25       | 0     | 0      | 2      | 27    |  |  |
| 18:15 | 24       | 0     | 1      | 0      | 25    |  |  |
| 18:30 | 1        | 0     | 1      | 1      | 3     |  |  |
| 18:45 | 0        | 0     | 0      | 0      | 0     |  |  |
| 19:00 | 0        | 0     | 0      | 0      | 0     |  |  |
| 19:15 | 0        | 0     | 0      | 0      | 0     |  |  |
| 19:30 | 0        | 0     | 0      | 0      | 0     |  |  |
| 19:45 | 0        | 0     | 0      | 0      | 0     |  |  |
| 20:00 | 0        | 1     | 1      | 0      | 2     |  |  |
| 20:15 | 0        | 0     | 0      | 2      | 2     |  |  |
| 20:30 | 0        | 0     | 0      | 0      | 0     |  |  |
| 20:45 | 0        | 0     | 0      | 0      | 0     |  |  |
| 21:00 | 0        | 1     | 0      | 0      | 1     |  |  |
| 21:15 | 0        | 0     | 0      | 1      | 1     |  |  |
| 21:30 | 0        | 0     | 0      | 0      | 0     |  |  |
| 21:45 | 0        | 0     | 0      | 0      | 0     |  |  |
| 22:00 | 0        | 0     | 0      | 0      | 0     |  |  |
| 22:15 | 0        | 0     | 0      | 0      | 0     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 1       | 2     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 1      | 1       | 0       | 2     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 1      | 1       | 0       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 4       | 5     |
| 3        | 0      | 1       | 2       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 2        | 0      | 0       | 1       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 1      | 1       | 2       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 1       | 1       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 30       | 0      | 1       | 0       | 31    |
| 14       | 0      | 1       | 2       | 17    |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
City of San Bernardino Driveway Counts 555 E. Orange Show Road, San Bernardino, CA WEST DRIVEWAY 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 1       | 1     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 1       | 1     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 206      | 15     | 29       | 58      | 308   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 137      | 9      | 30      | 55      | 231   |

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

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|              | ENTERING |       |        |   |       |
|--------------|----------|-------|--------|---|-------|
|              | Pass     | Large |        |   |       |
|              | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00         | 0        | 1     | 0      | 0 | 1     |
| 0.00         | 1        | 0     | 0      | 0 | 1     |
| 0.13         | 0        | 0     | 0      | 0 | 0     |
| 0.30         | 0        | 0     | 0      | 0 | 0     |
| 1.00         | 1        | 0     | 0      | 0 | 1     |
| 1.00         | 2        | 0     | 0      | 0 | 2     |
| 1.13         | 1        | 0     | 0      | 0 | 1     |
| 1.30         | 0        | 0     | 0      | 0 | 0     |
| 2.40         | 0        | 0     | 0      | 0 | 0     |
| 2.00         | 1        | 0     | 0      | 0 | 1     |
| 2.15         | 1        | 0     | 0      | 0 | 1     |
| 2.50         | 0        | 0     | 0      | 0 | 2     |
| 2.45         | 2        | 0     | 0      | 0 | 2     |
| 5.00<br>2.1E | 1        | 0     | 0      | 0 | 1     |
| 2:12         |          | 0     | 0      | 0 | 1     |
| 3:30         | 0        | 0     | 0      | 0 | 0     |
| 3:45         | 0        | 0     | 0      | 0 | 0     |
| 4:00         | 0        | 0     | 0      | 0 | 0     |
| 4:15         | 2        | 0     | 0      | 0 | 2     |
| 4:30         | 6        | 0     | 0      | 0 | 6     |
| 4:45         | 6        | 0     | 0      | 0 | 6     |
| 5:00         | 12       | 0     | 0      | 0 | 12    |
| 5:15         | 3        | 0     | 0      | 0 | 3     |
| 5:30         | 11       | 0     | 0      | 0 | 11    |
| 5:45         | 8        | 0     | 0      | 0 | 8     |
| 6:00         | 10       | 0     | 0      | 0 | 10    |
| 6:15         | 28       | 0     | 0      | 0 | 28    |
| 6:30         | 19       | 0     | 0      | 0 | 19    |
| 6:45         | 51       | 0     | 0      | 0 | 51    |
| 7:00         | 44       | 0     | 0      | 0 | 44    |
| 7:15         | 55       | 0     | 0      | 0 | 55    |
| 7:30         | 22       | 0     | 0      | 0 | 22    |
| 7:45         | 4        | 0     | 0      | 0 | 4     |
| 8:00         | 2        | 0     | 0      | 0 | 2     |
| 8:15         | 8        | 0     | 0      | 0 | 8     |
| 8:30         | 4        | 0     | 0      | 0 | 4     |
| 8:45         | 5        | 0     | 0      | 0 | 5     |
| 9:00         | 4        | 0     | 0      | 0 | 4     |
| 9:15         | 3        | 0     | 0      | 0 | 3     |
| 9:30         | 2        | 0     | 0      | 0 | 2     |
| 9:45         | 3        | 1     | 0      | 0 | 4     |
| 10:00        | 1        | 0     | 0      | 0 | 1     |
| 10:15        | 3        | 0     | 0      | 0 | 3     |
| 10:30        | 0        | 0     | 0      | 0 | 0     |
| 10:45        | 3        | 0     | 0      | 0 | 3     |
| 11:00        | 4        | 0     | 0      | 0 | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 16       | 0      | 0       | 0       | 16    |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 20       | 0      | 0       | 0       | 20    |
| 15       | 0      | 0       | 0       | 15    |
| 52       | 0      | 0       | 0       | 52    |
| 14       | 0      | 0       | 0       | 14    |
| 6        | 1      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 7        | 0      | 0       | 0       | 7     |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  | _      |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 6        | 0      | 0      | 0       | 6     |
| 11:30 | 3        | 0      | 0      | 0       | 3     |
| 11:45 | 5        | 0      | 0      | 0       | 5     |
| 12:00 | 5        | 0      | 0      | 0       | 5     |
| 12:15 | 13       | 0      | 0      | 0       | 13    |
| 12:30 | 1        | 0      | 0      | 0       | 1     |
| 12:45 | 5        | 0      | 0      | 0       | 5     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 2        | 0      | 0      | 0       | 2     |
| 13:30 | 4        | 0      | 0      | 0       | 4     |
| 13:45 | 2        | 0      | 0      | 0       | 2     |
| 14:00 | 4        | 0      | 0      | 0       | 4     |
| 14:15 | 2        | 0      | 0      | 0       | 2     |
| 14:30 | 1        | 0      | 0      | 0       | 1     |
| 14:45 | 2        | 0      | 0      | 0       | 2     |
| 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:15 | 1        | 0      | 0      | 0       | 1     |
| 15:30 | 1        | 0      | 0      | 0       | 1     |
| 15:45 | 1        | 0      | 0      | 0       | 1     |
| 16:00 | 3        | 0      | 0      | 0       | 3     |
| 16:15 | 3        | 0      | 0      | 0       | 3     |
| 16:30 | 2        | 0      | 0      | 0       | 2     |
| 16:45 | 5        | 0      | 0      | 0       | 5     |
| 17:00 | 7        | 0      | 0      | 0       | 7     |
| 17:15 | 24       | 0      | 0      | 0       | 24    |
| 17:30 | 34       | 0      | 0      | 0       | 34    |
| 17:45 | 37       | 0      | 0      | 0       | 37    |
| 18:00 | 45       | 0      | 0      | 0       | 45    |
| 18:15 | 76       | 0      | 0      | 0       | 76    |
| 18:30 | 15       | 0      | 0      | 0       | 15    |
| 18:45 | 8        | 0      | 0      | 0       | 8     |
| 19:00 | 3        | 1      | 0      | 0       | 4     |
| 19:15 | 1        | 0      | 0      | 0       | 1     |
| 19:30 | 1        | 0      | 0      | 0       | 1     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 2        | 0      | 0      | 0       | 2     |
| 20:15 | 1        | 0      | 0      | 0       | 1     |
| 20:30 | 2        | 0      | 0      | 0       | 2     |
| 20:45 | 3        | 0      | 0      | 0       | 3     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 1        | 0      | 0      | 0       | 1     |
| 21:30 | 3        | 0      | 0      | 0       | 3     |
| 21:45 | 2        | 0      | 0      | 0       | 2     |
| 22:00 | 2        | 0      | 0      | 0       | 2     |
| 22:15 | 2        | 0      | 0      | 0       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 35       | 1      | 0       | 0       | 36    |
| 13       | 0      | 0       | 0       | 13    |
| 5        | 0      | 0       | 0       | 5     |
| 29       | 0      | 0       | 0       | 29    |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 5        | 0      | 0       | 0       | 5     |
| 24       | 0      | 0       | 0       | 24    |
| 11       | 0      | 0       | 0       | 11    |
| 53       | 0      | 0       | 0       | 53    |
| 24       | 0      | 0       | 0       | 24    |
| 20       | 0      | 0       | 0       | 20    |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 16       | 0      | 0       | 0       | 16    |

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

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 5        | 0      | 0        | 0       | 5     |
| 22:45 | 7        | 0      | 0        | 0       | 7     |
| 23:00 | 3        | 0      | 0        | 0       | 3     |
| 23:15 | 13       | 0      | 0        | 0       | 13    |
| 23:30 | 4        | 0      | 0        | 0       | 4     |
| 23:45 | 3        | 0      | 0        | 0       | 3     |
|       | 710      | 3      | 0        | 0       | 713   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | L/IIIII |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 1      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 30       | 0      | 0       | 0       | 30    |
| 11       | 0      | 0       | 0       | 11    |
| 10       | 0      | 0       | 0       | 10    |
| 9        | 0      | 0       | 0       | 9     |
| 674      | 6      | 0       | 0       | 680   |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 0:00  | 0        | 0      | 0      | 0       | 0     |
| 0.00  | 0        | 0      | 0      | 0       | 0     |
| 0.10  | 0        | 0      | 0      | 0       | 0     |
| 0.30  | 0        | 0      | 0      | 0       | 0     |
| 1.45  | 0        | 0      | 0      | 0       | 0     |
| 1.00  | 0        | 0      | 0      | 0       | 0     |
| 1.10  | 0        | 0      | 0      | 0       | 0     |
| 1.30  | 0        | 0      | 0      | 0       | 0     |
| 2.00  | 0        | 0      | 0      | 0       | 0     |
| 2.00  | 0        | 0      | 0      | 0       | 0     |
| 2.13  | 0        | 0      | 0      | 0       | 0     |
| 2.30  | 0        | 0      | 0      | 0       | 0     |
| 2.45  | 0        | 0      | 0      | 0       | 0     |
| 2.10  | 0        | 0      | 0      | 0       | 0     |
| 3.30  | 0        | 0      | 0      | 0       | 0     |
| 5.50  | 0        | 0      | 0      | 0       | 0     |
| 3.45  | 0        | 0      | 0      | 0       | 0     |
| 4.00  | 0        | 0      | 0      | 0       | 0     |
| 4.15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 1        | 0      | 0      | 0       | 1     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 2        | 0      | 0      | 0       | 2     |
| 5:15  | 1        | 0      | 0      | 0       | 1     |
| 5:30  | 0        | 0      | 0      | 0       | 0     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 6:00  | 0        | 0      | 0      | 0       | 0     |
| 6:15  | 3        | 0      | 0      | 0       | 3     |
| 6:30  | /        | 0      | 0      | 0       | /     |
| 6:45  | /        | 0      | 0      | 0       | 7     |
| 7:00  | 8        | 0      | 0      | 0       | 8     |
| /:15  | 13       | 0      | 0      | 0       | 13    |
| /:30  | 3        | 0      | 0      | 0       | 3     |
| 7:45  | 0        | 0      | 0      | 0       | 0     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 26       | 0      | 0       | 0       | 26    |
| 10       | 0      | 0       | 0       | 10    |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 9        | 0      | 0       | 0       | 9     |
| 8        | 0      | 0       | 0       | 8     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of San Bernardino **Driveway Counts** 555 E. Orange Show Road, San Bernardino, CA EAST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Largo  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 2        | 0      | 0      | 0       | 2     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 1        | 0      | 0      | 0       | 1     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 1        | 0      | 0      | 0       | 1     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 5        | 0      | 0      | 0       | 5     |  |
| 17:30 | 1        | 0      | 0      | 0       | 1     |  |
| 17:45 | 13       | 0      | 0      | 0       | 13    |  |
| 18:00 | 7        | 0      | 0      | 1       | 8     |  |
| 18:15 | 13       | 0      | 0      | 0       | 13    |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 1      | 0       | 1     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING | -       |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 11       | 0      | 0       | 0       | 11    |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 22       | 0      | 0       | 0       | 22    |
| 9        | 0      | 0       | 0       | 9     |
| 35       | 0      | 0       | 6       | 41    |
| 15       | 0      | 0       | 0       | 15    |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 88       | 0      | 1        | 1       | 90    |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 194      | 1      | 1      | 6       | 202   |  |  |

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

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 1      | 0      | 0       | 1     |
| 0:15  | 1        | 0      | 0      | 1       | 2     |
| 0:30  | 0        | 0      | 0      | 1       | 1     |
| 0:45  | 0        | 0      | 0      | 1       | 1     |
| 1:00  | 1        | 0      | 1      | 1       | 3     |
| 1:15  | 2        | 0      | 1      | 0       | 3     |
| 1:30  | 1        | 0      | 0      | 0       | 1     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 3       | 3     |
| 2:15  | 1        | 0      | 0      | 0       | 1     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 2        | 0      | 0      | 2       | 4     |
| 3:00  | 2        | 0      | 0      | 0       | 2     |
| 3:15  | 1        | 0      | 0      | 0       | 1     |
| 3:30  | 0        | 0      | 0      | 1       | 1     |
| 3:45  | 1        | 0      | 0      | 0       | 1     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 2        | 0      | 1      | 1       | 4     |
| 4:30  | 7        | 0      | 0      | 1       | 8     |
| 4:45  | 6        | 0      | 0      | 2       | 8     |
| 5:00  | 15       | 0      | 0      | 1       | 16    |
| 5:15  | 5        | 0      | 0      | 1       | 6     |
| 5:30  | 14       | 0      | 0      | 1       | 15    |
| 5:45  | 15       | 0      | 0      | 0       | 15    |
| 6:00  | 10       | 0      | 0      | 1       | 11    |
| 6:15  | 38       | 0      | 0      | 0       | 38    |
| 6:30  | 28       | 0      | 0      | 1       | 29    |
| 6:45  | 72       | 6      | 0      | 0       | 78    |
| 7:00  | 65       | 0      | 1      | 0       | 66    |
| 7:15  | 100      | 0      | 1      | 0       | 101   |
| 7:30  | 44       | 0      | 0      | 3       | 47    |
| 7:45  | 5        | 0      | 1      | 1       | 7     |
| 8:00  | 3        | 1      | 0      | 1       | 5     |
| 8:15  | 11       | 0      | 0      | 1       | 12    |
| 8:30  | 4        | 0      | 0      | 2       | 6     |
| 8:45  | 5        | 0      | 0      | 0       | 5     |
| 9:00  | 4        | 0      | 0      | 2       | 6     |
| 9:15  | 3        | 0      | 0      | 0       | 3     |
| 9:30  | 2        | 0      | 0      | 0       | 2     |
| 9:45  | 4        | 1      | 1      | 1       | 7     |
| 10:00 | 1        | 0      | 0      | 0       | 1     |
| 10:15 | 3        | 0      | 0      | 0       | 3     |
| 10:30 | 0        | 0      | 0      | 3       | 3     |
| 10:45 | 5        | 0      | 1      | 0       | 6     |
| 11:00 | 5        | 0      | 0      | 2       | 7     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 1       | 0       | 3     |
| 2        | 0      | 0       | 2       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 1      | 2       | 0       | 3     |
| 1        | 0      | 0       | 1       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 1       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 3       | 1       | 4     |
| 16       | 0      | 0       | 1       | 17    |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 1       | 1       | 9     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 1       | 9     |
| 35       | 0      | 0       | 0       | 35    |
| 25       | 0      | 0       | 2       | 27    |
| 94       | 0      | 0       | 3       | 97    |
| 26       | 0      | 1       | 1       | 28    |
| 12       | 1      | 0       | 1       | 14    |
| 6        | 0      | 0       | 0       | 6     |
| 10       | 0      | 0       | 0       | 10    |
| 0        | 0      | 0       | 0       | 0     |
| 16       | 0      | 0       | 0       | 16    |
| 12       | 0      | 0       | 0       | 12    |
| 19       | 0      | 0       | 1       | 20    |
| 16       | 0      | 1       | 0       | 17    |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 1      | 1       | 0       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 2      | 0       | 1       | 3     |
| 6        | 0      | 1       | 0       | 7     |
| 2        | 0      | 0       | 1       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 1       | 0       | 2     |
| 3        | 1      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 2       | 0       | 5     |
| 4        | 0      | 1       | 1       | 6     |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15 | 6        | 1      | 0      | 0       | 7     |
| 11:30 | 3        | 0      | 0      | 1       | 4     |
| 11:45 | 7        | 0      | 1      | 1       | 9     |
| 12:00 | 5        | 1      | 0      | 0       | 6     |
| 12:15 | 14       | 0      | 0      | 0       | 14    |
| 12:30 | 1        | 0      | 3      | 0       | 4     |
| 12:45 | 5        | 0      | 0      | 0       | 5     |
| 13:00 | 0        | 0      | 1      | 0       | 1     |
| 13:15 | 2        | 0      | 2      | 0       | 4     |
| 13:30 | 4        | 0      | 0      | 0       | 4     |
| 13:45 | 2        | 1      | 0      | 2       | 5     |
| 14:00 | 6        | 0      | 1      | 1       | 8     |
| 14:15 | 2        | 1      | 1      | 2       | 6     |
| 14:30 | 4        | 1      | 1      | 1       | 7     |
| 14:45 | 4        | 0      | 0      | 0       | 4     |
| 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:15 | 1        | 1      | 1      | 1       | 4     |
| 15:30 | 4        | 0      | 0      | 0       | 4     |
| 15:45 | 1        | 0      | 1      | 1       | 3     |
| 16:00 | 5        | 0      | 0      | 1       | 6     |
| 16:15 | 3        | 0      | 1      | 0       | 4     |
| 16:30 | 3        | 0      | 2      | 0       | 5     |
| 16:45 | 9        | 0      | 0      | 3       | 12    |
| 17:00 | 9        | 0      | 0      | 0       | 9     |
| 17:15 | 33       | 0      | 2      | 0       | 35    |
| 17:30 | 47       | 0      | 1      | 1       | 49    |
| 17:45 | 62       | 0      | 0      | 0       | 62    |
| 18:00 | 77       | 0      | 0      | 3       | 80    |
| 18:15 | 113      | 0      | 1      | 0       | 114   |
| 18:30 | 16       | 0      | 1      | 1       | 18    |
| 18:45 | 8        | 0      | 0      | 0       | 8     |
| 19:00 | 3        | 1      | 0      | 0       | 4     |
| 19:15 | 1        | 0      | 0      | 0       | 1     |
| 19:30 | 1        | 0      | 0      | 0       | 1     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 2        | 1      | 1      | 0       | 4     |
| 20:15 | 1        | 0      | 0      | 2       | 3     |
| 20:30 | 2        | 0      | 0      | 0       | 2     |
| 20:45 | 3        | 0      | 0      | 0       | 3     |
| 21:00 | 0        | 1      | 1      | 0       | 2     |
| 21:15 | 1        | 0      | 0      | 1       | 2     |
| 21:30 | 3        | 0      | 0      | 0       | 3     |
| 21:45 | 2        | 0      | 0      | 0       | 2     |
| 22:00 | 2        | 0      | 0      | 0       | 2     |
| 22:15 | 2        | 0      | 0      | 0       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 35       | 1      | 0       | 1       | 37    |
| 13       | 1      | 0       | 1       | 15    |
| 6        | 0      | 0       | 2       | 8     |
| 29       | 1      | 1       | 0       | 31    |
| 9        | 0      | 0       | 1       | 10    |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 1       | 1       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 1       | 0       | 1     |
| 5        | 0      | 0       | 1       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 1       | 0       | 7     |
| 3        | 2      | 0       | 0       | 5     |
| 9        | 1      | 1       | 0       | 11    |
| 7        | 0      | 1       | 1       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 4       | 11    |
| 10       | 0      | 1       | 2       | 13    |
| 26       | 0      | 0       | 0       | 26    |
| 14       | 0      | 0       | 0       | 14    |
| 6        | 0      | 0       | 2       | 8     |
| 4        | 0      | 0       | 1       | 5     |
| 11       | 0      | 0       | 0       | 11    |
| 14       | 1      | 1       | 2       | 18    |
| 9        | 0      | 0       | 0       | 9     |
| 49       | 0      | 1       | 1       | 51    |
| 26       | 0      | 0       | 0       | 26    |
| 118      | 0      | 1       | 6       | 125   |
| 53       | 0      | 1       | 2       | 56    |
| 21       | 0      | 0       | 1       | 22    |
| 8        | 0      | 0       | 1       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 1       | 0       | 4     |
| 2        | 0      | 0       | 1       | 3     |
| 3        | 0      | 0       | 1       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 1       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 16       | 0      | 0       | 0       | 16    |

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

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

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

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 1       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 0      | 1      | 0       | 1     |
| 0:45  | 0        | 0      | 0      | 1       | 1     |
| 1:00  | 0        | 0      | 0      | 1       | 1     |
| 1:15  | 0        | 0      | 0      | 1       | 1     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 1       | 1     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 1       | 1     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 2        | 0      | 1      | 0       | 3     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 1        | 0      | 0      | 0       | 1     |
| 5:15  | 2        | 0      | 0      | 2       | 4     |
| 5:30  | 0        | 0      | 0      | 1       | 1     |
| 5:45  | 5        | 0      | 0      | 0       | 5     |
| 6:00  | 0        | 0      | 0      | 0       | 0     |
| 6:15  | 4        | 0      | 0      | 0       | 4     |
| 6:30  | 7        | 0      | 0      | 1       | 8     |
| 6:45  | 20       | 0      | 0      | 0       | 20    |
| 7:00  | 18       | 0      | 1      | 0       | 19    |
| 7:15  | 29       | 0      | 1      | 0       | 30    |
| 7:30  | 0        | 0      | 0      | 9       | 9     |
| 7:45  | 1        | 0      | 0      | 1       | 2     |
| 8:00  | 0        | 1      | 0      | 2       | 3     |
| 8:15  | 0        | 0      | 0      | 2       | 2     |
| 8:30  | 0        | 0      | 0      | 1       | 1     |
| 8:45  | 0        | 1      | 0      | 0       | 1     |
| 9:00  | 1        | 1      | 1      | 1       | 4     |
| 9:15  | 0        | 0      | 0      | 1       | 1     |
| 9:30  | 1        | 0      | 0      | 0       | 1     |
| 9:45  | 1        | 0      | 0      | 1       | 2     |
| 10:00 | 1        | 1      | 0      | 0       | 2     |
| 10:15 | 1        | 0      | 0      | 0       | 1     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 1        | 1      | 0      | 0       | 2     |
| 11:00 | 0        | 0      | 1      | 0       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 2       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 20      | 22    |
| 0        | 0      | 0       | 9       | 9     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 6       | 6     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 1      | 0       | 6       | 7     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 1       | 0       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 1        | 2      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |

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

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|       | ENTERING |        |        |         |          |
|-------|----------|--------|--------|---------|----------|
|       | Pass     | Large  |        |         |          |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL    |
| 11.15 | 0        | 1      | 1      | 1       | 3        |
| 11.10 | 0        | 0      | 0      | 0       | 0        |
| 11.30 | 0        | 1      | 0      | 0       | 1        |
| 12.43 | 0        | 0      | 0      | 0       | 0        |
| 12.00 | 2        | 0      | 0      | 1       | 3        |
| 12:13 | 0        | 1      | 0      | 0       | 1        |
| 12.50 | 1        | 0      | 0      | 1       | 2        |
| 12.45 | 0        | 0      | 1      | 3       | <u> </u> |
| 13.00 | 0        | 0      | 1      | 2       |          |
| 12.20 | 2        | 0      | 1      | 0       | 2        |
| 12.30 | 0        | 0      | 1      | 0       |          |
| 11.45 | 0        | 1      |        | 0       | 1        |
| 14.00 | 0        |        | 0      | 1       | 1        |
| 14.15 | 0        | 1      | 1      | 4<br>2  | 4        |
| 14.3U | 2        | 1      |        | 2<br>0  | - +      |
| 15.00 | 2        |        | 1      | 0       | 3        |
| 15.00 | 1        | 0      | 1      | 0       | 1        |
| 15.15 | 1        | 0      | 0      | 1       | 2        |
| 15.30 | 0        | 0      | 0      | 1       | 1        |
| 15:45 | 1        | 0      | 0      | 0       | 1        |
| 16:00 | 1        | 0      | 1      | 1       | 3        |
| 16:15 | 0        | 0      | 0      | 0       | 0        |
| 16:30 | 0        | 0      | 0      | 1       | 1        |
| 16:45 | 2        | 0      | 0      | 2       | 4        |
| 17:00 | 12       | 0      | 0      | 0       | 12       |
| 17:15 | 12       | 0      | 0      | 1       | 15       |
| 17:30 | 10       | 0      | 0      | 0       | 16       |
| 17:45 | 25       | 0      | 1      | 0       | 20       |
| 10.00 | 22       | 0      | 0      | 1       | 25       |
| 18:15 | 26       | 0      | 0      | 0       | 26       |
| 10.45 | 2<br>0   | 0      | 1      | 1       | 0        |
| 10:00 | 1        | 0      | 1      | 1       | 1        |
| 10:15 | 1        | 0      |        | 1       | 3        |
| 10.20 | 1        | 0      | 0      | 1       | 2        |
| 19:30 | 1        | 0      | 0      | 1       | 2        |
| 19:45 | 1        | 0      | 1      | 0       | 2        |
| 20:00 | 0        | 0      |        | 0       | 1        |
| 20:15 | 0        | 0      | 0      | U       | U        |
| 20:30 | 0        | 0      | 0      | 1       | 1        |
| 20:45 | 0        | U      | 0      |         | 1        |
| 21:00 | 0        | 1      | 0      | U       | 1        |
| 21:15 | 0        | 0      | 0      | 1       | 1        |
| 21:30 | 0        | 0      | 0      | 1       | 1        |
| 21:45 | 0        |        | U      | 1       | 2        |
| 22:00 | 0        | 0      | 1      | 0       | 1        |
| 22:15 | 0        | 0      | 0      | 1       | 1        |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 1       | 1       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 3       | 4     |
| 0        | 0      | 1       | 3       | 4     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 2      | 1       | 0       | 3     |
| 0        | 1      | 1       | 0       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 2        | 2      | 0       | 2       | 6     |
| 1        | 1      | 0       | 1       | 3     |
| 2        | 0      | 0       | 2       | 4     |
| 0        | 0      | 0       | 4       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 4       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 1      | 0       | 1       | 2     |
| 1        | 0      | 1       | 6       | 8     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 0       | 34      | 35    |
| 2        | 0      | 0       | 12      | 14    |
| 0        | 0      | 0       | 4       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 2      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

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

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 2        | 0      | 0        | 0       | 2     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 1        | 0      | 0        | 1       | 2     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 220      | 13     | 20       | 60      | 313   |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 2        | 1      | 0      | 1       | 4     |  |  |
| 0        | 0      | 0      | 4       | 4     |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 43       | 26     | 9      | 153     | 231   |  |  |

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

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|       | ENTERING |       |        |         |       |
|-------|----------|-------|--------|---------|-------|
|       | Pass     | Large |        |         |       |
|       | Vehicles |       | 3 ΔχΙρ | 4+ ΔxΙρ | τοται |
| 0.00  | 1        | 0     | 0      | 0       | 1     |
| 0.00  | 1        | 0     | 0      | 0       | 1     |
| 0.10  | 0        | 1     | 0      | 0       | 1     |
| 0.30  | 0        | 0     | 0      | 0       | 0     |
| 1.00  | 0        | 0     | 0      | 0       | 0     |
| 1.00  | 0        | 0     | 0      | 0       | 0     |
| 1.10  | 0        | 0     | 0      | 0       | 0     |
| 1.35  | 0        | 0     | 0      | 0       | 0     |
| 2:00  | 1        | 0     | 0      | 0       | 1     |
| 2:15  | 3        | 0     | 0      | 0       | 3     |
| 2:30  | 2        | 0     | 0      | 0       | 2     |
| 2:45  | 4        | 0     | 0      | 0       | 4     |
| 3:00  | 1        | 0     | 0      | 0       | 1     |
| 3:15  | 0        | 0     | 0      | 0       | 0     |
| 3:30  | 1        | 0     | 0      | 0       | 1     |
| 3:45  | 1        | 0     | 0      | 0       | 1     |
| 4:00  | 1        | 0     | 0      | 0       | 1     |
| 4:15  | 3        | 0     | 0      | 0       | 3     |
| 4:30  | 0        | 0     | 0      | 0       | 0     |
| 4:45  | 9        | 0     | 0      | 0       | 9     |
| 5:00  | 9        | 0     | 0      | 0       | 9     |
| 5:15  | 4        | 0     | 0      | 0       | 4     |
| 5:30  | 7        | 0     | 0      | 0       | 7     |
| 5:45  | 8        | 0     | 0      | 0       | 8     |
| 6:00  | 9        | 0     | 0      | 0       | 9     |
| 6:15  | 21       | 0     | 0      | 0       | 21    |
| 6:30  | 33       | 0     | 0      | 0       | 33    |
| 6:45  | 52       | 0     | 0      | 0       | 52    |
| 7:00  | 38       | 0     | 0      | 0       | 38    |
| 7:15  | 47       | 0     | 0      | 0       | 47    |
| 7:30  | 18       | 0     | 0      | 0       | 18    |
| 7:45  | 7        | 0     | 0      | 0       | 7     |
| 8:00  | 5        | 1     | 0      | 0       | 6     |
| 8:15  | 4        | 0     | 0      | 0       | 4     |
| 8:30  | 7        | 0     | 0      | 0       | 7     |
| 8:45  | 5        | 0     | 0      | 0       | 5     |
| 9:00  | 3        | 0     | 0      | 0       | 3     |
| 9:15  | 3        | 0     | 0      | 0       | 3     |
| 9:30  | 6        | 0     | 0      | 0       | 6     |
| 9:45  | 1        | 0     | 0      | 0       | 1     |
| 10:00 | 1        | 0     | 0      | 0       | 1     |
| 10:15 | 1        | 0     | 0      | 0       | 1     |
| 10:30 | 2        | 0     | 0      | 0       | 2     |
| 10:45 | 0        | 0     | 0      | 0       | 0     |
| 11:00 | 4        | 0     | 0      | 0       | 4     |

|          |        | EXITING |         |          |
|----------|--------|---------|---------|----------|
| Pass     | Large  |         |         |          |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL    |
| 1        | 0      | 0       | 0       | 1        |
| 3        | 0      | 0       | 0       | 3        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 5        | 0      | 0       | 0       | 5        |
| 1        | 1      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 8        | 0      | 0       | 0       | 8        |
| 29       | 0      | 0       | 0       | 29       |
| 20       | 0      | 0       | 0       | 20       |
| 3        | 0      | 0       | 0       | 3        |
| 8        | 0      | 0       | 0       | 8        |
| 3        | 0      | 0       | 0       | 3        |
| 7        | 0      | 0       | 0       | 7        |
| 11       | 0      | 0       | 0       | 11       |
| 5        | 0      | 0       | 0       | 5        |
| 6        | 0      | 0       | 0       | 6        |
| 9        | 0      | 0       | 0       | 9        |
| 13       | 0      | 0       | 0       | 13       |
| 26       | 0      | 0       | 0       | 26       |
| 10       | 0      | 0       | 0       | 10       |
| 2        | 0      | 0       | 0       | 2        |
| 3        | 0      | 0       | 0       | 3        |
| 5        | 0      | 0       | 0       | 5        |
| 2        | 0      | 0       | 0       | 2        |
| 9        | 0      | 0       | 0       | 9        |
| 9        | 0      | 0       | 0       | 9        |
| 8        | 0      | 0       | 0       | 8        |
| 4        | 0      | 0       | 0       | 4        |
| 8        | 0      | 0       | 0       | . 8      |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 4        | 0      | 0       | 0       | 4        |
| 6        | 0      | 0       | 0       | 6        |
| 1        | 0      | 0       | 0       | 1        |
| 4        | 0      | 0       | 0       | 4        |
| 1        | 1      | 0       | 0       | 2        |
| 6        | 0      | 0       | 0       | 6        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | <u>^</u> |
| 2        | 0      | 0       | 0       | 2        |
| <u>_</u> | 0      | 0       | 0       | 2<br>0   |
| 0        | 0      | 0       | 0       | 0        |
| U        | U      | U       | U       | U        |

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

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|       | ENTERING |       |        |         |       |
|-------|----------|-------|--------|---------|-------|
|       | Pass     | Large |        |         |       |
|       | Vehicles |       | 3 ΔχΙρ | 4+ ΔχΙρ | τοται |
| 11.15 | 5        | 0     | 0      | 0       | 5     |
| 11.10 | 7        | 0     | 0      | 0       | 7     |
| 11:45 | 2        | 0     | 0      | 0       | 2     |
| 12.45 | 6        | 0     | 0      | 0       | 6     |
| 12.00 | 6        | 0     | 0      | 0       | 6     |
| 12:13 | 6        | 0     | 0      | 0       | 6     |
| 12:30 | 3        | 0     | 0      | 0       | 3     |
| 13.43 | 5        | 0     | 0      | 0       | 5     |
| 13.00 | 6        | 0     | 0      | 0       | 6     |
| 13.10 | 4        | 0     | 0      | 0       | 4     |
| 13.30 | 0        | 0     | 0      | 0       | 0     |
| 14:00 | 1        | 1     | 0      | 0       | 2     |
| 14.15 | 3        | 1     | 0      | 0       | 4     |
| 14.30 | 5        | 0     | 0      | 0       | 5     |
| 14.45 | 3        | 0     | 0      | 0       | 3     |
| 15.00 | 1        | 0     | 0      | 0       | 1     |
| 15.00 | 1        | 0     | 0      | 0       | 1     |
| 15.10 | 3        | 0     | 0      | 0       | 3     |
| 15:45 | 2        | 0     | 0      | 0       | 2     |
| 16.00 | 1        | 0     | 0      | 0       | 1     |
| 16.00 | 2        | 0     | 0      | 0       | 2     |
| 16.10 | 5        | 0     | 0      | 0       | 5     |
| 16:45 | 5        | 0     | 0      | 0       | 5     |
| 17:00 | 5        | 0     | 0      | 0       | 5     |
| 17.00 | 13       | 0     | 0      | 0       | 13    |
| 17:30 | 32       | 0     | 0      | 0       | 32    |
| 17:45 | 33       | 0     | 0      | 0       | 33    |
| 18:00 | 45       | 0     | 0      | 0       | 45    |
| 18:15 | 43       | 0     | 0      | 0       | 43    |
| 18:30 | 12       | 0     | 0      | 0       | 12    |
| 18:45 | 5        | 0     | 0      | 0       | 5     |
| 19:00 | 3        | 0     | 0      | 0       | 3     |
| 19:15 | 0        | 0     | 0      | 0       | 0     |
| 19:30 | 2        | 0     | 0      | 0       | 2     |
| 19:45 | 0        | 0     | 0      | 0       | 0     |
| 20:00 | 0        | 0     | 0      | 3       | 3     |
| 20:15 | 0        | 0     | 1      | 2       | 3     |
| 20:30 | 0        | 0     | 0      | 3       | 3     |
| 20:45 | 0        | 0     | 0      | 0       | 0     |
| 21:00 | 0        | 0     | 0      | 0       | 0     |
| 21:15 | 0        | 0     | 0      | 2       | 2     |
| 21:30 | 0        | 0     | 1      | 1       | 2     |
| 21:45 | 0        | 0     | 0      | 4       | 4     |
| 22:00 | 0        | 0     | 0      | 2       | 2     |
| 22:15 | 0        | 0     | 0      | 1       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 10       | 0      | 0       | 0       | 10    |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 41       | 0      | 0       | 0       | 41    |
| 3        | 0      | 0       | 0       | 3     |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 1      | 0       | 0       | 5     |
| 17       | 0      | 0       | 0       | 17    |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 10       | 0      | 0       | 0       | 10    |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 29       | 0      | 0       | 0       | 29    |
| 11       | 0      | 0       | 0       | 11    |
| 36       | 0      | 0       | 0       | 36    |
| 15       | 0      | 0       | 0       | 15    |
| 10       | 0      | 0       | 0       | 10    |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 1      | 0       | 0       | 6     |
| 10       | 0      | 0       | 0       | 10    |

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

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0        | 0      | 10      | 10    |  |
| 22:45 | 0        | 0        | 0      | 2       | 2     |  |
| 23:00 | 0        | 0        | 0      | 3       | 3     |  |
| 23:15 | 0        | 0        | 0      | 9       | 9     |  |
| 23:30 | 0        | 0        | 1      | 4       | 5     |  |
| 23:45 | 0        | 0        | 0      | 3       | 3     |  |
|       | 598      | 4        | 3      | 49      | 654   |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 15       | 0      | 0       | 0       | 15    |
| 7        | 0      | 0       | 0       | 7     |
| 27       | 0      | 0       | 0       | 27    |
| 9        | 0      | 0       | 0       | 9     |
| 9        | 0      | 0       | 0       | 9     |
| 3        | 0      | 0       | 0       | 3     |
| 635      | 5      | 0       | 0       | 640   |

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

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|       | ENTERING |       |        |   |        |
|-------|----------|-------|--------|---|--------|
|       | Pass     | Large |        |   |        |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται  |
| 0.00  | 0        | 0     | 0      | 0 | 0      |
| 0.00  | 0        | 0     | 0      | 0 | 0      |
| 0.13  | 0        | 0     | 0      | 0 | 0      |
| 0:30  | 0        | 0     | 0      | 0 | 0      |
| 1.00  | 0        | 0     | 0      | 0 | 0      |
| 1.00  | 0        | 0     | 0      | 0 | 0      |
| 1.13  | 0        | 0     | 0      | 0 | 0      |
| 1.30  | 0        | 0     | 0      | 0 | 0      |
| 2.40  | 0        | 0     | 0      | 0 | 0      |
| 2.00  | 0        | 0     | 0      | 0 | 0      |
| 2.15  | 0        | 0     | 0      | 0 | 0      |
| 2.50  | 0        | 0     | 0      | 0 | 0      |
| 2.45  | 0        | 0     | 0      | 0 | 0      |
| 3.00  | 0        | 0     | 0      | 0 | 0      |
| 2.12  | 0        | 0     | 0      | 0 | 0      |
| 3.30  | 0        | 0     | 0      | 0 | 0      |
| 3.45  | 0        | 0     | 0      | 0 | 0      |
| 4.00  | 1        | 0     | 0      | 0 | 1      |
| 4.15  | 1        | 0     | 0      | 0 | 1      |
| 4.30  | 1        | 0     | 0      | 0 |        |
| 4.45  | 0        | 0     | 0      | 0 | 0      |
| 5.00  | 3        | 0     | 0      | 0 | 5      |
| 5.15  | 1        | 0     | 0      | 0 |        |
| 5.50  | 1        | 0     | 0      | 0 | 1      |
| 5.45  | 1        | 0     | 0      | 0 | 1      |
| 6.00  | 1        | 0     | 0      | 0 | 1      |
| 6.30  | 4        | 0     | 0      | 0 | -4     |
| 6.45  | 2        | 0     | 0      | 0 | 2<br>2 |
| 7.00  | 0        | 0     | 1      | 0 | 10     |
| 7.00  | 11       | 0     | 0      | 0 | 10     |
| 7.13  | 2        | 0     | 0      | 0 | 2      |
| 7.30  | 0        | 0     | 0      | 0 | 0      |
| 8.00  | 0        | 0     | 0      | 0 | 0      |
| 8.00  | 0        | 0     | 0      | 0 | 0      |
| 8.30  | 0        | 0     | 0      | 0 | 0      |
| 8.30  | 0        | 0     | 0      | 0 | 0      |
| 9.00  | 0        | 0     | 0      | 0 | 0      |
| 9.00  | 0        | 0     | 0      | 0 | 0      |
| 9.10  | 0        | 0     | 0      | 0 | 0      |
| 9.30  | 0        | 0     | 0      | 0 | 0      |
| 10.00 | 0        | 0     | 0      | 0 | 0      |
| 10.00 | 0        | 0     | 0      | 0 | 0      |
| 10.13 | 0        | 0     | 0      | 0 | 0      |
| 10.30 | 0        | 0     | 0      | 0 | 0      |
| 11:00 | 0        | 0     | 0      | 0 | 0      |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 11       | 0      | 0       | 0       | 11    |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 7        | 0      | 1       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 1      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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

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|       | ENTERING |        |        |         |        |
|-------|----------|--------|--------|---------|--------|
|       | Pass     | Large  |        |         |        |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |
| 11.15 | 0        | 0      | 0      | 0       | 0      |
| 11.10 | 0        | 0      | 0      | 0       | 0      |
| 11:45 | 0        | 0      | 0      | 0       | 0      |
| 12.43 | 0        | 0      | 0      | 0       | 0      |
| 12.00 | 0        | 0      | 0      | 0       | 0      |
| 12:13 | 0        | 0      | 0      | 0       | 0      |
| 12.50 | 0        | 0      | 0      | 0       | 0      |
| 12.45 | 1        | 0      | 0      | 0       | 1      |
| 13.00 | 0        | 0      | 0      | 0       | 0      |
| 12.20 | 0        | 0      | 0      | 0       | 0      |
| 12.30 | 0        | 0      | 0      | 0       | 0      |
| 14.00 | 1        | 0      | 0      | 0       | 1      |
| 14.00 |          | 0      | 0      | 0       |        |
| 14.15 | 0        | 0      | 0      | 0       | 0      |
| 14.30 | 0        | 0      | 0      | 0       | 0      |
| 14.45 | 0        | 0      | 0      | 0       | 0      |
| 15.00 | 0        | 0      | 0      | 0       | 0      |
| 15.15 | 0        | 0      | 0      | 0       | 0      |
| 15.30 | 0        | 0      | 0      | 0       | 0      |
| 15:45 | 0        | 0      | 0      | 0       | 0      |
| 16:00 | 0        | 0      | 0      | 0       | 0      |
| 10.15 | 0        | 0      | 0      | 0       | 0      |
| 10.30 | 1        | 0      | 1      | 0       | 1      |
| 10.45 | 1        | 0      | 1      | 0       | 2      |
| 17.00 |          | 0      | 0      | 0       |        |
| 17.15 | 3        | 0      | 0      | 0       | 5      |
| 17.30 | 4        | 0      | 1      | 0       | 4      |
| 12.45 | 10       | 0      | 1      | 0       | 7      |
| 10.00 | 0        | 0      | 0      | 0       | ,<br>, |
| 10.15 | 0        | 0      | 0      | 0       | 0      |
| 10.30 | 0        | 0      | 0      | 0       | 0      |
| 10.45 | 0        | 0      | 0      | 0       | 0      |
| 10.15 | 0        | 0      | 0      | 0       | 0      |
| 10.20 | 0        | 0      | 0      | 0       | 0      |
| 10.30 | 0        | 0      | 0      | 0       | 0      |
| 20.00 | 0        | 0      | 0      | 0       | 0      |
| 20.00 | 0        | 0      | 0      | 0       | 0      |
| 20.13 | 0        | 0      | 0      | 0       | 0      |
| 20.30 | 0        | 0      | 0      | 0       | 0      |
| 20.45 | 0        | 0      | 0      | 0       | 0      |
| 21.00 | 0        | 0      | 0      | 0       | 0      |
| 21.13 | 0        | 0      | 0      | 0       | 0      |
| 21.30 | 0        | 0      | 0      | 0       | 0      |
| 21.45 | 0        | 0      | 0      | 0       | 0      |
| 22.00 | 0        | 0      | 0      | 0       | 0      |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 1       | 0       | 5     |
| 16       | 0      | 0       | 0       | 16    |
| 8        | 0      | 1       | 0       | 9     |
| 48       | 0      | 0       | 0       | 48    |
| 16       | 0      | 0       | 0       | 16    |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |
|       | 84       | 0        | 3      | 0       | 87    |  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 184      | 1      | 3      | 0       | 188   |  |  |  |  |

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

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 1        | 0     | 0      | 1 | 2     |
| 0.00  | 1        | 0     | 0      | 0 | 1     |
| 0.13  | 0        | 1     | 1      | 0 | 2     |
| 0.30  | 0        | 1     | 1      | 1 | 1     |
| 1.00  | 0        | 0     | 0      | 1 | 1     |
| 1.00  | 0        | 0     | 0      | 1 | 1     |
| 1.15  | 0        | 0     | 0      | 1 |       |
| 1.50  | 0        | 0     | 0      | 0 | 0     |
| 2.00  | 1        | 0     | 0      | 0 | 1     |
| 2.00  | 2        | 0     | 0      | 0 | 2     |
| 2.15  | 3        | 0     | 0      | 0 | 3     |
| 2:30  | Ζ        | 0     | 0      | 0 | Ζ     |
| 2:45  | 4        | 0     | 0      | U | 4     |
| 3:00  |          | 0     | 0      |   | 2     |
| 3:15  | U        | 0     | 0      | U | 0     |
| 3:30  | 1        | 0     | 0      | 1 | 2     |
| 3:45  | 1        | 0     | 0      | 0 | 1     |
| 4:00  | 2        | 0     | 0      | 0 | 2     |
| 4:15  | 6        | 0     | 1      | 0 | 7     |
| 4:30  | 1        | 0     | 0      | 0 | 1     |
| 4:45  | 9        | 0     | 0      | 0 | 9     |
| 5:00  | 13       | 0     | 0      | 0 | 13    |
| 5:15  | 7        | 0     | 0      | 2 | 9     |
| 5:30  | 7        | 0     | 0      | 1 | 8     |
| 5:45  | 14       | 0     | 0      | 0 | 14    |
| 6:00  | 10       | 0     | 0      | 0 | 10    |
| 6:15  | 29       | 0     | 0      | 0 | 29    |
| 6:30  | 43       | 0     | 0      | 1 | 44    |
| 6:45  | 80       | 0     | 0      | 0 | 80    |
| 7:00  | 65       | 0     | 2      | 0 | 67    |
| 7:15  | 87       | 0     | 1      | 0 | 88    |
| 7:30  | 20       | 0     | 0      | 9 | 29    |
| 7:45  | 8        | 0     | 0      | 1 | 9     |
| 8:00  | 5        | 2     | 0      | 2 | 9     |
| 8:15  | 4        | 0     | 0      | 2 | 6     |
| 8:30  | 7        | 0     | 0      | 1 | 8     |
| 8:45  | 5        | 1     | 0      | 0 | 6     |
| 9:00  | 4        | 1     | 1      | 1 | 7     |
| 9:15  | 3        | 0     | 0      | 1 | 4     |
| 9:30  | 7        | 0     | 0      | 0 | 7     |
| 9:45  | 2        | 0     | 0      | 1 | 3     |
| 10:00 | 2        | 1     | 0      | 0 | 3     |
| 10:15 | 2        | 0     | 0      | 0 | 2     |
| 10:30 | 2        | 0     | 0      | 0 | 2     |
| 10:45 | 1        | 1     | 0      | 0 | 2     |
| 11:00 | 4        | 0     | 1      | 0 | 5     |

|          |        | LAITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 1      | 0       | 0       | 6     |
| 1        | 1      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 9        | 0      | 0       | 0       | 9     |
| 30       | 0      | 0       | 0       | 30    |
| 21       | 0      | 0       | 0       | 21    |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 13       | 1      | 0       | 2       | 16    |
| 7        | 0      | 0       | 1       | 8     |
| 7        | 0      | 0       | 2       | 9     |
| 15       | 0      | 0       | 3       | 18    |
| 21       | 0      | 0       | 0       | 21    |
| 39       | 0      | 0       | 20      | 59    |
| 19       | 0      | 0       | 9       | 28    |
| 4        | 1      | 0       | 1       | 6     |
| 3        | 0      | 0       | 3       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 13       | 0      | 0       | 6       | 19    |
| 17       | 0      | 0       | 1       | 18    |
| 16       | 0      | 1       | 1       | 18    |
| 8        | 2      | 0       | 0       | 10    |
| 15       | 1      | 0       | 6       | 22    |
| 4        | 1      | 0       | 1       | 6     |
| 2        | 0      | 0       | 1       | 3     |
| 4        | 1      | 0       | 0       | 5     |
| 6        | 0      | 0       | 1       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 1      | 1       | 0       | 5     |
| 6        | 0      | 0       | 2       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 1      | 0       | 0       | 1     |
| 3        | 2      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 5        | 1      | 1      | 1       | 8     |
| 11:30 | 7        | 0      | 0      | 0       | 7     |
| 11:45 | 2        | 1      | 0      | 0       | 3     |
| 12:00 | 6        | 0      | 0      | 0       | 6     |
| 12:15 | 8        | 0      | 0      | 1       | 9     |
| 12:30 | 6        | 1      | 0      | 0       | 7     |
| 12:45 | 4        | 0      | 0      | 1       | 5     |
| 13:00 | 6        | 0      | 1      | 3       | 10    |
| 13:15 | 6        | 0      | 1      | 2       | 9     |
| 13:30 | 6        | 0      | 1      | 0       | 7     |
| 13:45 | 0        | 0      | 1      | 0       | 1     |
| 14:00 | 2        | 2      | 0      | 0       | 4     |
| 14:15 | 3        | 1      | 0      | 4       | 8     |
| 14:30 | 5        | 1      | 1      | 2       | 9     |
| 14:45 | 5        | 1      | 0      | 0       | 6     |
| 15:00 | 1        | 0      | 1      | 0       | 2     |
| 15:15 | 2        | 0      | 0      | 1       | 3     |
| 15:30 | 3        | 0      | 0      | 1       | 4     |
| 15:45 | 3        | 0      | 0      | 0       | 3     |
| 16:00 | 2        | 0      | 1      | 1       | 4     |
| 16:15 | 2        | 0      | 0      | 0       | 2     |
| 16:30 | 6        | 0      | 0      | 1       | 7     |
| 16:45 | 8        | 0      | 1      | 2       | 11    |
| 17:00 | 6        | 0      | 0      | 0       | 6     |
| 17:15 | 30       | 0      | 0      | 1       | 31    |
| 17:30 | 52       | 0      | 0      | 0       | 52    |
| 17:45 | 68       | 0      | 2      | 0       | 70    |
| 18:00 | 74       | 0      | 0      | 1       | 75    |
| 18:15 | 77       | 0      | 0      | 0       | 77    |
| 18:30 | 17       | 0      | 0      | 1       | 18    |
| 18:45 | 5        | 0      | 1      | 0       | 6     |
| 19:00 | 4        | 0      | 1      | 1       | 6     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 3        | 0      | 0      | 1       | 4     |
| 19:45 | 1        | 0      | 1      | 0       | 2     |
| 20:00 | 0        | 0      | 1      | 3       | 4     |
| 20:15 | 0        | 0      | 1      | 2       | 3     |
| 20:30 | 0        | 0      | 0      | 4       | 4     |
| 20:45 | 0        | 0      | 0      | 1       | 1     |
| 21:00 | 0        | 1      | 0      | 0       | 1     |
| 21:15 | 0        | 0      | 0      | 3       | 3     |
| 21:30 | 0        | 0      | 1      | 2       | 3     |
| 21:45 | 0        | 1      | 0      | 5       | 6     |
| 22:00 | 0        | 0      | 1      | 2       | 3     |
| 22:15 | 0        | 0      | 0      | 2       | 2     |

|          |        | EXITING |         | -     |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 10       | 1      | 1       | 1       | 13    |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 42       | 0      | 0       | 0       | 42    |
| 4        | 0      | 0       | 1       | 5     |
| 9        | 1      | 0       | 0       | 10    |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 1       | 5     |
| 2        | 1      | 0       | 3       | 6     |
| 1        | 0      | 1       | 3       | 5     |
| 3        | 0      | 1       | 0       | 4     |
| 4        | 2      | 1       | 0       | 7     |
| 4        | 2      | 1       | 0       | 7     |
| 17       | 0      | 1       | 0       | 18    |
| 8        | 2      | 0       | 2       | 12    |
| 5        | 1      | 0       | 1       | 7     |
| 6        | 0      | 0       | 2       | 8     |
| 8        | 0      | 0       | 4       | 12    |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 14       | 0      | 0       | 4       | 18    |
| 5        | 0      | 0       | 1       | 6     |
| 11       | 0      | 0       | 3       | 14    |
| 6        | 1      | 1       | 1       | 9     |
| 46       | 0      | 1       | 6       | 53    |
| 19       | 0      | 1       | 2       | 22    |
| 85       | 0      | 0       | 34      | 119   |
| 33       | 0      | 0       | 12      | 45    |
| 11       | 0      | 0       | 4       | 15    |
| 13       | 0      | 0       | 0       | 13    |
| 7        | 1      | 0       | 0       | 8     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 2      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 1      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 1      | 1       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |

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

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

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

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

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|              | ENTERING |       |   |   |       |
|--------------|----------|-------|---|---|-------|
|              | Pass     | Large |   |   |       |
|              | Vehicles |       |   |   | τοται |
| 0.00         | 0        | 0     |   | 0 |       |
| 0.00         | 0        | 0     | 0 | 1 | 1     |
| 0.13         | 0        | 0     | 0 | 0 | 0     |
| 0.30         | 0        | 0     | 0 | 1 | 1     |
| 1.00         | 0        | 0     | 1 | 1 | 1     |
| 1.00         | 0        | 0     | 1 | 0 | 2     |
| 1.15         | 0        | 0     | 1 | 2 | <br>  |
| 1.50         | 0        | 0     | 0 | 0 | 0     |
| 2.40         | 0        | 0     | 1 | 0 | 1     |
| 2.00         | 0        | 0     | 0 | 0 | 0     |
| 2.15         | 0        | 0     | 0 | 0 | 0     |
| 2.50         | 0        | 0     | 0 | 0 | 0     |
| 2.43         | 0        | 0     | 0 | 0 | 0     |
| 3.00<br>2.1E | 0        | 0     | 0 | 1 | 1     |
| 2:12         | 0        | 0     | 0 | 1 | 1     |
| 3.30         | 0        | 0     | 0 | 1 | 1     |
| 3.45         | 0        | 0     | 0 | 1 | 1     |
| 4:00         | 0        | 0     | 0 | 1 | 1     |
| 4:15         | 1        | 0     | 0 | 0 | 1     |
| 4:30         | 0        | 0     | 0 | 1 | 1     |
| 4:45         | 1        | 0     | 0 | 0 | 1     |
| 5:00         | 2        | 0     | 0 | 0 | 2     |
| 5:15         | 3        | 0     | 0 | 0 | 3     |
| 5:30         | 1        | 0     | 0 | 2 | 3     |
| 5:45         | 4        | 0     | 0 | 0 | 4     |
| 6:00         | 3        | 0     | 0 | 0 | 3     |
| 6:15         | 5        | 0     | 0 | 1 | 6     |
| 6:30         | /        | 1     | 1 | 0 | 9     |
| 6:45         | 20       | 0     | 0 | 1 | 21    |
| 7:00         | 19       | 0     | 0 | 0 | 19    |
| /:15         | 27       | 0     | 0 | 0 | 27    |
| 7:30         | 6        | 0     | 1 | 0 | /     |
| /:45         | 3        | 0     | 0 | 0 | 3     |
| 8:00         | 1        | 0     | 0 | 1 | 2     |
| 8:15         | 1        | 0     | 0 | U | 1     |
| 8:30         | 0        | 1     | 0 | 1 | 2     |
| 8:45         | 0        | 0     | 1 | 0 | 1     |
| 9:00         | 0        | 1     | 1 | 0 | 2     |
| 9:15         | 1        | 0     | 0 | 0 | 1     |
| 9:30         | 0        | 0     | 0 | 0 | 0     |
| 9:45         | 0        | 0     | 1 | 1 | 2     |
| 10:00        | 0        | 0     | 1 | 1 | 2     |
| 10:15        | 0        | 0     | 0 | 1 | 1     |
| 10:30        | 1        | 1     | 1 | U | 3     |
| 10:45        | 1        | 0     | 0 | 1 | 2     |
| 11:00        | 0        | 0     | 0 | 0 | 0     |

|          |        | EXITING |         | -     |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 10       | 0      | 1       | 1       | 12    |
| 1        | 0      | 1       | 0       | 2     |
| 6        | 0      | 0       | 1       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 20       | 0      | 0       | 2       | 22    |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 1       | 1       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 1       | 0       | 3     |
| 2        | 0      | 0       | 1       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 1       | 1       | 3     |
| 0        | 2      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 1       | 2     |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 1        | 0      | 0      | 1       | 2     |
| 11:45 | 1        | 0      | 0      | 0       | 1     |
| 12:00 | 1        | 0      | 0      | 0       | 1     |
| 12:15 | 1        | 0      | 0      | 1       | 2     |
| 12.30 | - 0      | 0      | 0      | 1       | 1     |
| 12.00 | 0        | 0      | 0      | 1       | 1     |
| 13.00 | 0        | 0      | 0      | 0       | 0     |
| 13.00 | 0        | 0      | 0      | 0       | 0     |
| 13.30 | 0        | 0      | 0      | 1       | 1     |
| 13.30 | 1        | 0      | 1      | 0       | 2     |
| 14.00 | 2        | 0      | 0      | 1       | 3     |
| 14.15 | 0        | 0      | 0      | 4       | 4     |
| 14:30 | 0        | 0      | 0      | 1       | 1     |
| 14.45 | 2        | 0      | 1      | 0       | 3     |
| 15.00 | 0        | 1      | 1      | 1       | 3     |
| 15.00 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 1        | 0      | 1      | 0       | 2     |
| 15:45 | 2        | 0      | 0      | 0       | 2     |
| 16:00 | 1        | 0      | 0      | 0       | 1     |
| 16.00 | 0        | 1      | 0      | 1       | 2     |
| 16.30 | 0        | 0      | 1      | 1       | 2     |
| 16:45 | 1        | 0      | 1      | 3       | 5     |
| 17:00 | 2        | 0      | 0      | 0       | 2     |
| 17:15 | 6        | 0      | 0      | 1       | 7     |
| 17:30 | 18       | 0      | 0      | 0       | 18    |
| 17:45 | 18       | 0      | 0      | 1       | 19    |
| 18:00 | 25       | 0      | 0      | 0       | 25    |
| 18:15 | 28       | 0      | 0      | 1       | 29    |
| 18:30 | 5        | 0      | 0      | 0       | 5     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 1        | 0      | 0      | 1       | 2     |
| 19:30 | 0        | 0      | 0      | 2       | 2     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 1       | 1     |
| 20:30 | 0        | 0      | 0      | 1       | 1     |
| 20:45 | 0        | 0      | 0      | 1       | 1     |
| 21:00 | 0        | 0      | 2      | 1       | 3     |
| 21:15 | 0        | 0      | 0      | 1       | 1     |
| 21:30 | 0        | 0      | 0      | 1       | 1     |
| 21:45 | 0        | 1      | 1      | 0       | 2     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 2        | 0      | 0       | 1       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 5        | 0      | 1       | 1       | 7     |
| 1        | 0      | 0       | 4       | 5     |
| 2        | 0      | 0       | 2       | 4     |
| 2        | 0      | 1       | 0       | 3     |
| 3        | 1      | 0       | 1       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 1      | 1       | 0       | 5     |
| 1        | 1      | 1       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 2       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 37       | 0      | 0       | 0       | 37    |
| 13       | 0      | 0       | 2       | 15    |
| 1        | 0      | 1       | 2       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 1        | 0       | 1     |
| 23:00 | 1        | 0      | 0        | 0       | 1     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 1        | 1       | 2     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 225      | 7      | 21       | 49      | 302   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 0       | 4       | 5     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 163      | 8      | 26      | 44      | 241   |

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

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|       | ENTERING |       |   |         |       |
|-------|----------|-------|---|---------|-------|
|       | Pass     | Large |   |         |       |
|       | Vehicles |       |   |         | τοται |
| 0.00  | 2        | 0     |   | 41 Axie | 2     |
| 0.00  | 0        | 0     | 0 | 0       | 0     |
| 0.13  | 0        | 0     | 0 | 0       | 0     |
| 0.30  | 0        | 0     | 0 | 0       | 0     |
| 1.00  | 0        | 0     | 0 | 0       | 0     |
| 1.00  | 0        | 0     | 0 | 0       | 0     |
| 1.15  | 0        | 0     | 0 | 0       | 0     |
| 1.50  | 0        | 0     | 0 | 0       | 0     |
| 2.45  | 2        | 0     | 0 | 0       | 2     |
| 2.00  |          | 0     | 0 | 0       | 2     |
| 2:15  | 1        | 0     | 0 | 0       | 1     |
| 2:30  | 0        | 0     | 0 | 0       | 0     |
| 2:45  | 1        | 0     | 0 | 0       | 1     |
| 3:00  | 0        | 0     | 0 | 0       | 0     |
| 3:15  | 0        | 0     | 0 | 0       | 0     |
| 3:30  | 0        | 0     | 0 | 0       | 0     |
| 3:45  | 2        | 0     | 0 | 0       | 2     |
| 4:00  | 1        | 0     | 0 | 0       | 1     |
| 4:15  | 3        | 0     | 0 | 0       | 3     |
| 4:30  | 5        | 0     | 0 | 0       | 5     |
| 4:45  | 4        | 0     | 0 | 0       | 4     |
| 5:00  | 7        | 0     | 0 | 0       | 7     |
| 5:15  | 8        | 1     | 0 | 0       | 9     |
| 5:30  | 7        | 0     | 0 | 0       | 7     |
| 5:45  | 9        | 0     | 0 | 0       | 9     |
| 6:00  | 9        | 0     | 0 | 0       | 9     |
| 6:15  | 22       | 0     | 0 | 0       | 22    |
| 6:30  | 27       | 0     | 0 | 0       | 27    |
| 6:45  | 40       | 0     | 0 | 0       | 40    |
| 7:00  | 36       | 0     | 0 | 0       | 36    |
| 7:15  | 47       | 0     | 0 | 0       | 47    |
| 7:30  | 11       | 0     | 0 | 0       | 11    |
| 7:45  | 6        | 0     | 0 | 0       | 6     |
| 8:00  | 6        | 1     | 0 | 0       | 7     |
| 8:15  | 6        | 0     | 0 | 0       | 6     |
| 8:30  | 6        | 0     | 0 | 0       | 6     |
| 8:45  | 8        | 0     | 0 | 0       | 8     |
| 9:00  | 4        | 0     | 0 | 0       | 4     |
| 9:15  | 9        | 0     | 0 | 0       | 9     |
| 9:30  | 2        | 0     | 0 | 0       | 2     |
| 9:45  | 4        | 1     | 0 | 0       | 5     |
| 10:00 | 0        | 0     | 0 | 0       | 0     |
| 10:15 | 2        | 0     | 0 | 0       | 2     |
| 10:30 | 0        | 0     | 0 | 0       | 0     |
| 10:45 | 2        | 0     | 0 | 0       | 2     |
| 11:00 | 3        | 0     | 0 | 0       | 3     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 7        | 1      | 0       | 0       | 8     |
| 4        | 1      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 9        | 0      | 0       | 0       | 9     |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 29       | 0      | 0       | 0       | 29    |
| 5        | 0      | 0       | 0       | 5     |
| 40       | 0      | 0       | 0       | 40    |
| 24       | 0      | 0       | 0       | 24    |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 1      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 9        | 0      | 0       | 0       | 9     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 2      | 0       | 0       | 4     |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11.15 | 3        | 0      | 0      | 0       | 3     |
| 11.10 | 8        | 0      | 0      | 0       | 8     |
| 11:45 | 5        | 0      | 0      | 0       | 5     |
| 12.43 | 7        | 0      | 0      | 0       | 7     |
| 12.00 | 10       | 0      | 0      | 0       | 10    |
| 12.13 | 6        | 0      | 0      | 0       | 6     |
| 12.50 | 2        | 0      | 0      | 0       | 2     |
| 12.45 | 2        | 0      | 0      | 0       |       |
| 12.00 | 1        | 0      | 0      | 0       |       |
| 12.20 | 1        | 0      | 0      | 0       | 1     |
| 12.30 | 5        | 0      | 0      | 0       |       |
| 13.45 | 2        | 0      | 0      | 0       | 2     |
| 14.00 | 2        | 0      | 0      | 0       | 1     |
| 14.15 | <u> </u> | 0      | 0      | 0       | 1     |
| 14.30 | 4        | 0      | 0      | 0       | 4     |
| 14:45 | 2        | 0      | 0      | 0       | 2     |
| 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 1        | 0      | 0      | 0       | 1     |
| 15:45 | 4        | 0      | 0      | 0       | 4     |
| 16:00 | 2        | 0      | 0      | 0       | 2     |
| 16:15 | 1        | 0      | 0      | 0       | 1     |
| 16:30 | 2        | 0      | 0      | 0       | 2     |
| 16:45 | 6        | 0      | 0      | 0       | 6     |
| 17:00 | /        | 0      | 0      | 0       | 7     |
| 17:15 | 21       | 0      | 0      | 0       | 21    |
| 17:30 | 38       | 0      | 0      | 0       | 38    |
| 17:45 | 42       | 0      | 0      | 0       | 42    |
| 18:00 | 52       | 0      | 0      | 0       | 52    |
| 18:15 | 56       | 0      | 0      | 0       | 56    |
| 18:30 | 10       | 0      | 0      | 0       | 10    |
| 18:45 | 4        | 0      | 0      | 0       | 4     |
| 19:00 | 2        | 0      | 0      | 0       | 2     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 1        | 0      | 0      | 0       | 1     |
| 20:00 | 3        | 0      | 0      | 0       | 3     |
| 20:15 | 2        | 1      | 0      | 0       | 3     |
| 20:30 | 3        | 0      | 0      | 0       | 3     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 3        | 0      | 0      | 0       | 3     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 4        | 0      | 0      | 0       | 4     |
| 22:00 | 2        | 0      | 0      | 0       | 2     |
| 22:15 | 1        | 0      | 0      | 0       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 26       | 0      | 0       | 0       | 26    |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 13       | 0      | 0       | 0       | 13    |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 9        | 0      | 0       | 0       | 9     |
| 3        | 0      | 0       | 0       | 3     |
| 26       | 0      | 0       | 0       | 26    |
| 12       | 0      | 0       | 0       | 12    |
| 38       | 0      | 0       | 0       | 38    |
| 23       | 0      | 0       | 0       | 23    |
| 20       | 0      | 0       | 0       | 20    |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 1      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 1      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |

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

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 11       | 0        | 0      | 0       | 11    |  |
| 22:45 | 1        | 0        | 0      | 0       | 1     |  |
| 23:00 | 4        | 0        | 0      | 0       | 4     |  |
| 23:15 | 9        | 0        | 0      | 0       | 9     |  |
| 23:30 | 4        | 1        | 0      | 0       | 5     |  |
| 23:45 | 2        | 0        | 0      | 0       | 2     |  |
|       | 674      | 5        | 0      | 0       | 679   |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 13       | 0      | 0       | 0       | 13    |
| 5        | 0      | 0       | 0       | 5     |
| 26       | 0      | 0       | 0       | 26    |
| 10       | 0      | 0       | 0       | 10    |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 627      | 8      | 0       | 0       | 635   |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 ΔχΙρ | 4+ ΔxΙρ | τοται |
| 0.00  | 0        | 0      | 0      | 0       | 0     |
| 0.00  | 0        | 0      | 0      | 0       | 0     |
| 0.10  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1.43  | 0        | 0      | 0      | 0       | 0     |
| 1.00  | 0        | 0      | 0      | 0       | 0     |
| 1.10  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 1        | 0      | 0      | 0       | 1     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 0        | 1      | 0      | 0       | 1     |
| 4:30  | 0        | 1      | 0      | 0       | 1     |
| 4:45  | 3        | 0      | 0      | 0       | 3     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 2        | 0      | 0      | 0       | 2     |
| 5:30  | 0        | 0      | 0      | 0       | 0     |
| 5:45  | 2        | 0      | 0      | 0       | 2     |
| 6:00  | 0        | 0      | 0      | 0       | 0     |
| 6:15  | 1        | 1      | 0      | 0       | 2     |
| 6:30  | 3        | 0      | 0      | 0       | 3     |
| 6:45  | 4        | 0      | 0      | 0       | 4     |
| 7:00  | 8        | 0      | 0      | 0       | 8     |
| 7:15  | 13       | 0      | 0      | 0       | 13    |
| 7:30  | 7        | 0      | 0      | 0       | 7     |
| 7:45  | 1        | 0      | 0      | 0       | 1     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 1      | 0       | 0       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 13       | 0      | 0       | 0       | 13    |
| 15       | 0      | 0       | 0       | 15    |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | U      | 0       | 0       | 0     |
| U        | U      | 0       | 0       | 0     |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12.00 | 2        | 0      | 0      | 0       | 2     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:13 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 13.43 | 0        | 0      | 0      | 0       | 0     |
| 13.00 | 0        | 0      | 0      | 0       | 0     |
| 13.13 | 0        | 0      | 0      | 0       | 0     |
| 13.30 | 0        | 0      | 0      | 0       | 0     |
| 14.00 | 1        | 0      | 0      | 0       | 1     |
| 14.00 | 0        | 0      | 0      | 0       | 0     |
| 14.13 | 0        | 0      | 0      | 0       | 0     |
| 14.50 | 0        | 0      | 0      | 0       | 0     |
| 14.45 | 0        | 0      | 0      | 0       | 0     |
| 15.00 | 0        | 0      | 0      | 0       | 0     |
| 15.15 | 0        | 0      | 0      | 0       | 0     |
| 15.30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 2        | 0      | 0      | 0       | 2     |
| 16:45 | 1        | 0      | 0      | 0       | 1     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 3        | 0      | 0      | 0       | 3     |
| 17:30 | 2        | 0      | 0      | 0       | 2     |
| 17:45 | 9        | 0      | 0      | 0       | 9     |
| 18:00 | 5        | 0      | 0      | 0       | 5     |
| 18:15 | 6        | 0      | 0      | 0       | 6     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | U        | 0      | 0      | U       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 1        | 0      | 0      | 0       |       |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

| -        |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 21       | 0      | 0       | 0       | 21    |
| 17       | 0      | 0       | 0       | 17    |
| 49       | 0      | 0       | 0       | 49    |
| 11       | 0      | 0       | 0       | 11    |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| ĺ | 22:30 | 0        | 0      | 0        | 0       | 0     |
| ſ | 22:45 | 0        | 0      | 0        | 0       | 0     |
| ľ | 23:00 | 0        | 0      | 0        | 0       | 0     |
| ĺ | 23:15 | 0        | 0      | 0        | 0       | 0     |
| ſ | 23:30 | 0        | 0      | 0        | 0       | 0     |
| ľ | 23:45 | 0        | 0      | 0        | 0       | 0     |
| 1 |       | 77       | 3      | 0        | 0       | 80    |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 197      | 3       | 0      | 1       | 201   |  |  |  |  |

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

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 0:00  | 2        | 0      | 0      | 0       | 2     |
| 0:15  | 0        | 0      | 0      | 1       | 1     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0.00  | 0        | 0      | 0      | 1       | 1     |
| 1.45  | 0        | 0      | 1      | 0       | 1     |
| 1.00  | 0        | 0      | 1      | 2       | 3     |
| 1.10  | 0        | 0      | 0      | 0       | 0     |
| 1.30  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 2        | 0      | 1      | 0       | 3     |
| 2.00  | 1        | 0      | 0      | 0       | 1     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 1        | 0      | 0      | 0       | 1     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 1       | 1     |
| 3:30  | 0        | 0      | 0      | 1       | 1     |
| 3:45  | 3        | 0      | 0      | 1       | 4     |
| 4:00  | 1        | 0      | 0      | 1       | 2     |
| 4:15  | 4        | 1      | 0      | 0       | 5     |
| 4:30  | 5        | 1      | 0      | 1       | 7     |
| 4:45  | 8        | 0      | 0      | 0       | 8     |
| 5:00  | 9        | 0      | 0      | 0       | 9     |
| 5:15  | 13       | 1      | 0      | 0       | 14    |
| 5:30  | 8        | 0      | 0      | 2       | 10    |
| 5:45  | 15       | 0      | 0      | 0       | 15    |
| 6:00  | 12       | 0      | 0      | 0       | 12    |
| 6:15  | 28       | 1      | 0      | 1       | 30    |
| 6:30  | 37       | 1      | 1      | 0       | 39    |
| 6:45  | 64       | 0      | 0      | 1       | 65    |
| 7:00  | 63       | 0      | 0      | 0       | 63    |
| 7:15  | 87       | 0      | 0      | 0       | 87    |
| 7:30  | 24       | 0      | 1      | 0       | 25    |
| 7:45  | 10       | 0      | 0      | 0       | 10    |
| 8:00  | 7        | 1      | 0      | 1       | 9     |
| 8:15  | 7        | 0      | 0      | 0       | 7     |
| 8:30  | 6        | 1      | 0      | 1       | 8     |
| 8:45  | 8        | 0      | 1      | 0       | 9     |
| 9:00  | 4        | 1      | 1      | 0       | 6     |
| 9:15  | 10       | 0      | 0      | 0       | 10    |
| 9:30  | 2        | 0      | 0      | 0       | 2     |
| 9:45  | 4        | 1      | 1      | 1       | 7     |
| 10:00 | 0        | 0      | 1      | 1       | 2     |
| 10:15 | 2        | 0      | 0      | 1       | 3     |
| 10:30 | 1        | 1      | 1      | 0       | 3     |
| 10:45 | 3        | 0      | 0      | 1       | 4     |
| 11:00 | 3        | 0      | 0      | 0       | 3     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 7        | 1      | 0       | 1       | 9     |
| 4        | 1      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 1       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 3        | 0      | 0       | 1       | 4     |
| 9        | 0      | 1       | 1       | 11    |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 1       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 21       | 0      | 1       | 1       | 23    |
| 9        | 1      | 1       | 0       | 11    |
| 35       | 1      | 0       | 1       | 37    |
| 21       | 0      | 0       | 0       | 21    |
| 73       | 0      | 0       | 2       | 75    |
| 44       | 0      | 0       | 0       | 44    |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 1      | 0       | 0       | 12    |
| 6        | 1      | 0       | 0       | 7     |
| 10       | 0      | 1       | 1       | 12    |
| 9        | 0      | 0       | 0       | 9     |
| 16       | 0      | 1       | 0       | 17    |
| 5        | 0      | 0       | 1       | 6     |
| 4        | 0      | 0       | 1       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 1       | 3     |
| 1        | 0      | 1       | 0       | 2     |
| 5        | 0      | 1       | 0       | 6     |
| 2        | 1      | 0       | 0       | 3     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 1       | 0       | 2     |
| 3        | 0      | 1       | 1       | 5     |
| 3        | 2      | 0       | 1       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 3      | 0       | 1       | 6     |

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

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

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 9        | 0      | 0       | 0       | 9     |
| 6        | 0      | 0       | 1       | 7     |
| 2        | 0      | 0       | 1       | 3     |
| 28       | 0      | 0       | 2       | 30    |
| 9        | 0      | 0       | 1       | 10    |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 2       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 1       | 0       | 4     |
| 6        | 0      | 0       | 1       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 13       | 0      | 1       | 0       | 14    |
| 1        | 0      | 1       | 1       | 3     |
| 6        | 0      | 1       | 1       | 8     |
| 6        | 0      | 0       | 4       | 10    |
| 12       | 0      | 0       | 2       | 14    |
| 7        | 0      | 1       | 0       | 8     |
| 12       | 1      | 0       | 1       | 14    |
| 18       | 0      | 0       | 0       | 18    |
| 15       | 1      | 1       | 0       | 17    |
| 1        | 1      | 1       | 0       | 3     |
| 15       | 0      | 0       | 0       | 15    |
| 8        | 0      | 0       | 2       | 10    |
| 51       | 0      | 0       | 0       | 51    |
| 30       | 0      | 0       | 0       | 30    |
| 124      | 0      | 0       | 0       | 124   |
| 47       | 0      | 0       | 2       | 49    |
| 21       | 0      | 1       | 2       | 24    |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 1      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 2        | 0      | 1       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 1       | 0       | 3     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 1      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |

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

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

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 13       | 1       | 0      | 4       | 18    |  |  |  |  |
| 5        | 0       | 0      | 2       | 7     |  |  |  |  |
| 27       | 0       | 0      | 0       | 27    |  |  |  |  |
| 10       | 0       | 0      | 0       | 10    |  |  |  |  |
| 9        | 0       | 0      | 0       | 9     |  |  |  |  |
| 4        | 0       | 0      | 3       | 7     |  |  |  |  |
| 987      | 19      | 26     | 45      | 1077  |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 1 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 0      | 0      | 0       | 1     |
| 0:15  | 2        | 0      | 0      | 0       | 2     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1:00  | 0        | 1      | 0      | 0       | 1     |
| 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  | 1        | 0      | 0      | 0       | 1     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 4        | 0      | 0      | 0       | 4     |
| 3:00  | 2        | 0      | 0      | 0       | 2     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 3        | 0      | 0      | 0       | 3     |
| 4:00  | 2        | 1      | 0      | 0       | 3     |
| 4:15  | 4        | 0      | 0      | 0       | 4     |
| 4:30  | 5        | 0      | 0      | 0       | 5     |
| 4:45  | 13       | 0      | 0      | 0       | 13    |
| 5:00  | 23       | 0      | 0      | 0       | 23    |
| 5:15  | 38       | 0      | 0      | 0       | 38    |
| 5:30  | 103      | 0      | 0      | 0       | 103   |
| 5:45  | 106      | 0      | 0      | 0       | 106   |
| 6:00  | 22       | 0      | 0      | 0       | 22    |
| 6:15  | 18       | 0      | 0      | 0       | 18    |
| 6:30  | 44       | 0      | 0      | 0       | 44    |
| 6:45  | 47       | 0      | 0      | 0       | 47    |
| 7:00  | 28       | 0      | 0      | 0       | 28    |
| 7:15  | 29       | 0      | 0      | 0       | 29    |
| 7:30  | 13       | 0      | 0      | 0       | 13    |
| 7:45  | 9        | 0      | 0      | 0       | 9     |
| 8:00  | 3        | 0      | 0      | 0       | 3     |
| 8:15  | 9        | 0      | 0      | 0       | 9     |
| 8:30  | 6        | 0      | 0      | 0       | 6     |
| 8:45  | 12       | 0      | 0      | 0       | 12    |
| 9:00  | 4        | 0      | 0      | 0       | 4     |
| 9:15  | 2        | 0      | 0      | 0       | 2     |
| 9:30  | 4        | 0      | 0      | 0       | 4     |
| 9:45  | 1        | 0      | 0      | 0       | 1     |
| 10:00 | 5        | 0      | 0      | 0       | 5     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 2        | 0      | 0      | 0       | 2     |
| 10:45 | 2        | 0      | 0      | 0       | 2     |
| 11:00 | 5        | 0      | 0      | 0       | 5     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 59       | 0      | 0       | 0       | 59    |
| 29       | 0      | 0       | 0       | 29    |
| 8        | 0      | 0       | 0       | 8     |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 25       | 0      | 0       | 0       | 25    |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| -        | -      |         | -       | -     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 1 9/19/2017 Tuesday

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|       | ENTERING |       |   |   |       |
|-------|----------|-------|---|---|-------|
|       | Pass     | Large |   |   |       |
|       | Vehicles |       |   |   | τοται |
| 11.15 | 6        | 0     |   | 0 | 6     |
| 11.13 | 2        | 0     | 0 | 0 | 2     |
| 11.30 | 6        | 0     | 0 | 0 | 6     |
| 12.45 | 0        | 0     | 0 | 0 | 0     |
| 12.00 | 4<br>5   | 0     | 0 | 0 | 4     |
| 12.15 |          | 0     | 0 | 0 | 7     |
| 12.50 | 2        | 0     | 0 | 0 | 2     |
| 12.45 | 3        | 0     | 0 | 0 | 3     |
| 12:00 | 2        | 0     | 0 | 0 | 2     |
| 13.15 | 3        | 0     | 0 | 0 | 3     |
| 13:30 | /        | 0     | 0 | 0 | /     |
| 13:45 | 2        | 0     | 0 | 0 | 2     |
| 14:00 | 2        | 0     | 0 | 0 | 2     |
| 14:15 | 3        | 0     | 0 | 0 | 3     |
| 14:30 | 1        | 0     | 0 | 0 | 1     |
| 14:45 | 4        | 0     | 0 | 0 | 4     |
| 15:00 | 6        | 0     | 0 | 0 | 6     |
| 15:15 | 1        | 0     | 0 | 0 | 1     |
| 15:30 | 14       | 0     | 0 | 0 | 14    |
| 15:45 | 17       | 0     | 0 | 0 | 17    |
| 16:00 | 26       | 0     | 0 | 0 | 26    |
| 16:15 | 33       | 0     | 0 | 0 | 33    |
| 16:30 | 67       | 0     | 0 | 0 | 67    |
| 16:45 | 50       | 0     | 0 | 0 | 50    |
| 17:00 | 17       | 0     | 0 | 0 | 17    |
| 17:15 | 21       | 0     | 0 | 0 | 21    |
| 17:30 | 44       | 0     | 0 | 0 | 44    |
| 17:45 | 48       | 0     | 0 | 0 | 48    |
| 18:00 | 51       | 0     | 0 | 0 | 51    |
| 18:15 | 32       | 0     | 0 | 0 | 32    |
| 18:30 | 4        | 0     | 0 | 0 | 4     |
| 18:45 | 3        | 0     | 0 | 0 | 3     |
| 19:00 | 1        | 0     | 0 | 0 | 1     |
| 19:15 | 3        | 0     | 0 | 0 | 3     |
| 19:30 | 8        | 0     | 0 | 0 | 8     |
| 19:45 | 2        | 0     | 0 | 0 | 2     |
| 20:00 | 1        | 0     | 0 | 0 | 1     |
| 20:15 | 2        | 0     | 0 | 0 | 2     |
| 20:30 | 0        | 0     | 1 | 0 | 1     |
| 20:45 | 4        | 0     | 0 | 0 | 4     |
| 21:00 | 4        | 0     | 0 | 0 | 4     |
| 21:15 | 0        | 0     | 0 | 0 | 0     |
| 21:30 | 8        | 0     | 0 | 0 | 8     |
| 21:45 | 6        | 0     | 0 | 0 | 6     |
| 22:00 | 3        | 0     | 0 | 0 | 3     |
| 22:15 | 1        | 0     | 0 | 0 | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 1       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 29       | 0      | 0       | 0       | 29    |
| 13       | 0      | 0       | 0       | 13    |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 1 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 2        | 0      | 0        | 0       | 2     |
| 22:45 | 5        | 0      | 0        | 0       | 5     |
| 23:00 | 5        | 0      | 0        | 0       | 5     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 3        | 0      | 0        | 0       | 3     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 1123     | 2      | 1        | 0       | 1126  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 363      | 0      | 1      | 0       | 364   |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 2 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 1        | 0      | 0      | 0       | 1     |  |
| 0:15  | 0        | 0      | 0      | 0       | 0     |  |
| 0:30  | 0        | 0      | 0      | 0       | 0     |  |
| 0:45  | 0        | 0      | 0      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 1        | 0      | 0      | 0       | 1     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |
| 2:30  | 1        | 0      | 0      | 0       | 1     |  |
| 2:45  | 1        | 0      | 0      | 0       | 1     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 2        | 0      | 0      | 0       | 2     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 1        | 0      | 0      | 0       | 1     |  |
| 4:15  | 2        | 0      | 0      | 0       | 2     |  |
| 4:30  | 7        | 0      | 0      | 0       | 7     |  |
| 4:45  | 7        | 1      | 0      | 0       | 8     |  |
| 5:00  | 11       | 0      | 0      | 0       | 11    |  |
| 5:15  | 3        | 0      | 0      | 0       | 3     |  |
| 5:30  | 11       | 0      | 0      | 0       | 11    |  |
| 5:45  | 20       | 0      | 0      | 0       | 20    |  |
| 6:00  | 6        | 0      | 0      | 0       | 6     |  |
| 6:15  | 22       | 0      | 0      | 0       | 22    |  |
| 6:30  | 36       | 0      | 0      | 0       | 36    |  |
| 6:45  | 71       | 0      | 0      | 0       | 71    |  |
| 7:00  | 23       | 0      | 0      | 0       | 23    |  |
| 7:15  | 23       | 0      | 0      | 0       | 23    |  |
| 7:30  | 3        | 0      | 0      | 0       | 3     |  |
| 7:45  | 4        | 0      | 0      | 0       | 4     |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |
| 8:15  | 3        | 0      | 0      | 0       | 3     |  |
| 8:30  | 3        | 0      | 0      | 0       | 3     |  |
| 8:45  | 6        | 0      | 0      | 0       | 6     |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |
| 9:30  | 2        | 0      | 0      | 0       | 2     |  |
| 9:45  | 1        | 0      | 0      | 0       | 1     |  |
| 10:00 | 1        | 0      | 0      | 0       | 1     |  |
| 10:15 | 3        | 0      | 0      | 0       | 3     |  |
| 10:30 | U        | 0      | 0      | U       | U     |  |
| 10:45 | 2        | 0      | 0      | U       | 2     |  |
| 11:00 | U        | U      | U      | U       | U     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 53       | 0      | 0       | 0       | 53    |
| 26       | 0      | 0       | 0       | 26    |
| 6        | 0      | 0       | 0       | 6     |
| 12       | 0      | 0       | 0       | 12    |
| 51       | 0      | 0       | 0       | 51    |
| 11       | 0      | 0       | 0       | 11    |
| 61       | 0      | 0       | 0       | 61    |
| 19       | 0      | 0       | 0       | 19    |
| 14       | 0      | 0       | 0       | 14    |
| 5        | 0      | 0       | 0       | 5     |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 13       | 0      | 0       | 0       | 13    |
| 10       | 0      | 0       | 0       | 10    |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 2 9/19/2017 Tuesday

|       | ENTERING      |        |        |         |          |  |
|-------|---------------|--------|--------|---------|----------|--|
|       | Pass          | Large  |        |         |          |  |
|       | Vehicles      | 2 Axle | 3 Axle | 4+ Axle | TOTAL    |  |
| 11:15 | 1             | 0      | 0      | 0       | 1        |  |
| 11:30 | 1             | 0      | 0      | 0       | 1        |  |
| 11:45 | 3             | 0      | 0      | 0       | 3        |  |
| 12:00 | 4             | 0      | 0      | 0       | 4        |  |
| 12:15 | 1             | 1      | 0      | 0       | 2        |  |
| 12:30 | 1             | 0      | 0      | 0       | 1        |  |
| 12:45 | 1             | 0      | 0      | 0       | 1        |  |
| 13:00 | 1             | 0      | 0      | 0       | 1        |  |
| 13:15 | 3             | 0      | 0      | 0       | 3        |  |
| 13:30 | 0             | 0      | 0      | 0       | 0        |  |
| 13:45 | 0             | 0      | 0      | 0       | 0        |  |
| 14:00 | 0             | 0      | 0      | 0       | 0        |  |
| 14:15 | 0             | 1      | 0      | 0       | 1        |  |
| 14:30 | 0             | 0      | 0      | 0       | 0        |  |
| 14:45 | 2             | 0      | 0      | 0       | 2        |  |
| 15:00 | 0             | 0      | 0      | 0       | 0        |  |
| 15:15 | 2             | 0      | 0      | 0       | 2        |  |
| 15:30 | 1             | 0      | 0      | 0       | 1        |  |
| 15:45 | 3             | 0      | 0      | 0       | 3        |  |
| 16:00 | 2             | 0      | 0      | 0       | 2        |  |
| 16:15 | 10            | 0      | 0      | 0       | 10       |  |
| 16:30 | 20            | 0      | 0      | 0       | 20       |  |
| 16:45 | 13            | 0      | 0      | 0       | 13       |  |
| 17:00 | 4             | 0      | 0      | 0       | 4        |  |
| 17:15 | 18            | 0      | 0      | 0       | 18       |  |
| 17:30 | 30            | 0      | 0      | 0       | 30       |  |
| 17:45 | 48            | 0      | 0      | 0       | 48       |  |
| 18:00 | 43            | 0      | 0      | 0       | 43       |  |
| 18:15 | 15            | 0      | 0      | 0       | 15       |  |
| 18:30 | 3             | 0      | 0      | 0       | 3        |  |
| 18:45 | 1             | 0      | 0      | 0       | 1        |  |
| 19:00 | 0             | 0      | 0      | 0       | 0        |  |
| 19:15 | 1             | 0      | 0      | 0       | 1        |  |
| 19:30 | 2             | 0      | 0      | 0       | 2        |  |
| 19:45 | 0             | 0      | 0      | 0       | 0        |  |
| 20:00 | 0             | 0      | 0      | 0       | 0        |  |
| 20:15 | 1             | 0      | 0      | 0       | 1        |  |
| 20:30 | 1             | 0      | 0      | 0       | 1        |  |
| 20:45 | 1             | 0      | 0      | 0       | 1        |  |
| 21.00 | 1<br>2        | 0      | 0      | 0       | 1 2      |  |
| 21:15 | 3             | 0      | 0      | 0       | 5        |  |
| 21.30 | 2             | 0      | 0      | 0       | 2        |  |
| 21.45 | <u>ک</u><br>1 | 0      | 0      | 0       | <u>۲</u> |  |
| 22.00 | 1             | 0      | 0      | 0       | 1        |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 1      | 0       | 0       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 1      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 67       | 0      | 0       | 0       | 67    |
| 23       | 0      | 0       | 0       | 23    |
| 14       | 0      | 0       | 0       | 14    |
| 21       | 0      | 0       | 0       | 21    |
| 59       | 0      | 0       | 0       | 59    |
| 34       | 0      | 0       | 0       | 34    |
| 44       | 0      | 0       | 0       | 44    |
| 22       | 0      | 0       | 0       | 22    |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 2 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 1        | 0      | 0        | 0       | 1     |
| 22:45 | 1        | 0      | 0        | 0       | 1     |
| 23:00 | 1        | 0      | 0        | 0       | 1     |
| 23:15 | 1        | 0      | 0        | 0       | 1     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 527      | 3      | 0        | 0       | 530   |

|          | -      | EXITING | -       |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 822      | 3      | 0       | 0       | 825   |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 3 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 1        | 0      | 0      | 0       | 1     |  |
| 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      | 0       | 0     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 1        | 0      | 0      | 0       | 1     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 4        | 0      | 0      | 0       | 4     |  |
| 5:00  | 6        | 0      | 0      | 0       | 6     |  |
| 5:15  | 1        | 0      | 0      | 0       | 1     |  |
| 5:30  | 1        | 0      | 0      | 0       | 1     |  |
| 5:45  | 3        | 0      | 0      | 0       | 3     |  |
| 6:00  | 5        | 0      | 0      | 0       | 5     |  |
| 6:15  | 13       | 0      | 0      | 0       | 13    |  |
| 6:30  | 33       | 0      | 0      | 0       | 33    |  |
| 6:45  | 47       | 0      | 0      | 0       | 47    |  |
| 7:00  | 17       | 0      | 0      | 0       | 17    |  |
| 7:15  | 21       | 0      | 0      | 0       | 21    |  |
| 7:30  | 9        | 0      | 0      | 0       | 9     |  |
| 7:45  | 1        | 0      | 0      | 0       | 1     |  |
| 8:00  | 1        | 0      | 0      | 0       | 1     |  |
| 8:15  | 3        | 0      | 0      | 0       | 3     |  |
| 8:30  | 1        | 0      | 0      | 0       | 1     |  |
| 8:45  | 2        | 0      | 0      | 0       | 2     |  |
| 9:00  | 1        | 0      | 0      | 0       | 1     |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 3        | 0      | 0      | 0       | 3     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 2        | 0      | 0      | 0       | 2     |  |
| 10:30 | 0        | 0      | 0      | 0       | 0     |  |
| 10:45 | 1        | 0      | 0      | 0       | 1     |  |
| 11:00 | 4        | 0      | 0      | 0       | 4     |  |

|          |        | EXITING | -       | -        |
|----------|--------|---------|---------|----------|
| Pass     | Large  |         |         |          |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL    |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 3        | 0      | 0       | 0       | 3        |
| 0        | 1      | 0       | 0       | 1        |
| 13       | 0      | 0       | 0       | 13       |
| 8        | 0      | 0       | 0       | 8        |
| 0        | 0      | 0       | 0       | 0        |
| 4        | 0      | 0       | 0       | 4        |
| 45       | 0      | 0       | 0       | 45       |
| 7        | 0      | 0       | 0       | 7        |
| 77       | 0      | 0       | 0       | 77       |
| 12       | 0      | 0       | 0       | 12       |
| 3        | 0      | 0       | 0       | 3        |
| 2        | 0      | 0       | 0       | 2        |
| 2        | 0      | 0       | 0       | 2        |
| 4        | 0      | 0       | 0       | 4        |
| 5        | 0      | 0       | 0       | 5        |
| 1        | 0      | 0       | 0       | 1        |
| 7        | 0      | 0       | 0       | 7        |
| 8        | 0      | 0       | 0       | 8        |
| 3        | 0      | 0       | 0       | 3        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| <u>-</u> | 0      | 0       | 0       | <u> </u> |
| v        | 0      | - U     | 0       | - U      |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 3 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 3        | 0      | 0      | 0       | 3     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 1        | 0      | 0      | 0       | 1     |  |
| 12:00 | 1        | 0      | 0      | 0       | 1     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 4        | 0      | 0      | 0       | 4     |  |
| 12:45 | 2        | 0      | 0      | 0       | 2     |  |
| 13:00 | 1        | 0      | 0      | 0       | 1     |  |
| 13:15 | 1        | 0      | 0      | 0       | 1     |  |
| 13:30 | 1        | 0      | 0      | 0       | 1     |  |
| 13:45 | 1        | 0      | 0      | 0       | 1     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 1        | 0      | 0      | 0       | 1     |  |
| 14:45 | 1        | 0      | 0      | 0       | 1     |  |
| 15:00 | 2        | 0      | 0      | 0       | 2     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 3        | 0      | 0      | 0       | 3     |  |
| 16:00 | 2        | 0      | 0      | 0       | 2     |  |
| 16:15 | 3        | 0      | 0      | 0       | 3     |  |
| 16:30 | 3        | 0      | 0      | 0       | 3     |  |
| 16:45 | 1        | 0      | 0      | 0       | 1     |  |
| 17:00 | 1        | 0      | 0      | 0       | 1     |  |
| 17:15 | 7        | 0      | 0      | 0       | 7     |  |
| 17:30 | 22       | 0      | 0      | 0       | 22    |  |
| 17:45 | 38       | 0      | 0      | 0       | 38    |  |
| 18:00 | 19       | 0      | 0      | 0       | 19    |  |
| 18:15 | 20       | 0      | 0      | 0       | 20    |  |
| 18:30 | 2        | 0      | 0      | 0       | 2     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 2        | 0      | 0      | 0       | 2     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 2        | 0      | 0      | 0       | 2     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 1        | 0      | 0      | 0       | 1     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 1      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 37       | 0      | 0       | 0       | 37    |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 13       | 0      | 0       | 0       | 13    |
| 47       | 0      | 0       | 0       | 47    |
| 14       | 0      | 0       | 0       | 14    |
| 46       | 0      | 0       | 0       | 46    |
| 19       | 0      | 0       | 0       | 19    |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 3 9/19/2017 Tuesday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| ſ | 22:30 | 0        | 0      | 0        | 0       | 0     |
| ſ | 22:45 | 2        | 0      | 0        | 0       | 2     |
| ſ | 23:00 | 1        | 0      | 0        | 0       | 1     |
| ſ | 23:15 | 0        | 0      | 0        | 0       | 0     |
| ſ | 23:30 | 2        | 0      | 0        | 0       | 2     |
| ſ | 23:45 | 0        | 0      | 0        | 0       | 0     |
|   |       | 333      | 0      | 0        | 0       | 333   |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 461      | 2      | 0      | 0       | 463   |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 4 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 1        | 0      | 0      | 0       | 1     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 2        | 0      | 0      | 0       | 2     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 1        | 0      | 0      | 0       | 1     |
| 4:30  | 1        | 0      | 0      | 0       | 1     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 3        | 0      | 0      | 0       | 3     |
| 5:30  | 1        | 0      | 0      | 0       | 1     |
| 5:45  | 1        | 0      | 0      | 0       | 1     |
| 6:00  | 3        | 0      | 0      | 0       | 3     |
| 6:15  | /        | 0      | 0      | 0       | 7     |
| 6:30  | 20       | 0      | 0      | 0       | 20    |
| 6:45  | 41       | 0      | 0      | 0       | 41    |
| 7:00  | 48       | 0      | 0      | 0       | 48    |
| 7.15  | 90       | 0      | 0      | 0       | 30    |
| 7.50  | 25       | 0      | 0      | 0       | 25    |
| 8.00  | 2        | 0      | 0      | 0       | 2     |
| 8.00  | 4        | 0      | 0      | 0       | 4     |
| 8.30  | 2        | 0      | 0      | 0       | 2     |
| 8.30  | 2        | 0      | 0      | 0       | 2     |
| 9.00  | 2        | 0      | 0      | 0       | 2     |
| 9.00  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 1        | 0      | 0      | 0       | 1     |
| 9:45  | 1        | 0      | 0      | 0       | 1     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 3        | 0      | 0      | 0       | 3     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 1      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 9        | 0      | 0       | 0       | 9     |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 9        | 0      | 0       | 0       | 9     |
| 47       | 0      | 0       | 0       | 47    |
| 13       | 0      | 0       | 0       | 13    |
| 81       | 0      | 0       | 0       | 81    |
| 26       | 0      | 0       | 0       | 26    |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 11       | 0      | 0       | 0       | 11    |
| 17       | 0      | 0       | 0       | 17    |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 4 9/19/2017 Tuesday

|       | ENTERING |        |            |         |       |
|-------|----------|--------|------------|---------|-------|
|       | Pass     | Large  | LITTEINING |         |       |
|       | Vehicles | 2 Axle | 3 Axle     | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0          | 0       | 0     |
| 11:30 | 1        | 0      | 0          | 0       | 1     |
| 11:45 | 3        | 0      | 0          | 0       | 3     |
| 12:00 | 2        | 0      | 0          | 0       | 2     |
| 12:15 | 1        | 0      | 0          | 0       | 1     |
| 12:30 | 5        | 0      | 0          | 0       | 5     |
| 12:45 | 3        | 0      | 0          | 0       | 3     |
| 13:00 | 2        | 0      | 0          | 0       | 2     |
| 13:15 | 1        | 0      | 0          | 0       | 1     |
| 13:30 | 1        | 0      | 0          | 0       | 1     |
| 13:45 | 0        | 0      | 0          | 0       | 0     |
| 14:00 | 1        | 0      | 0          | 0       | 1     |
| 14:15 | 0        | 0      | 0          | 0       | 0     |
| 14:30 | 0        | 0      | 0          | 0       | 0     |
| 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          | 0       | 0     |
| 15:45 | 2        | 0      | 0          | 0       | 2     |
| 16:00 | 1        | 0      | 0          | 0       | 1     |
| 16:15 | 1        | 0      | 0          | 0       | 1     |
| 16:30 | 3        | 0      | 0          | 0       | 3     |
| 16:45 | 3        | 0      | 0          | 0       | 3     |
| 17:00 | 3        | 0      | 0          | 0       | 3     |
| 17:15 | 7        | 0      | 0          | 0       | 7     |
| 17:30 | 14       | 0      | 0          | 0       | 14    |
| 17:45 | 23       | 0      | 0          | 0       | 23    |
| 18:00 | 14       | 0      | 0          | 0       | 14    |
| 18:15 | 18       | 0      | 0          | 0       | 18    |
| 18:30 | 2        | 0      | 0          | 0       | 2     |
| 18:45 | 1        | 0      | 0          | 0       | 1     |
| 19:00 | 1        | 0      | 0          | 0       | 1     |
| 19:15 | 0        | 0      | 0          | 0       | 0     |
| 19:30 | 0        | 0      | 0          | 0       | 0     |
| 19:45 | 0        | 0      | 0          | 0       | 0     |
| 20:00 | 0        | 0      | 0          | 0       | 0     |
| 20:15 | 0        | 0      | 0          | 0       | 0     |
| 20:30 | 0        | 0      | 0          | 0       | 0     |
| 20:45 | 2        | 0      | 0          | 0       | 2     |
| 21:00 | 0        | 0      | 0          | 0       | 0     |
| 21:15 | 0        | 0      | 0          | 0       | 0     |
| 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     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 1       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 1      | 0       | 0       | 8     |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 12       | 0      | 0       | 0       | 12    |
| 6        | 1      | 0       | 0       | 7     |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 23       | 0      | 0       | 0       | 23    |
| 15       | 0      | 0       | 0       | 15    |
| 16       | 0      | 0       | 0       | 16    |
| 19       | 0      | 0       | 0       | 19    |
| 78       | 0      | 0       | 0       | 78    |
| 29       | 0      | 0       | 0       | 29    |
| 113      | 0      | 0       | 0       | 113   |
| 59       | 0      | 0       | 0       | 59    |
| 25       | 0      | 0       | 0       | 25    |
| 16       | 0      | 0       | 0       | 16    |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 4 9/19/2017 Tuesday

|   |       | ENTEDING |        |        |         |       |
|---|-------|----------|--------|--------|---------|-------|
|   |       | Pass     | Large  |        |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| Γ | 22:30 | 0        | 0      | 0      | 0       | 0     |
| ſ | 22:45 | 0        | 0      | 0      | 0       | 0     |
| Γ | 23:00 | 1        | 0      | 0      | 0       | 1     |
| Γ | 23:15 | 1        | 0      | 0      | 0       | 1     |
| ſ | 23:30 | 2        | 0      | 0      | 0       | 2     |
| ſ | 23:45 | 1        | 0      | 0      | 0       | 1     |
|   |       | 399      | 0      | 0      | 0       | 399   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 866      | 4      | 1       | 0       | 871   |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 5 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 1        | 0      | 0      | 0       | 1     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 1        | 0      | 0      | 0       | 1     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 2        | 0      | 0      | 0       | 2     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 1        | 0      | 0      | 0       | 1     |
| 4:30  | 4        | 0      | 0      | 0       | 4     |
| 4:45  | 2        | 0      | 0      | 0       | 2     |
| 5:00  | 7        | 0      | 0      | 0       | 7     |
| 5:15  | 5        | 0      | 0      | 0       | 5     |
| 5:30  | 12       | 0      | 0      | 0       | 12    |
| 5:45  | 19       | 0      | 0      | 0       | 19    |
| 6:00  | 8        | 0      | 0      | 0       | 8     |
| 6:15  | 7        | 0      | 0      | 0       | 7     |
| 6:30  | 21       | 0      | 0      | 0       | 21    |
| 6:45  | 40       | 0      | 0      | 0       | 40    |
| 7:00  | 29       | 0      | 0      | 0       | 29    |
| 7:15  | 27       | 0      | 0      | 0       | 27    |
| /:30  | g        | 0      | 0      | 0       | 9     |
| 7:45  | 1        | 0      | 0      | 0       | 1     |
| 8:00  | 1        | 0      | 0      | 0       | 1     |
| 8:15  | 4        | 0      | 0      | 0       | 4     |
| 8:30  | 1        | 0      | 0      | 0       | 1     |
| 8:45  | 5        | 0      | 0      | 0       | 5     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 3        | 0      | 0      | 0       | 3     |
| 9:30  | 1        | 0      | 0      | 0       | 1     |
| 9:45  | 1        | 0      | 0      | 0       | 1     |
| 10:00 | U        | 0      | 0      | 0       | U     |
| 10:15 | 1        | 0      | 0      | 0       | 1     |
| 10:30 | 4        | 0      | 0      | 0       | 4     |
| 11.45 | 0        | 0      | 0      | 0       | 0     |
| 11.00 | 0        | 0      | 0      | 0       |       |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 10       | 0      | 0       | 0       | 10    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 5 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 4        | 1      | 0      | 0       | 5     |
| 11:30 | 1        | 0      | 0      | 0       | 1     |
| 11:45 | 1        | 0      | 0      | 0       | 1     |
| 12:00 | 2        | 0      | 0      | 0       | 2     |
| 12:15 | 2        | 1      | 0      | 0       | 3     |
| 12:30 | 5        | 0      | 0      | 0       | 5     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 1        | 0      | 0      | 0       | 1     |
| 13:15 | 2        | 0      | 0      | 0       | 2     |
| 13:30 | 1        | 0      | 0      | 0       | 1     |
| 13:45 | 1        | 0      | 0      | 0       | 1     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 2        | 0      | 0      | 0       | 2     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 3        | 0      | 0      | 0       | 3     |
| 15:30 | 1        | 0      | 0      | 0       | 1     |
| 15:45 | 1        | 0      | 0      | 0       | 1     |
| 16:00 | 7        | 0      | 0      | 0       | 7     |
| 16:15 | 5        | 0      | 0      | 0       | 5     |
| 16:30 | 19       | 0      | 0      | 0       | 19    |
| 16:45 | 20       | 0      | 0      | 0       | 20    |
| 17:00 | 9        | 0      | 0      | 0       | 9     |
| 17:15 | 17       | 0      | 0      | 0       | 17    |
| 17:30 | 17       | 0      | 0      | 0       | 17    |
| 17:45 | 43       | 0      | 0      | 0       | 43    |
| 18:00 | 35       | 0      | 0      | 0       | 35    |
| 18:15 | 3/       | 0      | 0      | 0       | 3/    |
| 18:30 | 4        | 0      | 0      | 0       | 4     |
| 10.45 | 2        | 0      | 0      | 0       | 2     |
| 19.00 | 3        | 0      | 0      | 0       | 3     |
| 19.15 | 2<br>1   | 0      | 0      | 0       | 2     |
| 19.30 | 0        | 0      | 0      | 0       | 0     |
| 20.00 | 0        | 0      | 0      | 0       | 0     |
| 20.00 | 3        | 0      | 0      | 0       | 3     |
| 20.13 | 1        | 0      | 0      | 0       | 1     |
| 20.30 | 1        | 0      | 0      | 0       | 1     |
| 20.45 | 0        | 0      | 0      | 0       | 0     |
| 21.00 | 1        | 0      | 0      | 0       | 1     |
| 21.13 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 3        | 0      | 0      | 0       | 3     |
| 22:00 | 1        | 0      | 0      | 0       | 1     |
| 22:15 | 3        | 0      | 0      | 0       | 3     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 7        | 0      | 0       | 0       | 7     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 9        | 0      | 0       | 0       | 9     |
| 8        | 0      | 0       | 0       | 8     |
| 17       | 0      | 0       | 0       | 17    |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 5 9/19/2017 Tuesday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 2        | 0      | 0        | 0       | 2     |
| ſ | 22:45 | 1        | 0      | 0        | 0       | 1     |
| ſ | 23:00 | 3        | 0      | 0        | 0       | 3     |
| ſ | 23:15 | 1        | 0      | 0        | 0       | 1     |
| ſ | 23:30 | 2        | 0      | 0        | 0       | 2     |
| ſ | 23:45 | 2        | 0      | 0        | 0       | 2     |
|   |       | 489      | 2      | 0        | 0       | 491   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 136      | 0      | 0       | 0       | 136   |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 6 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 0        | 0      | 0      | 0       | 0     |
| 5:30  | 3        | 0      | 0      | 0       | 3     |
| 5:45  | 2        | 0      | 0      | 0       | 2     |
| 6:00  | 1        | 0      | 0      | 0       | 1     |
| 6:15  | 2        | 0      | 0      | 0       | 2     |
| 6:30  | 6        | 0      | 0      | 0       | 6     |
| 6:45  | 5        | 0      | 0      | 0       | 5     |
| 7:00  | 20       | 0      | 0      | 0       | 20    |
| 7:15  | 46       | 0      | 0      | 0       | 46    |
| 7:30  | 8        | 0      | 0      | 0       | 8     |
| 7:45  | 3        | 0      | 0      | 0       | 3     |
| 8:00  | 3        | 0      | 0      | 0       | 3     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 1        | 0      | 0      | 0       | 1     |
| 8:45  | 2        | 0      | 0      | 0       | 2     |
| 9:00  | 1        | 0      | 0      | 0       | 1     |
| 9:15  | 1        | 0      | 0      | 0       | 1     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 1        | 0      | 0      | 0       | 1     |
| 10:45 | 1        | 0      | 0      | 0       | 1     |
| 11:00 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 24       | 0      | 0       | 0       | 24    |
| 28       | 0      | 0       | 0       | 28    |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 11.15 | 1        | 0     | 0      | 0 | 1     |
| 11.10 | 0        | 0     | 0      | 0 | 0     |
| 11:45 | 0        | 0     | 0      | 0 | 0     |
| 12.00 | 0        | 0     | 0      | 0 | 0     |
| 12.00 | 0        | 0     | 0      | 0 | 0     |
| 12.13 | 2        | 0     | 0      | 0 | 2     |
| 12.30 | 1        | 0     | 0      | 0 | 1     |
| 12.45 | 0        | 0     | 0      | 0 | 0     |
| 12.00 | 1        | 0     | 0      | 0 | 1     |
| 12.13 | 0        | 0     | 0      | 0 | 0     |
| 12.30 | 1        | 0     | 0      | 0 | 1     |
| 13.45 | 1        | 0     | 0      | 0 | 1     |
| 14.00 | 0        | 0     | 0      | 0 | 0     |
| 14:15 | 1        | 0     | 0      | 0 | 1     |
| 14:30 | 1        | 0     | 0      | 0 | 1     |
| 14:45 | 1        | 0     | 0      | 0 | 1     |
| 15:00 | 1        | 0     | 0      | 0 | 1     |
| 15:15 | 0        | 0     | 0      | 0 | 0     |
| 15:30 | 0        | 0     | 0      | 0 | 0     |
| 15:45 | 1        | 0     | 0      | 0 | 1     |
| 16:00 | 0        | 0     | 0      | 0 | 0     |
| 16:15 | 0        | 0     | 0      | 0 | 0     |
| 16:30 | 3        | 0     | 0      | 0 | 3     |
| 16:45 | 1        | 0     | 0      | 0 | 1     |
| 17:00 | 0        | 0     | 0      | 0 | 0     |
| 17:15 | 3        | 0     | 0      | 0 | 3     |
| 17:30 | 4        | 0     | 0      | 0 | 4     |
| 17:45 | 15       | 0     | 0      | 0 | 15    |
| 18:00 | 11       | 0     | 0      | 0 | 11    |
| 18:15 | 14       | 0     | 0      | 0 | 14    |
| 18:30 | 1        | 0     | 0      | 0 | 1     |
| 18:45 | 0        | 0     | 0      | 0 | 0     |
| 19:00 | 1        | 0     | 0      | 0 | 1     |
| 19:15 | 0        | 0     | 0      | 0 | 0     |
| 19:30 | 0        | 0     | 0      | 0 | 0     |
| 19:45 | 0        | 0     | 0      | 0 | 0     |
| 20:00 | 0        | 0     | 0      | 0 | 0     |
| 20:15 | 0        | 0     | 0      | 0 | 0     |
| 20:30 | 0        | 0     | 0      | 0 | 0     |
| 20:45 | 1        | 0     | 0      | 0 | 1     |
| 21:00 | 0        | 0     | 0      | 0 | 0     |
| 21:15 | 0        | 0     | 0      | 0 | 0     |
| 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      | 0 | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 9        | 0      | 0       | 0       | 9     |
| 9        | 0      | 0       | 0       | 9     |
| 19       | 0      | 0       | 0       | 19    |
| 14       | 0      | 0       | 0       | 14    |
| 79       | 0      | 0       | 0       | 79    |
| 21       | 0      | 0       | 0       | 21    |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 1        | 0      | 0        | 0       | 1     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 174      | 0      | 0        | 0       | 174   |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 329      | 0      | 0      | 0       | 329   |  |  |  |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 0        | 0      | 0      | 0       | 0     |
| 5:30  | 0        | 0      | 0      | 0       | 0     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 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  | 0        | 0      | 0      | 0       | 0     |
| 7:15  | 0        | 0      | 0      | 0       | 0     |
| 7:30  | 0        | 0      | 0      | 0       | 0     |
| 7:45  | 0        | 0      | 0      | 0       | 0     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | U        | 0      | U      | U       | U     |
| 11:00 | U        | U      | U      | 0       | U     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  | _      |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 0        | 0      | 0      | 0       | 0     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|   |       |          | ENTERING |        |         |       |  |  |
|---|-------|----------|----------|--------|---------|-------|--|--|
|   |       | Pass     | Large    |        |         |       |  |  |
| _ |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
|   | 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| ſ | 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| Ĩ |       | 0        | 0        | 0      | 0       | 0     |  |  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 8 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 2       | 2     |
| 0:15  | 0        | 1      | 0      | 0       | 1     |
| 0:30  | 0        | 1      | 0      | 0       | 1     |
| 0:45  | 0        | 3      | 0      | 0       | 3     |
| 1:00  | 0        | 1      | 0      | 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      | 1      | 0       | 1     |
| 2:15  | 0        | 0      | 0      | 2       | 2     |
| 2:30  | 1        | 0      | 0      | 0       | 1     |
| 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      | 1      | 0       | 1     |
| 3:45  | 0        | 0      | 0      | 2       | 2     |
| 4:00  | 0        | 0      | 0      | 2       | 2     |
| 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        | 0      | 0      | 0       | 0     |
| 5:30  | 0        | 0      | 0      | 1       | 1     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 6:00  | 0        | 0      | 0      | 2       | 2     |
| 6:15  | 0        | 0      | 0      | 0       | 0     |
| 6:30  | 0        | 0      | 0      | 0       | 0     |
| 6:45  | 0        | 0      | 0      | 0       | 0     |
| 7:00  | 0        | 0      | 0      | 2       | 2     |
| 7:15  | 0        | 0      | 0      | 2       | 2     |
| 7:30  | 0        | 0      | 0      | 1       | 1     |
| 7:45  | 0        | 0      | 1      | 0       | 1     |
| 8:00  | 0        | 1      | 0      | 1       | 2     |
| 8:15  | 0        | 0      | 0      | 1       | 1     |
| 8:30  | 0        | 0      | 0      | 1       | 1     |
| 8:45  | 0        | 0      | 1      | 1       | 2     |
| 9:00  | 0        | 1      | 0      | 2       | 3     |
| 9:15  | 0        | 0      | 1      | 1       | 2     |
| 9:30  | 1        | 0      | 1      | 2       | 4     |
| 9:45  | 0        | 0      | 1      | 5       | 6     |
| 10:00 | 1        | 1      | 0      | 2       | 4     |
| 10:15 | 0        | 0      | 0      | 2       | 2     |
| 10:30 | 0        | 0      | 0      | 4       | 4     |
| 10:45 | 0        | 0      | 0      | 2       | 2     |
| 11:00 | 0        | 1      | 1      | 2       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 2      | 1       | 0       | 3     |
| 0        | 4      | 0       | 1       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 1      | 1       | 0       | 2     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 4      | 0       | 3       | 7     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 1      | 1       | 2     |
| 11:30 | 0        | 0      | 1      | 2       | 3     |
| 11:45 | 0        | 0      | 0      | 1       | 1     |
| 12:00 | 0        | 0      | 2      | 1       | 3     |
| 12:15 | 0        | 2      | 2      | 2       | 6     |
| 12:30 | 0        | 3      | 1      | 2       | 6     |
| 12:45 | 0        | 2      | 1      | 2       | 5     |
| 13:00 | 0        | 1      | 0      | 0       | 1     |
| 13:15 | 0        | 0      | 0      | 3       | 3     |
| 13:30 | 0        | 1      | 0      | 0       | 1     |
| 13:45 | 0        | 0      | 1      | 1       | 2     |
| 14:00 | 1        | 0      | 1      | 2       | 4     |
| 14:15 | 0        | 0      | 2      | 0       | 2     |
| 14:30 | 0        | 1      | 1      | 0       | 2     |
| 14:45 | 0        | 1      | 1      | 0       | 2     |
| 15:00 | 0        | 0      | 1      | 2       | 3     |
| 15:15 | 0        | 0      | 0      | 1       | 1     |
| 15:30 | 0        | 0      | 1      | 1       | 2     |
| 15:45 | 0        | 1      | 0      | 1       | 2     |
| 16:00 | 0        | 0      | 0      | 1       | 1     |
| 16:15 | 0        | 0      | 0      | 2       | 2     |
| 16:30 | 0        | 0      | 1      | 1       | 2     |
| 16:45 | 0        | 0      | 1      | 1       | 2     |
| 17:00 | 0        | 0      | 1      | 0       | 1     |
| 17:15 | 0        | 0      | 1      | 0       | 1     |
| 17:30 | 0        | 0      | 0      | 2       | 2     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 2      | 0       | 2     |
| 18:15 | 0        | 0      | 0      | 1       | 1     |
| 18:30 | 0        | 1      | 1      | 0       | 2     |
| 18:45 | 0        | 0      | 1      | 2       | 3     |
| 19:00 | 0        | 0      | 0      | 1       | 1     |
| 19.15 | 0        | 0      | 0      | 1       | 2     |
| 19.30 | 0        | 0      | 1      |         | 2     |
| 20:00 | 0        | 0      | 2      | 1       | 2     |
| 20.00 | 0        | 0      | 2      | 1       | 0     |
| 20.13 | 0        | 0      | 0      | 1       | 5     |
| 20.30 | 0        | 0      | 1      | 1       | 2     |
| 20.45 | 0        | 0      | 0      | 1       | 1     |
| 21.00 | 0        | 0      | 1      | 0       | 1     |
| 21:30 | 0        | 0      | 1      | 2       | 3     |
| 21:45 | 0        | 0      | 1      | 0       | 1     |
| 22:00 | 0        | 0      | 4      | 1       | 5     |
| 22:15 | 0        | 0      | 0      | 1       | 1     |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 1        | 1      | 0      | 3       | 5     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 1      | 4       | 5     |  |  |  |  |
| 0        | 2      | 0      | 2       | 4     |  |  |  |  |
| 1        | 0      | 0      | 4       | 5     |  |  |  |  |
| 0        | 1      | 1      | 5       | 7     |  |  |  |  |
| 0        | 2      | 2      | 0       | 4     |  |  |  |  |
| 0        | 1      | 0      | 2       | 3     |  |  |  |  |
| 0        | 1      | 0      | 0       | 1     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 8      | 2      | 1       | 11    |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 2      | 0      | 2       | 4     |  |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 1      | 0      | 1       | 2     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 1      | 0      | 1       | 2     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |  |
| 0        | 0      | 0      | 5       | 5     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 1      | 2       | 3     |  |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 8 9/19/2017 Tuesday

|   |       |          | ENTERING |        |         |       |  |  |
|---|-------|----------|----------|--------|---------|-------|--|--|
|   |       | Pass     | Large    |        |         |       |  |  |
|   |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
|   | 22:30 | 0        | 0        | 1      | 2       | 3     |  |  |
| ſ | 22:45 | 0        | 1        | 0      | 0       | 1     |  |  |
| ĺ | 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| ſ | 23:30 | 0        | 0        | 0      | 1       | 1     |  |  |
| ĺ | 23:45 | 0        | 0        | 0      | 1       | 1     |  |  |
| Ĩ |       | 4        | 24       | 48     | 95      | 171   |  |  |

|          | EXITING |        |         |       |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |  |  |
| 0        | 0       | 1      | 2       | 3     |  |  |  |  |  |
| 0        | 0       | 0      | 4       | 4     |  |  |  |  |  |
| 0        | 0       | 0      | 3       | 3     |  |  |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |  |  |
| 0        | 1       | 1      | 1       | 3     |  |  |  |  |  |
| 2        | 36      | 38     | 94      | 170   |  |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 9 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 1        | 0      | 0      | 0       | 1     |
| 3:45  | 1        | 0      | 0      | 0       | 1     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 2        | 0      | 0      | 0       | 2     |
| 5:00  | 1        | 0      | 0      | 0       | 1     |
| 5:15  | 4        | 0      | 0      | 0       | 4     |
| 5:30  | 4        | 0      | 0      | 0       | 4     |
| 5:45  | 33       | 0      | 0      | 0       | 33    |
| 6:00  | 2        | 0      | 0      | 0       | 2     |
| 6:15  | 0        | 0      | 0      | 0       | 0     |
| 6:30  | 0        | 0      | 0      | 0       | 0     |
| 7:00  | 1        | 0      | 0      | 0       | 1     |
| 7:00  | 1        | 0      | 0      | 0       | 1     |
| 7.15  | 2        | 0      | 0      | 0       | 2     |
| 7.30  | 2        | 0      | 0      | 0       | 1     |
| 8.00  | 0        | 0      | 0      | 0       | 0     |
| 8.00  | 0        | 0      | 0      | 0       | 0     |
| 8.30  | 0        | 0      | 0      | 0       | 0     |
| 8.30  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 3       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 25       | 0      | 0       | 0       | 25    |
| 13       | 0      | 0       | 0       | 13    |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| - 0      | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| U        | U      | U       | U       | 0     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 9 9/19/2017 Tuesday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 3        | 0      | 0      | 0       | 3     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12.45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13.30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14.15 | 0        | 0      | 0      | 0       | 0     |
| 14.30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15.00 | 0        | 0      | 0      | 0       | 0     |
| 15.00 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15.45 | 0        | 0      | 0      | 0       | 0     |
| 16.00 | 1        | 0      | 0      | 0       | 1     |
| 16.00 | 9        | 0      | 0      | 0       | 9     |
| 16.30 | 16       | 0      | 0      | 0       | 16    |
| 16:45 | 8        | 0      | 0      | 0       | 8     |
| 17:00 | 4        | 0      | 0      | 0       | 4     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 0        | 0      | 0      | 0       | 0     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 2        | 0      | 0      | 0       | 2     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |  |
| 41       | 0       | 0      | 0       | 41    |  |  |  |  |
| 9        | 0       | 0      | 0       | 9     |  |  |  |  |
| 8        | 0       | 0      | 0       | 8     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 3<br>1   | 0       | 0      | 0       | 1     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | <br>  |  |  |  |  |
| U        | 0       |        |         |       |  |  |  |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 9 9/19/2017 Tuesday

|   |       |          | ENTERING |        |         |       |  |  |
|---|-------|----------|----------|--------|---------|-------|--|--|
|   |       | Pass     | Large    |        |         |       |  |  |
| _ |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
|   | 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| Γ | 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
|   | 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| Ī |       | 96       | 0        | 0      | 0       | 96    |  |  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 184      | 0      | 8      | 0       | 192   |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/19/2017 Tuesday

|              | ENTERING |        |        |         |       |
|--------------|----------|--------|--------|---------|-------|
|              | Pass     | Large  |        |         |       |
|              | Vehicles | 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      | 0       | 0     |
| 1:00         | 0        | 0      | 0      | 0       | 0     |
| 1:15         | 0        | 0      | 0      | 0       | 0     |
| 1:30         | 0        | 0      | 0      | 0       | 0     |
| 1:45         | 0        | 0      | 0      | 0       | 0     |
| 2:00         | 0        | 0      | 0      | 0       | 0     |
| 2:15         | 0        | 0      | 0      | 0       | 0     |
| 2:30         | 0        | 0      | 0      | 0       | 0     |
| 2:45         | 0        | 0      | 0      | 0       | 0     |
| 3:00         | 0        | 0      | 0      | 0       | 0     |
| 3:15         | 0        | 0      | 0      | 0       | 0     |
| 3:30         | 0        | 0      | 0      | 0       | 0     |
| 3:45         | 0        | 0      | 0      | 0       | 0     |
| 4:00         | 0        | 0      | 0      | 0       | 0     |
| 4:15         | 2        | 0      | 0      | 0       | 2     |
| 4:30         | 0        | 0      | 0      | 0       | 0     |
| 4:45         | 1        | 0      | 0      | 0       | 1     |
| 5:00         | 2        | 0      | 0      | 0       | 2     |
| 5:15         | 23       | 0      | 0      | 0       | 23    |
| 5:30         | 42       | 0      | 0      | 0       | 42    |
| 5:45         | 27       | 0      | 0      | 0       | 27    |
| 6:00         | 3        | 0      | 0      | 0       | 3     |
| 6:15         | 3        | 0      | 0      | 0       | 3     |
| 6:30         | 2        | 0      | 0      | 0       | 2     |
| 6:45         | 4        | 0      | 0      | 0       | 4     |
| 7:00         | 5        | 0      | 0      | 0       | 5     |
| 7.15         | 5        | 0      | 0      | 0       | 5     |
| 7.50         | 2        | 1      | 0      | 0       | 2     |
| 7.45<br>8.00 | Z        | 0      | 0      | 0       | 5     |
| 8.00         | 4        | 0      | 0      | 0       | 2     |
| 8.30         | 2        | 0      | 0      | 0       | 1     |
| 8.30         | 2        | 0      | 0      | 0       | 2     |
| 9.00         | 3        | 0      | 0      | 0       | 3     |
| 9.00         | 0        | 0      | 0      | 0       | 0     |
| 9:30         | 2        | 0      | 0      | 0       | 2     |
| 9:45         | 0        | 0      | 0      | 0       | 0     |
| 10:00        | 1        | 0      | 0      | 0       | 1     |
| 10:15        | 0        | 0      | 0      | 0       | 0     |
| 10:30        | 2        | 0      | 0      | 0       | 2     |
| 10:45        | 3        | 0      | 0      | 0       | 3     |
| 11:00        | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 42       | 0      | 0       | 0       | 42    |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 2        | 0      | 0      | 0       | 2     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 1        | 0      | 0      | 0       | 1     |
| 12:15 | 0        | 1      | 0      | 0       | 1     |
| 12:30 | 1        | 0      | 0      | 0       | 1     |
| 12:45 | 1        | 0      | 0      | 0       | 1     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 1        | 0      | 0      | 0       | 1     |
| 14:30 | 1        | 0      | 0      | 0       | 1     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:15 | 1        | 0      | 0      | 0       | 1     |
| 15:30 | 2        | 0      | 0      | 0       | 2     |
| 15:45 | 5        | 0      | 0      | 0       | 5     |
| 16:00 | 12       | 1      | 0      | 0       | 13    |
| 16:15 | 18       | 0      | 0      | 0       | 18    |
| 16:30 | 30       | 0      | 0      | 0       | 30    |
| 16:45 | 30       | 0      | 0      | 0       | 30    |
| 17:00 | 7        | 0      | 0      | 0       | 7     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 2        | 0      | 0      | 0       | 2     |
| 17:45 | 5        | 0      | 0      | 0       | 5     |
| 18:00 | 3        | 0      | 0      | 0       | 3     |
| 18:15 | /        | 0      | 0      | 0       | 1     |
| 18:30 | 1        | 0      | 0      | 0       | 1     |
| 10.45 | 1        | 0      | 0      | 0       | 1     |
| 19.00 | 1        | 0      | 0      | 0       | 1     |
| 19.15 | 0        | 0      | 0      | 0       | 0     |
| 10.30 | 0        | 0      | 0      | 0       | 0     |
| 20.00 | 0        | 0      | 0      | 0       | 0     |
| 20.00 | 0        | 0      | 0      | 0       | 0     |
| 20.13 | 0        | 0      | 0      | 0       | 0     |
| 20.30 | 0        | 0      | 0      | 0       | 0     |
| 20.45 | 1        | 0      | 0      | 0       | 1     |
| 21:15 | 2        | 0      | 0      | 0       | 2     |
| 21:30 | 9        | 0      | 0      | 0       | - 9   |
| 21:45 | 5        | 0      | 0      | 0       | 5     |
| 22:00 | 3        | 0      | 0      | 0       | 3     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 63       | 0      | 0       | 0       | 63    |
| 17       | 0      | 0       | 0       | 17    |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 8        | 0      | 0       | 0       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/19/2017 Tuesday

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |
|       | 301      | 3        | 0      | 0       | 304   |  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 237      | 2      | 0      | 0       | 239   |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 2        | 0      | 0      | 2       | 4     |
| 0:15  | 2        | 1      | 0      | 0       | 3     |
| 0:30  | 0        | 1      | 0      | 0       | 1     |
| 0:45  | 0        | 3      | 0      | 0       | 3     |
| 1:00  | 0        | 2      | 0      | 1       | 3     |
| 1:15  | 1        | 0      | 0      | 0       | 1     |
| 1:30  | 1        | 0      | 0      | 1       | 2     |
| 1:45  | 2        | 0      | 0      | 1       | 3     |
| 2:00  | 1        | 0      | 1      | 0       | 2     |
| 2:15  | 2        | 0      | 0      | 2       | 4     |
| 2:30  | 2        | 0      | 0      | 0       | 2     |
| 2:45  | 7        | 0      | 0      | 0       | 7     |
| 3:00  | 2        | 0      | 0      | 0       | 2     |
| 3:15  | 3        | 0      | 0      | 1       | 4     |
| 3:30  | 5        | 0      | 1      | 0       | 6     |
| 3:45  | 4        | 0      | 0      | 2       | 6     |
| 4:00  | 4        | 1      | 0      | 2       | 7     |
| 4:15  | 11       | 0      | 0      | 0       | 11    |
| 4:30  | 17       | 0      | 0      | 0       | 17    |
| 4:45  | 29       | 1      | 0      | 0       | 30    |
| 5:00  | 50       | 0      | 0      | 1       | 51    |
| 5:15  | 77       | 0      | 0      | 0       | 77    |
| 5:30  | 177      | 0      | 0      | 1       | 178   |
| 5:45  | 211      | 0      | 0      | 0       | 211   |
| 6:00  | 50       | 0      | 0      | 2       | 52    |
| 6:15  | 72       | 0      | 0      | 0       | 72    |
| 6:30  | 162      | 0      | 0      | 0       | 162   |
| 6:45  | 256      | 0      | 0      | 0       | 256   |
| 7:00  | 171      | 0      | 0      | 2       | 173   |
| 7:15  | 249      | 0      | 0      | 2       | 251   |
| 7:30  | 74       | 0      | 0      | 1       | 75    |
| 7:45  | 28       | 1      | 1      | 0       | 30    |
| 8:00  | 14       | 1      | 0      | 1       | 16    |
| 8:15  | 25       | 0      | 0      | 1       | 26    |
| 8:30  | 15       | 0      | 0      | 1       | 16    |
| 8:45  | 31       | 0      | 1      | 1       | 33    |
| 9:00  | 11       | 1      | 0      | 2       | 14    |
| 9:15  | 8        | 0      | 1      | 1       | 10    |
| 9:30  | - 11     | 0      | 1      | 2       | 14    |
| 9:45  | 7        | 0      | 1      | 5       | 13    |
| 10:00 | 8        | 1      | 0      | 2       | 11    |
| 10:15 | 6        | 0      | 0      | 2       | 8     |
| 10:30 | 9        | 0      | 0      | 4       | 13    |
| 10:45 | 9        | 0      | 0      | 2       | 11    |
| 11:00 | 12       | 1      | 1      | 2       | 16    |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 2       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 1       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 2       | 1       | 10    |
| 0        | 0      | 0       | 0       | 0     |
| 7        | 2      | 2       | 0       | 11    |
| 9        | 4      | 1       | 1       | 15    |
| 13       | 1      | 3       | 0       | 17    |
| 6        | 0      | 0       | 2       | 8     |
| 16       | 0      | 0       | 0       | 16    |
| 4        | 1      | 0       | 2       | 7     |
| 206      | 0      | 1       | 0       | 207   |
| 99       | 0      | 0       | 0       | 99    |
| 33       | 0      | 0       | 0       | 33    |
| 43       | 0      | 0       | 0       | 43    |
| 170      | 0      | 2       | 1       | 173   |
| 44       | 0      | 0       | 2       | 46    |
| 287      | 0      | 0       | 0       | 287   |
| 99       | 0      | 1       | 0       | 100   |
| 36       | 0      | 0       | 0       | 36    |
| 11       | 0      | 0       | 0       | 11    |
| 29       | 0      | 0       | 0       | 29    |
| 20       | 0      | 0       | 1       | 21    |
| 26       | 0      | 0       | 0       | 26    |
| 25       | 0      | 0       | 0       | 25    |
| 40       | 0      | 0       | 0       | 40    |
| 41       | 0      | 1       | 0       | 42    |
| 24       | 0      | 1       | 2       | 27    |
| 9        | 1      | 2       | 1       | 13    |
| 6        | 0      | 0       | 0       | 6     |
| 14       | 0      | 1       | 1       | 16    |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 0      | 0       | 1       | 10    |
| 5        | 1      | 0       | 1       | 7     |
| 8        | 0      | 0       | 2       | 10    |
| 3        | 1      | 0       | 0       | 4     |
| 5        | 2      | 1       | 0       | 8     |
| 4        | 0      | 2       | 2       | 8     |
| 9        | 0      | 1       | 0       | 10    |
| 10       | 2      | 0       | 0       | 12    |
| 11       | 0      | 1       | 0       | 12    |
| 7        | 1      | 0       | 2       | 14    |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 18       | 1      | 1      | 1       | 21    |
| 11:30 | 7        | 0      | 1      | 2       | 10    |
| 11:45 | 14       | 0      | 0      | 1       | 15    |
| 12:00 | 14       | 0      | 2      | 1       | 17    |
| 12:15 | 9        | 5      | 2      | 2       | 18    |
| 12:30 | 26       | 3      | 1      | 2       | 32    |
| 12:45 | 11       | 2      | 1      | 2       | 16    |
| 13:00 | 7        | 1      | 0      | 0       | 8     |
| 13:15 | 11       | 0      | 0      | 3       | 14    |
| 13:30 | 10       | 1      | 0      | 0       | 11    |
| 13:45 | 5        | 0      | 1      | 1       | 7     |
| 14:00 | 4        | 0      | 1      | 2       | 7     |
| 14:15 | 6        | 1      | 2      | 0       | 9     |
| 14:30 | 4        | 1      | 1      | 0       | 6     |
| 14:45 | 8        | 1      | 1      | 0       | 10    |
| 15:00 | 10       | 0      | 1      | 2       | 13    |
| 15:15 | 8        | 0      | 0      | 1       | 9     |
| 15:30 | 18       | 0      | 1      | 1       | 20    |
| 15:45 | 32       | 1      | 0      | 1       | 34    |
| 16:00 | 51       | 1      | 0      | 1       | 53    |
| 16:15 | 79       | 0      | 0      | 2       | 81    |
| 16:30 | 161      | 0      | 1      | 1       | 163   |
| 16:45 | 126      | 0      | 1      | 1       | 128   |
| 17:00 | 45       | 0      | 1      | 0       | 46    |
| 17:15 | 73       | 0      | 1      | 0       | 74    |
| 17:30 | 133      | 0      | 0      | 2       | 135   |
| 17:45 | 220      | 0      | 0      | 0       | 220   |
| 18:00 | 178      | 0      | 2      | 0       | 180   |
| 18:15 | 143      | 0      | 0      | 1       | 144   |
| 18:30 | 17       | 1      | 1      | 0       | 19    |
| 18:45 | 8        | 0      | 1      | 2       | 11    |
| 19:00 | 6        | 0      | 0      | 0       | 6     |
| 19:15 | 7        | 0      | 0      | 1       | 8     |
| 19:30 | 11       | 0      | 0      | 2       | 13    |
| 19:45 | 2        | 0      | 1      | 1       | 4     |
| 20:00 | 3        | 0      | 2      | 1       | 6     |
| 20:15 | 6        | 0      | 0      | 0       | 6     |
| 20:30 | 1        | 0      | 5      | 1       | 7     |
| 20:45 | 9        | 0      | 1      | 1       | 11    |
| 21:00 | 6        | 0      | 0      | 1       | 7     |
| 21:15 | 6        | 0      | 1      | 0       | 7     |
| 21:30 | 20       | 0      | 1      | 2       | 23    |
| 21:45 | 17       | 0      | 1      | 0       | 18    |
| 22:00 | 11       | 0      | 4      | 1       | 16    |
| 22:15 | 6        | 0      | 0      | 1       | 7     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 10       | 1      | 1       | 3       | 15    |
| 18       | 0      | 0       | 0       | 18    |
| 36       | 0      | 1       | 4       | 41    |
| 9        | 2      | 0       | 2       | 13    |
| 32       | 1      | 1       | 4       | 38    |
| 23       | 1      | 1       | 5       | 30    |
| 15       | 2      | 2       | 0       | 19    |
| 12       | 2      | 0       | 2       | 16    |
| 6        | 1      | 0       | 0       | 7     |
| 20       | 1      | 1       | 0       | 22    |
| 1        | 0      | 0       | 1       | 2     |
| 15       | 0      | 0       | 0       | 15    |
| 6        | 9      | 2       | 1       | 18    |
| 23       | 0      | 1       | 0       | 24    |
| 16       | 1      | 0       | 0       | 17    |
| 26       | 2      | 0       | 2       | 30    |
| 17       | 0      | 0       | 3       | 20    |
| 32       | 0      | 0       | 1       | 33    |
| 22       | 1      | 0       | 1       | 24    |
| 31       | 0      | 1       | 0       | 32    |
| 31       | 0      | 0       | 1       | 32    |
| 278      | 1      | 0       | 1       | 280   |
| 93       | 0      | 0       | 2       | 95    |
| 67       | 0      | 0       | 1       | 68    |
| 65       | 0      | 1       | 1       | 67    |
| 229      | 0      | 0       | 2       | 231   |
| 108      | 0      | 0       | 2       | 110   |
| 311      | 0      | 1       | 0       | 312   |
| 144      | 0      | 0       | 2       | 146   |
| 52       | 0      | 0       | 0       | 52    |
| 19       | 0      | 0       | 1       | 20    |
| 16       | 1      | 0       | 1       | 18    |
| 13       | 0      | 0       | 2       | 15    |
| 7        | 0      | 1       | 0       | 8     |
| 7        | 0      | 0       | 1       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 1       | 1       | 5     |
| 7        | 0      | 0       | 3       | 10    |
| 9        | 0      | 0       | 5       | 14    |
| 10       | 0      | 0       | 1       | 11    |
| 11       | 0      | 1       | 1       | 13    |
| 10       | 0      | 0       | 1       | 11    |
| 5        | 1      | 1       | 0       | 7     |
| 18       | 0      | 1       | 2       | 21    |
| 9        | 0      | 1       | 1       | 11    |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 5        | 0      | 1        | 2       | 8     |
| 22:45 | 9        | 1      | 0        | 0       | 10    |
| 23:00 | 11       | 0      | 0        | 0       | 11    |
| 23:15 | 3        | 0      | 0        | 0       | 3     |
| 23:30 | 10       | 0      | 0        | 1       | 11    |
| 23:45 | 3        | 0      | 0        | 1       | 4     |
|       | 3446     | 34     | 49       | 95      | 3624  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 29       | 0      | 1       | 0       | 30    |
| 8        | 0      | 1       | 2       | 11    |
| 9        | 0      | 0       | 4       | 13    |
| 18       | 0      | 0       | 3       | 21    |
| 10       | 0      | 1       | 0       | 11    |
| 11       | 1      | 1       | 1       | 14    |
| 3400     | 47     | 48      | 94      | 3589  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 1 9/20/2017 Wednesday

|       | ENTERING         |                 |        |         |       |  |
|-------|------------------|-----------------|--------|---------|-------|--|
|       | Pass<br>Vehicles | Large<br>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      | 0       | 0     |  |
| 0:45  | 0                | 0               | 0      | 0       | 0     |  |
| 1:00  | 0                | 1               | 0      | 0       | 1     |  |
| 1:15  | 1                | 0               | 0      | 0       | 1     |  |
| 1:30  | 3                | 0               | 0      | 0       | 3     |  |
| 1:45  | 1                | 0               | 0      | 0       | 1     |  |
| 2:00  | 0                | 0               | 0      | 0       | 0     |  |
| 2:15  | 1                | 0               | 0      | 0       | 1     |  |
| 2:30  | 3                | 0               | 0      | 0       | 3     |  |
| 2:45  | 4                | 0               | 0      | 0       | 4     |  |
| 3:00  | 2                | 0               | 0      | 0       | 2     |  |
| 3:15  | 4                | 0               | 0      | 0       | 4     |  |
| 3:30  | 2                | 0               | 0      | 0       | 2     |  |
| 3:45  | 2                | 0               | 0      | 0       | 2     |  |
| 4:00  | 3                | 1               | 0      | 0       | 4     |  |
| 4:15  | 3                | 0               | 0      | 0       | 3     |  |
| 4:30  | 10               | 0               | 0      | 0       | 10    |  |
| 4:45  | 18               | 0               | 0      | 0       | 18    |  |
| 5:00  | 35               | 0               | 0      | 0       | 35    |  |
| 5:15  | 54               | 0               | 0      | 0       | 54    |  |
| 5:30  | 95               | 0               | 0      | 0       | 95    |  |
| 5:45  | 98               | 0               | 0      | 0       | 98    |  |
| 6:00  | 22               | 0               | 0      | 0       | 22    |  |
| 6:15  | 24               | 0               | 0      | 0       | 24    |  |
| 6:30  | 39               | 0               | 0      | 0       | 39    |  |
| 6:45  | 37               | 0               | 0      | 0       | 37    |  |
| 7:00  | 21               | 0               | 0      | 0       | 21    |  |
| 7:15  | 32               | 0               | 0      | 0       | 32    |  |
| 7:30  | 7                | 0               | 0      | 0       | 7     |  |
| 7:45  | 12               | 0               | 0      | 0       | 12    |  |
| 8:00  | 7                | 0               | 0      | 0       | 7     |  |
| 8:15  | 13               | 0               | 0      | 0       | 13    |  |
| 8:30  | 11               | 0               | 0      | 0       | 11    |  |
| 8:45  | 10               | 0               | 0      | 0       | 10    |  |
| 9:00  | 5                | 0               | 0      | 0       | 5     |  |
| 9:15  | 2                | 0               | 0      | 0       | 2     |  |
| 9:30  | 3                | 0               | 0      | 0       | 3     |  |
| 9:45  | 8                | 0               | 0      | 0       | 8     |  |
| 10:00 | 4                | 0               | 0      | 0       | 4     |  |
| 10:15 | 4                | 0               | 0      | 0       | 4     |  |
| 10:30 | 0                | 0               | 0      | 0       | 0     |  |
| 10:45 | 4                | 0               | 0      | 0       | 4     |  |
| 11:00 | 5                | 0               | 0      | 0       | 5     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 65       | 0      | 0       | 0       | 65    |
| 30       | 0      | 0       | 0       | 30    |
| 9        | 0      | 0       | 0       | 9     |
| 11       | 0      | 0       | 0       | 11    |
| 15       | 0      | 0       | 0       | 15    |
| 7        | 0      | 0       | 0       | 7     |
| 19       | 0      | 0       | 0       | 19    |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 5        | 0      | 0      | 0       | 5     |
| 11:30 | 1        | 0      | 0      | 0       | 1     |
| 11:45 | 2        | 0      | 0      | 0       | 2     |
| 12:00 | 4        | 0      | 0      | 0       | 4     |
| 12:15 | 5        | 0      | 0      | 0       | 5     |
| 12:30 | 6        | 0      | 0      | 0       | 6     |
| 12:45 | 4        | 0      | 0      | 0       | 4     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 2        | 0      | 0      | 0       | 2     |
| 13:30 | 2        | 0      | 0      | 0       | 2     |
| 13:45 | 1        | 0      | 0      | 0       | 1     |
| 14:00 | 4        | 0      | 0      | 0       | 4     |
| 14:15 | 4        | 0      | 0      | 0       | 4     |
| 14:30 | 4        | 0      | 0      | 0       | 4     |
| 14:45 | 5        | 0      | 0      | 0       | 5     |
| 15:00 | 2        | 0      | 0      | 0       | 2     |
| 15:15 | 4        | 0      | 0      | 0       | 4     |
| 15:30 | 11       | 0      | 0      | 0       | 11    |
| 15:45 | 19       | 0      | 0      | 0       | 19    |
| 16:00 | 17       | 0      | 0      | 0       | 17    |
| 16:15 | 55       | 0      | 0      | 0       | 55    |
| 16:30 | 69       | 0      | 0      | 0       | 69    |
| 16:45 | 53       | 0      | 0      | 0       | 53    |
| 17:00 | 30       | 0      | 0      | 0       | 30    |
| 17:15 | 43       | 0      | 0      | 0       | 43    |
| 17:30 | 42       | 0      | 0      | 0       | 42    |
| 17:45 | 39       | 0      | 0      | 0       | 39    |
| 18:00 | 55       | 0      | 0      | 0       | 55    |
| 18:15 | 39       | 0      | 0      | 0       | 39    |
| 18:30 | 9        | 0      | 0      | 0       | 9     |
| 18:45 | 7        | 0      | 0      | 0       | 7     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 8        | 1      | 0      | 0       | 9     |
| 19:30 | 6        | 0      | 0      | 0       | 6     |
| 19:45 | 1        | 0      | 0      | 0       | 1     |
| 20:00 | 4        | 0      | 0      | 0       | 4     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 1        | 0      | 0      | 0       | 1     |
| 20:45 | 4        | 0      | 0      | 0       | 4     |
| 21:00 | 2        | 0      | 0      | 0       | 2     |
| 21:15 | 5        | 1      | 0      | 0       | 6     |
| 21:30 | 7        | 0      | 0      | 0       | 7     |
| 21:45 | 7        | 0      | 0      | 0       | 7     |
| 22:00 | 1        | 0      | 0      | 0       | 1     |
| 22:15 | 1        | 0      | 0      | 0       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 1      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 23       | 0      | 0       | 0       | 23    |
| 10       | 0      | 0       | 0       | 10    |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |

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|       |                  |                 | ENTERING |         |       |
|-------|------------------|-----------------|----------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 5                | 0               | 0        | 0       | 5     |
| 22:45 | 7                | 0               | 0        | 0       | 7     |
| 23:00 | 6                | 0               | 0        | 0       | 6     |
| 23:15 | 2                | 0               | 0        | 0       | 2     |
| 23:30 | 2                | 0               | 0        | 0       | 2     |
| 23:45 | 1                | 0               | 0        | 0       | 1     |
|       | 1224             | 4               | 0        | 0       | 1228  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 445      | 1      | 0       | 0       | 446   |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 0      | 0      | 0       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 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  | 3        | 0      | 0      | 0       | 3     |
| 2:30  | 2        | 0      | 0      | 0       | 2     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 2        | 0      | 0      | 0       | 2     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 2        | 0      | 0      | 0       | 2     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 2        | 0      | 0      | 0       | 2     |
| 4:15  | 4        | 0      | 0      | 0       | 4     |
| 4:30  | 4        | 0      | 0      | 0       | 4     |
| 4:45  | 13       | 0      | 0      | 0       | 13    |
| 5:00  | 8        | 0      | 0      | 0       | 8     |
| 5:15  | 7        | 0      | 0      | 0       | 7     |
| 5:30  | 15       | 0      | 0      | 0       | 15    |
| 5:45  | 26       | 0      | 0      | 0       | 26    |
| 6:00  | 11       | 0      | 0      | 0       | 11    |
| 6:15  | 14       | 0      | 0      | 0       | 14    |
| 6:30  | 40       | 1      | 0      | 0       | 41    |
| 6:45  | 35       | 0      | 0      | 0       | 35    |
| 7:00  | 24       | 0      | 0      | 0       | 24    |
| 7:15  | 21       | 0      | 0      | 0       | 21    |
| 7:30  | 2        | 0      | 0      | 0       | 2     |
| 7:45  | 2        | 0      | 0      | 0       | 2     |
| 8:00  | 2        | 0      | 0      | 0       | 2     |
| 8:15  | 4        | 0      | 0      | 0       | 4     |
| 8:30  | 3        | 0      | 0      | 0       | 3     |
| 8:45  | 3        | 0      | 0      | 0       | 3     |
| 9:00  | 2        | 0      | 0      | 0       | 2     |
| 9:15  | 1        | 0      | 0      | 0       | 1     |
| 9:30  | 2        | 0      | 0      | 0       | 2     |
| 9:45  | 1        | 0      | 0      | 0       | 1     |
| 10:00 | 1        | 0      | 0      | 0       | 1     |
| 10:15 | 2        | 0      | 0      | 0       | 2     |
| 10:30 | 2        | 0      | 0      | 0       | 2     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 6        | 0      | 0      | 0       | 6     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 42       | 0      | 0       | 0       | 42    |
| 24       | 0      | 0       | 0       | 24    |
| 10       | 0      | 0       | 0       | 10    |
| 8        | 0      | 0       | 0       | 8     |
| 44       | 0      | 0       | 0       | 44    |
| 12       | 0      | 0       | 0       | 12    |
| 62       | 0      | 0       | 0       | 62    |
| 17       | 0      | 0       | 0       | 17    |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 12       | 0      | 0       | 0       | 12    |
| 12       | 0      | 0       | 0       | 12    |
| 17       | 0      | 0       | 0       | 17    |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| ,<br>5   | 0      | 0       | 0       | ,     |
| 2        | 0      | 0       | 0       | 2     |
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|       | ENTERING |       |        |         |       |
|-------|----------|-------|--------|---------|-------|
|       | Pass     | Large |        |         |       |
|       | Vehicles |       | 3 ΔχΙρ | 4+ ΔχΙρ | τοται |
| 11.15 | 1        | 0     | 0      | 0       | 1     |
| 11.10 | 2        | 0     | 0      | 0       | 2     |
| 11:45 | 1        | 0     | 0      | 0       | 1     |
| 12.43 | 1        | 0     | 0      | 0       | 1     |
| 12.00 | 2        | 0     | 0      | 0       | 2     |
| 12:13 | 1        | 0     | 0      | 0       | 1     |
| 12:30 | 1        | 2     | 0      | 0       | 3     |
| 13.43 | 1        | 0     | 0      | 0       | 1     |
| 13.00 | 2        | 0     | 0      | 0       | 2     |
| 13.10 | 0        | 0     | 0      | 0       | 0     |
| 13.30 | 0        | 0     | 0      | 0       | 0     |
| 14:00 | 0        | 0     | 0      | 0       | 0     |
| 14.15 | 2        | 0     | 0      | 0       | 2     |
| 14.10 | 1        | 0     | 0      | 0       | 1     |
| 14:45 | 2        | 0     | 0      | 0       | 2     |
| 15.00 | 0        | 0     | 0      | 0       | 0     |
| 15.00 | 2        | 0     | 0      | 0       | 2     |
| 15.10 | 1        | 0     | 0      | 0       | 1     |
| 15:45 | 4        | 0     | 0      | 0       | 4     |
| 16.00 | 7        | 0     | 0      | 0       | 7     |
| 16.00 | 9        | 0     | 0      | 0       | 9     |
| 16.10 | 31       | 0     | 0      | 0       | 31    |
| 16:45 | 16       | 0     | 0      | 0       | 16    |
| 17.00 | 4        | 0     | 0      | 0       | 4     |
| 17:15 | 19       | 0     | 0      | 0       | 19    |
| 17:30 | 37       | 0     | 0      | 0       | 37    |
| 17:45 | 25       | 0     | 0      | 0       | 25    |
| 18:00 | 29       | 0     | 0      | 0       | 29    |
| 18:15 | 24       | 0     | 0      | 0       | 24    |
| 18:30 | 2        | 0     | 0      | 0       | 2     |
| 18:45 | 1        | 0     | 0      | 0       | 1     |
| 19:00 | 2        | 0     | 0      | 0       | 2     |
| 19:15 | 1        | 0     | 0      | 0       | 1     |
| 19:30 | 1        | 0     | 0      | 0       | 1     |
| 19:45 | 0        | 0     | 0      | 0       | 0     |
| 20:00 | 2        | 0     | 0      | 0       | 2     |
| 20:15 | 0        | 0     | 0      | 0       | 0     |
| 20:30 | 0        | 0     | 0      | 0       | 0     |
| 20:45 | 0        | 0     | 0      | 0       | 0     |
| 21:00 | 0        | 0     | 0      | 0       | 0     |
| 21:15 | 0        | 0     | 0      | 0       | 0     |
| 21:30 | 3        | 0     | 0      | 0       | 3     |
| 21:45 | 4        | 0     | 0      | 0       | 4     |
| 22:00 | 1        | 0     | 0      | 0       | 1     |
| 22:15 | 0        | 0     | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 12       | 0      | 0       | 0       | 12    |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 76       | 0      | 0       | 0       | 76    |
| 24       | 0      | 0       | 0       | 24    |
| 25       | 0      | 0       | 0       | 25    |
| 18       | 0      | 0       | 0       | 18    |
| 54       | 0      | 0       | 0       | 54    |
| 19       | 0      | 0       | 0       | 19    |
| 61       | 0      | 0       | 0       | 61    |
| 24       | 0      | 0       | 0       | 24    |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
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|       | ENTERING         |                 |        |         |       |
|-------|------------------|-----------------|--------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 2                | 0               | 0      | 0       | 2     |
| 22:45 | 4                | 0               | 0      | 0       | 4     |
| 23:00 | 2                | 0               | 0      | 0       | 2     |
| 23:15 | 2                | 0               | 0      | 0       | 2     |
| 23:30 | 1                | 0               | 0      | 0       | 1     |
| 23:45 | 0                | 0               | 0      | 0       | 0     |
|       | 525              | 3               | 0      | 0       | 528   |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |  |
| 869      | 0      | 0      | 0       | 869   |  |  |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 3 9/20/2017 Wednesday

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.13  | 0        | 0     | 0      | 0 | 0     |
| 0.30  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.15  | 0        | 0     | 0      | 0 | 0     |
| 1.30  | 0        | 0     | 0      | 0 | 0     |
| 2.40  | 0        | 0     | 0      | 0 | 0     |
| 2.00  | 0        | 0     | 0      | 0 | 0     |
| 2.13  | 1        | 0     | 0      | 0 | 1     |
| 2.50  | 1        | 0     | 0      | 0 | - 1   |
| 2.45  | 0        | 0     | 0      | 0 | 0     |
| 3:00  | 0        | 0     | 0      | 0 | 0     |
| 3:15  | 0        | 0     | 0      | 0 | 0     |
| 3:30  | 1        | 0     | 0      | 0 | 1     |
| 3:45  | 0        | 0     | 0      | 0 | 0     |
| 4:00  | 0        | 0     | 0      | 0 | 0     |
| 4:15  | 0        | 0     | 0      | 0 | 0     |
| 4:30  | 4        | 0     | 0      | 0 | 4     |
| 4:45  | 4        | 0     | 0      | 0 | 4     |
| 5:00  | 2        | 0     | 0      | 0 | 2     |
| 5:15  | 2        | 0     | 0      | 0 | 2     |
| 5:30  | 2        | 0     | 0      | 0 | 2     |
| 5:45  | 4        | 0     | 0      | 0 | 4     |
| 6:00  | 8        | 0     | 0      | 0 | 8     |
| 6:15  | 13       | 0     | 0      | 0 | 13    |
| 6:30  | 34       | 0     | 0      | 0 | 34    |
| 6:45  | 38       | 0     | 0      | 0 | 38    |
| 7:00  | 24       | 0     | 0      | 0 | 24    |
| 7:15  | 21       | 0     | 0      | 0 | 21    |
| 7:30  | 5        | 0     | 0      | 0 | 5     |
| 7:45  | 0        | 0     | 0      | 0 | 0     |
| 8:00  | 1        | 0     | 0      | 0 | 1     |
| 8:15  | 2        | 0     | 0      | 0 | 2     |
| 8:30  | 5        | 0     | 0      | 0 | 5     |
| 8:45  | 1        | 0     | 0      | 0 | 1     |
| 9:00  | 0        | 0     | 0      | 0 | 0     |
| 9:15  | 0        | 0     | 0      | 0 | 0     |
| 9:30  | 0        | 0     | 0      | 0 | 0     |
| 9:45  | 1        | 0     | 0      | 0 | 1     |
| 10:00 | 0        | 0     | 0      | 0 | 0     |
| 10:15 | 0        | 0     | 0      | 0 | 0     |
| 10:30 | 0        | 0     | 0      | 0 | 0     |
| 10:45 | 0        | 0     | 0      | 0 | 0     |
| 11:00 | 1        | 0     | 0      | 0 | 1     |

|          |        | EXITING | -       |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 1      | 0       | 0       | 3     |
| 12       | 0      | 0       | 0       | 12    |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 42       | 0      | 0       | 0       | 42    |
| 16       | 0      | 0       | 0       | 16    |
| 72       | 0      | 0       | 0       | 72    |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 1      | 0       | 0       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |

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|       |                  |                 | ENTERING |         |       |  |  |
|-------|------------------|-----------------|----------|---------|-------|--|--|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |
| 11:15 | 0                | 0               | 0        | 0       | 0     |  |  |
| 11:30 | 2                | 0               | 0        | 0       | 2     |  |  |
| 11:45 | 0                | 0               | 0        | 0       | 0     |  |  |
| 12:00 | 2                | 0               | 0        | 0       | 2     |  |  |
| 12:15 | 1                | 0               | 0        | 0       | 1     |  |  |
| 12:30 | 1                | 0               | 0        | 0       | 1     |  |  |
| 12:45 | 0                | 0               | 0        | 0       | 0     |  |  |
| 13:00 | 3                | 0               | 0        | 0       | 3     |  |  |
| 13:15 | 1                | 0               | 0        | 0       | 1     |  |  |
| 13:30 | 1                | 0               | 0        | 0       | 1     |  |  |
| 13:45 | 1                | 0               | 0        | 0       | 1     |  |  |
| 14:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 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 | 0                | 0               | 0        | 0       | 0     |  |  |
| 15:30 | 2                | 0               | 0        | 0       | 2     |  |  |
| 15:45 | 0                | 0               | 0        | 0       | 0     |  |  |
| 16:00 | 2                | 0               | 0        | 0       | 2     |  |  |
| 16:15 | 1                | 0               | 0        | 0       | 1     |  |  |
| 16:30 | 2                | 0               | 0        | 0       | 2     |  |  |
| 16:45 | 8                | 0               | 0        | 0       | 8     |  |  |
| 17:00 | 2                | 0               | 0        | 0       | 2     |  |  |
| 17:15 | 8                | 0               | 0        | 0       | 8     |  |  |
| 17:30 | 20               | 0               | 0        | 0       | 20    |  |  |
| 17:45 | 21               | 0               | 0        | 0       | 21    |  |  |
| 18:00 | 25               | 0               | 0        | 0       | 25    |  |  |
| 18:15 | 15               | 0               | 0        | 0       | 15    |  |  |
| 18:30 | 4                | 0               | 0        | 0       | 4     |  |  |
| 18:45 | 1                | 0               | 0        | 0       | 1     |  |  |
| 19:00 | 4                | 0               | 0        | 0       | 4     |  |  |
| 19:15 | 0                | 0               | 0        | 0       | 0     |  |  |
| 19:30 | 0                | 0               | 0        | 0       | 0     |  |  |
| 19:45 | 0                | 0               | 0        | 0       | 0     |  |  |
| 20:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 20:15 | 0                | 0               | 0        | 0       | 0     |  |  |
| 20:30 | 0                | 0               | 0        | 0       | 0     |  |  |
| 20:45 | 0                | 0               | 0        | 0       | 0     |  |  |
| 21:00 | 1                | 0               | 0        | 0       | 1     |  |  |
| 21:15 | 0                | 0               | 0        | 0       | 0     |  |  |
| 21:30 | 2                | 0               | 0        | 0       | 2     |  |  |
| 21:45 | 4                | 0               | 0        | 0       | 4     |  |  |
| 22:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 22:15 | 1                | 0               | 0        | 0       | 1     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 34       | 0      | 0       | 0       | 34    |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 32       | 0      | 0       | 0       | 32    |
| 8        | 0      | 0       | 0       | 8     |
| 31       | 0      | 0       | 0       | 31    |
| 12       | 0      | 0       | 0       | 12    |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0      | 0       | 0     |
| 22:45 | 3        | 0      | 0      | 0       | 3     |
| 23:00 | 2        | 0      | 0      | 0       | 2     |
| 23:15 | 0        | 0      | 0      | 0       | 0     |
| 23:30 | 2        | 0      | 0      | 0       | 2     |
| 23:45 | 2        | 0      | 0      | 0       | 2     |
|       | 319      | 0      | 0      | 0       | 319   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 435      | 2      | 0       | 0       | 437   |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |
| 4:30  | 1        | 0      | 0      | 0       | 1     |  |
| 4:45  | 1        | 0      | 0      | 0       | 1     |  |
| 5:00  | 1        | 0      | 0      | 0       | 1     |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |
| 5:30  | 2        | 0      | 0      | 0       | 2     |  |
| 5:45  | 0        | 0      | 0      | 0       | 0     |  |
| 6:00  | 5        | 1      | 0      | 0       | 6     |  |
| 6:15  | 3        | 0      | 0      | 0       | 3     |  |
| 6:30  | 11       | 0      | 0      | 0       | 11    |  |
| 6:45  | 37       | 0      | 0      | 0       | 37    |  |
| 7:00  | 57       | 0      | 0      | 0       | 57    |  |
| 7:15  | 71       | 0      | 0      | 0       | 71    |  |
| 7:30  | 32       | 0      | 0      | 0       | 32    |  |
| 7:45  | 10       | 0      | 0      | 0       | 10    |  |
| 8:00  | 4        | 0      | 0      | 0       | 4     |  |
| 8:15  | 8        | 0      | 0      | 0       | 8     |  |
| 8:30  | 2        | 0      | 0      | 0       | 2     |  |
| 8:45  | 5        | 0      | 0      | 0       | 5     |  |
| 9:00  | 3        | 0      | 0      | 0       | 3     |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 2        | 0      | 0      | 0       | 2     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 1        | 0      | 0      | 0       | 1     |  |
| 10:30 | 2        | 0      | 0      | 0       | 2     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 38       | 0      | 0       | 0       | 38    |
| 12       | 0      | 0       | 0       | 12    |
| 63       | 0      | 0       | 0       | 63    |
| 27       | 0      | 0       | 0       | 27    |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 1      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 1       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 1        | 0      | 0      | 0       | 1     |  |
| 11:30 | 1        | 0      | 0      | 0       | 1     |  |
| 11:45 | 1        | 0      | 0      | 0       | 1     |  |
| 12.00 | - 0      | 0      | 0      | 0       | 0     |  |
| 12:00 | 2        | 0      | 0      | 0       | 2     |  |
| 12:10 | 1        | 0      | 0      | 0       | 1     |  |
| 12.45 | 1        | 0      | 0      | 0       | 1     |  |
| 13:00 | 2        | 0      | 0      | 0       | 2     |  |
| 13:15 | 2        | 0      | 0      | 0       | 2     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 1        | 0      | 0      | 0       | 1     |  |
| 14:00 | 1        | 0      | 0      | 0       | 1     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 1        | 0      | 0      | 0       | 1     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 1        | 0      | 0      | 0       | 1     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 2        | 0      | 0      | 0       | 2     |  |
| 16:15 | 2        | 0      | 0      | 0       | 2     |  |
| 16:30 | 2        | 0      | 0      | 0       | 2     |  |
| 16:45 | 1        | 0      | 0      | 0       | 1     |  |
| 17:00 | 4        | 0      | 0      | 0       | 4     |  |
| 17:15 | 3        | 0      | 0      | 0       | 3     |  |
| 17:30 | 9        | 0      | 0      | 0       | 9     |  |
| 17:45 | 19       | 0      | 0      | 0       | 19    |  |
| 18:00 | 11       | 0      | 0      | 0       | 11    |  |
| 18:15 | 18       | 0      | 0      | 0       | 18    |  |
| 18:30 | 4        | 0      | 0      | 0       | 4     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 1        | 0      | 0      | 0       | 1     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | Linite  |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 12       | 1      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 10       | 0      | 0       | 0       | 10    |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 9        | 0      | 0       | 0       | 9     |
| 3        | 0      | 0       | 0       | 3     |
| 16       | 0      | 0       | 0       | 16    |
| 25       | 0      | 0       | 0       | 25    |
| 16       | 0      | 0       | 0       | 16    |
| 19       | 0      | 0       | 0       | 19    |
| 105      | 0      | 0       | 0       | 105   |
| 49       | 0      | 0       | 0       | 49    |
| 124      | 0      | 0       | 0       | 124   |
| 43       | 0      | 0       | 0       | 43    |
| 22       | 0      | 0       | 0       | 22    |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 0       | 2     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  | 2 4.4-   | 4       | TOTAL |
|       | venicies | Z Axie | 3 Axie   | 4+ Axie | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 2        | 0      | 0        | 0       | 2     |
| 23:00 | 2        | 0      | 0        | 0       | 2     |
| 23:15 | 2        | 0      | 0        | 0       | 2     |
| 23:30 | 1        | 0      | 0        | 0       | 1     |
| 23:45 | 1        | 0      | 0        | 0       | 1     |
|       | 360      | 1      | 0        | 0       | 361   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 15       | 0      | 0       | 0       | 15    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 854      | 4      | 0       | 1       | 859   |

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|       | ENTERING |       |        |         |       |
|-------|----------|-------|--------|---------|-------|
|       | Pass     | Large |        |         |       |
|       | Vehicles |       | 3 ΔχΙρ | 4+ ΔxΙρ | τοται |
| 0.00  | 0        | 0     | 0      | 0       | 0     |
| 0.00  | 0        | 0     | 0      | 0       | 0     |
| 0.10  | 1        | 0     | 0      | 0       | 1     |
| 0.30  | 0        | 0     | 0      | 0       | 0     |
| 1.00  | 0        | 0     | 0      | 0       | 0     |
| 1.00  | 0        | 0     | 0      | 0       | 0     |
| 1.10  | 0        | 0     | 0      | 0       | 0     |
| 1.30  | 1        | 0     | 0      | 0       | 1     |
| 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  | 0        | 0     | 0      | 0       | 0     |
| 3:30  | 0        | 0     | 0      | 0       | 0     |
| 3:45  | 1        | 0     | 0      | 0       | 1     |
| 4:00  | 0        | 0     | 0      | 0       | 0     |
| 4:15  | 2        | 0     | 0      | 0       | 2     |
| 4:30  | 4        | 0     | 0      | 0       | 4     |
| 4:45  | 2        | 0     | 0      | 0       | 2     |
| 5:00  | 8        | 0     | 0      | 0       | 8     |
| 5:15  | 9        | 0     | 0      | 0       | 9     |
| 5:30  | 8        | 0     | 0      | 0       | 8     |
| 5:45  | 28       | 1     | 0      | 0       | 29    |
| 6:00  | 9        | 0     | 0      | 0       | 9     |
| 6:15  | 10       | 0     | 0      | 0       | 10    |
| 6:30  | 25       | 0     | 0      | 0       | 25    |
| 6:45  | 39       | 0     | 0      | 0       | 39    |
| 7:00  | 19       | 0     | 0      | 1       | 20    |
| 7:15  | 16       | 0     | 0      | 0       | 16    |
| 7:30  | 5        | 0     | 0      | 0       | 5     |
| 7:45  | 6        | 0     | 0      | 0       | 6     |
| 8:00  | 1        | 0     | 0      | 0       | 1     |
| 8:15  | 2        | 0     | 0      | 0       | 2     |
| 8:30  | 1        | 0     | 0      | 0       | 1     |
| 8:45  | 5        | 0     | 0      | 0       | 5     |
| 9:00  | 0        | 0     | 0      | 0       | 0     |
| 9:15  | 3        | 0     | 0      | 0       | 3     |
| 9:30  | 0        | 0     | 0      | 0       | 0     |
| 9:45  | 1        | 0     | 0      | 0       | 1     |
| 10:00 | 0        | 0     | 0      | 0       | 0     |
| 10:15 | 1        | 0     | 0      | 0       | 1     |
| 10:30 | 1        | 0     | 0      | 0       | 1     |
| 10:45 | 0        | 0     | 0      | 0       | 0     |
| 11:00 | 0        | 0     | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING         |                 |        |         |       |  |
|-------|------------------|-----------------|--------|---------|-------|--|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 4                | 0               | 1      | 0       | 5     |  |
| 11:30 | 1                | 0               | 0      | 0       | 1     |  |
| 11:45 | 0                | 0               | 0      | 0       | 0     |  |
| 12:00 | 2                | 0               | 0      | 0       | 2     |  |
| 12:15 | 2                | 0               | 0      | 0       | 2     |  |
| 12:30 | 1                | 0               | 0      | 0       | 1     |  |
| 12:45 | 2                | 0               | 0      | 0       | 2     |  |
| 13:00 | 2                | 0               | 0      | 0       | 2     |  |
| 13:15 | 1                | 0               | 0      | 0       | 1     |  |
| 13:30 | 0                | 0               | 0      | 0       | 0     |  |
| 13:45 | 0                | 0               | 0      | 0       | 0     |  |
| 14:00 | 0                | 0               | 0      | 0       | 0     |  |
| 14:15 | 1                | 0               | 0      | 0       | 1     |  |
| 14:30 | 1                | 0               | 0      | 0       | 1     |  |
| 14:45 | 2                | 0               | 0      | 0       | 2     |  |
| 15:00 | 2                | 0               | 0      | 0       | 2     |  |
| 15:15 | 1                | 0               | 0      | 0       | 1     |  |
| 15:30 | 2                | 0               | 0      | 0       | 2     |  |
| 15:45 | 2                | 0               | 0      | 0       | 2     |  |
| 16:00 | 6                | 0               | 0      | 0       | 6     |  |
| 16:15 | 9                | 0               | 0      | 0       | 9     |  |
| 16:30 | 28               | 0               | 0      | 0       | 28    |  |
| 16:45 | 19               | 0               | 0      | 0       | 19    |  |
| 17:00 | 14               | 0               | 0      | 0       | 14    |  |
| 17:15 | 9                | 0               | 0      | 0       | 9     |  |
| 17:30 | 27               | 0               | 0      | 0       | 27    |  |
| 17:45 | 28               | 0               | 0      | 0       | 28    |  |
| 18:00 | 28               | 0               | 0      | 0       | 28    |  |
| 18:15 | 34               | 0               | 0      | 0       | 34    |  |
| 18:30 | 7                | 0               | 0      | 0       | 7     |  |
| 18:45 | 4                | 0               | 0      | 0       | 4     |  |
| 19:00 | 3                | 0               | 0      | 0       | 3     |  |
| 19:15 | 0                | 0               | 0      | 0       | 0     |  |
| 19:30 | 2                | 0               | 0      | 0       | 2     |  |
| 19:45 | 0                | 0               | 0      | 0       | 0     |  |
| 20:00 | 2                | 0               | 0      | 0       | 2     |  |
| 20:15 | 0                | 0               | 0      | 0       | 0     |  |
| 20:30 | 0                | 0               | 0      | 0       | 0     |  |
| 20:45 | 1                | 0               | 0      | 0       | 1     |  |
| 21:00 | 1                | 0               | 0      | 0       | 1     |  |
| 21:15 | 0                | 0               | 0      | 0       | 0     |  |
| 21:30 | 4                | 0               | 0      | 0       | 4     |  |
| 21:45 | 2                | 0               | 0      | 0       | 2     |  |
| 22:00 | 2                | 0               | 0      | 0       | 2     |  |
| 22:15 | 5                | 0               | 0      | 0       | 5     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 18       | 0      | 0       | 0       | 18    |
| 13       | 0      | 0       | 0       | 13    |
| 12       | 0      | 0       | 0       | 12    |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |

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|       |          |       | ENTERING |         |       |
|-------|----------|-------|----------|---------|-------|
|       | Pass     | Large |          |         | τοται |
|       | venicies | ZAXIE | 5 AXIE   | 4+ Axie | TUTAL |
| 22:30 | 1        | 0     | 0        | 0       | 1     |
| 22:45 | 2        | 0     | 0        | 0       | 2     |
| 23:00 | 0        | 0     | 0        | 0       | 0     |
| 23:15 | 4        | 0     | 0        | 0       | 4     |
| 23:30 | 1        | 0     | 0        | 0       | 1     |
| 23:45 | 1        | 0     | 0        | 0       | 1     |
|       | 479      | 1     | 1        | 1       | 482   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 146      | 0      | 0       | 0       | 146   |

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|       |          |        | ENTERING |         |       |  |  |
|-------|----------|--------|----------|---------|-------|--|--|
|       | Pass     | Large  |          |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |
| 0:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 0:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 0:30  | 1        | 0      | 0        | 0       | 1     |  |  |
| 0:45  | 0        | 0      | 0        | 0       | 0     |  |  |
| 1:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 1:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 1:30  | 0        | 0      | 0        | 0       | 0     |  |  |
| 1:45  | 0        | 0      | 0        | 0       | 0     |  |  |
| 2:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 2:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 2:30  | 0        | 0      | 0        | 0       | 0     |  |  |
| 2:45  | 0        | 0      | 0        | 0       | 0     |  |  |
| 3:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 3:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 3:30  | 0        | 0      | 0        | 0       | 0     |  |  |
| 3:45  | 0        | 0      | 0        | 0       | 0     |  |  |
| 4:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 4:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 4:30  | 0        | 0      | 0        | 0       | 0     |  |  |
| 4:45  | 0        | 0      | 0        | 0       | 0     |  |  |
| 5:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 5:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 5:30  | 1        | 0      | 0        | 0       | 1     |  |  |
| 5:45  | 1        | 0      | 0        | 0       | 1     |  |  |
| 6:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 6:15  | 1        | 0      | 0        | 0       | 1     |  |  |
| 6:30  | 1        | 0      | 0        | 0       | 1     |  |  |
| 6:45  | 8        | 0      | 0        | 0       | 8     |  |  |
| 7:00  | 22       | 0      | 0        | 0       | 22    |  |  |
| 7:15  | 38       | 0      | 0        | 0       | 38    |  |  |
| 7:30  | 12       | 0      | 0        | 0       | 12    |  |  |
| 7:45  | 4        | 0      | 0        | 0       | 4     |  |  |
| 8:00  | 5        | 0      | 0        | 0       | 5     |  |  |
| 8:15  | 3        | 0      | 0        | 0       | 3     |  |  |
| 8:30  | 1        | 0      | 0        | 0       | 1     |  |  |
| 8:45  | 2        | 0      | 0        | 0       | 2     |  |  |
| 9:00  | 0        | 0      | 0        | 0       | 0     |  |  |
| 9:15  | 0        | 0      | 0        | 0       | 0     |  |  |
| 9:30  | 0        | 0      | 0        | 0       | 0     |  |  |
| 9:45  | 0        | 0      | 0        | 0       | 0     |  |  |
| 10:00 | 0        | 0      | 0        | 0       | 0     |  |  |
| 10:15 | 1        | 0      | 0        | 0       | 1     |  |  |
| 10:30 | 0        | 0      | 0        | 0       | 0     |  |  |
| 10:45 | 1        | 0      | 0        | 0       | 1     |  |  |
| 11:00 | 0        | 0      | 0        | 0       | 0     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 25       | 0      | 0       | 0       | 25    |
| 18       | 0      | 0       | 0       | 18    |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 1        | 0      | 0      | 0       | 1     |
| 11.30 | 0        | 0      | 0      | 0       | 0     |
| 12.00 | 1        | 0      | 0      | 0       | 1     |
| 12.00 | 4        | 0      | 0      | 0       | 4     |
| 12:10 | 1        | 0      | 0      | 0       | 1     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 2        | 0      | 0      | 0       | 2     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 1        | 0      | 0      | 0       | 1     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 1        | 0      | 0      | 0       | 1     |
| 15:45 | 2        | 0      | 0      | 0       | 2     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 3        | 0      | 0      | 0       | 3     |
| 16:45 | 1        | 0      | 0      | 0       | 1     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 3        | 0      | 0      | 0       | 3     |
| 17:30 | 5        | 0      | 0      | 0       | 5     |
| 17:45 | 9        | 0      | 0      | 0       | 9     |
| 18:00 | 7        | 0      | 0      | 0       | 7     |
| 18:15 | 12       | 0      | 0      | 0       | 12    |
| 18:30 | 2        | 0      | 0      | 0       | 2     |
| 18:45 | 2        | 0      | 0      | 0       | 2     |
| 19:00 | 2        | 0      | 0      | 0       | 2     |
| 19:15 | 1        | 0      | 0      | 0       | 1     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 1        | 0      | 0      | 0       | 1     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 2        | 0      | 0      | 0       | 2     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 1        | 0      | 0      | 0       | 1     |

|          |        | EXITING |         |          |
|----------|--------|---------|---------|----------|
| Pass     | Large  |         |         |          |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL    |
| 0        | 0      | 0       | 0       | 0        |
| 3        | 0      | 0       | 0       | 3        |
| 1        | 0      | 0       | 0       | 1        |
| 2        | 0      | 0       | 0       | 2        |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 4        | 0      | 0       | 0       | 4        |
| 2        | 0      | 0       | 0       | 2        |
| 2        | 0      | 0       | 0       | 2        |
| 4        | 0      | 0       | 0       | 4        |
| 1        | 0      | 0       | 0       | 1        |
| 2        | 0      | 0       | 0       | 2        |
| 4        | 0      | 0       | 0       | 4        |
| 2        | 0      | 0       | 0       | 2        |
| 12       | 0      | 0       | 0       | 12       |
| 5        | 0      | 0       | 0       | 5        |
| 3        | 0      | 0       | 0       | 3        |
| 7        | 0      | 0       | 0       | 7        |
| 22       | 0      | 0       | 0       | 22       |
| 12       | 0      | 0       | 0       | 12       |
| 65       | 0      | 0       | 0       | 65       |
| 33       | 0      | 0       | 0       | 33       |
| 5        | 0      | 0       | 0       | 5        |
| 1        | 0      | 0       | 0       | 1        |
| 5        | 0      | 0       | 0       | 5        |
| 3        | 0      | 0       | 0       | 3        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| v        | 0      | 5       | 0       | <u> </u> |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 6 9/20/2017 Wednesday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 0        | 0      | 0        | 0       | 0     |
|   | 22:45 | 0        | 0      | 0        | 0       | 0     |
|   | 23:00 | 0        | 0      | 0        | 0       | 0     |
|   | 23:15 | 1        | 0      | 0        | 0       | 1     |
| ſ | 23:30 | 2        | 0      | 0        | 0       | 2     |
| ſ | 23:45 | 0        | 0      | 0        | 0       | 0     |
|   |       | 169      | 0      | 0        | 0       | 169   |

|          | EXITING |        |         |       |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |  |
| 331      | 0       | 0      | 0       | 331   |  |  |  |  |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 7 9/20/2017 Wednesday

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.13  | 0        | 0     | 0      | 0 | 0     |
| 0.30  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.15  | 0        | 0     | 0      | 0 | 0     |
| 1.50  | 0        | 0     | 0      | 0 | 0     |
| 2.40  | 0        | 0     | 0      | 0 | 0     |
| 2.00  | 0        | 0     | 0      | 0 | 0     |
| 2.13  | 0        | 0     | 0      | 0 | 0     |
| 2.50  | 0        | 0     | 0      | 0 | 0     |
| 2.45  | 0        | 0     | 0      | 0 | 0     |
| 3.00  | 0        | 0     | 0      | 0 | 0     |
| 3:15  | 0        | 0     | 0      | 0 | 0     |
| 3:30  | 0        | 0     | 0      | 0 | 0     |
| 3:45  | 0        | 0     | 0      | 0 | 0     |
| 4:00  | 0        | 0     | 0      | 0 | 0     |
| 4:15  | 0        | 0     | 0      | 0 | 0     |
| 4:30  | 0        | 0     | 0      | 0 | 0     |
| 4:45  | 0        | 0     | 0      | 0 | 0     |
| 5:00  | 0        | 0     | 0      | 0 | 0     |
| 5:15  | 0        | 0     | 0      | 0 | 0     |
| 5:30  | 0        | 0     | 0      | 0 | 0     |
| 5:45  | 0        | 0     | 0      | 0 | 0     |
| 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  | 0        | 0     | 0      | 0 | 0     |
| 7:15  | 0        | 0     | 0      | 0 | 0     |
| 7:30  | 0        | 0     | 0      | 0 | 0     |
| 7:45  | 0        | 0     | 0      | 0 | 0     |
| 8:00  | 0        | 0     | 0      | 0 | 0     |
| 8:15  | 0        | 0     | 0      | 0 | 0     |
| 8:30  | 0        | 0     | 0      | 0 | 0     |
| 8:45  | 0        | 0     | 0      | 0 | 0     |
| 9:00  | 0        | 0     | 0      | 0 | 0     |
| 9:15  | 0        | 0     | 0      | 0 | 0     |
| 9:30  | 0        | 0     | 0      | 0 | 0     |
| 9:45  | 0        | 0     | 0      | 0 | 0     |
| 10:00 | 0        | 0     | 0      | 0 | 0     |
| 10:15 | 0        | 0     | 0      | 0 | 0     |
| 10:30 | 0        | 0     | 0      | 0 | 0     |
| 10:45 | 0        | 0     | 0      | 0 | 0     |
| 11:00 | 0        | 0     | 0      | 0 | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       |                  |                 | ENTERING |         |       |
|-------|------------------|-----------------|----------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 11:15 | 0                | 0               | 0        | 0       | 0     |
| 11:30 | 0                | 0               | 0        | 0       | 0     |
| 11:45 | 0                | 0               | 0        | 0       | 0     |
| 12:00 | 0                | 0               | 0        | 0       | 0     |
| 12:15 | 0                | 0               | 0        | 0       | 0     |
| 12:30 | 0                | 0               | 0        | 0       | 0     |
| 12:45 | 0                | 0               | 0        | 0       | 0     |
| 13:00 | 0                | 0               | 0        | 0       | 0     |
| 13:15 | 0                | 0               | 0        | 0       | 0     |
| 13:30 | 0                | 0               | 0        | 0       | 0     |
| 13:45 | 0                | 0               | 0        | 0       | 0     |
| 14:00 | 0                | 0               | 0        | 0       | 0     |
| 14:15 | 0                | 0               | 0        | 0       | 0     |
| 14:30 | 0                | 0               | 0        | 0       | 0     |
| 14:45 | 0                | 0               | 0        | 0       | 0     |
| 15:00 | 0                | 0               | 0        | 0       | 0     |
| 15:15 | 0                | 0               | 0        | 0       | 0     |
| 15:30 | 0                | 0               | 0        | 0       | 0     |
| 15:45 | 0                | 0               | 0        | 0       | 0     |
| 16:00 | 0                | 0               | 0        | 0       | 0     |
| 16:15 | 0                | 0               | 0        | 0       | 0     |
| 16:30 | 0                | 0               | 0        | 0       | 0     |
| 16:45 | 0                | 0               | 0        | 0       | 0     |
| 17:00 | 0                | 0               | 0        | 0       | 0     |
| 17:15 | 0                | 0               | 0        | 0       | 0     |
| 17:30 | 0                | 0               | 0        | 0       | 0     |
| 17:45 | 0                | 0               | 0        | 0       | 0     |
| 18:00 | 0                | 0               | 0        | 0       | 0     |
| 18:15 | 0                | 0               | 0        | 0       | 0     |
| 18:30 | 0                | 0               | 0        | 0       | 0     |
| 18:45 | 0                | 0               | 0        | 0       | 0     |
| 19:00 | 0                | 0               | 0        | 0       | 0     |
| 19:15 | 0                | 0               | 0        | 0       | 0     |
| 19:30 | 0                | 0               | 0        | 0       | 0     |
| 19:45 | 0                | 0               | 0        | 0       | 0     |
| 20:00 | 0                | 0               | 0        | 0       | 0     |
| 20:15 | 0                | 0               | 0        | 0       | 0     |
| 20:30 | 0                | 0               | 0        | 0       | 0     |
| 20:45 | 0                | 0               | 0        | 0       | 0     |
| 21:00 | 0                | 0               | 0        | 0       | 0     |
| 21:15 | 0                | 0               | 0        | 0       | 0     |
| 21:30 | 0                | 0               | 0        | 0       | 0     |
| 21:45 | 0                | 0               | 0        | 0       | 0     |
| 22:00 | 0                | 0               | 0        | 0       | 0     |
| 22:15 | 0                | 0               | 0        | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 0        | 0      | 0        | 0       | 0     |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 0       | 0     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 5      | 0      | 0       | 5     |
| 0:45  | 0        | 1      | 1      | 0       | 2     |
| 1:00  | 0        | 0      | 0      | 1       | 1     |
| 1:15  | 0        | 0      | 0      | 1       | 1     |
| 1:30  | 0        | 1      | 0      | 2       | 3     |
| 1:45  | 0        | 0      | 0      | 1       | 1     |
| 2:00  | 0        | 0      | 0      | 1       | 1     |
| 2:15  | 0        | 0      | 0      | 1       | 1     |
| 2:30  | 0        | 0      | 1      | 0       | 1     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 1       | 1     |
| 4:15  | 0        | 0      | 1      | 0       | 1     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 1      | 0       | 1     |
| 5:00  | 0        | 0      | 0      | 1       | 1     |
| 5:15  | 0        | 0      | 0      | 0       | 0     |
| 5:30  | 0        | 0      | 0      | 0       | 0     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 6:00  | 0        | 0      | 0      | 0       | 0     |
| 6:15  | 0        | 0      | 0      | 0       | 0     |
| 6:30  | 0        | 0      | 0      | 1       | 1     |
| 6:45  | 0        | 0      | 0      | 1       | 1     |
| 7:00  | 1        | 0      | 1      | 3       | 5     |
| 7:15  | 0        | 0      | 0      | 0       | 0     |
| 7:30  | 0        | 0      | 1      | 1       | 2     |
| 7:45  | 0        | 0      | 0      | 0       | 0     |
| 8:00  | 0        | 0      | 1      | 2       | 3     |
| 8:15  | 0        | 0      | 1      | 0       | 1     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 1      | 0       | 1     |
| 9:15  | 0        | 0      | 0      | 3       | 3     |
| 9:30  | 0        | 0      | 0      | 2       | 2     |
| 9:45  | 0        | 1      | 1      | 2       | 4     |
| 10:00 | 0        | 0      | 0      | 1       | 1     |
| 10:15 | 1        | 0      | 3      | 1       | 5     |
| 10:30 | 0        | 0      | 0      | 1       | 1     |
| 10:45 | 0        | 0      | 1      | 2       | 3     |
| 11:00 | 0        | 2      | 4      | 2       | 8     |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 3      | 0      | 0       | 3     |  |  |  |
| 0        | 2      | 1      | 0       | 3     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 1      | 2      | 0       | 3     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 2      | 1       | 3     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 1      | 1      | 1       | 3     |  |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |  |
| - 0      | 0      | 1      | 1       | 2     |  |  |  |
| 0        | 1      | 1      | 2       | 4     |  |  |  |
| <u> </u> | -      | - ÷    | ~       |       |  |  |  |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 0        | 0      | 1      | 3       | 4     |
| 11:45 | 1        | 1      | 1      | 2       | 5     |
| 12:00 | 1        | 0      | 3      | 1       | 5     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 4       | 4     |
| 12:45 | 0        | 4      | 0      | 1       | 5     |
| 13:00 | 0        | 3      | 2      | 2       | 7     |
| 13:15 | 0        | 0      | 1      | 0       | 1     |
| 13:30 | 0        | 3      | 0      | 1       | 4     |
| 13:45 | 0        | 0      | 0      | 1       | 1     |
| 14:00 | 1        | 0      | 0      | 1       | 2     |
| 14:15 | 0        | 0      | 1      | 1       | 2     |
| 14:30 | 1        | 0      | 0      | 0       | 1     |
| 14:45 | 0        | 1      | 0      | 1       | 2     |
| 15:00 | 0        | 0      | 0      | 2       | 2     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 1      | 1       | 2     |
| 15:45 | 0        | 0      | 1      | 1       | 2     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 1      | 0       | 1     |
| 16:30 | 0        | 0      | 0      | 2       | 2     |
| 16:45 | 0        | 0      | 1      | 2       | 3     |
| 17:00 | 0        | 1      | 0      | 1       | 2     |
| 17:15 | 0        | 0      | 1      | 0       | 1     |
| 17:30 | 0        | 0      | 0      | 2       | 2     |
| 17:45 | 0        | 0      | 2      | 1       | 3     |
| 18:00 | 0        | 0      | 1      | 0       | 1     |
| 18:15 | 0        | 0      | 0      | 2       | 2     |
| 18:30 | 0        | 0      | 0      | 1       | 1     |
| 18:45 | 0        | 0      | 0      | 1       | 1     |
| 19:00 | 0        | 0      | 0      | 2       | 2     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 1       | 1     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 1      | 1       | 2     |
| 20:15 | 0        | 0      | 0      | 1       | 1     |
| 20:30 | 0        | 0      | 0      | 1       | 1     |
| 20:45 | 1        | 0      | 0      | 0       | 1     |
| 21:00 | 0        | 0      | 0      | 1       | 1     |
| 21:15 | 0        | 0      | 0      | 3       | 3     |
| 21:30 | 0        | 0      | 1      | 1       | 2     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 1      | 1       | 2     |
| 22:15 | 0        | 0      | 3      | 1       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 2       | 3       | 5     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 1      | 1       | 1       | 3     |
| 1        | 2      | 0       | 7       | 10    |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 1      | 0       | 1       | 2     |
| 1        | 3      | 0       | 0       | 4     |
| 0        | 4      | 0       | 0       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 2      | 0       | 3       | 5     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 1       | 1       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 6       | 6     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 2        | 0       | 2     |
| 22:45 | 0        | 1      | 0        | 1       | 2     |
| 23:00 | 0        | 1      | 0        | 0       | 1     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 7        | 25     | 43       | 79      | 154   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 23     | 43      | 77      | 149   |

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.13  | 0        | 0     | 0      | 0 | 0     |
| 0.30  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.15  | 0        | 0     | 0      | 0 | 0     |
| 1.50  | 0        | 0     | 0      | 0 | 0     |
| 2.40  | 0        | 0     | 0      | 0 | 0     |
| 2.00  | 0        | 0     | 0      | 0 | 0     |
| 2.15  | 0        | 0     | 0      | 0 | 0     |
| 2.50  | 0        | 0     | 0      | 0 | 0     |
| 2.45  | 0        | 0     | 0      | 0 | 0     |
| 3:00  | 0        | 0     | 0      | 0 | 0     |
| 3:15  | 0        | 0     | 0      | 0 | 0     |
| 3:30  | 0        | 0     | 0      | 0 | 0     |
| 3:45  | 1        | 0     | 0      | 0 | 1     |
| 4:00  | 0        | 0     | 0      | 0 | 0     |
| 4:15  | 0        | 0     | 0      | 0 | 0     |
| 4:30  | 1        | 0     | 0      | 0 | 1     |
| 4:45  | 0        | 0     | 0      | 0 | 0     |
| 5:00  | 2        | 0     | 0      | 0 | 2     |
| 5:15  | 7        | 0     | 0      | 0 | 7     |
| 5:30  | 8        | 0     | 0      | 0 | 8     |
| 5:45  | 47       | 0     | 0      | 0 | 47    |
| 6:00  | 2        | 0     | 0      | 0 | 2     |
| 6:15  | 0        | 0     | 0      | 0 | 0     |
| 6:30  | 0        | 0     | 0      | 0 | 0     |
| 6:45  | 2        | 0     | 0      | 0 | 2     |
| 7:00  | 0        | 0     | 0      | 0 | 0     |
| 7:15  | 1        | 0     | 0      | 0 | 1     |
| 7:30  | 1        | 0     | 0      | 0 | 1     |
| 7:45  | 1        | 0     | 0      | 0 | 1     |
| 8:00  | 0        | 0     | 0      | 0 | 0     |
| 8:15  | 0        | 0     | 0      | 0 | 0     |
| 8:30  | 0        | 0     | 0      | 0 | 0     |
| 8:45  | 0        | 0     | 0      | 0 | 0     |
| 9:00  | 0        | 0     | 0      | 0 | 0     |
| 9:15  | 0        | 0     | 0      | 0 | 0     |
| 9:30  | 1        | 0     | 0      | 0 | 1     |
| 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      | 0 | 0     |
| 10:45 | 1        | 0     | 0      | 0 | 1     |
| 11:00 | 1        | 0     | 0      | 0 | 1     |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  | _      |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 30       | 0      | 0      | 0       | 30    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |

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|        | ENTERING |        |        |         |         |
|--------|----------|--------|--------|---------|---------|
|        | Pass     | Large  |        |         |         |
|        | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL   |
| 11:15  | 0        | 0      | 0      | 0       | 0       |
| 11.10  | 0        | 0      | 0      | 0       | 0       |
| 11:45  | 0        | 0      | 0      | 0       | 0       |
| 12.00  | 0        | 0      | 0      | 0       | 0       |
| 12.00  | 0        | 0      | 0      | 0       | 0       |
| 12:13  | 1        | 0      | 0      | 0       | 1       |
| 12.50  | 0        | 0      | 0      | 0       | 0       |
| 13.45  | 0        | 0      | 0      | 0       | 0       |
| 13.00  | 0        | 0      | 0      | 0       | 0       |
| 13.13  | 1        | 0      | 0      | 0       | 1       |
| 12.30  | 0        | 0      | 0      | 0       | 0       |
| 14.00  | 0        | 0      | 0      | 0       | 0       |
| 1/1.00 | 0        | 0      | 0      | 0       | 0       |
| 11.10  | 0        | 0      | 0      | 0       | 0       |
| 14.50  | 0        | 0      | 0      | 0       | 0       |
| 14.45  | 0        | 0      | 0      | 0       | 0       |
| 15:00  | 0        | 0      | 0      | 0       | 0       |
| 15:15  | 0        | 0      | 0      | 0       | 0       |
| 15.30  | 0        | 0      | 0      | 0       | 0       |
| 15:45  | 0        | 0      | 0      | 0       | 0       |
| 16:00  |          | 0      | 0      | 0       | 2<br>14 |
| 10:15  | 14       | 0      | 0      | 0       | 14      |
| 16:30  | 12       | 0      | 0      | 0       | 12      |
| 10:45  | 10       | 0      | 0      | 0       | 16      |
| 17:00  | 1        | 0      | 0      | 0       | 1       |
| 17:15  | 2        | 0      | 0      | 0       | 2       |
| 17:30  | 1        | 0      | 0      | 0       | 1       |
| 17:45  | 0        | 0      | 0      | 0       | 0       |
| 18:00  | 0        | 0      | 0      | 0       | 0       |
| 18:15  | 0        | 0      | 0      | 0       | 0       |
| 18:30  | 0        | 0      | 0      | 0       | 0       |
| 18:45  | 0        | U      | 0      | 0       | 0       |
| 19:00  | 0        | 0      | 0      | 0       | 0       |
| 19:15  | 0        | 0      | 0      | 0       | 0       |
| 19:30  | 0        | 0      | 0      | 0       | 0       |
| 19:45  | 1        | 0      | 0      | 0       | 1       |
| 20:00  | 0        | 0      | 0      | 0       | 0       |
| 20:15  | 0        | 0      | 0      | 0       | 0       |
| 20:30  | 0        | 0      | 0      | 0       | 0       |
| 20:45  | 0        | 0      | 0      | 0       | 0       |
| 21:00  | 0        | 0      | 0      | 0       | 0       |
| 21:15  | 0        | 0      | 0      | 0       | 0       |
| 21:30  | 0        | 0      | 0      | 0       | 0       |
| 21:45  | 0        | 0      | 0      | 0       | 0       |
| 22:00  | 0        | 0      | 0      | 0       | 0       |
| 22:15  | 0        | 0      | 0      | 0       | 0       |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 44       | 0      | 0       | 0       | 44    |
| 22       | 0      | 0       | 0       | 22    |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 1        | 0      | 0        | 0       | 1     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 128      | 0      | 0        | 0       | 128   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 188      | 0      | 0       | 1       | 189   |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 0       | 0     |
| 0.15  | 0        | 0      | 0      | 0       | 0     |
| 0.10  | 0        | 0      | 0      | 0       | 0     |
| 0.30  | 0        | 0      | 0      | 0       | 0     |
| 1.00  | 0        | 0      | 0      | 0       | 0     |
| 1.00  | 0        | 0      | 0      | 0       | 0     |
| 1.13  | 0        | 0      | 0      | 0       | 0     |
| 1.30  | 0        | 0      | 0      | 0       | 0     |
| 2.00  | 0        | 0      | 0      | 0       | 0     |
| 2.00  | 0        | 0      | 0      | 0       | 0     |
| 2.13  | 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     |
| 2.12  | 0        | 0      | 0      | 0       | 0     |
| 3.30  | 1        | 0      | 0      | 0       | 2     |
| 3:45  | 1        | 0      | 0      | 0       | 1     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 1        | 0      | 0      | 0       | 1     |
| 4:30  | 3        | 0      | 0      | 0       | 3     |
| 4:45  | 3        | 0      | 0      | 0       | 3     |
| 5:00  | /        | 0      | 0      | 0       | 7     |
| 5:15  | 46       | 0      | 0      | 0       | 46    |
| 5:30  | 52       | 0      | 0      | 0       | 52    |
| 5:45  | 33       | 0      | 0      | 0       | 33    |
| 6:00  | 5        | 0      | 0      | 0       | 5     |
| 6:15  | 1        | 0      | 0      | 0       | 1     |
| 6:30  | 2        | 0      | 0      | 0       | 2     |
| 6:45  | 5        | 0      | 0      | 0       | 5     |
| 7:00  | 5        | 0      | 0      | 0       | 5     |
| 7:15  | 4        | 0      | 0      | 0       | 4     |
| 7:30  | 4        | 0      | 0      | 0       | 4     |
| 7:45  | 1        | 0      | 0      | 0       | 1     |
| 8:00  | 1        | 0      | 0      | 0       | 1     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 1        | 0      | 0      | 0       | 1     |
| 8:45  | 2        | 0      | 0      | 0       | 2     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 1        | 0      | 0      | 0       | 1     |
| 9:45  | 2        | 0      | 0      | 0       | 2     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 1        | 0      | 0      | 0       | 1     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 1        | 0      | 0      | 0       | 1     |
| 11:00 | 2        | 0      | 0      | 0       | 2     |

| EXITING    |        |        |         |       |  |  |
|------------|--------|--------|---------|-------|--|--|
| Pass Large |        |        |         |       |  |  |
| Vehicles   | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 35         | 0      | 0      | 0       | 35    |  |  |
| 17         | 0      | 0      | 0       | 17    |  |  |
| 3          | 0      | 0      | 0       | 3     |  |  |
| 4          | 0      | 0      | 0       | 4     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 5          | 0      | 0      | 0       | 5     |  |  |
| 4          | 0      | 0      | 0       | 4     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 3          | 0      | 0      | 0       | 3     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 3          | 0      | 0      | 0       | 3     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 0          | 0      | 0      | 0       | 0     |  |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/20/2017 Wednesday

|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
|-------|----------|--------|--------|---------|-------|
| 11:15 | 1        | 0      | 0      | 0       | 1     |
| 11:30 | 2        | 0      | 0      | 0       | 2     |
| 11:45 | 1        | 0      | 0      | 0       | 1     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 1        | 0      | 0      | 0       | 1     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 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 | 3        | 0      | 0      | 0       | 3     |
| 15:45 | 10       | 0      | 0      | 0       | 10    |
| 16:00 | 7        | 0      | 0      | 0       | 7     |
| 16:15 | 15       | 0      | 0      | 0       | 15    |
| 16:30 | 29       | 0      | 0      | 0       | 29    |
| 16:45 | 36       | 0      | 0      | 0       | 36    |
| 17:00 | 12       | 0      | 0      | 0       | 12    |
| 17:15 | 5        | 0      | 0      | 0       | 5     |
| 17:30 | 1        | 0      | 0      | 0       | 1     |
| 17:45 | 5        | 0      | 0      | 0       | 5     |
| 18:00 | 8        | 0      | 0      | 0       | 8     |
| 18:15 | 3        | 0      | 0      | 0       | 3     |
| 18:30 | 1        | 0      | 0      | 0       | 1     |
| 18:45 | 2        | 0      | 0      | 0       | 2     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 1        | 0      | 0      | 0       | 1     |
| 21:00 | 1        | 0      | 0      | 0       | 1     |
| 21:15 | 3        | 0      | 0      | 0       | 3     |
| 21:30 | 2        | 0      | 0      | 0       | 2     |
| 21:45 | 2        | 0      | 0      | 0       | 2     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

| Pass<br>VehiclesLarge<br>2 Axle3 Axle4+ AxleTOTAL000000300030000030000016000160002200020000100001000001000000000100000000000000100010000100001000011000110001100011000110001100011000110001100001000110000100000010000  | EXITING  |        |        |         |       |  |
|---|----------|--------|--------|---------|-------|--|
| Vehicles2 Axle3 Axle4+ AxleTOTAL00000300030000001000016000162000220000220000010000010000010000010000001000010000010000010000010000110000111000111000111000111000011000011000011000011000010000001000011000<   | Pass     | Large  |        |         |       |  |
| 0 0 0 0 3   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 1   6 0 0 0 0 2   2 0 0 0 2 2   0 0 0 0 2 2   0 0 0 0 0 1   0 0 0 0 0 0 1   0 0 0 0 0 0 0   1 0 0 0 0 0 0   1 0 0 0 0 1 0   0 0 0 0 1 1 0 0 1   0 0 0 0 1 1 1 1   0   | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 3 0 0 3   0 0 0 0 0   0 0 0 0 0   1 0 0 0 0   1 0 0 0 1   6 0 0 0 2   0 0 0 0 2   0 0 0 0 2   0 0 0 0 0   1 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   1 0 0 0 1   0 0 0 0 1   0 0 0 0 1   0 0 0 1 1   0 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 1 0 1 0 0 0 0 1 1 0 0 0 0 1 1   | 3        | 0      | 0      | 0       | 3     |  |
| 0 0 0 0 0 0   1 0 0 0 0 1   6 0 0 0 0 2   0 0 0 0 2 0 0 2   0 0 0 0 0 2 0 0 0 2   0 0 0 0 0 0 0 1   0 0 0 0 0 0 0 0   1 0 0 0 0 0 0 0   0 0 0 0 0 0 0 0   1 0 0 0 0 0 1 0   1 0 0 0 0 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 1   1 0 0 0 1   6 0 0 0 2   2 0 0 0 2   0 0 0 0 2   0 0 0 0 2   0 0 0 0 0   1 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   1 0 0 0 0   1 0 0 0 1   3 0 0 0 1   3 0 0 0 1   5 0 0 0 1   5 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 1 0 0 0 1   6 0 0 0 2   0 0 0 0 2   0 0 0 0 2   0 0 0 0 0 2   0 0 0 0 0 0   1 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 1 1   3 0 0 0 1 1   1 0 0 0 1 1   1 0 0 0 0 1   | 1        | 0      | 0      | 0       | 1     |  |
| 2 0 0 0 2   2 0 0 0 2   0 0 0 0 0 2   0 0 0 0 0 1   0 0 0 0 0 0   1 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 1 1   1 0 0 0 1 1   1 0 0 0 1 1   1 0 0 0 1 1   1 0 0 0   | 6        | 0      | 0      | 0       | 6     |  |
| 2 0 0 0 2   0 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 1 0   1 0 0 0 1 0   7 0 0 0 12 0   7 0 0 0 12 0   10 0 0 0 12 0   1 0 0 <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td>  | 2        | 0      | 0      | 0       | 2     |  |
| 0 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   0 0 0 0 0 1   0 0 0 0 0 1   0 0 0 0 1 1   0 0 0 0 1 1   3 0 0 0 1 1   10 0 0 0 1 1   11 0 0 0 1 1   12 0 0 0 1 1   1 0  | 2        | 0      | 0      | 0       | 2     |  |
| 0 0 0 0 1   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 1 0   7 0 0 0 15 0   10 0 0 0 15 0   29 0 0 0 12 0   5 0 0 0 1 1   5 0 0 0 1 1   1 0 0 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>   | 0        | 0      | 0      | 0       | 0     |  |
| 1 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 0 1   3 0 0 0 10 7   15 0 0 0 15 29   29 0 0 0 12 16   5 0 0 0 12 16 16   5 0 0 0 1 16 16   1 0 0 0 1 16  | 1        | 0      | 0      | 0       | 1     |  |
| 0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 1 1   3 0 0 0 1 1   10 0 0 0 1 1   7 0 0 0 1 1   7 0 0 0 1 1   7 0 0 0 12 1   1 0 0 0 1 1   5 0 0 0 1 1   1 0   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 1 0   10 0 0 0 10 7   15 0 0 0 15 15   29 0 0 0 12 15   10 0 0 0 12 16   5 0 0 0 12 16   5 0 0 0 12 16   5 0 0 0 1 16   1 0 0 0 0 1   0   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 1   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 1 3   10 0 0 0 10 3   10 0 0 0 10 7   15 0 0 0 15 3   29 0 0 0 12 36   12 0 0 0 12 36   1 0 0 0 1 3   3 0 0 0 1 3   1 0 0 0 1 3   1 0 0 0 1 1   0 0 <   | 0        | 0      | 0      | 0       | 0     |  |
| 1 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 1   3 0 0 0 3 10   7 0 0 0 10 7   15 0 0 0 15   29 0 0 0 29   36 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   3 0 0 0 3   1 0 0 0 0   0 0 0 0 0   0 0 0 0 0  | 1        | 0      | 0      | 0       | 1     |  |
| 0 0 0 0 0   0 0 0 0 0 1   3 0 0 0 3 3   10 0 0 0 1 3   10 0 0 0 1 3   10 0 0 0 1 3   10 0 0 0 7 15   15 0 0 0 15 29   36 0 0 0 12 29   36 0 0 0 12 2   5 0 0 0 1 2   5 0 0 0 3 3   1 0 0 0 3 3   1 0 0 0 0 1   2 0 0 0 0 0   0 0  | 1        | 0      | 0      | 0       |       |  |
| 0 0 0 0 0   1 0 0 0 1   3 0 0 0 3   10 0 0 0 10   7 0 0 0 7   15 0 0 0 29   36 0 0 0 29   36 0 0 0 36   12 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 1   0 0 0 0 0   0 0 0 0 <t< td=""><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>  | 0        | 0      | 0      | 0       | 0     |  |
| 1 0 0 0 1   3 0 0 0 3   10 0 0 0 10   7 0 0 0 7   15 0 0 0 29   36 0 0 0 29   36 0 0 0 29   36 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 2   0 0 0 0 0   0 0 0 0 0   0 0 0 0 <t< td=""><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>  | 0        | 0      | 0      | 0       | 0     |  |
| 3 0 0 0 0 3   10 0 0 0 0 10   7 0 0 0 7 15   15 0 0 0 15   29 0 0 0 29   36 0 0 0 36   12 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 0   0 0 0 0 0   0 <   | 1        | 0      | 0      | 0       | 1     |  |
| 10 0 0 0 0 7   7 0 0 0 7   15 0 0 0 15   29 0 0 0 29   36 0 0 0 36   12 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 1   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 <td< td=""><td>3</td><td>0</td><td>0</td><td>0</td><td>3</td></td<>   | 3        | 0      | 0      | 0       | 3     |  |
| 7 0 0 0 7   15 0 0 0 15   29 0 0 0 29   36 0 0 0 36   12 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 1   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 1   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   1 0 0 0  | 10       | 0      | 0      | 0       | 10    |  |
| 15 0 0 0 0 29   36 0 0 0 36   12 0 0 0 12   5 0 0 0 12   5 0 0 0 12   5 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 <td< td=""><td>7</td><td>0</td><td>0</td><td>0</td><td>7</td></td<>   | 7        | 0      | 0      | 0       | 7     |  |
| 29 0 0 0 29   36 0 0 0 36   12 0 0 0 12   5 0 0 0 12   5 0 0 0 1   5 0 0 0 1   5 0 0 0 5   8 0 0 0 8   3 0 0 0 1   2 0 0 0 1   2 0 0 0 2   0 0 0 0 0 2   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 0 1<   | 15       | 0      | 0      | 0       | 15    |  |
| 36 0 0 0 36   12 0 0 0 12   5 0 0 0 5   1 0 0 0 1   5 0 0 0 1   5 0 0 0 5   8 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   0 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3   1 0 0 0 3 <td>29</td> <td>0</td> <td>0</td> <td>0</td> <td>29</td>  | 29       | 0      | 0      | 0       | 29    |  |
| 12 0 0 0 12   5 0 0 0 5   1 0 0 0 1   5 0 0 0 1   5 0 0 0 5   8 0 0 0 8   3 0 0 0 3   1 0 0 0 1   2 0 0 0 2   0 0 0 0 0 2   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0   | 36       | 0      | 0      | 0       | 36    |  |
| 5 0 0 0 1   1 0 0 0 1   5 0 0 0 5   8 0 0 0 8   3 0 0 0 3   1 0 0 0 1   2 0 0 0 2   0 0 0 0 2   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   1 0 0 0 0   1 0 0 0 0   1 0 0 0 0   0 0 0 0 0   1 0 0 0 1   0 0 0 0 0   | 12       | 0      | 0      | 0       | 12    |  |
| 1 0 0 0 1   5 0 0 0 5   8 0 0 0 8   3 0 0 0 3   1 0 0 0 1   2 0 0 0 2   0 0 0 0 0 2   0 0 0 0 0 2   0 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 0 1   0 0 0 0 0 1   0 0 0 0 0 0   1 0 0 0 0 2   1 0 0 0 0 1   0   | 5        | 0      | 0      | 0       | 5     |  |
| 5 0 0 0 5   8 0 0 0 8   3 0 0 0 3   1 0 0 0 1   2 0 0 0 2   0 0 0 0 2   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   1 0 0 0 0   1 0 0 0 0   1 0 0 0 0   1 0 0 0 0   5 0 0 0 2   1 0 0 0 1   0 0 0 0 1   0 0 0 0 1   | 1        | 0      | 0      | 0       | 1     |  |
| 8 0 0 0 8   3 0 0 0 3   1 0 0 0 1   2 0 0 0 2   0 0 0 0 2   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   1 0 0 0 0   1 0 0 0 1   0 0 0 0 1   0 0 0 0 1   0 0 0 0 1   0 0 0 0 2   1 0 0 0 1   0 0 0 0 1   0 0 0 0 1   | 5        | 0      | 0      | 0       | 5     |  |
| 3 $0$ $0$ $0$ $3$ $1$ $0$ $0$ $0$ $1$ $2$ $0$ $0$ $0$ $2$ $0$ $1$ $0$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $5$ $0$ $0$ $0$ $5$ $2$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $1$ | 8        | 0      | 0      | 0       | 8     |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 3        | 0      | 0      | 0       | 3     |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 0      | 0      | 0       | 1     |  |
| 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0 0   0 0 0 0 0 0 0 0   1 0 0 0 0 1 0 0 1   0 0 0 0 0 0 1 0 0 0 0 0 1 0   | 2        | 0      | 0      | 0       | 2     |  |
| 0 0 0 0 0   0 0 0 0 0 0   0 0 0 0 0 0 0   1 0 0 0 0 1 0 0 1   0 0 0 0 0 0 1   0 0 0 0 0 1 0   1 0 0 0 0 1 0 0 0 1   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 1 1 0 0 0 1 1 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 0   0 0 0 0 0 0   1 0 0 0 1 0   0 0 0 0 1 0   1 0 0 0 0 1   0 0 0 0 0 1   0 0 0 0 0 1   0 0 0 0 0 0   5 0 0 0 5 2   1 0 0 0 1 1   0 0 0 0 1 1   0 0 0 0 0 1   1 0 0 0 1 1   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 0 0 1   1 0 0 0 0 1 0 0 1   0 0 0 0 0 0 0 1   1 0 0 0 0 1 0 0 1   0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0   | 0        | 0      | 0      | 0       | 0     |  |
| 1 0 0 1   0 0 0 0 0   1 0 0 0 1   0 0 0 0 1   0 0 0 0 0 1   0 0 0 0 0 0 0   0 0 0 0 0 0 0 0   5 0 0 0 0 2 1 0 0 1   0 0 0 0 0 1 0 0 1   1 0 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 0   1 0 0 0 1   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   5 0 0 0 2   1 0 0 0 1   0 0 0 0 1   1 0 0 0 1   | 1        | 0      | 0      | 0       | 1     |  |
| 1 0 0 0 1   0 0 0 0 0 0   0 0 0 0 0 0 0   0 0 0 0 0 0 0 0   5 0 0 0 0 2 1 0 0 1   0 0 0 0 0 1 0 0 1   1 0 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 0 0 0 0 0   0 0 0 0 0 0   5 0 0 0 5 5   2 0 0 0 2 1   0 0 0 0 1 1   0 0 0 0 1 1   1 0 0 0 1 1   | 1        | 0      | 0      | 0       | 1     |  |
| 0 0 0 0 0   5 0 0 0 5   2 0 0 0 2   1 0 0 0 1   0 0 0 0 0   1 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 5 0 0 0 5   2 0 0 0 2   1 0 0 0 1   0 0 0 0 0   1 0 0 0 0   1 0 0 0 1   | 0        | 0      | 0      | 0       | 0     |  |
| 2 0 0 0 2   1 0 0 0 1   0 0 0 0 0   1 0 0 0 0   1 0 0 0 1   | 5        | 0      | 0      | 0       | 5     |  |
| 1 0 0 0 1   0 0 0 0 0 0   1 0 0 0 1 1   | 2        | 0      | 0      | 0       | 2     |  |
| 0 0 0 0 0   1 0 0 0 1   | 1        | 0      | 0      | 0       | 1     |  |
| 1 0 0 0 <b>1</b>  | 0        | 0      | 0      | 0       | 0     |  |
|   | 1        | 0      | 0      | 0       | 1     |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 1        | 0      | 0        | 0       | 1     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 341      | 0      | 0        | 0       | 341   |

|          |        | EVITING |         |       |
|----------|--------|---------|---------|-------|
|          |        | EXITING |         |       |
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 264      | 0      | 0       | 0       | 264   |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 2        | 0      | 0      | 0       | 2     |
| 0:15  | 1        | 0      | 0      | 0       | 1     |
| 0:30  | 2        | 5      | 0      | 0       | 7     |
| 0:45  | 0        | 1      | 1      | 0       | 2     |
| 1:00  | 0        | 1      | 0      | 1       | 2     |
| 1:15  | 1        | 0      | 0      | 1       | 2     |
| 1:30  | 3        | 1      | 0      | 2       | 6     |
| 1:45  | 3        | 0      | 0      | 1       | 4     |
| 2:00  | 1        | 0      | 0      | 1       | 2     |
| 2:15  | 5        | 0      | 0      | 1       | 6     |
| 2:30  | 7        | 0      | 1      | 0       | 8     |
| 2:45  | 4        | 0      | 0      | 0       | 4     |
| 3:00  | 4        | 0      | 0      | 0       | 4     |
| 3:15  | 4        | 0      | 0      | 0       | 4     |
| 3:30  | 7        | 0      | 0      | 0       | 7     |
| 3:45  | 6        | 0      | 0      | 0       | 6     |
| 4:00  | 6        | 1      | 0      | 1       | 8     |
| 4:15  | 10       | 0      | 1      | 0       | 11    |
| 4:30  | 27       | 0      | 0      | 0       | 27    |
| 4:45  | 41       | 0      | 1      | 0       | 42    |
| 5:00  | 63       | 0      | 0      | 1       | 64    |
| 5:15  | 125      | 0      | 0      | 0       | 125   |
| 5:30  | 183      | 0      | 0      | 0       | 183   |
| 5:45  | 237      | 1      | 0      | 0       | 238   |
| 6:00  | 62       | 1      | 0      | 0       | 63    |
| 6:15  | 66       | 0      | 0      | 0       | 66    |
| 6:30  | 152      | 1      | 0      | 1       | 154   |
| 6:45  | 201      | 0      | 0      | 1       | 202   |
| 7:00  | 173      | 0      | 1      | 4       | 178   |
| 7:15  | 204      | 0      | 0      | 0       | 204   |
| 7:30  | 68       | 0      | 1      | 1       | 70    |
| 7:45  | 36       | 0      | 0      | 0       | 36    |
| 8:00  | 21       | 0      | 1      | 2       | 24    |
| 8:15  | 32       | 0      | 1      | 0       | 33    |
| 8:30  | 24       | 0      | 0      | 0       | 24    |
| 8:45  | 28       | 0      | 0      | 0       | 28    |
| 9:00  | 10       | 0      | 1      | 0       | 11    |
| 9:15  | 7        | 0      | 0      | 3       | 10    |
| 9:30  | 7        | 0      | 0      | 2       | 9     |
| 9:45  | 15       | 1      | 1      | 2       | 19    |
| 10:00 | 5        | 0      | 0      | 1       | 6     |
| 10:15 | 11       | 0      | 3      | 1       | 15    |
| 10:30 | 5        | 0      | 0      | 1       | 6     |
| 10:45 | 7        | 0      | 1      | 2       | 10    |
| 11:00 | 15       | 2      | 4      | 2       | 23    |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 11       | 0      | 1       | 0       | 12    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 11       | 0      | 0       | 0       | 11    |
| 12       | 0      | 1       | 0       | 13    |
| 2        | 0      | 0       | 0       | 2     |
| 16       | 0      | 0       | 1       | 17    |
| 11       | 0      | 1       | 0       | 12    |
| 10       | 3      | 0       | 0       | 13    |
| 31       | 2      | 1       | 0       | 34    |
| 31       | 0      | 0       | 0       | 31    |
| 12       | 0      | 0       | 0       | 12    |
| 12       | 0      | 0       | 1       | 13    |
| 21       | 1      | 0       | 2       | 24    |
| 194      | 0      | 1       | 0       | 195   |
| 110      | 0      | 0       | 0       | 110   |
| 34       | 0      | 0       | 0       | 34    |
| 40       | 0      | 1       | 0       | 41    |
| 155      | 0      | 0       | 2       | 157   |
| 54       | 0      | 0       | 1       | 55    |
| 257      | 0      | 0       | 0       | 257   |
| 87       | 0      | 1       | 1       | 89    |
| 18       | 0      | 0       | 0       | 18    |
| 10       | 1      | 0       | 0       | 11    |
| 16       | 0      | 0       | 0       | 16    |
| 20       | 1      | 0       | 0       | 21    |
| 22       | 0      | 0       | 0       | 22    |
| 28       | 0      | 0       | 0       | 28    |
| 31       | 0      | 1       | 1       | 33    |
| 34       | 1      | 2       | 0       | 37    |
| 14       | 0      | 0       | 0       | 14    |
| 5        | 0      | 2       | 1       | 8     |
| 4        | 0      | 0       | 1       | 5     |
| 8        | 0      | 1       | 1       | 10    |
| 10       | 0      | 1       | 0       | 11    |
| 5        | 0      | 0       | 1       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 1       | 3     |
| 3        | 0      | 0       | 1       | 4     |
| 7        | 0      | 1       | 0       | 8     |
| 4        | 0      | 0       | 1       | 5     |
| 11       | 1      | 1       | 1       | 14    |
| 14       | 0      | 0       | 1       | 15    |
| 16       | 0      | 1       | 1       | 18    |
| 9        | 1      | 1       | 2       | 13    |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11.15 | 12       | 0      | 1      | 0       | 13    |
| 11:30 | 10       | 0      | 1      | 3       | 14    |
| 11.30 | 6        | 1      | 1      | 2       | 10    |
| 12.00 | 14       | 0      | 2      | 1       | 18    |
| 12.00 | 17       | 0      | 0      | 0       | 17    |
| 12:13 | 17       | 0      | 0      | 4       | 16    |
| 12:30 | 8        | 6      | 0      | 1       | 15    |
| 13.40 | 10       | 3      | 2      | 2       | 17    |
| 13.00 | 8        | 0      | 1      | 0       | 9     |
| 13.20 | <u>ح</u> | 3      | 0      | 1       | 8     |
| 13.30 | 3        | 0      | 0      | 1       | 4     |
| 14:00 | 6        | 0      | 0      | 1       | 7     |
| 14.15 | 7        | 0      | 1      | 1       | 9     |
| 14.30 | 10       | 0      | 0      | 0       | 10    |
| 14:45 | 10       | 1      | 0      | 1       | 12    |
| 15.00 | 4        | 0      | 0      | 2       | 6     |
| 15.00 | 9        | 0      | 0      | 0       | 9     |
| 15.10 | 20       | 0      | 1      | 1       | 22    |
| 15:45 | 37       | 0      | 1      | 1       | 39    |
| 16:00 | 43       | 0      | 0      | 0       | 43    |
| 16.00 | 105      | 0      | 1      | 0       | 106   |
| 16.30 | 176      | 0      | 0      | 2       | 178   |
| 16:45 | 150      | 0      | 1      | 2       | 153   |
| 17.00 | 67       | 1      | 0      | 1       | 69    |
| 17:15 | 92       | - 0    | 1      | 0       | 93    |
| 17:30 | 142      | 0      | 0      | 2       | 144   |
| 17:45 | 146      | 0      | 2      | 1       | 149   |
| 18:00 | 163      | 0      | 1      | 0       | 164   |
| 18:15 | 145      | 0      | 0      | 2       | 147   |
| 18:30 | 29       | 0      | 0      | 1       | 30    |
| 18:45 | 17       | 0      | 0      | 1       | 18    |
| 19:00 | 11       | 0      | 0      | 2       | 13    |
| 19:15 | 11       | 1      | 0      | 0       | 12    |
| 19:30 | 9        | 0      | 0      | 1       | 10    |
| 19:45 | 3        | 0      | 0      | 0       | 3     |
| 20:00 | 8        | 0      | 1      | 1       | 10    |
| 20:15 | 0        | 0      | 0      | 1       | 1     |
| 20:30 | 1        | 0      | 0      | 1       | 2     |
| 20:45 | 7        | 0      | 0      | 0       | 7     |
| 21:00 | 5        | 0      | 0      | 1       | 6     |
| 21:15 | 10       | 1      | 0      | 3       | 14    |
| 21:30 | 18       | 0      | 1      | 1       | 20    |
| 21:45 | 19       | 0      | 0      | 0       | 19    |
| 22:00 | 4        | 0      | 1      | 1       | 6     |
| 22:15 | 8        | 0      | 3      | 1       | 12    |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 9        | 0      | 2       | 3       | 14    |
| 31       | 2      | 0       | 1       | 34    |
| 22       | 0      | 0       | 3       | 25    |
| 16       | 1      | 1       | 1       | 19    |
| 12       | 2      | 0       | 7       | 21    |
| 25       | 0      | 1       | 1       | 27    |
| 31       | 0      | 1       | 2       | 34    |
| 34       | 0      | 2       | 0       | 36    |
| 11       | 0      | 1       | 1       | 13    |
| 22       | 1      | 1       | 0       | 24    |
| 8        | 1      | 0       | 1       | 10    |
| 13       | 3      | 0       | 0       | 16    |
| 14       | 4      | 0       | 0       | 18    |
| 23       | 0      | 0       | 1       | 24    |
| 17       | 0      | 0       | 0       | 17    |
| 17       | 0      | 1       | 1       | 19    |
| 17       | 2      | 0       | 3       | 22    |
| 24       | 1      | 0       | 2       | 27    |
| 28       | 0      | 1       | 0       | 29    |
| 36       | 0      | 0       | 0       | 36    |
| 37       | 0      | 0       | 1       | 38    |
| 239      | 0      | 0       | 1       | 240   |
| 139      | 0      | 0       | 1       | 140   |
| 72       | 0      | 1       | 1       | 74    |
| 63       | 0      | 1       | 2       | 66    |
| 246      | 0      | 0       | 0       | 246   |
| 112      | 0      | 0       | 4       | 116   |
| 311      | 0      | 0       | 1       | 312   |
| 131      | 0      | 1       | 1       | 133   |
| 43       | 0      | 2       | 0       | 45    |
| 20       | 0      | 0       | 0       | 20    |
| 19       | 0      | 0       | 0       | 19    |
| 13       | 0      | 1       | 0       | 14    |
| 15       | 0      | 0       | 0       | 15    |
| 6        | 0      | 0       | 1       | 7     |
| 12       | 0      | 0       | 0       | 12    |
| 4        | 0      | 1       | 0       | 5     |
| 6        | 0      | 1       | 0       | 7     |
| 4        | 0      | 0       | 6       | 10    |
| 3        | 1      | 0       | 1       | 5     |
| 26       | 0      | 0       | 1       | 27    |
| 18       | 0      | 1       | 0       | 19    |
| 15       | 0      | 0       | 0       | 15    |
| 11       | 0      | 1       | 1       | 13    |
| 11       | 1      | 1       | 1       | 14    |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 9        | 0      | 2        | 0       | 11    |
| 22:45 | 18       | 1      | 0        | 1       | 20    |
| 23:00 | 12       | 1      | 0        | 0       | 13    |
| 23:15 | 11       | 0      | 0        | 0       | 11    |
| 23:30 | 10       | 0      | 0        | 0       | 10    |
| 23:45 | 5        | 0      | 0        | 0       | 5     |
|       | 3552     | 34     | 44       | 80      | 3710  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 30       | 0      | 0       | 1       | 31    |
| 15       | 0      | 2       | 0       | 17    |
| 12       | 0      | 1       | 4       | 17    |
| 29       | 0      | 0       | 1       | 30    |
| 27       | 0      | 0       | 2       | 29    |
| 25       | 0      | 0       | 0       | 25    |
| 3538     | 30     | 43      | 79      | 3690  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 1 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 0        | 0      | 0      | 0       | 0     |  |
| 0:15  | 2        | 0      | 0      | 0       | 2     |  |
| 0:30  | 1        | 0      | 0      | 0       | 1     |  |
| 0:45  | 2        | 0      | 0      | 0       | 2     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 1        | 0      | 0      | 0       | 1     |  |
| 1:30  | 1        | 0      | 0      | 0       | 1     |  |
| 1:45  | 2        | 0      | 0      | 0       | 2     |  |
| 2:00  | 1        | 1      | 0      | 0       | 2     |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |
| 2:30  | 1        | 0      | 0      | 0       | 1     |  |
| 2:45  | 1        | 0      | 0      | 0       | 1     |  |
| 3:00  | 3        | 0      | 0      | 0       | 3     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 3        | 0      | 0      | 0       | 3     |  |
| 3:45  | 2        | 0      | 0      | 0       | 2     |  |
| 4:00  | 2        | 1      | 0      | 0       | 3     |  |
| 4:15  | 7        | 0      | 0      | 0       | 7     |  |
| 4:30  | 4        | 0      | 0      | 0       | 4     |  |
| 4:45  | 11       | 0      | 0      | 0       | 11    |  |
| 5:00  | 25       | 0      | 0      | 0       | 25    |  |
| 5:15  | 42       | 0      | 0      | 0       | 42    |  |
| 5:30  | 95       | 0      | 0      | 0       | 95    |  |
| 5:45  | 95       | 0      | 0      | 0       | 95    |  |
| 6:00  | 25       | 0      | 0      | 0       | 25    |  |
| 6:15  | 23       | 0      | 0      | 0       | 23    |  |
| 6:30  | 33       | 0      | 0      | 0       | 33    |  |
| 6:45  | 46       | 0      | 0      | 0       | 46    |  |
| 7:00  | 27       | 0      | 0      | 0       | 27    |  |
| 7:15  | 26       | 0      | 0      | 0       | 26    |  |
| 7:30  | 7        | 0      | 0      | 0       | 7     |  |
| 7:45  | 4        | 0      | 0      | 0       | 4     |  |
| 8:00  | 9        | 0      | 0      | 0       | 9     |  |
| 8:15  | 11       | 1      | 0      | 0       | 12    |  |
| 8:30  | 7        | 0      | 0      | 0       | 7     |  |
| 8:45  | 6        | 0      | 0      | 0       | 6     |  |
| 9:00  | 4        | 0      | 0      | 0       | 4     |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |
| 9:30  | 1        | 0      | 0      | 0       | 1     |  |
| 9:45  | 7        | 0      | 0      | 0       | 7     |  |
| 10:00 | 0        | 1      | 0      | 0       | 1     |  |
| 10:15 | 2        | 0      | 0      | 0       | 2     |  |
| 10:30 | 5        | 0      | 0      | 0       | 5     |  |
| 10:45 | 7        | 0      | 0      | 0       | 7     |  |
| 11:00 | 5        | 0      | 0      | 0       | 5     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 68       | 0      | 0       | 0       | 68    |
| 30       | 0      | 0       | 0       | 30    |
| 14       | 0      | 0       | 0       | 14    |
| 13       | 0      | 0       | 0       | 13    |
| 16       | 0      | 0       | 0       | 16    |
| 6        | 0      | 0       | 0       | 6     |
| 18       | 0      | 0       | 0       | 18    |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| - 1      | 0      | 0       | 0       | 1     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 1 9/21/2017 Thursday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15 | 6        | 0      | 0      | 0       | 6     |
| 11.10 | 3        | 0      | 0      | 0       | 3     |
| 11.30 | 6        | 0      | 0      | 0       | 6     |
| 12.00 | 4        | 0      | 0      | 0       | 4     |
| 12.00 | 3        | 0      | 0      | 0       | 3     |
| 12:10 | 4        | 0      | 0      | 0       | 4     |
| 12:30 | 6        | 1      | 0      | 0       | 7     |
| 13.00 | 1        | 0      | 0      | 0       | 1     |
| 13:15 | 4        | 0      | 0      | 0       | 4     |
| 13:30 | 3        | 0      | 0      | 0       | 3     |
| 13:45 | 1        | 0      | 0      | 0       | 1     |
| 14:00 | 2        | 0      | 0      | 0       | 2     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 1        | 0      | 0      | 0       | 1     |
| 14:45 | 6        | 0      | 0      | 0       | 6     |
| 15:00 | 6        | 0      | 0      | 0       | 6     |
| 15:15 | 7        | 0      | 0      | 0       | 7     |
| 15:30 | 12       | 0      | 0      | 0       | 12    |
| 15:45 | 3        | 0      | 0      | 0       | 3     |
| 16:00 | 3        | 0      | 0      | 0       | 3     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 74       | 0      | 0      | 0       | 74    |
| 16:45 | 44       | 0      | 0      | 0       | 44    |
| 17:00 | 24       | 0      | 0      | 0       | 24    |
| 17:15 | 33       | 0      | 0      | 0       | 33    |
| 17:30 | 45       | 0      | 0      | 0       | 45    |
| 17:45 | 41       | 0      | 0      | 0       | 41    |
| 18:00 | 57       | 0      | 0      | 0       | 57    |
| 18:15 | 36       | 0      | 0      | 0       | 36    |
| 18:30 | 5        | 0      | 0      | 0       | 5     |
| 18:45 | 4        | 0      | 0      | 0       | 4     |
| 19:00 | 1        | 0      | 0      | 0       | 1     |
| 19:15 | 1        | 0      | 0      | 0       | 1     |
| 19:30 | 1        | 0      | 0      | 0       | 1     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 1        | 0      | 0      | 0       | 1     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 1        | 0      | 0      | 0       | 1     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 1        | 0      | 0      | 0       | 1     |
| 21:45 | 1        | 0      | 0      | 0       | 1     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 4        | 0      | 0      | 0       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 1      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 1      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 39       | 0      | 0       | 0       | 39    |
| 13       | 0      | 0       | 0       | 13    |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |

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|       | ENTERING         |                 |        |         |       |
|-------|------------------|-----------------|--------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 1                | 0               | 0      | 0       | 1     |
| 22:45 | 0                | 0               | 0      | 0       | 0     |
| 23:00 | 0                | 0               | 0      | 0       | 0     |
| 23:15 | 1                | 0               | 0      | 0       | 1     |
| 23:30 | 2                | 0               | 0      | 0       | 2     |
| 23:45 | 1                | 0               | 0      | 0       | 1     |
|       | 1018             | 5               | 0      | 0       | 1023  |

|          |        | EVITING |         |       |
|----------|--------|---------|---------|-------|
|          |        | EXITING |         |       |
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 411      | 2      | 0       | 0       | 413   |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 0       | 0     |
| 0:15  | 1        | 0      | 0      | 0       | 1     |
| 0:30  | 1        | 0      | 0      | 0       | 1     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1:00  | 1        | 0      | 0      | 0       | 1     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 1        | 0      | 0      | 0       | 1     |
| 1:45  | 1        | 0      | 0      | 0       | 1     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 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  | 3        | 0      | 0      | 0       | 3     |
| 3:45  | 2        | 0      | 0      | 0       | 2     |
| 4:00  | 4        | 0      | 0      | 0       | 4     |
| 4:15  | 1        | 0      | 0      | 0       | 1     |
| 4:30  | 2        | 0      | 0      | 0       | 2     |
| 4:45  | 10       | 0      | 0      | 0       | 10    |
| 5:00  | 9        | 1      | 0      | 0       | 10    |
| 5:15  | 5        | 0      | 0      | 0       | 5     |
| 5:30  | 10       | 0      | 0      | 0       | 10    |
| 5:45  | 24       | 0      | 0      | 0       | 24    |
| 6:00  | 12       | 0      | 0      | 0       | 12    |
| 6:15  | 13       | 0      | 0      | 0       | 13    |
| 6:30  | 58       | 0      | 0      | 0       | 58    |
| 6:45  | 39       | 0      | 0      | 0       | 39    |
| 7:00  | 19       | 0      | 0      | 0       | 19    |
| 7:15  | 14       | 0      | 0      | 0       | 14    |
| 7:30  | 4        | 0      | 0      | 0       | 4     |
| 7:45  | 1        | 0      | 0      | 0       | 1     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 5        | 0      | 0      | 0       | 5     |
| 8:30  | 2        | 0      | 0      | 0       | 2     |
| 8:45  | 2        | 0      | 0      | 0       | 2     |
| 9:00  | 1        | 0      | 0      | 0       | 1     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 1        | 0      | 0      | 0       | 1     |
| 9:45  | 1        | 0      | 0      | 0       | 1     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 1        | 0      | 0      | 0       | 1     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 2        | 0      | 0      | 0       | 2     |

|          |        | EXITING | -       |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 1      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 51       | 0      | 0       | 0       | 51    |
| 25       | 0      | 0       | 0       | 25    |
| 11       | 0      | 0       | 0       | 11    |
| 9        | 0      | 0       | 0       | 9     |
| 42       | 0      | 0       | 0       | 42    |
| 13       | 0      | 0       | 0       | 13    |
| 67       | 0      | 0       | 0       | 67    |
| 15       | 0      | 0       | 0       | 15    |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 0      | 0       | 0       | 11    |
| 16       | 0      | 0       | 0       | 16    |
| 20       | 0      | 0       | 0       | 20    |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |

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|       | ENTERING |        |          |         |       |  |
|-------|----------|--------|----------|---------|-------|--|
|       | Pass     | Largo  | ENTERING |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 11:15 | 2        | 0      | 0        | 0       | 2     |  |
| 11:30 | 2        | 0      | 0        | 0       | 2     |  |
| 11:45 | 2        | 0      | 0        | 0       | 2     |  |
| 12:00 | 2        | 0      | 0        | 0       | 2     |  |
| 12:15 | 3        | 0      | 0        | 0       | 3     |  |
| 12:30 | 3        | 1      | 0        | 0       | 4     |  |
| 12:45 | 1        | 0      | 0        | 0       | 1     |  |
| 13:00 | 4        | 1      | 0        | 0       | 5     |  |
| 13:15 | 1        | 0      | 0        | 0       | 1     |  |
| 13:30 | 0        | 0      | 0        | 0       | 0     |  |
| 13:45 | 0        | 0      | 0        | 0       | 0     |  |
| 14:00 | 4        | 0      | 0        | 0       | 4     |  |
| 14:15 | 0        | 0      | 0        | 0       | 0     |  |
| 14:30 | 0        | 0      | 0        | 0       | 0     |  |
| 14:45 | 1        | 0      | 0        | 0       | 1     |  |
| 15:00 | 0        | 0      | 0        | 0       | 0     |  |
| 15:15 | 2        | 0      | 0        | 0       | 2     |  |
| 15:30 | 5        | 0      | 0        | 0       | 5     |  |
| 15:45 | 11       | 0      | 0        | 0       | 11    |  |
| 16:00 | 31       | 0      | 0        | 0       | 31    |  |
| 16:15 | 62       | 0      | 0        | 0       | 62    |  |
| 16:30 | 24       | 0      | 0        | 0       | 24    |  |
| 16:45 | 16       | 0      | 0        | 0       | 16    |  |
| 17:00 | 3        | 0      | 0        | 0       | 3     |  |
| 17:15 | 17       | 0      | 0        | 0       | 17    |  |
| 17:30 | 29       | 0      | 0        | 0       | 29    |  |
| 17:45 | 36       | 0      | 0        | 0       | 36    |  |
| 18:00 | 36       | 0      | 0        | 0       | 36    |  |
| 18:15 | 28       | 0      | 0        | 0       | 28    |  |
| 18:30 | 6        | 0      | 0        | 0       | 6     |  |
| 18:45 | 0        | 1      | 0        | 0       | 1     |  |
| 19:00 | 3        | 0      | 0        | 0       | 3     |  |
| 19:15 | 4        | 0      | 0        | 0       | 4     |  |
| 19:30 | 0        | 0      | 0        | 0       | 0     |  |
| 19:45 | 1        | 0      | 0        | 0       | 1     |  |
| 20:00 | 5        | 0      | 0        | 0       | 5     |  |
| 20:15 | 2        | 0      | 0        | 0       | 2     |  |
| 20:30 | 2        | 0      | 0        | 0       | 2     |  |
| 20:45 | 0        | 0      | 0        | 0       | 0     |  |
| 21:00 | 3        | 0      | 0        | 0       | 3     |  |
| 21:15 | 4        | 0      | 0        | 0       | 4     |  |
| 21:30 | 10       | 0      | 0        | 0       | 10    |  |
| 21:45 | 17       | 0      | 0        | 0       | 17    |  |
| 22:00 | 4        | 0      | 0        | 0       | 4     |  |
| 22:15 | 4        | 0      | 0        | 0       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 1      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 11       | 0      | 0       | 0       | 11    |
| 8        | 0      | 0       | 0       | 8     |
| 12       | 0      | 0       | 0       | 12    |
| 10       | 0      | 0       | 0       | 10    |
| 85       | 0      | 0       | 0       | 85    |
| 31       | 0      | 0       | 0       | 31    |
| 11       | 0      | 0       | 0       | 11    |
| 19       | 0      | 0       | 0       | 19    |
| 56       | 0      | 0       | 0       | 56    |
| 30       | 0      | 0       | 0       | 30    |
| 60       | 0      | 0       | 0       | 60    |
| 29       | 0      | 0       | 0       | 29    |
| 10       | 0      | 0       | 0       | 10    |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |

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|       | Pass<br>Vehicles | Large |   |   | τοται |
|-------|------------------|-------|---|---|-------|
| 22:30 | 1                | 0     | 0 | 0 | 1     |
| 22:45 | 9                | 1     | 0 | 0 | 10    |
| 23:00 | 1                | 0     | 0 | 0 | 1     |
| 23:15 | 4                | 0     | 0 | 0 | 4     |
| 23:30 | 5                | 0     | 0 | 0 | 5     |
| 23:45 | 8                | 0     | 0 | 0 | 8     |
|       | 671              | 5     | 0 | 0 | 676   |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 917      | 4      | 0      | 0       | 921   |  |  |  |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 1        | 0      | 0      | 0       | 1     |  |
| 0:15  | 0        | 0      | 0      | 0       | 0     |  |
| 0:30  | 1        | 0      | 0      | 0       | 1     |  |
| 0:45  | 0        | 0      | 0      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 2        | 0      | 0      | 0       | 2     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |
| 4:30  | 3        | 0      | 0      | 0       | 3     |  |
| 4:45  | 5        | 0      | 0      | 0       | 5     |  |
| 5:00  | 3        | 0      | 0      | 0       | 3     |  |
| 5:15  | 2        | 0      | 0      | 0       | 2     |  |
| 5:30  | 0        | 0      | 0      | 0       | 0     |  |
| 5:45  | 2        | 0      | 0      | 0       | 2     |  |
| 6:00  | 6        | 0      | 0      | 0       | 6     |  |
| 6:15  | 9        | 0      | 0      | 0       | 9     |  |
| 6:30  | 25       | 0      | 0      | 0       | 25    |  |
| 6:45  | 43       | 0      | 0      | 0       | 43    |  |
| 7:00  | 19       | 0      | 0      | 0       | 19    |  |
| 7:15  | 12       | 0      | 0      | 0       | 12    |  |
| 7:30  | 4        | 0      | 0      | 0       | 4     |  |
| 7:45  | 3        | 0      | 0      | 0       | 3     |  |
| 8:00  | 2        | 0      | 0      | 0       | 2     |  |
| 8:15  | 3        | 0      | 0      | 0       | 3     |  |
| 8:30  | 2        | 0      | 0      | 0       | 2     |  |
| 8:45  | 3        | 0      | 0      | 0       | 3     |  |
| 9:00  | 1        | 0      | 0      | 0       | 1     |  |
| 9:15  | 0        | 0      | 0      | 0       | 0     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 1        | 0      | 0      | 0       | 1     |  |
| 10:00 | 1        | 0      | 0      | 0       | 1     |  |
| 10:15 | 0        | 0      | 0      | 0       | 0     |  |
| 10:30 | 1        | 0      | 0      | 0       | 1     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 2        | 0      | 0      | 0       | 2     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 17       | 0      | 0       | 0       | 17    |
| 13       | 0      | 0       | 0       | 13    |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 26       | 0      | 0       | 0       | 26    |
| 6        | 0      | 0       | 0       | 6     |
| 38       | 0      | 0       | 0       | 38    |
| 14       | 0      | 0       | 0       | 14    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 1        | 0      | 0      | 0       | 1     |
| 12:00 | 2        | 0      | 0      | 0       | 2     |
| 12:15 | 1        | 0      | 0      | 0       | 1     |
| 12:30 | 1        | 0      | 0      | 0       | 1     |
| 12:45 | 3        | 0      | 0      | 0       | 3     |
| 13:00 | 4        | 0      | 0      | 0       | 4     |
| 13:15 | 2        | 0      | 0      | 0       | 2     |
| 13:30 | 1        | 0      | 0      | 0       | 1     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 1        | 0      | 0      | 0       | 1     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:15 | 1        | 0      | 0      | 0       | 1     |
| 15:30 | 1        | 0      | 0      | 0       | 1     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 7        | 0      | 0      | 0       | 7     |
| 16:45 | 4        | 0      | 0      | 0       | 4     |
| 17:00 | 7        | 0      | 0      | 0       | 7     |
| 17:15 | 12       | 0      | 0      | 0       | 12    |
| 17:30 | 17       | 0      | 0      | 0       | 17    |
| 17:45 | 13       | 0      | 0      | 0       | 13    |
| 18:00 | 16       | 0      | 0      | 0       | 16    |
| 18:15 | 21       | 0      | 0      | 0       | 21    |
| 18:30 | 1        | 0      | 0      | 0       | 1     |
| 18:45 | 1        | 0      | 0      | 0       | 1     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 1        | 0      | 0      | 0       | 1     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 28       | 0      | 0       | 0       | 28    |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 55       | 0      | 0       | 0       | 55    |
| 16       | 0      | 0       | 0       | 16    |
| 30       | 0      | 0       | 0       | 30    |
| 16       | 0      | 0       | 0       | 16    |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 3 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 1        | 0      | 0        | 0       | 1     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 277      | 0      | 0        | 0       | 277   |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 370      | 0       | 0      | 0       | 370   |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 4 9/21/2017 Thursday

| 1     |          |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | ENTERING |        |        |         |       |  |  |
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 0:15  | 1        | 0      | 0      | 0       | 1     |  |  |
| 0:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 0:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:30  | 2        | 0      | 0      | 0       | 2     |  |  |
| 4:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:30  | 1        | 0      | 0      | 0       | 1     |  |  |
| 5:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 6:00  | 3        | 0      | 0      | 0       | 3     |  |  |
| 6:15  | 9        | 0      | 0      | 0       | 9     |  |  |
| 6:30  | 16       | 0      | 0      | 0       | 16    |  |  |
| 6:45  | 45       | 0      | 0      | 0       | 45    |  |  |
| 7:00  | 59       | 0      | 0      | 0       | 59    |  |  |
| 7:15  | 103      | 0      | 0      | 0       | 103   |  |  |
| 7:30  | 28       | 0      | 0      | 0       | 28    |  |  |
| 7:45  | 7        | 0      | 0      | 0       | 7     |  |  |
| 8:00  | 7        | 0      | 0      | 0       | 7     |  |  |
| 8:15  | 5        | 0      | 0      | 0       | 5     |  |  |
| 8:30  | 4        | 0      | 0      | 0       | 4     |  |  |
| 8:45  | 4        | 0      | 0      | 0       | 4     |  |  |
| 9:00  | 2        | 0      | 0      | 0       | 2     |  |  |
| 9:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:30  | 1        | 0      | 0      | 0       | 1     |  |  |
| 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      | 0       | 0     |  |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:00 | 1        | 0      | 0      | 0       | 1     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 1      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 9        | 0      | 0       | 0       | 9     |
| 9        | 0      | 0       | 0       | 9     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 57       | 0      | 0       | 0       | 57    |
| 10       | 0      | 0       | 0       | 10    |
| 59       | 0      | 0       | 0       | 59    |
| 30       | 0      | 0       | 0       | 30    |
| 8        | 0      | 0       | 0       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 4 9/21/2017 Thursday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15 | 1        | 0      | 0      | 0       | 1     |
| 11.10 | 0        | 0      | 0      | 0       | 0     |
| 11.30 | 2        | 0      | 0      | 0       | 2     |
| 12.00 | 2        | 0      | 0      | 0       | 2     |
| 12.00 | 0        | 0      | 0      | 0       | 0     |
| 12:10 | 5        | 0      | 0      | 0       | 5     |
| 12:30 | 1        | 0      | 0      | 0       | 1     |
| 13.00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 1        | 0      | 0      | 0       | 1     |
| 13:30 | 1        | 0      | 0      | 0       | 1     |
| 13:45 | 1        | 0      | 0      | 0       | 1     |
| 14:00 | 1        | 0      | 0      | 0       | 1     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 2        | 0      | 0      | 0       | 2     |
| 15:15 | 1        | 0      | 0      | 0       | 1     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 3        | 0      | 0      | 0       | 3     |
| 16:15 | 1        | 0      | 0      | 0       | 1     |
| 16:30 | 2        | 0      | 0      | 0       | 2     |
| 16:45 | 1        | 0      | 0      | 0       | 1     |
| 17:00 | 8        | 0      | 0      | 0       | 8     |
| 17:15 | 4        | 0      | 0      | 0       | 4     |
| 17:30 | 11       | 0      | 0      | 0       | 11    |
| 17:45 | 13       | 0      | 0      | 0       | 13    |
| 18:00 | 9        | 0      | 0      | 0       | 9     |
| 18:15 | 15       | 0      | 0      | 0       | 15    |
| 18:30 | 2        | 0      | 0      | 0       | 2     |
| 18:45 | 1        | 0      | 0      | 0       | 1     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 1        | 0      | 0      | 0       | 1     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 2        | 0      | 0      | 0       | 2     |
| 20:00 | 1        | 0      | 0      | 0       | 1     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 1        | 0      | 0      | 0       | 1     |
| 21:15 | 2        | 0      | 0      | 0       | 2     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 2        | 0      | 0      | 0       | 2     |
| 22:00 | 1        | 0      | 0      | 0       | 1     |
| 22:15 | 1        | 0      | 0      | 0       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 14       | 0      | 0       | 0       | 14    |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 11       | 0      | 0       | 0       | 11    |
| 15       | 0      | 0       | 0       | 15    |
| 8        | 0      | 0       | 0       | 8     |
| 14       | 0      | 0       | 0       | 14    |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 18       | 1      | 0       | 0       | 19    |
| 21       | 0      | 0       | 0       | 21    |
| 16       | 0      | 0       | 0       | 16    |
| 14       | 0      | 0       | 0       | 14    |
| 100      | 0      | 0       | 0       | 100   |
| 31       | 0      | 0       | 0       | 31    |
| 110      | 0      | 0       | 0       | 110   |
| 38       | 0      | 0       | 0       | 38    |
| 15       | 0      | 0       | 0       | 15    |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |

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|       |          | -      | ENTERING | -       | -     |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 2        | 0      | 0        | 0       | 2     |
| 22:45 | 6        | 0      | 0        | 0       | 6     |
| 23:00 | 1        | 0      | 0        | 0       | 1     |
| 23:15 | 2        | 0      | 0        | 0       | 2     |
| 23:30 | 2        | 0      | 0        | 0       | 2     |
| 23:45 | 1        | 0      | 0        | 0       | 1     |
|       | 412      | 0      | 0        | 0       | 412   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 10       | 0      | 0       | 0       | 10    |
| 19       | 0      | 0       | 0       | 19    |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 0      | 0       | 0       | 9     |
| 854      | 2      | 0       | 0       | 856   |

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|       | ENTERING |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 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      | 0       | 0     |  |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |  |
| 2:30  | 1        | 0      | 0      | 0       | 1     |  |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:15  | 3        | 0      | 0      | 0       | 3     |  |  |
| 4:30  | 2        | 0      | 0      | 0       | 2     |  |  |
| 4:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 5:00  | 4        | 0      | 0      | 0       | 4     |  |  |
| 5:15  | 6        | 0      | 0      | 0       | 6     |  |  |
| 5:30  | 10       | 0      | 0      | 0       | 10    |  |  |
| 5:45  | 25       | 0      | 0      | 0       | 25    |  |  |
| 6:00  | 9        | 0      | 0      | 0       | 9     |  |  |
| 6:15  | 9        | 0      | 0      | 0       | 9     |  |  |
| 6:30  | 21       | 0      | 0      | 0       | 21    |  |  |
| 6:45  | 53       | 0      | 0      | 0       | 53    |  |  |
| 7:00  | 12       | 0      | 0      | 0       | 12    |  |  |
| 7:15  | 20       | 0      | 0      | 0       | 20    |  |  |
| 7:30  | 4        | 0      | 0      | 0       | 4     |  |  |
| 7:45  | 5        | 0      | 0      | 0       | 5     |  |  |
| 8:00  | 1        | 0      | 0      | 0       | 1     |  |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:30  | 1        | 0      | 0      | 0       | 1     |  |  |
| 8:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 10:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 10:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:00 | 0        | 0      | 0      | 0       | 0     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 2        | 0      | 0      | 0       | 2     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 1        | 0      | 0      | 0       | 1     |
| 12.00 | 3        | 0      | 0      | 0       | 3     |
| 12:15 | 2        | 0      | 0      | 0       | 2     |
| 12:30 | 4        | 0      | 0      | 0       | 4     |
| 12:45 | 1        | 0      | 0      | 0       | 1     |
| 13:00 | 3        | 0      | 0      | 0       | 3     |
| 13:15 | 3        | 0      | 0      | 0       | 3     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 1        | 0      | 0      | 0       | 1     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 1        | 0      | 0      | 0       | 1     |
| 14:30 | 1        | 0      | 0      | 0       | 1     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 3        | 0      | 0      | 0       | 3     |
| 15:15 | 2        | 0      | 0      | 0       | 2     |
| 15:30 | 2        | 0      | 0      | 0       | 2     |
| 15:45 | 1        | 0      | 0      | 0       | 1     |
| 16:00 | 7        | 0      | 0      | 0       | 7     |
| 16:15 | 6        | 0      | 0      | 0       | 6     |
| 16:30 | 17       | 0      | 0      | 0       | 17    |
| 16:45 | 21       | 0      | 0      | 0       | 21    |
| 17:00 | 5        | 0      | 0      | 0       | 5     |
| 17:15 | 21       | 0      | 0      | 0       | 21    |
| 17:30 | 24       | 0      | 0      | 0       | 24    |
| 17:45 | 26       | 0      | 0      | 0       | 26    |
| 18:00 | 30       | 0      | 0      | 0       | 30    |
| 18:15 | 26       | 0      | 0      | 0       | 26    |
| 18:30 | 3        | 0      | 0      | 0       | 3     |
| 18:45 | 2        | 0      | 0      | 0       | 2     |
| 19:00 | 1        | 0      | 0      | 0       | 1     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 11       | 0      | 0       | 0       | 11    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 13       | 0      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |
| 15       | 0      | 0       | 0       | 15    |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTEDING         |                 |        |         |       |  |
|-------|------------------|-----------------|--------|---------|-------|--|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0                | 0               | 0      | 0       | 0     |  |
| 22:45 | 0                | 0               | 0      | 0       | 0     |  |
| 23:00 | 0                | 0               | 0      | 0       | 0     |  |
| 23:15 | 0                | 0               | 0      | 0       | 0     |  |
| 23:30 | 0                | 0               | 0      | 0       | 0     |  |
| 23:45 | 0                | 0               | 0      | 0       | 0     |  |
|       | 411              | 0               | 0      | 0       | 411   |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 118      | 0       | 0      | 0       | 118   |  |  |  |  |

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|       | ENTERING |       |   |   |       |
|-------|----------|-------|---|---|-------|
|       | Pass     | Large |   |   |       |
|       | Vehicles |       |   |   | τοται |
| 0.00  | 0        | 0     |   | 0 |       |
| 0.00  | 1        | 0     | 0 | 0 | 1     |
| 0.13  | 1        | 0     | 0 | 0 | 1     |
| 0.50  | 1        | 0     | 0 | 0 | 1     |
| 1.00  | 1        | 0     | 0 | 0 | 1     |
| 1.00  | 1        | 0     | 0 | 0 | 1     |
| 1.15  | 0        | 0     | 0 | 0 | 0     |
| 1.50  | 0        | 0     | 0 | 0 | 0     |
| 2.00  | 0        | 0     | 0 | 0 | 0     |
| 2:00  | 0        | 0     | 0 | 0 | 0     |
| 2:15  | 0        | 0     | 0 | 0 | 0     |
| 2:30  | 0        | 0     | 0 | 0 | 0     |
| 2:45  | 0        | 0     | 0 | 0 | 0     |
| 3:00  | 0        | 0     | 0 | 0 | 0     |
| 3:15  | 0        | 0     | 0 | 0 | 0     |
| 3:30  | 0        | 0     | 0 | 0 | 0     |
| 3:45  | 0        | 0     | 0 | 0 | 0     |
| 4:00  | 0        | 0     | 0 | 0 | 0     |
| 4:15  | 0        | 0     | 0 | 0 | 0     |
| 4:30  | 0        | 0     | 0 | 0 | 0     |
| 4:45  | 0        | 0     | 0 | 0 | 0     |
| 5:00  | 0        | 0     | 0 | 0 | 0     |
| 5:15  | 0        | 0     | 0 | 0 | 0     |
| 5:30  | 1        | 0     | 0 | 0 | 1     |
| 5:45  | 3        | 0     | 0 | 0 | 3     |
| 6:00  | 3        | 0     | 0 | 0 | 3     |
| 6:15  | 0        | 0     | 0 | 0 | 0     |
| 6:30  | 6        | 0     | 0 | 0 | 6     |
| 6:45  | 13       | 0     | 0 | 0 | 13    |
| 7:00  | 17       | 0     | 0 | 0 | 17    |
| 7:15  | 46       | 0     | 0 | 0 | 46    |
| 7:30  | 8        | 0     | 0 | 0 | 8     |
| 7:45  | 2        | 0     | 0 | 0 | 2     |
| 8:00  | 3        | 0     | 0 | 0 | 3     |
| 8:15  | 2        | 0     | 0 | 0 | 2     |
| 8:30  | 2        | 0     | 0 | 0 | 2     |
| 8:45  | 1        | 0     | 0 | 0 | 1     |
| 9:00  | 0        | 0     | 0 | 0 | 0     |
| 9:15  | 0        | 0     | 0 | 0 | 0     |
| 9:30  | 0        | 0     | 0 | 0 | 0     |
| 9:45  | 0        | 0     | 0 | 0 | 0     |
| 10:00 | 1        | 0     | 0 | 0 | 1     |
| 10:15 | 0        | 0     | 0 | 0 | 0     |
| 10:30 | 3        | 0     | 0 | 0 | 3     |
| 10:45 | 1        | 0     | 0 | 0 | 1     |
| 11:00 | 0        | 0     | 0 | 0 | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 22       | 0      | 0       | 0       | 22    |
| 14       | 0      | 0       | 0       | 14    |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

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|       | FNTFRING |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 12:00 | 1        | 0      | 0      | 0       | 1     |  |  |
| 12:15 | 2        | 0      | 0      | 0       | 2     |  |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 12:45 | 1        | 0      | 0      | 0       | 1     |  |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 13:15 | 1        | 0      | 0      | 0       | 1     |  |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 13:45 | 1        | 0      | 0      | 0       | 1     |  |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:30 | 1        | 0      | 0      | 0       | 1     |  |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 16:00 | 1        | 0      | 0      | 0       | 1     |  |  |
| 16:15 | 1        | 0      | 0      | 0       | 1     |  |  |
| 16:30 | 3        | 0      | 0      | 0       | 3     |  |  |
| 16:45 | 1        | 0      | 0      | 0       | 1     |  |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 17:15 | 2        | 0      | 0      | 0       | 2     |  |  |
| 17:30 | 4        | 0      | 0      | 0       | 4     |  |  |
| 17:45 | 7        | 0      | 0      | 0       | 7     |  |  |
| 18:00 | 5        | 0      | 0      | 0       | 5     |  |  |
| 18:15 | 7        | 0      | 0      | 0       | 7     |  |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 18:45 | 3        | 0      | 0      | 0       | 3     |  |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:00 | 1        | 0      | 0      | 0       | 1     |  |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 3        | 0      | 0       | 0       | 3     |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 24       | 0      | 0       | 0       | 24    |
| 15       | 0      | 0       | 0       | 15    |
| 51       | 0      | 0       | 0       | 51    |
| 18       | 0      | 0       | 0       | 18    |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
|          | ~      | ~       | ~       | _     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 6 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0      | 0      | 0       | 0     |  |
| 22:45 | 0        | 0      | 0      | 0       | 0     |  |
| 23:00 | 0        | 0      | 0      | 0       | 0     |  |
| 23:15 | 0        | 0      | 0      | 0       | 0     |  |
| 23:30 | 0        | 0      | 0      | 0       | 0     |  |
| 23:45 | 0        | 0      | 0      | 0       | 0     |  |
|       | 157      | 0      | 0      | 0       | 157   |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 307      | 0      | 0      | 0       | 307   |  |  |  |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 7 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 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      | 0       | 0     |  |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 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  | 0        | 0      | 0      | 0       | 0     |  |  |
| 7:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 7:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 7:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:30  | U        | 0      | 0      | U       | U     |  |  |
| 9:45  | U        | 0      | 0      | U       | U     |  |  |
| 10:00 | U        | 0      | 0      | U       | U     |  |  |
| 10:15 | U        | 0      | 0      | U       | U     |  |  |
| 10:30 | 0        | 0      | 0      | 0       | U     |  |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:00 | U        | 0      | 0      | U       | U     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11.15 | 0        | 0      | 0      | 0       | 0     |
| 11.10 | 0        | 0      | 0      | 0       | 0     |
| 11.30 | 0        | 0      | 0      | 0       | 0     |
| 12.00 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:13 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 13.43 | 0        | 0      | 0      | 0       | 0     |
| 13.00 | 0        | 0      | 0      | 0       | 0     |
| 13.13 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 14.00 | 0        | 0      | 0      | 0       | 0     |
| 14.00 | 0        | 0      | 0      | 0       | 0     |
| 14.15 | 0        | 0      | 0      | 0       | 0     |
| 14.30 | 0        | 0      | 0      | 0       | 0     |
| 14.45 | 0        | 0      | 0      | 0       | 0     |
| 15.00 | 0        | 0      | 0      | 0       | 0     |
| 15.13 | 0        | 0      | 0      | 0       | 0     |
| 15.30 | 0        | 0      | 0      | 0       | 0     |
| 15.45 | 0        | 0      | 0      | 0       | 0     |
| 10.00 | 0        | 0      | 0      | 0       | 0     |
| 10.15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 10.45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17.30 | 0        | 0      | 0      | 0       | 0     |
| 17.45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | U       | 0     |
| 19:30 | U        | 0      | 0      | U       | U     |
| 19:45 | U        | 0      | 0      | U       | U     |
| 20:00 | U        | 0      | 0      | U       | U     |
| 20:15 | U        | 0      | 0      | U       | U     |
| 20:30 | U        | 0      | 0      | U       | U     |
| 20:45 | U        | 0      | 0      | U       | U     |
| 21:00 | U        | 0      | 0      | U       | U     |
| 21:15 | U        | 0      | 0      | U       | U     |
| 21:30 | U        | 0      | 0      | U       | U     |
| 21:45 | U        | 0      | 0      | U       | U     |
| 22:00 | 0        | 0      | 0      | 0       | U     |
| 22:15 | U        | U      | U      | U       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 0        | 0      | 0        | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 1       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 1      | 0      | 3       | 4     |
| 0:45  | 0        | 5      | 0      | 0       | 5     |
| 1:00  | 0        | 0      | 1      | 2       | 3     |
| 1:15  | 0        | 0      | 0      | 1       | 1     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 1       | 1     |
| 2:00  | 0        | 0      | 3      | 0       | 3     |
| 2:15  | 0        | 0      | 1      | 1       | 2     |
| 2:30  | 0        | 0      | 0      | 1       | 1     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 1       | 1     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 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      | 1       | 1     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 0        | 0      | 0      | 1       | 1     |
| 5:30  | 0        | 0      | 1      | 1       | 2     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 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  | 0        | 0      | 1      | 1       | 2     |
| 7:15  | 0        | 0      | 0      | 0       | 0     |
| 7:30  | 0        | 0      | 0      | 1       | 1     |
| 7:45  | 0        | 0      | 0      | 3       | 3     |
| 8:00  | 0        | 0      | 1      | 0       | 1     |
| 8:15  | 2        | 0      | 2      | 1       | 5     |
| 8:30  | 0        | 0      | 1      | 0       | 1     |
| 8:45  | 1        | 0      | 1      | 0       | 2     |
| 9:00  | 1        | 0      | 0      | 1       | 2     |
| 9:15  | 0        | 0      | 0      | 1       | 1     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 1       | 1     |
| 10:00 | 0        | 0      | 0      | 6       | 6     |
| 10:15 | 0        | 1      | 1      | 5       | 7     |
| 10:30 | 1        | 0      | 2      | 2       | 5     |
| 10:45 | 0        | 2      | 0      | 1       | 3     |
| 11:00 | 0        | 1      | 1      | 2       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 6      | 1       | 0       | 7     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 2       | 0       | 3     |
| 2        | 0      | 0       | 3       | 5     |
| 0        | 3      | 1       | 3       | 7     |

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|       | ENTERING |        |        |                |       |
|-------|----------|--------|--------|----------------|-------|
|       | Pass     | Large  |        |                |       |
|       | Vehicles | 2 Axle | 3 ΔχΙρ | <b>4+</b> ΔχΙρ | τοται |
| 11.15 | 0        | 0      | 1      | 3              | 4     |
| 11.10 | 1        | 1      | 0      | 1              | 3     |
| 11:45 | 0        | 0      | 2      | 2              | 5     |
| 12.43 | 0        | 0      | 2      | 0              | 2     |
| 12.00 | 0        | 1      | 0      | 1              | 2     |
| 12.13 | 0        | 0      | 0      | 0              | 0     |
| 12.50 | 0        | 0      | 1      | 1              | 6     |
| 12.45 | 0        | 4      | 0      | 1              | 2     |
| 12.00 | 0        | 0      | 0      | 0              | 2     |
| 12.13 | 1        | 0      | 0      | 1              | 2     |
| 12.30 | 1        | 0      | 2      | 1              | 2     |
| 14.00 | 1        | 0      | 2      | 2              | 2     |
| 14.00 | 1        | 1      | 0      | 3              | 4     |
| 14:15 | 0        | 1      | U<br>1 | 2              | 5     |
| 14:30 | 0        | 0      | 1      | U              | 1     |
| 14:45 | 0        | 0      | 1      | 1              | 2     |
| 15:00 | 0        | 0      | 1      | 1              | 2     |
| 15:15 | 0        | 0      | 0      | 2              | 2     |
| 15:30 | 0        | 0      | 1      | 3              | 4     |
| 15:45 | 0        | 0      | 0      | 2              | 2     |
| 16:00 | 0        | 0      | 1      | 1              | 2     |
| 16:15 | 0        | 0      | 0      | 0              | 0     |
| 16:30 | 0        | 0      | 1      | 1              | 2     |
| 16:45 | 0        | 0      | 0      | 3              | 3     |
| 17:00 | 0        | 0      | 0      | 2              | 2     |
| 17:15 | 0        | 0      | 0      | 0              | 0     |
| 17:30 | 0        | 0      | 1      | 0              | 1     |
| 17:45 | 0        | 0      | 0      | 1              | 1     |
| 18:00 | 0        | 0      | 0      | 0              | 0     |
| 18:15 | 0        | 0      | 0      | 1              | 1     |
| 18:30 | 0        | 0      | 0      | 1              | 1     |
| 18:45 | 0        | 0      | 1      | 3              | 4     |
| 19:00 | 0        | 0      | 1      | 0              | 1     |
| 19:15 | 0        | 0      | 1      | 1              | 2     |
| 19:30 | 0        | 0      | 0      | 2              | 2     |
| 19:45 | 0        | 0      | 2      | 0              | 2     |
| 20:00 | 0        | 0      | 0      | 1              | 1     |
| 20:15 | 0        | 0      | 1      | 0              | 1     |
| 20:30 | 0        | 0      | 0      | 2              | 2     |
| 20:45 | 0        | 0      | 1      | 2              | 3     |
| 21:00 | 0        | 0      | 2      | 0              | 2     |
| 21:15 | 0        | 0      | 1      | 1              | 2     |
| 21:30 | 0        | 0      | 0      | 0              | 0     |
| 21:45 | 0        | 0      | 0      | 2              | 2     |
| 22:00 | 0        | 0      | 3      | 0              | 3     |
| 22:15 | 0        | 0      | 1      | 0              | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 1       | 3       | 5     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 1       | 5       | 7     |
| 0        | 1      | 3       | 1       | 5     |
| 0        | 1      | 1       | 4       | 6     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 6      | 0       | 1       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 1      | 0       | 3       | 4     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
|          |        |         |         | -     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 8 9/21/2017 Thursday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
|   |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 0        | 0      | 0        | 0       | 0     |
|   | 22:45 | 0        | 1      | 0        | 2       | 3     |
|   | 23:00 | 0        | 0      | 1        | 0       | 1     |
|   | 23:15 | 0        | 0      | 0        | 0       | 0     |
|   | 23:30 | 0        | 0      | 0        | 0       | 0     |
|   | 23:45 | 0        | 0      | 0        | 1       | 1     |
| Ì |       | 8        | 19     | 46       | 93      | 166   |

|          |        | FYITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | LATTING |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 11       | 21     | 44      | 99      | 175   |

City of Moreno Valley **Driveway Counts** 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 9 9/21/2017 Thursday

| 1     |          |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | ENTERING |        |        |         |       |
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 0      | 0      | 0       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 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  | 1        | 0      | 0      | 0       | 1     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 3        | 0      | 0      | 0       | 3     |
| 5:00  | 2        | 0      | 0      | 0       | 2     |
| 5:15  | 19       | 0      | 0      | 0       | 19    |
| 5:30  | 16       | 0      | 0      | 0       | 16    |
| 5:45  | 3        | 0      | 0      | 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  | 1        | 0      | 0      | 0       | 1     |
| 7:00  | 3        | 0      | 0      | 0       | 3     |
| 7:15  | 1        | 0      | 0      | 0       | 1     |
| 7:30  | 3        | 0      | 0      | 0       | 3     |
| /:45  | 2        | 0      | 0      | 0       | 2     |
| 8:00  | 1        | 0      | 0      | 0       | 1     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 0.45  | 1        | 0      | 0      | 0       | 1     |
| 9.00  | 0        | 0      | 0      | 0       | 0     |
| 0.30  | 0        | 0      | 0      | 0       | 0     |
| 9.30  | 1        | 0      | 0      | 0       | 1     |
| 10.00 |          | 0      | 0      | 0       | 0     |
| 10.00 | 0        | 0      | 0      | 0       | 0     |
| 10.13 | 0        | 0      | 0      | 0       | 0     |
| 10.30 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 1      | 0      | 0       | 1     |

|          |        | EXITING |         |          |
|----------|--------|---------|---------|----------|
| Pass     | Large  |         |         |          |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL    |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 5        | 0      | 0       | 0       | 5        |
| 22       | 0      | 0       | 0       | 22       |
| 8        | 0      | 0       | 0       | 8        |
| 4        | 0      | 0       | 0       | 4        |
| 3        | 0      | 0       | 0       | 3        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 2        | 0      | 0       | 0       | 2        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       |          |
| 0        | 1      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| <u> </u> | 0      | 0       | 0       | <u> </u> |
| 2        | 0      | 0       | 0       | 2        |
| 2        | 0      | 0       | 0       | 2        |
| <u>_</u> | 0      | 0       | 0       | <u>^</u> |
| 1        | 0      | 0       | 0       | 1        |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 9 9/21/2017 Thursday

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|        | ENTERING |        |        |         |       |
|--------|----------|--------|--------|---------|-------|
|        | Pass     | Large  |        |         |       |
|        | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15  | 0        | 0      | 0      | 0       | 0     |
| 11.10  | 0        | 0      | 0      | 0       | 0     |
| 11.30  | 1        | 0      | 0      | 0       | 1     |
| 12.43  | 0        | 0      | 0      | 0       | 0     |
| 12.00  | 0        | 0      | 0      | 0       | 0     |
| 12:13  | 0        | 0      | 0      | 0       | 0     |
| 12:30  | 0        | 0      | 0      | 0       | 0     |
| 13.43  | 0        | 0      | 0      | 0       | 0     |
| 13.00  | 1        | 0      | 0      | 0       | 1     |
| 13.13  | 0        | 0      | 0      | 0       | 0     |
| 12.30  | 0        | 0      | 0      | 0       | 0     |
| 14.00  | 0        | 0      | 0      | 0       | 0     |
| 1/1.00 | 0        | 0      | 0      | 0       | 0     |
| 11.10  | 0        | 0      | 0      | 0       | 0     |
| 14.3U  | 0        | 0      | 0      | 0       | 0     |
| 15.00  | 0        | 0      | 0      | 0       | 0     |
| 15.00  | 0        | 0      | 0      | 0       | 0     |
| 15.15  | 0        | 0      | 0      | 0       | 0     |
| 15.50  | 0        | 0      | 0      | 0       | 0     |
| 15.45  | 0        | 0      | 0      | 0       | 2     |
| 16.00  | 3        | 0      | 0      | 0       | 3     |
| 16.15  | 9        | 0      | 0      | 0       | 9     |
| 16.30  | 4        | 0      | 0      | 0       | 4     |
| 10.45  | 1        | 0      | 0      | 0       | 1     |
| 17.00  | 0        | 0      | 0      | 0       | 0     |
| 17.13  | 0        | 0      | 0      | 0       | 0     |
| 17.30  | 0        | 0      | 0      | 0       | 0     |
| 12.00  | 0        | 0      | 0      | 0       | 0     |
| 18.00  | 0        | 0      | 0      | 0       | 0     |
| 18.13  | 0        | 0      | 0      | 0       | 0     |
| 18.30  | 0        | 0      | 0      | 0       | 0     |
| 19.00  | 0        | 0      | 0      | 0       | 0     |
| 19.00  | 0        | 0      | 0      | 0       | 0     |
| 19.30  | 0        | 0      | 0      | 0       | 0     |
| 19.30  | 0        | 0      | 0      | 0       | 0     |
| 20.00  | 0        | 0      | 0      | 0       | 0     |
| 20.00  | 0        | 0      | 0      | 0       | 0     |
| 20.13  | 0        | 0      | 0      | 0       | 0     |
| 20.30  | 0        | 0      | 0      | 0       | 0     |
| 20.45  | 0        | 0      | 0      | 0       | 0     |
| 21.00  | 0        | 0      | 0      | 0       | 0     |
| 21.13  | 0        | 0      | 0      | 0       | 0     |
| 21.30  | 0        | 0      | 0      | 0       | 0     |
| 22.75  | 0        | 0      | 0      | 0       | 0     |
| 22:15  | 0        | 0      | 0      | 0       | 0     |

| PassLarge3 Axle4+ AxleTOTA100010000010000100001000000000000000000000000100000000010000000001000030000100003000040000100001000000000000000000000000100000000010000100000000010000000000000000000 <trr>0&lt;</trr>  |          |        | EXITING |         | -     |
|---|----------|--------|---------|---------|-------|
| Vehicles2 Axle3 Axle4+ AxleTOTA1000100000100001000000000000001000000000100000000000000300003000300000310000300000300000040000300000010000000000000000000100000000010000100000000010000000000000000000<  | Pass     | Large  |         |         |       |
| 1     0     0     0     1       0     0     0     0     0     1       0     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     0     0     0       1     0     0     0     0     0     0       0     0     0     0     0     0     0       1     0     0     0     0     3     0     0     0     3       1     0     0     0     0     0     3     3     0     0     0     0     0     3     3     0                                 | Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0     0     0     0     0       1     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       1     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       3     0     0     0     0     3       0     0     0     0     0     3       0     0     0     0     0     3       0     0     0     0     0     0       1     0     0     0     0     0       1     0     0     0     0     0       1     0     0     0     0     1       1     0     0     0     0     1       1     0     0   | 1        | 0      | 0       | 0       | 1     |
| 1     0     0     0     0       0     0     0     0     0       0     0     0     0     0       1     0     0     0     0       0     0     0     0     0       0     0     0     0     0       3     0     0     0     3       1     0     0     0     3       0     0     0     0     3       0     0     0     0     3       0     0     0     0     3       0     0     0     0     3       0     0     0     0     0       1     0     0     0     0       0     0     0     0     0       0     0     0     0     0       1     0     0     0     0       0     0     0     0     0   | 0        | 0      | 0       | 0       | 0     |
| 0     0     0     0     0       0     0     0     0     0     1       0     0     0     0     0     0       0     0     0     0     0     0     0       3     0     0     0     0     3     3     3     0     0     0     3       1     0     0     0     0     0     3     3     0     0     0     3     3     0     0     0     3     3     0     0     0     3     3     0     0     0     0     3     3     0     0     0     0     3     3     0     0     0     0     3     3     0     0     0     0     0     0     0     0     0     0     0     1     1     0     0     0     0     0     0     0     0     0     0     0     0                     | 1        | 0      | 0       | 0       | 1     |
| 0     0     0     0     1       0     0     0     0     0     0       0     0     0     0     0     0       3     0     0     0     3     3       1     0     0     0     3     3       0     0     0     0     3     3       0     0     0     0     3     3       0     0     0     0     0     3       0     0     0     0     0     3       0     0     0     0     0     0       1     0     0     0     0     0       1     0     0     0     0     0       0     0     0     0     0     0       1     0     0     0     0     1       2     0     0     0     0     0       1     0     0   | 0        | 0      | 0       | 0       | 0     |
| 1     0     0     0     1       0     0     0     0     0     0       3     0     0     0     3     3       1     0     0     0     3     3       0     0     0     0     3     3       0     0     0     0     3     3       0     0     0     0     0     3       0     0     0     0     0     3       0     0     0     0     0     0     4       0     0     0     0     0     0     0       1     0     0     0     0     0     0       0     0     0     0     0     0     0       1     0     0     0     0     2     0     0     0     1       1     0     0     0     0     0     0     1   | 0        | 0      | 0       | 0       | 0     |
| 0     0     0     0     0       0     0     0     0     0     3       1     0     0     0     3     3       0     0     0     0     3     3     0     0     0     3       0     0     0     0     0     0     3     0     0     3       0     0     0     0     0     0     3     0     0     0     3       0     0     0     0     0     0     0     4     0                         | 1        | 0      | 0       | 0       | 1     |
| 0     0     0     0     0     3       1     0     0     0     1       3     0     0     0     3       0     0     0     0     3       0     0     0     0     0     3       0     0     0     0     0     4       0     0     0     0     0     4       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     2     0     0     2       1     0     0     0     0     2     0     0     0     1       2     0     0     0     0     0     1     1     0     0     0     0     0   | 0        | 0      | 0       | 0       | 0     |
| 3     0     0     0     3       1     0     0     0     1       3     0     0     0     3       0     0     0     0     0     3       0     0     0     0     0     0     4       0     0     0     0     0     0     4       0     0     0     0     0     0     0       0     0     0     0     0     0     0       1     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     2     0     0     2       1     0     0     0     0     2     0     0     1       2     0     0     0     0     1     1     0     0     0     1       2     0     0   | 0        | 0      | 0       | 0       | 0     |
| 1     0     0     0     3       0     0     0     0     0     0       4     0     0     0     0     4       0     0     0     0     0     4       0     0     0     0     0     0     0       0     0     0     0     0     0     0       1     0     0     0     0     0     0       1     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     0     7     0     0     0     7       27     0     0     0     0     2     2     0     0     2       1     0     0     0     0     1     1     0     0     1       1     0     0     0     0     0     0  | 3        | 0      | 0       | 0       | 3     |
| 3     0     0     0     3       0     0     0     0     0     0       4     0     0     0     0     4       0     0     0     0     0     0     0       0     0     0     0     0     0     0       1     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     0     7     0     0     0     7       27     0     0     0     0     2     2     0     0     2     2     0     0     2     2     0     0     0     2     1     0     0     0     1     1     0     0     0     1     1     1     0     0     0     0     0                                    | 1        | 0      | 0       | 0       | 1     |
| 0     0     0     0     4       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       1     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     7       27     0     0     0     2     2       0     0     0     0     2     2       1     0     0     0     1     2       0     0     0     0     1     1       1     0     0     0     0     1       1     0     0     0     0     0       0     0     0  | 3        | 0      | 0       | 0       | 3     |
| 4     0     0     0     4       0     0     0     0     0     0       0     0     0     0     0     0       1     0     0     0     0     1       0     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     0     0     0       0     0     0     0     0     7     0     0     0     7       27     0     0     0     0     2     2     0     0     2       1     0     0     0     1     2     0     0     2       0     0     0     0     0     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1  | 0        | 0      | 0       | 0       | 0     |
| 0     0     0     0     0     0       1     0     0     0     0     1       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       7     0     0     0     7     7       8     0     0     0     2     2       1     0     0     0     2     2       1     0     0     0     2     2       0     0     0     0     1     2       0     0     0     0     1     1       1     0     0     0     1     1       0     0     0     0     0     1       0     0     0     0     0     0       0     0   | 4        | 0      | 0       | 0       | 4     |
| 0     0     0     0     1       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     7       27     0     0     0     27       8     0     0     0     2       2     0     0     0     2       1     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     1       1     0     0     0     0       0     0     0     0     0  0  | 0        | 0      | 0       | 0       | 0     |
| 10001000000000000700072700027800022000220002100020000120001200001000000000000001000   | 0        | 0      | 0       | 0       | 0     |
| 0     0     0     0     0     0       0     0     0     0     0     0     0       7     0     0     0     0     7     7       27     0     0     0     27     8     0     0     27       8     0     0     0     2     2     0     0     2       2     0     0     0     2     2     0     0     2       1     0     0     0     1     2     0     0     1       2     0     0     0     0     1     2     0     0     1       2     0     0     0     0     0     1     2     0     0     0     2       0     0     0     0     0     0     0     0     1       1     0     0     0     0     0     0     0     0     0                                      | 1        | 0      | 0       | 0       | 1     |
| 0     0     0     0     0     0       7     0     0     0     7     7       27     0     0     0     27       8     0     0     0     27       2     0     0     0     2       2     0     0     0     2       2     0     0     0     2       1     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     1     1       0     0     0     0     0     0       0     0     0     0     0     0  | 0        | 0      | 0       | 0       | 0     |
| 000007000727000278000820002200021000120002000000000000000100001000110000100   | 0        | 0      | 0       | 0       | 0     |
| 7   0   0   0   7     27   0   0   0   27     8   0   0   0   8     2   0   0   0   2     2   0   0   0   2     1   0   0   0   2     1   0   0   0   1     2   0   0   0   2     0   0   0   0   2     0   0   0   0   1     2   0   0   0   0   2     0   0   0   0   0   0     1   0   0   0   1   1     0   0   0   0   0   1     1   0   0   0   0   0     0   0   0   0   0   0     0   0   0   0   0   0     0   0   0   0   0   0     0 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 0        | 0      | 0       | 0       | 0     |
| 27     0     0     0 $27$ 8     0     0     0     8       2     0     0     0     2       2     0     0     0     2       2     0     0     0     2       1     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     0     2       0     0     0     0     0     2       0     0     0     0     0     0       1     0     0     0     0     1       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0     0     0     0       0     0     0<  | 7        | 0      | 0       | 0       | 7     |
| 8     0     0     0     8       2     0     0     0     2       1     0     0     0     1       2     0     0     0     1       2     0     0     0     1       2     0     0     0     2       0     0     0     0     2       0     0     0     0     2       0     0     0     0     0     2       0     0     0     0     0     0     0       1     0     0     0     0     1     1       0     0     0     0     0     1     1       0     0     0     0     0     0     0     0       0     0     0     0     0     0     0     0       0     0     0     0     0     0     0     0       0   | 27       | 0      | 0       | 0       | 27    |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 8        | 0      | 0       | 0       | 8     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 2        | 0      | 0       | 0       | 2     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 2        | 0      | 0       | 0       | 2     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 0      | 0       | 0       | 1     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 2        | 0      | 0       | 0       | 2     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 0       | 0     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 0       | 0     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 0      | 0       | 0       | 1     |
| 0     0 | 1        | 0      | 0       | 0       | 1     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0 | 0        | 0      | 0       | 0       | 0     |
| 0     3     0     0     0     0     3     0     0     0     0     3     0 | 0        | 0      | 0       | 0       | 0     |
| 0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     3     0     0     0     0     3     0     0     0     3     0     0     0     3     0 | 0        | 0      | 0       | 0       | 0     |
| 3 0 0 0 3<br>0 0 0 0 3  | 0        | 0      | 0       | 0       | 0     |
|   | 3        | 0      | 0       | 0       | 3     |
|   | 0        | 0      | 0       | 0       | 0     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 78       | 1      | 0        | 0       | 79    |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 133      | 1      | 0       | 0       | 134   |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/21/2017 Thursday

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|               | ENTERING |       |        |   |        |
|---------------|----------|-------|--------|---|--------|
|               | Pass     | Large |        |   |        |
|               | Vehicles |       | 3 ΔνΙρ |   | τοται  |
| 0.00          | 0        | 0     | 0      | 0 | 0      |
| 0.00          | 0        | 0     | 0      | 0 | 0      |
| 0.13          | 0        | 0     | 0      | 0 | 0      |
| 0.30          | 0        | 0     | 0      | 0 | 0      |
| 1.00          | 0        | 0     | 0      | 0 | 0      |
| 1.00          | 1        | 0     | 0      | 0 | 1      |
| 1.13          | 1        | 0     | 0      | 0 | 1      |
| 1.30          | 0        | 0     | 0      | 0 | 0      |
| 2.00          | 0        | 0     | 0      | 0 | 0      |
| 2.00          | 0        | 0     | 0      | 0 | 0      |
| 2.13          | 0        | 0     | 0      | 0 | 0      |
| 2.30          | 0        | 0     | 0      | 0 | 0      |
| 2.43          | 1        | 0     | 0      | 0 | 1      |
| 2.15          | 0        | 0     | 0      | 0 | 0      |
| 2.10          | 2        | 0     | 0      | 0 | 2      |
| 2.45          | 2        | 0     | 0      | 0 | 2      |
| 3.45          | 0        | 0     | 0      | 0 | 0      |
| 4:00          | 1        | 0     | 0      | 0 | 1      |
| 4.15          | 1        | 0     | 0      | 0 | 1      |
| 4:30          | 1        | 0     | 0      | 0 | 1      |
| 4:45          | 3        | 0     | 0      | 0 | 3      |
| 5:00          | 4        | 0     | 0      | 0 | 4      |
| 5:15          | 31       | 0     | 0      | 0 | 31     |
| 5:30          | 41       | 0     | 0      | 0 | 41     |
| 5:45          | 31       | 0     | 0      | 0 | 31     |
| 6:00          | 5        | 0     | 0      | 0 | 5      |
| 6:15          | 1        | 0     | 0      | 0 | 1      |
| 6:30          | 2        | 0     | 0      | 0 | 2      |
| 7.00          | 2        | 0     | 0      | 0 | 2      |
| 7.00          | 2        | 0     | 0      | 0 | 2      |
| 7.13          | 5        | 0     | 0      | 0 | 5      |
| 7.30          | 2        | 0     | 0      | 0 | 2      |
| 2+. 7<br>8·00 | Δ        | 0     | 0      | 0 | 2<br>A |
| 8.00          | 0        | 0     | 0      | 0 | 0      |
| 8.30          | 3        | 0     | 0      | 0 | 3      |
| 8.30          | 0        | 0     | 0      | 0 | 0      |
| 9:00          | 0        | 0     | 0      | 0 | 0      |
| 9.30          | 2        | 0     | 0      | 0 | 2      |
| 9.20          | 1        | 0     | 0      | 0 | 1      |
| 9:45          | 0        | 0     | 0      | 0 | 0      |
| 10.00         | 1        | 0     | 0      | 0 | 1      |
| 10:15         | 0        | 0     | 0      | 0 | 0      |
| 10:30         | 0        | 0     | 0      | 0 | 0      |
| 10:45         | 4        | 0     | 0      | 0 | 4      |
| 11:00         | 1        | 0     | 0      | 0 | 1      |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 29       | 0      | 0       | 0       | 29    |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/21/2017 Thursday

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 11.15 | 0        | 0     | 0      | 0 | 0     |
| 11.10 | 0        | 0     | 0      | 0 | 0     |
| 11:45 | 0        | 0     | 0      | 0 | 0     |
| 12:00 | 0        | 0     | 0      | 0 | 0     |
| 12.00 | 0        | 0     | 0      | 0 | 0     |
| 12.13 | 1        | 0     | 0      | 0 | 1     |
| 12.30 | 0        | 0     | 0      | 0 |       |
| 12.45 | 0        | 0     | 0      | 0 | 0     |
| 12.00 | 1        | 0     | 0      | 0 | 1     |
| 12.13 | 1        | 0     | 0      | 0 | 1     |
| 12.30 | 1        | 0     | 0      | 0 | 1     |
| 13.45 | 1        | 0     | 0      | 0 | 1     |
| 14.00 | 0        | 0     | 0      | 0 | 0     |
| 14:15 | 0        | 0     | 0      | 0 | 0     |
| 14.30 | 0        | 0     | 0      | 0 | 0     |
| 14.45 | 0        | 0     | 0      | 0 | 0     |
| 15:00 | 1        | 0     | 0      | 0 | 1     |
| 15:15 | 1        | 0     | 0      | 0 | 1     |
| 15.30 | 1        | 0     | 0      | 0 | 1     |
| 15:45 | 1        | 0     | 0      | 0 | 1     |
| 16:00 | 0        | 0     | 0      | 0 | 0     |
| 10:15 | 0        | 0     | 0      | 0 | 21    |
| 16:30 | 31       | 0     | 0      | 0 | 31    |
| 10:45 | 26       | 0     | 0      | 0 | 26    |
| 17:00 | 4        | 0     | 0      | 0 | 4     |
| 17.15 | 1        | 0     | 0      | 0 |       |
| 17.30 | 1        | 0     | 0      | 0 | 1     |
| 12:00 | 2        | 0     | 0      | 0 | 2     |
| 10.00 | 2        | 0     | 0      | 0 | 2     |
| 10.15 | 3        | 0     | 0      | 0 | 3     |
| 10.30 | 1        | 0     | 0      | 0 | 1     |
| 10.45 | 1        | 0     | 0      | 0 | 1     |
| 19.00 | 0        | 0     | 0      | 0 | 0     |
| 19.13 | 2        | 0     | 0      | 0 | 2     |
| 19.30 | 2        | 0     | 0      | 0 | 0     |
| 20.00 | 0        | 0     | 0      | 0 | 0     |
| 20.00 | 0        | 0     | 0      | 0 | 0     |
| 20.13 | 0        | 0     | 0      | 0 | 0     |
| 20.30 | 0        | 0     | 0      | 0 | 0     |
| 20.43 | 0        | 0     | 0      | 0 | 0     |
| 21.00 | 0        | 0     | 0      | 0 | 0     |
| 21.13 | 0        | 0     | 0      | 0 | 0     |
| 21.30 | 0        | 0     | 0      | 0 | 0     |
| 21.43 | 0        | 0     | 0      | 0 | 0     |
| 22.00 | 0        | 0     | 0      | 0 | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 60       | 0      | 0       | 0       | 60    |
| 20       | 0      | 0       | 0       | 20    |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 DRIVEWAY 10 9/21/2017 Thursday

|       | ENTERING         |                 |        |         |       |
|-------|------------------|-----------------|--------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 0                | 0               | 0      | 0       | 0     |
| 22:45 | 0                | 0               | 0      | 0       | 0     |
| 23:00 | 0                | 0               | 0      | 0       | 0     |
| 23:15 | 0                | 0               | 0      | 0       | 0     |
| 23:30 | 0                | 0               | 0      | 0       | 0     |
| 23:45 | 0                | 0               | 0      | 0       | 0     |
|       | 235              | 0               | 0      | 0       | 235   |

| EXITING  |        |         |         |       |  |  |
|----------|--------|---------|---------|-------|--|--|
| Pass     | Large  | EXITING |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |  |  |
| 2        | 0      | 0       | 0       | 2     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 1        | 0      | 0       | 0       | 1     |  |  |
| 1        | 0      | 0       | 0       | 1     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 241      | 0      | 0       | 0       | 241   |  |  |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/21/2017 Thursday

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|       | ENTERING |       |        |   |           |
|-------|----------|-------|--------|---|-----------|
|       | Pass     | Large |        |   |           |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται     |
| 0.00  | 2        | 0     | 0      | 1 | 3         |
| 0.00  | 5        | 0     | 0      | 0 | 5         |
| 0.13  | 1        | 1     | 0      | 3 | 2<br>2    |
| 0.30  | - 4      | 5     | 0      | 0 | 0<br>0    |
| 1.00  | 2        | 0     | 1      | 2 | 5         |
| 1.00  | 2        | 0     | 0      | 2 | 3         |
| 1.13  | 2        | 0     | 0      | 0 | 2         |
| 1.30  | 3        | 0     | 0      | 1 | J         |
| 2.00  | 1        | 1     | 3      | 0 |           |
| 2.00  | 2        | 0     | 1      | 1 | J<br>4    |
| 2.13  | 2        | 0     | 0      | 1 | - 4       |
| 2.30  | 2        | 0     | 0      | 0 | 3         |
| 2.43  | 4<br>5   | 0     | 0      | 1 |           |
| 2.10  | 2<br>2   | 0     | 0      |   | 2         |
| 2.10  | 2        | 0     | 0      | 0 | 2         |
| 2.30  | 6        | 0     | 0      | 2 | 0         |
| 3.45  | 6        | 1     | 0      | 2 | 0         |
| 4.00  | 12       | 0     | 0      | 1 | 12        |
| 4.13  | 1/       | 0     | 0      | 0 | 1/        |
| 4.50  | 22       | 0     | 0      | 0 | 22        |
| 5.00  | 17       | 1     | 0      | 0 | 33<br>//Q |
| 5.00  | 47       | 0     | 0      | 1 | 40        |
| 5.20  | 103      | 0     | 1      | 1 | 176       |
| 5.30  | 183      | 0     | 0      | 0 | 193       |
| 6.00  | 63       | 0     | 0      | 0 | 63        |
| 6.15  | 64       | 0     | 0      | 0 | 64        |
| 6.30  | 161      | 0     | 0      | 0 | 161       |
| 6:45  | 246      | 0     | 0      | 0 | 246       |
| 7.00  | 158      | 0     | 1      | 1 | 160       |
| 7:15  | 222      | 0     | 0      | 0 | 222       |
| 7:30  | 63       | 0     | 0      | 1 | 64        |
| 7:45  | 26       | 0     | 0      | 3 | 29        |
| 8:00  | 27       | 0     | 1      | 0 | 28        |
| 8:15  | 28       | 1     | 2      | 1 | 32        |
| 8:30  | 21       | 0     | 1      | 0 | 22        |
| 8:45  | 19       | 0     | 1      | 0 | 20        |
| 9:00  | 9        | 0     | 0      | 1 | 10        |
| 9:15  | 4        | 0     | 0      | 1 | 5         |
| 9:30  | 4        | 0     | 0      | 0 | 4         |
| 9:45  | 11       | 0     | 0      | 1 | 12        |
| 10:00 | 3        | 1     | 0      | 6 | 10        |
| 10:15 | 2        | 1     | 1      | 5 | 9         |
| 10:30 | 11       | 0     | 2      | 2 | 15        |
| 10:45 | 12       | 2     | 0      | 1 | 15        |
| 11:00 | 11       | 2     | 1      | 2 | 16        |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 16       | 0      | 0       | 0       | 16    |
| 15       | 0      | 1       | 0       | 16    |
| 10       | 0      | 1       | 0       | 11    |
| 5        | 0      | 1       | 0       | 6     |
| 15       | 0      | 1       | 1       | 17    |
| 12       | 0      | 0       | 0       | 12    |
| 20       | 0      | 1       | 0       | 21    |
| 7        | 0      | 0       | 0       | 7     |
| 15       | 1      | 1       | 0       | 17    |
| 13       | 7      | 1       | 0       | 21    |
| 25       | 0      | 2       | 2       | 29    |
| 7        | 0      | 0       | 0       | 7     |
| 26       | 0      | 1       | 1       | 28    |
| 35       | 0      | 0       | 2       | 37    |
| 184      | 0      | 0       | 1       | 185   |
| 92       | 0      | 0       | 0       | 92    |
| 35       | 0      | 0       | 0       | 35    |
| 28       | 0      | 0       | 0       | 28    |
| 151      | 0      | 0       | 0       | 151   |
| 42       | 0      | 1       | 3       | 46    |
| 217      | 0      | 0       | 0       | 217   |
| 84       | 0      | 0       | 0       | 84    |
| 32       | 0      | 0       | 0       | 32    |
| 13       | 0      | 0       | 1       | 14    |
| 21       | 0      | 1       | 0       | 22    |
| 11       | 0      | 0       | 0       | 11    |
| 14       | 0      | 0       | 0       | 14    |
| 30       | 0      | 0       | 0       | 30    |
| 29       | 0      | 0       | 0       | 29    |
| 38       | 0      | 1       | 1       | 40    |
| 18       | 0      | 0       | 0       | 18    |
| 6        | 0      | 0       | 1       | 7     |
| 8        | 0      | 1       | 2       | 11    |
| 4        | 0      | 0       | 1       | 5     |
| 8        | 0      | 0       | 2       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 1       | 7     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 1      | 0       | 0       | 5     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 15       | 0      | 2       | 0       | 17    |
| 12       | 0      | 0       | 3       | 15    |
| 11       | 3      | 1       | 3       | 18    |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/21/2017 Thursday

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|       | ENTERING |        |            |         |         |
|-------|----------|--------|------------|---------|---------|
|       | Pass     | Large  |            |         |         |
|       | Vehicles | 2 Axle | 3 ΔχΙρ     | 4+ ΔxΙρ | τοται   |
| 11.15 | 11       | 0      | 1          | 3       | 15      |
| 11.10 | 6        | 1      | 0          | 1       | 8       |
| 11:45 | 13       | 0      | 2          | 3       | 18      |
| 12.43 | 1/       | 0      | 2          | 0       | 16      |
| 12.00 | 11       | 1      | 0          | 1       | 13      |
| 12.13 | 18       | 1      | 0          | 0       | 10      |
| 12.50 | 13       | 5      | 1          | 1       | 20      |
| 12.45 | 12       | 2      | 0          | 1       | 15      |
| 13.00 | 14       | 0      | 0          | 0       | 14      |
| 13.13 | 7        | 0      | 0          | 1       | 24<br>Q |
| 13:30 | 5        | 0      | 2          | 0       | 7       |
| 14.00 | 9        | 0      | 0          | 3       | 12      |
| 14.00 | 1        | 1      | 0          | 2       | 12      |
| 14.13 | 2        | 0      | 1          | 2       | -+      |
| 14.30 | 7        | 0      | 1          | 1       | 0       |
| 15.00 | 12       | 0      | 1          | 1       | 1/      |
| 15.00 | 1/       | 0      | 0          | 2       | 14      |
| 15.13 | 21       | 0      | 1          | 2       | 25      |
| 15.30 | 16       | 0      |            | 3       | 10      |
| 15.45 | 10       | 0      | 1          | 2<br>1  | 10      |
| 16.00 | 40       | 0      | 1          | 1       | 70      |
| 16.13 | 162      | 0      | 1          | 1       | 164     |
| 16.30 | 117      | 0      | 1          | 2       | 104     |
| 10.45 | E2       | 0      | 0          | 3       | E4      |
| 17.00 | 00       | 0      | 0          | 2       | 00      |
| 17.15 | 120      | 0      | 1          | 0       | 121     |
| 17.30 | 127      | 0      | 1          | 1       | 131     |
| 12.45 | 157      | 0      | 0          | 1       | 150     |
| 10.00 | 126      | 0      | 0          | 1       | 127     |
| 10.15 | 10       | 0      | 0          | 1       | 10      |
| 10.30 | 10       | 1      | 1          | 2       | 15      |
| 10.45 | 6        | 0      | 1          | 0       | - 17    |
| 10.15 | 6        | 0      | 1          | 1       | /<br>0  |
| 19.15 | 2        | 0      | 1          | 2       | 0<br>E  |
| 19.50 | 2        | 0      | 2          | 2       | 5       |
| 20.00 | 5        | 0      | 2          | 1       | 2<br>0  |
| 20.00 | 2        | 0      | 1          | 0       | 0       |
| 20.13 | 2        | 0      | 0          | 2       | 4       |
| 20.30 | <u>۲</u> | 0      | 1          | 2       |         |
| 20.45 |          | 0      | 1<br>2     | 2<br>0  |         |
| 21.00 | 4        | 0      | ۲ <u>۲</u> | 1       | 0       |
| 21.13 | /        | 0      |            |         | 9<br>11 |
| 21.30 | 20       | 0      | 0          | 0<br>2  | 22      |
| 21.43 | 20<br>E  | 0      | 2          | 2       | 0       |
| 22.00 | 0        | 0      | 3          | 0       | 0       |
| 22:12 | 3        | 0      | 1          | U       | 10      |

| Pass     Large     3 Axle     4+ Axle     TOTA       11     1     3     16       19     0     1     1     21       12     1     1     5     19       12     2     3     1     18       21     1     1     4     27       18     0     1     3     22       13     1     2     0     16       7     0     0     2     9       7     0     0     1     8       21     1     0     2     24       16     1     0     1     21       14     6     0     1     21       14     0     0     13     32       21     1     0     1     31       21     1     0     1     31       21     1     0     1     31       21     1     0   |          |        | EXITING |         |          |
|--|----------|--------|---------|---------|----------|
| Vehicles     2 Axle     3 Axle     4+ Axle     TOTA       11     1     1     3     16       19     0     1     1     21       12     1     1     5     19       12     2     3     1     18       21     1     1     4     27       18     0     1     3     22       13     1     2     0     16       7     0     0     2     9       7     0     0     1     8       21     1     0     2     24       16     1     0     1     21       14     6     0     1     21       12     1     0     3     45       21     1     0     1     33       21     0     2     2     25       10     0     1     1     39       345     0  | Pass     | Large  |         |         |          |
| 11113161901121121151912231182111427180132213120167002970018211022416100171460121121001321022251000010261022941103454501139430124637011111580011115800111158002270104011106274013278114000141002012600211200211200298010913000131000111   | Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL    |
| 19   0   1   1   21     12   1   1   5   19     12   2   3   1   18     21   1   1   4   27     18   0   1   3   22     13   1   2   0   16     7   0   0   2   9     7   0   0   1   8     21   1   0   2   24     16   1   0   0   17     14   6   0   1   21     12   1   0   0   13     21   0   2   2   25     10   0   0   10   13     21   0   2   29   41     1   0   3   45     10   0   1   11   39     43   0   1   1   13     255   1   0   3   259  110   0   | 11       | 1      | 1       | 3       | 16       |
| 12   1   1   5   19     12   2   3   1   18     21   1   1   4   27     18   0   1   3   22     13   1   2   0   16     7   0   0   2   9     7   0   0   1   8     21   1   0   2   24     16   1   0   0   17     14   6   0   1   21     12   1   0   0   13     21   0   2   2   25     10   0   0   10   13     21   0   2   2   25     10   0   0   10   10     26   1   0   3   45     45   0   1   1   139     43   0   1   1   111     58   0   0   1   111   | 19       | 0      | 1       | 1       | 21       |
| 12   2   3   1   18     21   1   1   4   27     18   0   1   3   22     13   1   2   0   16     7   0   0   2   9     7   0   0   1   8     21   1   0   2   24     16   1   0   0   17     14   6   0   1   21     12   1   0   0   13     21   0   2   2   25     10   0   0   1   31     21   0   2   2   25     10   0   0   1   10     26   1   0   2   29     41   1   0   3   45     45   0   1   1   39     43   0   1   1   11     58   0   0   1   111     58 </td <td>12</td> <td>1</td> <td>1</td> <td>5</td> <td>19</td>  | 12       | 1      | 1       | 5       | 19       |
| 21     1     1     4     27       18     0     1     3     22       13     1     2     0     16       7     0     0     2     9       7     0     0     1     8       21     1     0     2     24       16     1     0     0     17       14     6     0     1     21       12     1     0     0     13       21     0     2     2     25       10     0     0     13     31       21     0     2     2     25       10     0     0     1     13       21     0     2     2     25       10     0     3     45     345       37     0     1     1     39       43     0     1     2     46       45     0     2  | 12       | 2      | 3       | 1       | 18       |
| 18013 $22$ 1312016700297001821102241610017146012112100132102225100001026102294110345450113943012464502148255103259110001111580022701040111062740132781140001410022414002820316900211200298010913000131000111   | 21       | 1      | 1       | 4       | 27       |
| 13   1   2   0   16     7   0   0   1   8     21   1   0   2   24     16   1   0   0   17     14   6   0   1   21     12   1   0   0   13     21   0   2   2   25     10   0   0   0   10     26   1   0   3   45     45   0   1   1   39     43   0   1   2   46     45   0   2   1   48     255   1   0   3   259     110   0   0   1   111     58   0   0   1   111     58   0   0   2   270     104   0   1   3   278     114   0   0   0   14     10   0   2   2     6  | 18       | 0      | 1       | 3       | 22       |
| 70029 $7$ 0018 $21$ 10224 $16$ 10017 $14$ 60121 $12$ 10013 $21$ 02225 $10$ 00010 $26$ 10229 $41$ 10345 $45$ 01139 $43$ 01246 $45$ 02148 $255$ 103259 $110$ 001111 $58$ 002270 $104$ 011106 $274$ 013278 $114$ 00014 $51$ 02012 $6$ 00211 $22$ 00224 $144$ 00014 $10$ 0211 $2$ 0316 $9$ 0025 $7$ 0029 $8$ 0109 $13$ 00013 $10$ 00111  | 13       | 1      | 2       | 0       | 16       |
| 70018 $21$ 10224 $16$ 10017 $14$ 60121 $12$ 10013 $21$ 02225 $10$ 00010 $26$ 10229 $41$ 10345 $45$ 01139 $43$ 01246 $45$ 02148 $255$ 103259 $110$ 001111 $58$ 00058 $63$ 002270 $104$ 013278 $114$ 000144 $51$ 00224 $14$ 00014 $10$ 02012 $6$ 0028 $2$ 0316 $9$ 0025 $7$ 0029 $8$ 0109 $13$ 00013   | 7        | 0      | 0       | 2       | 9        |
| 21     1     0     2     24       16     1     0     0     17       14     6     0     1     21       12     1     0     0     13       21     0     2     2     25       10     0     0     0     10       26     1     0     2     29       41     1     0     3     45       45     0     1     1     39       43     0     1     2     46       45     0     2     1     48       255     1     0     3     259       110     0     0     1     111       58     0     0     2     270       104     0     1     1     106       274     0     1     3     278       114     0     0     0     114       10     0     2  | 7        | 0      | 0       | 1       | 8        |
| 16100 $17$ $14$ 601 $21$ $12$ 100 $13$ $21$ 022 $25$ $10$ 000 $10$ $26$ 102 $29$ $41$ 103 $45$ $45$ 010 $46$ $37$ 011 $39$ $43$ 012 $46$ $45$ 021 $48$ $255$ 103 $259$ $110$ 001 $111$ $58$ 000 $58$ $63$ 002 $270$ $104$ 011 $106$ $274$ 013 $278$ $114$ 000 $51$ $22$ 002 $24$ $14$ 000 $14$ $10$ 020 $12$ $6$ 002 $8$ $2$ 031 $6$ $9$ 002 $5$ $7$ 002 $9$ $8$ 010 $9$ $13$ 000 $13$   | 21       | 1      | 0       | 2       | 24       |
| 14     6     0     1     21       12     1     0     0     13       21     0     2     2     25       10     0     0     0     10       26     1     0     2     29       41     1     0     3     45       45     0     1     0     46       37     0     1     1     39       43     0     1     2     46       45     0     2     1     48       255     1     0     3     259       110     0     0     1     111       58     0     0     1     111       58     0     0     2     270       104     0     1     1     106       274     0     1     3     278       114     0     0     0     14       10     0     2  | 16       | 1      | 0       | 0       | 17       |
| 1210013 $21$ 02225 $10$ 00010 $26$ 10229 $41$ 10345 $45$ 01046 $37$ 01139 $43$ 01246 $45$ 02148 $255$ 103259 $110$ 001111 $58$ 00058 $63$ 00164 $268$ 002270 $104$ 011106 $274$ 013278 $114$ 00014 $51$ 0028 $2$ 0316900211 $2$ 0029 $3$ 012630029 $8$ 0109 $13$ 00111   | 14       | 6      | 0       | 1       | 21       |
| 21 $0$ $2$ $2$ $2$ $25$ $10$ $0$ $0$ $0$ $10$ $26$ $1$ $0$ $2$ $29$ $41$ $1$ $0$ $3$ $45$ $45$ $0$ $1$ $0$ $46$ $37$ $0$ $1$ $1$ $39$ $43$ $0$ $1$ $2$ $46$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $9$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $2$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$   | 12       | 1      | 0       | 0       | 13       |
| 10 $0$ $0$ $0$ $0$ $10$ $26$ $1$ $0$ $2$ $29$ $41$ $1$ $0$ $3$ $45$ $45$ $0$ $1$ $0$ $46$ $37$ $0$ $1$ $1$ $39$ $43$ $0$ $1$ $2$ $46$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $5$ $7$ $0$ $0$ $2$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$   | 21       | 0      | 2       | 2       | 25       |
| 2610229 $41$ 10345 $45$ 01046 $37$ 01139 $43$ 01246 $45$ 02148 $255$ 103259 $110$ 001111 $58$ 00058 $63$ 00164 $268$ 002270 $104$ 011106 $274$ 013278 $114$ 00051 $22$ 00224 $14$ 00014 $10$ 02012 $6$ 00211 $2$ 0316 $9$ 0029 $3$ 0126 $3$ 0129 $8$ 0109 $13$ 00013 $10$ 00111  | 10       | 0      | 0       | 0       | 10       |
| 10 $1$ $0$ $3$ $45$ $41$ $1$ $0$ $3$ $45$ $45$ $0$ $1$ $0$ $46$ $37$ $0$ $1$ $1$ $39$ $43$ $0$ $1$ $2$ $46$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $9$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $0$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$  | 26       | 1      | 0       | 2       | 29       |
| 45 $0$ $1$ $0$ $46$ $37$ $0$ $1$ $1$ $39$ $43$ $0$ $1$ $2$ $46$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $114$ $10$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $114$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $9$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $0$ $9$ $3$ $0$ $1$ $0$ $9$ $3$ $0$ $1$ $0$ $9$ $3$ $0$ $1$ $0$ $9$ $3$ $0$ $1$ $0$ $9$ $3$ $0$ $1$ $0$ $9$ </td <td>41</td> <td>1</td> <td>0</td> <td>3</td> <td>45</td> | 41       | 1      | 0       | 3       | 45       |
| 43 $0$ $1$ $1$ $39$ $43$ $0$ $1$ $2$ $46$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $51$ $22$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $3$ $1$ $6$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $0$ $9$ $8$ $0$ $1$ $0$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$   | 45       | 0      | 1       | 0       | 46       |
| 37 $0$ $1$ $1$ $1$ $33$ $43$ $0$ $1$ $2$ $1$ $48$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $51$ $22$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $5$ $7$ $0$ $0$ $2$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $0$ $1$  | 37       | 0      | 1       | 1       | 30       |
| 43 $0$ $1$ $2$ $40$ $45$ $0$ $2$ $1$ $48$ $255$ $1$ $0$ $3$ $259$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $51$ $22$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $5$ $7$ $0$ $0$ $2$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$   | /3       | 0      | 1       | 2       | <u> </u> |
| 43 $6$ $2$ $1$ $43$ $255$ 103 $259$ $110$ 001 $111$ $58$ 000 $58$ $63$ 001 $64$ $268$ 002 $270$ $104$ 011106 $274$ 013 $278$ $114$ 000114 $51$ 00051 $22$ 002 $24$ $14$ 00014 $10$ 02012 $6$ 0028 $2$ 031 $6$ $9$ 002 $11$ $2$ 002 $5$ $7$ 002 $9$ $8$ 010 $9$ $13$ 001 $11$   | 45       | 0      | 2       | 1       | 40       |
| 2.55 $1$ $0$ $3$ $2.55$ $110$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $58$ $63$ $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $51$ $22$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $9$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $2$ $6$ $3$ $0$ $1$ $0$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $0$ $1$   | 255      | 1      | 0       | 3       | 250      |
| 110 $0$ $0$ $0$ $1$ $111$ $58$ $0$ $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $51$ $22$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $5$ $7$ $0$ $0$ $2$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$  | 110      | 0      | 0       | 1       | 111      |
| 33 $0$ $0$ $1$ $64$ $268$ $0$ $0$ $2$ $270$ $104$ $0$ $1$ $1$ $106$ $274$ $0$ $1$ $3$ $278$ $114$ $0$ $0$ $0$ $114$ $51$ $0$ $0$ $0$ $51$ $22$ $0$ $0$ $2$ $24$ $14$ $0$ $0$ $0$ $14$ $10$ $0$ $2$ $0$ $12$ $6$ $0$ $0$ $2$ $8$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $3$ $1$ $6$ $9$ $0$ $0$ $2$ $11$ $2$ $0$ $0$ $2$ $5$ $7$ $0$ $0$ $2$ $9$ $8$ $0$ $1$ $0$ $9$ $13$ $0$ $0$ $1$ $11$  | 58       | 0      | 0       | 0       | 58       |
| 268     0     0     2     270       104     0     1     1     106       274     0     1     3     278       114     0     0     0     14       51     0     0     0     114       51     0     0     0     51       22     0     0     2     24       14     0     0     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     3     1     6       9     0     0     2     11       2     0     0     2     11       2     0     0     2     5       7     0     0     2     9       8     0     1 <td< td=""><td>63</td><td>0</td><td>0</td><td>1</td><td>64</td></td<>                               | 63       | 0      | 0       | 1       | 64       |
| 233     0     1     1     106       104     0     1     3     278       114     0     0     0     114       51     0     0     0     114       51     0     0     0     51       22     0     0     2     24       14     0     0     0     14       10     0     2     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     0     2     11       2     0     0     2     11       2     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0 <td< td=""><td>268</td><td>0</td><td>0</td><td>2</td><td>270</td></td<>                             | 268      | 0      | 0       | 2       | 270      |
| 274     0     1     3     278       114     0     0     0     114       51     0     0     0     51       22     0     0     2     24       14     0     0     0     14       51     0     0     2     24       14     0     0     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     0     2     11       2     0     0     2     11       2     0     0     2     11       2     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     1 </td <td>104</td> <td>0</td> <td>1</td> <td>1</td> <td>106</td>                                   | 104      | 0      | 1       | 1       | 106      |
| 114     0     0     0     114       51     0     0     0     51       22     0     0     2     24       14     0     0     0     14       10     0     2     24       14     0     0     0     14       10     0     2     0     14       10     0     2     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0 <td>274</td> <td>0</td> <td>1</td> <td>3</td> <td>278</td>   | 274      | 0      | 1       | 3       | 278      |
| 51     0     0     0     51       22     0     0     2     24       14     0     0     0     14       10     0     2     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     3     1     6       9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     0     1     11  | 114      | 0      | 0       | 0       | 114      |
| 22     0     0     2     24       14     0     0     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     5       3     0     1     2     6       3     0     0     2     9       8     0     1     0     9       13     0     0     1     11   | 51       | 0      | 0       | 0       | 51       |
| 14     0     0     0     14       10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     3     1     2       3     0     1     2     6       3     0     1     2     6       3     0     1     2     6       3     0     1     2     6       3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     0     13       10     0     0     1     11   | 22       | 0      | 0       | 2       | 24       |
| 10     0     2     0     12       6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     3     1     6       9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     5       3     0     1     2     6       3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     0     13       10     0     0     1     11  | 14       | 0      | 0       | 0       | 14       |
| 6     0     0     2     8       2     0     3     1     6       9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       3     0     1     2     6     6       3     0     0     2     5     7       7     0     0     2     9     8     0     1     0     9       13     0     0     0     1     11     11   | 10       | 0      | 2       | 0       | 12       |
| 2     0     3     1     6       9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       3     0     1     2     6       3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     0     13       10     0     0     1     11   | 6        | 0      | 0       | 2       | 8        |
| 9     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       2     0     0     0     2     11       3     0     1     2     6       3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     0     13       10     0     0     1     11  | 2        | 0      | 3       |         | 6        |
| 2     0     0     0     2       3     0     1     2     6       3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     1     11  | 9        | 0      | 0       | 2       | 11       |
| 3     0     1     2     6       3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     1     11       10     0     0     1     11  | 2        | 0      | 0       | 0       | 2        |
| 3     0     0     2     5       7     0     0     2     9       8     0     1     0     9       13     0     0     1     13       10     0     0     1     11  | 3        | 0      | 1       | 2       | 6        |
| 7     0     0     2     9       8     0     1     0     9       13     0     0     0     13       10     0     0     1     11  | 3        | 0      | 0       | 2       | 5        |
| 8     0     1     0     9       13     0     0     0     13       10     0     0     1     11  | 7        | 0      | 0       | 2       | 9        |
| 13     0     0     0     13       10     0     0     1     11  | 8        | 0      | 1       | 0       | 9        |
| 10 0 0 1 <b>11</b>   | 13       | 0      | 0       | 0       | 13       |
|  | 10       | 0      | 0       | 1       | 11       |
|  | 21       | 0      | 1       | 1       | 22       |
| 12 0 0 1 <b>1</b>  | 17       | 0      | 0       | 1       | 13       |

City of Moreno Valley Driveway Counts 24208 San Michele Rd, Moreno Valley, CA - ONT6 TOTAL DRIVEWAYS 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |  |
|-------|----------|--------|----------|---------|-------|--|
|       | Pass     | Large  |          |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 22:30 | 4        | 0      | 0        | 0       | 4     |  |
| 22:45 | 15       | 2      | 0        | 2       | 19    |  |
| 23:00 | 2        | 0      | 1        | 0       | 3     |  |
| 23:15 | 8        | 0      | 0        | 0       | 8     |  |
| 23:30 | 9        | 0      | 0        | 0       | 9     |  |
| 23:45 | 10       | 0      | 0        | 1       | 11    |  |
|       | 3267     | 30     | 46       | 93      | 3436  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 19       | 0      | 0       | 1       | 20    |
| 15       | 0      | 0       | 3       | 18    |
| 15       | 0      | 0       | 5       | 20    |
| 36       | 0      | 0       | 1       | 37    |
| 16       | 0      | 0       | 1       | 17    |
| 14       | 0      | 0       | 0       | 14    |
| 3362     | 30     | 44      | 99      | 3535  |

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

|          |        |          | DRI     | VEWATIS | CONSTRUC | TION   |         |         |       |
|----------|--------|----------|---------|---------|----------|--------|---------|---------|-------|
|          |        | ENTERING |         |         |          |        | EXITING |         |       |
| Pass     | Large  |          |         |         | Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL   | Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          | L      | 1        | ļ       | 0       |          |        | L       |         | 0     |
|          |        |          | L       | 0       |          |        |         |         | 0     |
|          | L      | 1        | ļ       | 0       |          |        | L       |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | 0       |          |        |         |         | 0     |
|          | ļ      |          | ļ       | 0       |          |        | ļ       |         | 0     |
|          | ļ      |          |         | 0       |          |        |         |         | 0     |
|          |        |          |         | U       |          |        |         |         | U     |

11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:00 13:15 13:30 13:45 14:00 14:15 14:30 14:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45 19:00 19:15 19:30 19:45 20:00 20:15 20:30 20:45 21:00 21:15 21:30 21:45 22:00 22:15

|          |        |          | *****DRI | VEWAY IS I | UNDER | CONSTRUC | TION***** |         |         |       |
|----------|--------|----------|----------|------------|-------|----------|-----------|---------|---------|-------|
|          |        | ENTERING |          |            |       |          |           | EXITING |         |       |
| Pass     | Large  |          |          |            | 1     | Pass     | Large     |         |         |       |
| Vehicles | 2 Axle | 3 Axle   | 4+ Axle  | TOTAL      |       | Vehicles | 2 Axle    | 3 Axle  | 4+ Axle | TOTAL |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          | L      |          |          | 0          | 1     |          | ļ         | ļ       |         | 0     |
|          |        |          |          | 0          | 1     |          | L         | L       |         | 0     |
|          | L      |          |          | 0          | 1     |          | ļ         | ļ       |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | •     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | •     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          |        |          |          | 0          | -     |          |           |         |         | 0     |
|          |        |          |          | 0          | 1     |          |           |         |         | 0     |
|          | ļ      |          |          | 0          | 1     |          | ļ         | ļ       |         | 0     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | U          | 1     |          |           |         |         | U     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | 0          |       |          |           |         |         | 0     |
|          |        |          |          | U          | J     |          |           |         | 1       | U     |

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 |          |        |        |         | 0     |
| 22:45 |          |        |        |         | 0     |
| 23:00 |          |        |        |         | 0     |
| 23:15 |          |        |        |         | 0     |
| 23:30 |          |        |        |         | 0     |
| 23:45 |          |        |        |         | 0     |
|       | 0        | 0      | 0      | 0       | 0     |

## \*\*\*\*\*DRIVEWAY IS UNDER CONSTRUCTION\*\*\*\*\*

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
|          |        |         |         | 0     |
|          |        |         |         | 0     |
|          |        |         |         | 0     |
|          |        |         |         | 0     |
|          |        |         |         | 0     |
|          |        |         |         | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/19/2017 Tuesday

|               |          |        | FNTERING |          |       |
|---------------|----------|--------|----------|----------|-------|
|               | Pass     | Large  |          |          |       |
|               | Vehicles | 2 Axle | 3 Axle   | 4+ Axle  | TOTAL |
| 0:00          | 0        | 0      | 0        | 0        | 0     |
| 0:15          | 0        | 0      | 0        | 0        | 0     |
| 0:30          | 0        | 0      | 0        | 0        | 0     |
| 0:45          | 0        | 0      | 1        | 0        | 1     |
| 1:00          | 0        | 0      | 0        | 0        | 0     |
| 1:15          | 0        | 0      | 0        | 0        | 0     |
| 1:30          | 0        | 0      | 0        | 0        | 0     |
| 1:45          | 0        | 0      | 0        | 0        | 0     |
| 2:00          | 0        | 0      | 0        | 0        | 0     |
| 2:15          | 0        | 0      | 0        | 0        | 0     |
| 2:30          | 0        | 0      | 0        | 0        | 0     |
| 2:45          | 0        | 0      | 0        | 0        | 0     |
| 3:00          | 0        | 0      | 0        | 0        | 0     |
| 3:15          | 0        | 0      | 0        | 0        | 0     |
| 3:30          | 0        | 0      | 0        | 0        | 0     |
| 3:45          | 0        | 0      | 0        | 0        | 0     |
| 4:00          | 0        | 0      | 0        | 0        | 0     |
| 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          | 0        | 0      | 0        | 0        | 0     |
| 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          | 0        | 0      | 0        | 0        | 0     |
| 7:15          | 0        | 0      | 0        | 0        | 0     |
| 7:30          | 0        | 0      | 0        | 0        | 0     |
| /:45          | 0        | 0      | 0        | 0        | 0     |
| 8:00          | 0        | 0      | 0        | 0        | 0     |
| 8:15          | 0        | 0      | 0        | 0        | 0     |
| 0.30          | 0        | 0      | 0        | 0        | 0     |
| 0.45          | 0        | 0      | 0        | 0        | 0     |
| 9.00          | 0        | 0      | 0        | 0        | 0     |
| 0.30          | 0        | 0      | 1        | 0        | 1     |
| 9.30<br>Q.//E | 0        | 0      | 1        | 2        | 2     |
| 9.45<br>10.00 | 0        | 0      |          | <u> </u> | 0     |
| 10.00         | 0        | 0      | 0        | 0        | 0     |
| 10.13         | 0        | 0      | 0        | 0        | 0     |
| 10:30         | 0        | 0      | 0        | 0        | 0     |
| 11:00         | 0        | 0      | 0        | 0        | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 0      | 0      | 1       | 1     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 1      | 0       | 1     |  |
| 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      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 1       | 1     |  |
| 15:30 | 0        | 0      | 1      | 0       | 1     |  |
| 15:45 | 0        | 0      | 1      | 0       | 1     |  |
| 16:00 | 0        | 0      | 0      | 1       | 1     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 1       | 1     |  |
| 17:30 | 0        | 0      | 0      | 0       | 0     |  |
| 17:45 | 0        | 0      | 0      | 0       | 0     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/19/2017 Tuesday

|       |          | ENTERING |        |         |       |  |  |  |
|-------|----------|----------|--------|---------|-------|--|--|--|
|       | Pass     | Large    |        |         |       |  |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |  |
|       | 2        | 0        | 6      | 6       | 14    |  |  |  |

|          | EXITING |        |         |       |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |
| 5        | 0       | 20     | 132     | 157   |  |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/19/2017 Tuesday

|               | ENTERING |        |        |         |       |  |
|---------------|----------|--------|--------|---------|-------|--|
|               | Pass     | Large  |        |         |       |  |
|               | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00          | 0        | 0      | 0      | 1       | 1     |  |
| 0:15          | 0        | 0      | 2      | 1       | 3     |  |
| 0:30          | 0        | 0      | 1      | 1       | 2     |  |
| 0:45          | 0        | 0      | 0      | 1       | 1     |  |
| 1:00          | 0        | 0      | 0      | 2       | 2     |  |
| 1:15          | 0        | 0      | 0      | 1       | 1     |  |
| 1:30          | 0        | 0      | 0      | 1       | 1     |  |
| 1:45          | 0        | 0      | 0      | 1       | 1     |  |
| 2:00          | 0        | 0      | 0      | 1       | 1     |  |
| 2:15          | 0        | 0      | 2      | 1       | 3     |  |
| 2:30          | 0        | 0      | 1      | 1       | 2     |  |
| 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      | 0       | 0     |  |
| 4:00          | 0        | 0      | 0      | 1       | 1     |  |
| 4:15          | 0        | 0      | 0      | 0       | 0     |  |
| 4:30          | 0        | 0      | 0      | 0       | 0     |  |
| 4:45          | 0        | 0      | 0      | 0       | 0     |  |
| 5:00          | 0        | 0      | 0      | 0       | 0     |  |
| 5:15          | 0        | 0      | 0      | 0       | 0     |  |
| 5:30          | 0        | 0      | 0      | 0       | 0     |  |
| 5:45          | 0        | 0      | 0      | 0       | 0     |  |
| 6:00          | 0        | 0      | 0      | 1       | 1     |  |
| 6:15          | 0        | 0      | 1      | 2       | 3     |  |
| 6:30          | 0        | 0      | 0      | 3       | 3     |  |
| 6:45          | 0        | 0      | 0      | 3       | 3     |  |
| 7:00          | 0        | 0      | 0      | 3       | 3     |  |
| 7:15          | 0        | 0      | 2      | 2       | 4     |  |
| 7:30          | 0        | 0      | 0      | 3       | 3     |  |
| /:45          | 0        | 0      | 0      | 3       | 3     |  |
| 8:00          | 0        | 0      | 0      | 3       | 3     |  |
| 8:15          | 0        | 0      | 0      | 0       | 0     |  |
| 8:30          | 0        | 0      | 0      | 1       | 1     |  |
| 8:45          | 0        | 0      | 0      | 1       | 1     |  |
| 9:00          | 1        | 0      | 1      | 1       | 3     |  |
| 0.30          | 0        | 0      | 0      | 2       | 2     |  |
| 9.50          | 0        | 0      | 0      | 2       | 2     |  |
| 9.45<br>10.00 | 0        | 0      | 0      | 2<br>2  | 2     |  |
| 10.00         | 0        | 0      | 0      | 2       | 2     |  |
| 10.13         | 0        | 0      | 0      | 0       | 0     |  |
| 10:30         | 0        | 0      | 0      | 0       | 0     |  |
| 11:00         | 0        | 0      | 0      | 1       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/19/2017 Tuesday

|       | ENTERING |        |        |         |          |
|-------|----------|--------|--------|---------|----------|
|       | Pass     | Large  |        |         |          |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL    |
| 11:15 | 0        | 0      | 0      | 2       | 2        |
| 11:30 | 0        | 0      | 1      | 1       | 2        |
| 11:45 | 0        | 0      | 0      | 1       | 1        |
| 12:00 | 0        | 0      | 0      | 2       | 2        |
| 12:15 | 0        | 0      | 0      | 2       | 2        |
| 12:30 | 0        | 0      | 0      | 1       | 1        |
| 12:45 | 0        | 0      | 0      | 2       | 2        |
| 13:00 | 0        | 0      | 0      | 1       | 1        |
| 13:15 | 0        | 0      | 0      | 2       | 2        |
| 13:30 | 0        | 0      | 0      | 1       | 1        |
| 13:45 | 0        | 0      | 0      | 2       | 2        |
| 14:00 | 0        | 0      | 0      | 1       | 1        |
| 14:15 | 0        | 0      | 0      | 1       | 1        |
| 14:30 | 0        | 1      | 1      | 1       | 3        |
| 14:45 | 0        | 0      | 0      | 1       | 1        |
| 15:00 | 0        | 0      | 0      | 1       | 1        |
| 15:15 | 0        | 0      | 0      | 2       | 2        |
| 15:30 | 0        | 0      | 0      | 1       | 1        |
| 15:45 | 0        | 0      | 0      | 1       | 1        |
| 16:00 | 0        | 0      | 0      | 0       | 0        |
| 16:15 | 0        | 0      | 0      | 0       | 0        |
| 16:30 | 0        | 0      | 0      | 0       | 0        |
| 16:45 | 0        | 0      | 0      | 0       | 0        |
| 17:00 | 0        | 0      | 0      | 1       | 1        |
| 17:15 | 0        | 0      | 0      | 0       | 0        |
| 17:30 | 0        | 0      | 0      | 2       | 2        |
| 17:45 | 0        | 0      | 0      | 1       | 1        |
| 18:00 | 0        | 0      | 0      | 3       | 3        |
| 18:15 | 0        | 0      | 0      | 1       | 1        |
| 18:30 | 0        | 0      | 0      | 3       | 3        |
| 18:45 | 0        | 0      | 0      | 2       | 2        |
| 19:00 | 0        | 0      | 0      | 2       | 2        |
| 19:15 | 0        | 0      | 0      | 0       | 0        |
| 19:30 | 0        | 0      | 0      | 2       | 2        |
| 19:45 | 0        | 0      | 0      | 2       | 2        |
| 20:00 | 0        | 0      | 0      | 2       | 2        |
| 20:15 | 0        | 0      | 0      | 2       | 2        |
| 20:30 | 0        | 0      | 0      | 2       | 2        |
| 20.45 | 0        | 0      | 0      | 2       | 2        |
| 21:00 | 0        | 0      | 0      | 2       | 2        |
| 21.15 | 0        | 0      | 1      | 2       | <u>۲</u> |
| 21.30 | 0        | 0      | 1      | 1       | 2        |
| 21.43 | 0        | 0      |        | 2       | 2        |
| 22:00 | 0        | 0      | 0      | 1       | 1        |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 1       | 1     |
| 23:00 | 0        | 0      | 0        | 1       | 1     |
| 23:15 | 0        | 0      | 0        | 1       | 1     |
| 23:30 | 0        | 0      | 0        | 3       | 3     |
| 23:45 | 0        | 0      | 0        | 2       | 2     |
|       | 1        | 1      | 14       | 119     | 135   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 1       | 0       | 2     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/19/2017 Tuesday

|              | ENTERING |        |        |         |        |
|--------------|----------|--------|--------|---------|--------|
|              | Pass     | Large  |        |         |        |
|              | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |
| 0:00         | 0        | 0      | 0      | 0       | 0      |
| 0:15         | 0        | 0      | 0      | 0       | 0      |
| 0:30         | 1        | 0      | 0      | 0       | 1      |
| 0:45         | 1        | 0      | 0      | 0       | 1      |
| 1:00         | 1        | 0      | 0      | 0       | 1      |
| 1:15         | 0        | 0      | 0      | 0       | 0      |
| 1:30         | 1        | 0      | 0      | 0       | 1      |
| 1:45         | 1        | 0      | 0      | 0       | 1      |
| 2:00         | 0        | 0      | 0      | 0       | 0      |
| 2:15         | 0        | 0      | 0      | 0       | 0      |
| 2:30         | 4        | 0      | 0      | 0       | 4      |
| 2:45         | 5        | 0      | 0      | 0       | 5      |
| 3:00         | 2        | 0      | 0      | 0       | 2      |
| 3:15         | 0        | 0      | 0      | 0       | 0      |
| 3:30         | 3        | 0      | 0      | 0       | 3      |
| 3:45         | 3        | 0      | 0      | 0       | 3      |
| 4:00         | 2        | 0      | 0      | 0       | 2      |
| 4:15         | 6        | 0      | 0      | 0       | 6      |
| 4:30         | 12       | 0      | 0      | 0       | 12     |
| 4:45         | 22       | 0      | 0      | 0       | 22     |
| 5:00         | 46       | 0      | 0      | 0       | 46     |
| 5:15         | 43       | 0      | 0      | 0       | 43     |
| 5:30         | 22       | 0      | 0      | 0       | 22     |
| 5:45         | 10       | 1      | 0      | 0       | 11     |
| 6:00         | 8        | 0      | 0      | 0       | 8      |
| 6:15         | 3        | 0      | 0      | 0       | 3      |
| 6:30         | 5        | 0      | 0      | 0       | 5      |
| 6:45         | 1        | 0      | 0      | 0       | 1      |
| 7:00         | 6        | 0      | 0      | 0       | 6      |
| 7.15         | 0<br>F   | 0      | 0      | 0       | 0<br>F |
| 7.30         | 2        | 1      | 0      | 0       | 5      |
| 7.45<br>8.00 | 5        | 0      | 0      | 0       | 4      |
| 8.00         | 4        | 0      | 0      | 0       | -      |
| 8.30         | 8        | 1      | 0      | 0       | 9      |
| 8.30         | 0        | 0      | 0      | 0       | 0      |
| 9.00         | 0        | 0      | 0      | 0       | 0      |
| 9.00         | 1        | 0      | 0      | 0       | 1      |
| 9:30         | 2        | 0      | 0      | 0       | 2      |
| 9:45         | - 1      | 0      | 0      | 0       | 1      |
| 10:00        | 2        | 0      | 0      | 0       | 2      |
| 10:15        | 3        | 0      | 0      | 0       | 3      |
| 10:30        | 5        | 0      | 0      | 0       | 5      |
| 10:45        | 1        | 0      | 0      | 0       | 1      |
| 11:00        | 1        | 0      | 0      | 0       | 1      |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 2        | 1      | 0      | 0       | 3     |
| 11:30 | 1        | 0      | 0      | 0       | 1     |
| 11:45 | 5        | 0      | 0      | 0       | 5     |
| 12:00 | 1        | 0      | 0      | 0       | 1     |
| 12:15 | 3        | 0      | 0      | 0       | 3     |
| 12:30 | 1        | 0      | 0      | 0       | 1     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 1        | 1      | 0      | 0       | 2     |
| 13:15 | 3        | 0      | 0      | 0       | 3     |
| 13:30 | 5        | 0      | 0      | 0       | 5     |
| 13:45 | 3        | 0      | 0      | 0       | 3     |
| 14:00 | 3        | 0      | 0      | 0       | 3     |
| 14:15 | 1        | 0      | 0      | 0       | 1     |
| 14:30 | 8        | 0      | 0      | 0       | 8     |
| 14:45 | 7        | 0      | 0      | 0       | 7     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 4        | 0      | 0      | 0       | 4     |
| 15:30 | 0        | 1      | 0      | 0       | 1     |
| 15:45 | 11       | 0      | 0      | 0       | 11    |
| 16:00 | 7        | 0      | 0      | 0       | 7     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 71       | 0      | 0      | 0       | 71    |
| 16:45 | 46       | 0      | 0      | 0       | 46    |
| 17:00 | 9        | 0      | 0      | 0       | 9     |
| 17:15 | 3        | 0      | 0      | 0       | 3     |
| 17:30 | 1        | 0      | 0      | 0       | 1     |
| 17:45 | 2        | 0      | 0      | 0       | 2     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 2        | 0      | 0      | 0       | 2     |
| 10.30 | Z        | 1      | 0      | 0       | 3     |
| 10.45 | 1        | 0      | 0      | 0       |       |
| 19.00 | 1        | 0      | 0      | 0       | 1     |
| 19.13 | 1        | 0      | 0      | 0       | 1     |
| 10.30 | 0        | 0      | 0      | 0       | 0     |
| 20.00 | 2        | 0      | 0      | 0       | 2     |
| 20.00 | 2        | 0      | 0      | 0       | 2     |
| 20:10 | 4        | 0      | 0      | 0       | 4     |
| 20:30 | 2        | 0      | 0      | 0       | 2     |
| 21:00 | 6        | 0      | 0      | 0       | 6     |
| 21:15 | 6        | 0      | 0      | 0       | 6     |
| 21:30 | 14       | 0      | 0      | 0       | 14    |
| 21:45 | 4        | 0      | 0      | 0       | 4     |
| 22:00 | 4        | 0      | 0      | 0       | 4     |
| 22:15 | 2        | 1      | 0      | 0       | 3     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 1        | 0      | 0        | 0       | 1     |
| 22:45 | 1        | 0      | 0        | 0       | 1     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 1        | 0      | 0        | 0       | 1     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 1        | 0      | 0        | 0       | 1     |
|       | 505      | 8      | 0        | 0       | 513   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 0        | 0      | 0      | 0       | 0     |  |
| 5:00  | 0        | 0      | 0      | 0       | 0     |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |
| 5:30  | 0        | 0      | 0      | 0       | 0     |  |
| 5:45  | 0        | 0      | 0      | 0       | 0     |  |
| 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  | 0        | 0      | 0      | 0       | 0     |  |
| 7:15  | 0        | 0      | 0      | 0       | 0     |  |
| 7:30  | 0        | 0      | 0      | 0       | 0     |  |
| 7:45  | 0        | 0      | 0      | 0       | 0     |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |
| 9:15  | 0        | 0      | 0      | 0       | 0     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 0        | 0      | 0      | 0       | 0     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 0        | 0      | 0      | 0       | 0     |  |
| 10:30 | 0        | 0      | 0      | 0       | 0     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |          |
|----------|--------|---------|---------|----------|
| Pass     | Large  |         |         |          |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL    |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 1      | 0       | 0       | 1        |
| 2        | 0      | 0       | 0       | 2        |
| 2        | 0      | 0       | 0       | 2        |
| 6        | 0      | 0       | 0       | 6        |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 0        | 0      | 0       | 0       | 0        |
| 0        | 0      | 0       | 0       | 0        |
| 2        | 0      | 0       | 0       | 2        |
| 12       | 0      | 0       | 0       | 12       |
| 86       | 0      | 0       | 0       | 86       |
| 19       | 0      | 0       | 0       | 19       |
| 10       | 0      | 0       | 0       | 10       |
| 10       | 0      | 0       | 0       | 10       |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       |          |
| 16       | 0      | 0       | 0       | 16       |
| 6        | 0      | 0       | 0       | 6        |
| 12       | 0      | 0       | 0       | 12       |
| 12<br>E  | 0      | 0       | 0       | 12<br>E  |
| 0        | 0      | 0       | 0       | 0        |
| 6        | 0      | 0       | 0       | 6        |
| 0        | 0      | 0       | 0       | 0        |
| 1        | 0      | 0       | 0       | 1        |
| 4        | 0      | 0       | 0       | 4        |
| 0        | 0      | 0       | 0       | <u>л</u> |
| 4        | 0      | 0       | 0       | 4        |
| 3        | 0      | 0       | 0       | 2        |
|          | 0      | 0       | 0       |          |
| 5        | 0      | 0       | 0       | 5        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 0      | 0       | 0       | 1        |
| 1        | 1      | 0       | 0       | 2        |
| 1        | 1      | 0       | 0       | 2        |
| 4        | U      | 0       | 0       | 4        |
| 3        | 1      | 0       | 0       | 4        |
| U        | 0      | 0       | 0       | 0        |
| 3        | 0      | 0       | 0       | 3        |
| 2        | 0      | 0       | 0       | 2        |
| 1        | 0      | 0       | 0       | 1        |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 1        | 0      | 0      | 0       | 1     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |
| 17:30 | 0        | 0      | 0      | 0       | 0     |  |
| 17:45 | 0        | 0      | 0      | 0       | 0     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19.30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20.00 | 0        | 0      | 0      | 0       | 0     |  |
| 20.15 | 0        | 0      | 0      | 0       | 0     |  |
| 20.30 | 0        | 0      | 0      | 0       | 0     |  |
| 20.43 | 0        | 0      | 0      | 0       | 0     |  |
| 21.00 | 0        | 0      | 0      | 0       | 0     |  |
| 21.13 | 0        | 0      | 0      | 0       | 0     |  |
| 21.30 | 0        | 0      | 0      | 0       | 0     |  |
| 22.75 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 1      | 0       | 0       | 2     |
| 5        | 1      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 10       | 1      | 0       | 0       | 11    |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 14       | 0      | 0       | 0       | 14    |
| 70       | 0      | 0       | 0       | 70    |
| 31       | 0      | 0       | 0       | 31    |
| 12       | 0      | 0       | 0       | 12    |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/19/2017 Tuesday

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |
|       | 2        | 0        | 0      | 0       | 2     |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |
| 507      | 8      | 0      | 0       | 515   |  |  |  |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 6 9/19/2017 Tuesday

|               | ENTERING |        |        |         |       |  |
|---------------|----------|--------|--------|---------|-------|--|
|               | Pass     | Large  |        |         |       |  |
|               | Vehicles | 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      | 0       | 0     |  |
| 1:00          | 0        | 0      | 0      | 0       | 0     |  |
| 1:15          | 0        | 0      | 0      | 0       | 0     |  |
| 1:30          | 0        | 0      | 0      | 0       | 0     |  |
| 1:45          | 0        | 0      | 0      | 0       | 0     |  |
| 2:00          | 0        | 0      | 0      | 0       | 0     |  |
| 2:15          | 0        | 0      | 0      | 0       | 0     |  |
| 2:30          | 0        | 0      | 1      | 0       | 1     |  |
| 2:45          | 0        | 0      | 0      | 0       | 0     |  |
| 3:00          | 0        | 0      | 1      | 0       | 1     |  |
| 3:15          | 0        | 0      | 0      | 0       | 0     |  |
| 3:30          | 0        | 0      | 0      | 0       | 0     |  |
| 3:45          | 0        | 0      | 0      | 0       | 0     |  |
| 4:00          | 0        | 0      | 0      | 0       | 0     |  |
| 4:15          | 0        | 0      | 0      | 0       | 0     |  |
| 4:30          | 0        | 0      | 0      | 0       | 0     |  |
| 4:45          | 0        | 0      | 1      | 0       | 1     |  |
| 5:00          | 0        | 0      | 0      | 0       | 0     |  |
| 5:15          | 0        | 0      | 0      | 0       | 0     |  |
| 5:30          | 0        | 0      | 0      | 0       | 0     |  |
| 5:45          | 1        | 0      | 1      | 0       | 2     |  |
| 6:00          | 0        | 0      | 1      | 0       | 1     |  |
| 6:15          | 0        | 0      | 0      | 0       | 0     |  |
| 6:30          | 0        | 0      | 1      | 0       | 1     |  |
| 6:45          | 0        | 0      | 1      | 0       | 1     |  |
| 7:00          | 1        | 0      | 0      | 0       | 1     |  |
| 7:15          | 0        | 0      | 0      | 0       | 0     |  |
| 7:30          | 0        | 0      | 1      | 2       | 3     |  |
| /:45          | 0        | 0      | 0      | 2       | 2     |  |
| 8:00          | 0        | 0      | 0      | 1       | 1     |  |
| 8:15          | 0        | 0      | 0      | 0       | 0     |  |
| 8:30          | 1        | 0      | 1      | 0       | 2     |  |
| 0.45          | 0        | 0      | 0      | 0       | 1     |  |
| 9.00          | 0        | 0      | 0      | 1       | 1     |  |
| 9.15          | 0        | 0      | 0      | 0       | 0     |  |
| 9.50          | 0        | 0      | 0      | 1       | 1     |  |
| 9.45<br>10.00 | 0        | 1      | 1      |         | 2     |  |
| 10.00         | 0        | 0      | 1      | 0       |       |  |
| 10.13         | 0        | 0      | 0      | 1       | 1     |  |
| 10.30         | 0        | 0      | 0      |         | 0     |  |
| 11:00         | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |            |          |
|----------|--------|---------|------------|----------|
| Pass     | Large  |         |            |          |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle    | TOTAL    |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 1      | 0       | 1          | 2        |
| 2        | 2      | 1       | 1          | 6        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 2          | 2        |
| 0        | 0      | 0       | 3          | 3        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 2          | 2        |
| 0        | 0      | 0       | 5          | 5        |
| 0        | 0      | 0       | 3          | 3        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 4          | 4        |
| 0        | 0      | 0       | 2          | 2        |
| 0        | 0      | 0       | 2          | 2        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 1       | 0          | 1        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 1       | 0          | 1        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 4       | 1          | 5        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 1      | 0       | -<br>-<br> | 4        |
| 0        | 0      | 1       | 1          | 2        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 6          | 6        |
| 0        | 0      | 0       | 0          | 0        |
| 0        | 0      | 1       | 4          | 5        |
| 1        | 1      | 1       | 2          | 5        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 3          | 3        |
| 0        | 0      | 0       | 4          | 4        |
| 0        | 0      | 0       | 2          | 2        |
| 0        | 0      | 0       | 1          | 1        |
| 0        | 0      | 0       | 0          | <u> </u> |
| 0        | 0      | 0       | 6          | 6        |
| 0        | 0      | 0       | 2          | 2        |
| 0        | 0      | 0       | 5          | 5        |
| 0        | 2      | 0       | J          | 5        |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 6 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Largo  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |
| 11:30 | 0        | 0      | 1      | 0       | 1     |  |
| 11:45 | 1        | 0      | 1      | 0       | 2     |  |
| 12:00 | 0        | 0      | 1      | 0       | 1     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |
| 12:45 | 1        | 0      | 2      | 0       | 3     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 1        | 0      | 2      | 0       | 3     |  |
| 13:30 | 1        | 0      | 1      | 0       | 2     |  |
| 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      | 0       | 0     |  |
| 14:45 | 1        | 0      | 1      | 1       | 3     |  |
| 15:00 | 1        | 0      | 1      | 0       | 2     |  |
| 15:15 | 1        | 0      | 0      | 0       | 1     |  |
| 15:30 | 2        | 0      | 0      | 0       | 2     |  |
| 15:45 | 0        | 0      | 1      | 0       | 1     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 2      | 0       | 2     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |
| 17:30 | 0        | 0      | 0      | 0       | 0     |  |
| 17:45 | 1        | 0      | 1      | 0       | 2     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 1        | 0      | 0      | 0       | 1     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 1      | 1       | 3       | 5     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 1      | 0       | 2       | 3     |
| 1        | 1      | 1       | 1       | 4     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 1      | 2       | 4       | 7     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 1      | 1       | 5       | 7     |
| 0        | 1      | 2       | 2       | 5     |
| 0        | 1      | 1       | 4       | 6     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 2      | 0       | 3       | 5     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 1      | 0       | 4       | 5     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 1       | 1       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 0       | 6       | 6     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 1       | 2     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 6 9/19/2017 Tuesday

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:00 | 0        | 0        | 1      | 0       | 1     |  |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|       | 14       | 1        | 27     | 11      | 53    |  |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 0        | 1       | 0      | 3       | 4     |  |  |  |  |
| 0        | 1       | 0      | 2       | 3     |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 10       | 25      | 30     | 173     | 238   |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/19/2017 Tuesday

|               | ENTERING |        |        |         |       |  |  |
|---------------|----------|--------|--------|---------|-------|--|--|
|               | Pass     | Large  |        |         |       |  |  |
|               | Vehicles | 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      | 0       | 0     |  |  |
| 1:00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 4:45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 5:45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 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          | 0        | 0      | 0      | 0       | 0     |  |  |
| 7:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 7:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| /:45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:15          | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 0.45          | 0        | 0      | 0      | 0       | 0     |  |  |
| 9.00          | 0        | 0      | 0      | 0       | 0     |  |  |
| 0.30          | 0        | 0      | 0      | 0       | 0     |  |  |
| 9.50          | 0        | 0      | 0      | 0       | 0     |  |  |
| 9.45<br>10.00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 10.00         | 0        | 0      | 0      | 0       | 0     |  |  |
| 10.13         | 0        | 0      | 0      | 0       | 0     |  |  |
| 10.30         | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:00         | 0        | 0      | 0      | 0       | 0     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 17:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 17:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/19/2017 Tuesday

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|       | 0        | 0        | 0      | 0       | 0     |  |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 8 9/19/2017 Tuesday

|               | ENTERING |        |        |          |       |  |  |  |
|---------------|----------|--------|--------|----------|-------|--|--|--|
|               | Pass     | Large  |        |          |       |  |  |  |
|               | Vehicles | 2 Axle | 3 Axle | 4+ Axle  | TOTAL |  |  |  |
| 0:00          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 0:15          | 0        | 0      | 0      | 1        | 1     |  |  |  |
| 0:30          | 0        | 0      | 2      | 3        | 5     |  |  |  |
| 0:45          | 0        | 0      | 0      | 2        | 2     |  |  |  |
| 1:00          | 0        | 0      | 0      | 1        | 1     |  |  |  |
| 1:15          | 0        | 0      | 0      | 5        | 5     |  |  |  |
| 1:30          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 1:45          | 0        | 0      | 0      | 3        | 3     |  |  |  |
| 2:00          | 0        | 0      | 0      | 3        | 3     |  |  |  |
| 2:15          | 0        | 0      | 0      | 1        | 1     |  |  |  |
| 2:30          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 2:45          | 1        | 0      | 0      | 0        | 1     |  |  |  |
| 3:00          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 3:15          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 3:30          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 3:45          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 4:00          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 4:15          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 4:30          | 1        | 0      | 0      | 1        | 2     |  |  |  |
| 4:45          | 0        | 0      | 0      | 1        | 1     |  |  |  |
| 5:00          | 1        | 0      | 0      | 0        | 1     |  |  |  |
| 5:15          | 1        | 0      | 0      | 2        | 3     |  |  |  |
| 5:30          | 1        | 0      | 0      | 1        | 2     |  |  |  |
| 5:45          | 0        | 0      | 0      | 2        | 2     |  |  |  |
| 6:00          | 0        | 0      | 0      | 5        | 5     |  |  |  |
| 6:15          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 6:30          | 0        | 0      | 0      | 2        | 2     |  |  |  |
| 6:45          | 1        | 0      | 0      | 4        | 5     |  |  |  |
| 7:00          | 0        | 0      | 0      | 4        | 4     |  |  |  |
| /:15          | 0        | 0      | 0      | 2        | 2     |  |  |  |
| 7:30          | 2        | 0      | 0      | 2        | 4     |  |  |  |
| /:45          | 2        | 1      | 0      | 3        | 6     |  |  |  |
| 8:00          | 0        | 0      | 0      | 0        | 0     |  |  |  |
| 8:15          | 1        | 0      | 0      | 5        | 6     |  |  |  |
| 8:30          | 0        | 0      | 0      | 3        | 3     |  |  |  |
| 0.45          | 0        | 0      | 0      | 3        | 3     |  |  |  |
| 9.00          | 0        | 0      | 0      | 3        | 3     |  |  |  |
| 0.30          | 0        | 1      | 0      | 2        | 3     |  |  |  |
| 9.50          | 0        |        | 0      | 2<br>1   | -+    |  |  |  |
| 9.45<br>10.00 | 0        | 0      | 0      | <u> </u> | 1     |  |  |  |
| 10.00         | 0        | 0      | 0      | -+       |       |  |  |  |
| 10.13         | 0        | 0      | 0      | 2        | 2     |  |  |  |
| 10.30         | 0        | 0      | 0      | 2        | 2     |  |  |  |
| 11:00         | 0        | 1      | 0      | 3        | 4     |  |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 1       | 1     |  |
| 11:30 | 0        | 0      | 0      | 3       | 3     |  |
| 11:45 | 0        | 0      | 0      | 1       | 1     |  |
| 12:00 | 1        | 0      | 0      | 5       | 6     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 1      | 0      | 3       | 4     |  |
| 12:45 | 1        | 2      | 0      | 5       | 8     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 3       | 3     |  |
| 13:30 | 0        | 0      | 0      | 3       | 3     |  |
| 13:45 | 0        | 1      | 0      | 1       | 2     |  |
| 14:00 | 0        | 0      | 0      | 1       | 1     |  |
| 14:15 | 0        | 1      | 0      | 1       | 2     |  |
| 14:30 | 0        | 0      | 0      | 1       | 1     |  |
| 14:45 | 1        | 0      | 1      | 3       | 5     |  |
| 15:00 | 0        | 0      | 0      | 1       | 1     |  |
| 15:15 | 1        | 1      | 1      | 4       | 7     |  |
| 15:30 | 2        | 0      | 0      | 2       | 4     |  |
| 15:45 | 0        | 0      | 0      | 1       | 1     |  |
| 16:00 | 1        | 0      | 0      | 1       | 2     |  |
| 16:15 | 2        | 0      | 0      | 3       | 5     |  |
| 16:30 | 2        | 0      | 0      | 0       | 2     |  |
| 16:45 | 1        | 0      | 0      | 0       | 1     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 1      | 0      | 5       | 6     |  |
| 17:30 | 1        | 0      | 0      | 1       | 2     |  |
| 17:45 | 0        | 1      | 0      | 1       | 2     |  |
| 18:00 | 0        | 0      | 0      | 1       | 1     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 3       | 3     |  |
| 18:45 | 0        | 1      | 0      | 4       | 5     |  |
| 19:00 | 0        | 0      | 0      | 2       | 2     |  |
| 19:15 | 0        | 1      | 0      | 4       | 5     |  |
| 19:30 | 0        | 0      | 0      | 3       | 3     |  |
| 19:45 | 0        | 0      | 0      | 1       | 1     |  |
| 20:00 | 0        | 0      | 0      | 1       | 1     |  |
| 20:15 | 1        | 0      | 0      | 1       | 2     |  |
| 20:30 | 0        | 0      | 0      | 2       | 2     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 1        | 1      | 0      | 2       | 4     |  |
| 21:15 | 0        | 0      | 0      | 3       | 3     |  |
| 21:30 | 0        | 0      | 0      | 3       | 3     |  |
| 21:45 | 0        | 0      | 1      | 1       | 2     |  |
| 22:00 | 0        | 0      | 0      | 2       | 2     |  |
| 22:15 | 0        | 1      | 0      | 0       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 8 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 1       | 1     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 2       | 2     |
| 23:15 | 0        | 0      | 0        | 4       | 4     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 26       | 15     | 5        | 173     | 219   |

|          | EXITING |        |         |       |  |  |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |  |  |  |
| 26       | 0       | 1      | 5       | 32    |  |  |  |  |  |  |  |

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

|       |          |        | FNTFRING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0        | 1       | 1     |
| 0:15  | 0        | 0      | 2        | 2       | 4     |
| 0:30  | 1        | 0      | 3        | 4       | 8     |
| 0:45  | 1        | 0      | 1        | 3       | 5     |
| 1:00  | 1        | 0      | 0        | 3       | 4     |
| 1:15  | 0        | 0      | 0        | 6       | 6     |
| 1:30  | 1        | 0      | 0        | 1       | 2     |
| 1:45  | 1        | 0      | 0        | 4       | 5     |
| 2:00  | 0        | 0      | 0        | 4       | 4     |
| 2:15  | 0        | 0      | 2        | 2       | 4     |
| 2:30  | 4        | 0      | 2        | 1       | 7     |
| 2:45  | 6        | 0      | 0        | 0       | 6     |
| 3:00  | 2        | 0      | 1        | 0       | 3     |
| 3:15  | 0        | 0      | 0        | 1       | 1     |
| 3:30  | 3        | 0      | 0        | 0       | 3     |
| 3:45  | 3        | 0      | 0        | 0       | 3     |
| 4:00  | 2        | 0      | 0        | 1       | 3     |
| 4:15  | 6        | 0      | 0        | 0       | 6     |
| 4:30  | 14       | 0      | 0        | 1       | 15    |
| 4:45  | 22       | 0      | 1        | 1       | 24    |
| 5:00  | 47       | 0      | 0        | 0       | 47    |
| 5:15  | 45       | 0      | 0        | 2       | 47    |
| 5:30  | 23       | 0      | 0        | 1       | 24    |
| 5:45  | 11       | 1      | 1        | 2       | 15    |
| 6:00  | 8        | 0      | 1        | 6       | 15    |
| 6:15  | 3        | 0      | 1        | 2       | 6     |
| 6:30  | 5        | 0      | 1        | 5       | 11    |
| 6:45  | 2        | 0      | 1        | 7       | 10    |
| 7:00  | 7        | 0      | 0        | 7       | 14    |
| 7:15  | 6        | 0      | 2        | 4       | 12    |
| 7:30  | 7        | 0      | 1        | 7       | 15    |
| 7:45  | 5        | 2      | 0        | 8       | 15    |
| 8:00  | 4        | 0      | 0        | 4       | 8     |
| 8:15  | 1        | 0      | 0        | 5       | 6     |
| 8:30  | 9        | 1      | 1        | 4       | 15    |
| 8:45  | 0        | 0      | 0        | 4       | 4     |
| 9:00  | 1        | 0      | 1        | 5       | 7     |
| 9:15  | 1        | 0      | 0        | 5       | 6     |
| 9:30  | 2        | 1      | 1        | 5       | 9     |
| 9:45  | 1        | 0      | 1        | 7       | 9     |
| 10:00 | 2        | 1      | 1        | 6       | 10    |
| 10:15 | 3        | 0      | 1        | 4       | 8     |
| 10:30 | 5        | 0      | 0        | 4       | 9     |
| 10:45 | 1        | 0      | 0        | 2       | 3     |
| 11:00 | 1        | 1      | 0        | 4       | 6     |

| PassLarge<br>2 Axle3 Axle4+ AxleTOTAL1003421036521311010342005720046600392005710089101460057100571005710057100571005710057100571200571300112140011215001141001110011100011001110011100111114750139601294012750117<   | EXITING  |        |        |         |        |  |  |  |  |  |  |
|--|----------|--------|--------|---------|--------|--|--|--|--|--|--|
| Vehicles2 Axle3 Axle4+ AxleTOTAL10034210365213110103420057200466003920057100891014600571100571005710057100571200571300222140011215001121600111700011800011900130000117000118001119013910013911014715013916014717001418019 <th>Pass</th> <th>Large</th> <th></th> <th></th> <th></th>   | Pass     | Large  |        |         |        |  |  |  |  |  |  |
| 1         0         3         4           2         1         0         3         6           5         2         1         3         11           0         1         0         3         4           2         0         0         5         7           2         0         0         4         6           6         0         0         3         9           2         0         0         5         7           1         0         1         4         6           0         0         1         4         6           0         0         0         5         7           1         0         0         5         7           12         0         0         5         17           87         0         0         2         89           20         0         0         1         12           13         0         0         1         12           13         0         0         0         1         1           1         0         1         1 <td< td=""><td>Vehicles</td><td>2 Axle</td><td>3 Axle</td><td>4+ Axle</td><td>TOTAL</td></td<> | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |  |  |  |  |  |  |
| 2       1       0       3       6         5       2       1       3       11         0       1       0       3       4         2       0       0       5       7         2       0       0       3       9         2       0       0       3       9         2       0       0       3       9         2       0       0       5       7         1       0       1       4       6         0       0       1       4       6         0       0       5       7         1       0       0       5       7         12       0       0       5       7         12       0       0       2       89         20       0       0       1       12         13       0       0       1       12         13       0       0       1       1         1       0       1       1       3         0       0       0       1       1         14       0       1  | 1        | 0      | 0      | 3       | 4      |  |  |  |  |  |  |
| 5       2       1       3       11         0       1       0       3       4         2       0       0       5       7         2       0       0       3       9         2       0       0       3       9         2       0       0       3       9         2       0       0       5       7         1       0       1       4       6         0       0       1       4       6         0       0       0       2       2         1       0       0       5       7         12       0       0       5       7         12       0       0       2       89         20       0       0       1       12         13       0       0       1       12         13       0       0       1       1         1       0       1       1       3         0       0       0       1       1         1       0       1       1       1         1       0   | 2        | 1      | 0      | 3       | 6      |  |  |  |  |  |  |
| 0         1         0         3         4           2         0         0         5         7           2         0         0         3         9           2         0         0         3         9           2         0         0         3         9           2         0         0         5         7           1         0         1         4         6           0         0         0         2         2           1         0         0         5         6           2         0         0         5         7           12         0         0         5         17           87         0         0         2         28           20         0         0         1         12           13         0         0         1         12           14         0         0         1         1           1         0         1         1         3           0         0         0         0         1           15         0         1         1 <td< td=""><td>5</td><td>2</td><td>1</td><td>3</td><td>11</td></td<>                           | 5        | 2      | 1      | 3       | 11     |  |  |  |  |  |  |
| 2         0         0         5         7           2         0         0         3         9           2         0         0         5         7           1         0         0         8         9           1         0         1         4         6           0         0         1         4         6           0         0         0         2         2           1         0         0         5         7           1         0         0         5         7           12         0         0         5         17           87         0         0         2         289           20         0         0         1         12           13         0         0         1         12           13         0         0         1         1           1         0         1         1         3           0         0         0         1         1           1         0         1         1         1           1         0         0         1 <td< td=""><td>0</td><td>1</td><td>0</td><td>3</td><td>4</td></td<>                            | 0        | 1      | 0      | 3       | 4      |  |  |  |  |  |  |
| 2         0         0         4         6           6         0         0         3         9           2         0         0         5         7           1         0         0         8         9           1         0         1         4         6           0         0         1         4         6           0         0         0         2         2           1         0         0         5         7           12         0         0         5         17           87         0         0         2         289           20         0         0         1         12           13         0         0         1         12           13         0         0         1         14           1         0         1         1         3           0         0         0         1         1           1         0         1         1         3           0         0         1         1         3           1         0         0         1 <t< td=""><td>2</td><td>0</td><td>0</td><td>5</td><td>7</td></t<>                             | 2        | 0      | 0      | 5       | 7      |  |  |  |  |  |  |
| 6         0         0         3         9           2         0         0         5         7           1         0         1         4         6           0         0         0         2         2           1         0         0         5         6           2         0         0         5         7           12         0         0         5         17           87         0         0         2         89           20         0         0         1         12           13         0         0         1         12           13         0         0         1         1           1         0         1         1         3           0         0         0         0         1           1         0         1         1         3           0         0         0         0         1           1         0         1         1         1           1         1         1         1         1           1         0         0         1   | 2        | 0      | 0      | 4       | 6      |  |  |  |  |  |  |
| 2         0         0         5         7           1         0         0         8         9           1         0         1         4         6           0         0         0         2         2           1         0         0         5         6           2         0         0         5         7           12         0         0         5         17           87         0         0         2         89           20         0         0         1         12           13         0         0         1         12           13         0         0         1         4           1         0         1         1         3           0         0         0         0         1           1         0         1         1         3           0         0         0         0         1           1         0         1         1         1           1         1         1         4         7           5         0         1         3   | 6        | 0      | 0      | 3       | 9      |  |  |  |  |  |  |
| 1       0       0       8       9         1       0       1       4       6         0       0       0       2       2         1       0       0       5       6         2       0       0       5       7         12       0       0       2       89         20       0       0       2       22         11       0       0       1       12         13       0       0       1       12         13       0       0       1       4         1       0       0       1       4         1       0       0       1       4         1       0       1       1       3         0       0       0       0       1         1       0       1       1       3         0       0       0       0       1         1       1       1       4       7         5       0       1       3       9         6       0       1       2       9         4       0   | 2        | 0      | 0      | 5       | 7      |  |  |  |  |  |  |
| 10146000221005620057120028920002221100112130014100141001410014100113001110113000001700017600161202115500141114750139601294019143001410078110355011731127001783006920079  | 1        | 0      | 0      | 8       | 9      |  |  |  |  |  |  |
| 0         0         0         2         2           1         0         0         5         6           2         0         0         5         7           12         0         0         2         89           20         0         0         2         289           20         0         0         1         12           13         0         0         1         12           13         0         0         1         14           1         0         0         1         4           1         0         0         0         1           3         0         0         0         1         4           1         0         1         1         3         3           0         0         0         0         0         1           1         0         1         1         1         1           1         1         1         4         7         1           5         0         1         3         9         1           6         0         1         2 <t< td=""><td>1</td><td>0</td><td>1</td><td>4</td><td>6</td></t<>                     | 1        | 0      | 1      | 4       | 6      |  |  |  |  |  |  |
| 100562005712002892000222110011213001410014100113000110113000001700001700061202115500141114750139601294019143001410078111178100781007811127001783006920079  | 0        | 0      | 0      | 2       | 2      |  |  |  |  |  |  |
| 2         0         0         5         7           12         0         0         5         17           87         0         0         2         89           20         0         0         2         22           11         0         0         1         12           13         0         0         1         12           13         0         0         1         4           1         0         0         1         4           1         0         0         0         1           1         0         1         1         3         0           0         0         0         0         1         4           1         0         1         1         3         0           0         0         0         0         1         1           1         1         1         4         7           5         0         1         3         9           6         0         1         2         9           4         0         1         2         9 <t< td=""><td>1</td><td>0</td><td>0</td><td>5</td><td>6</td></t<>                               | 1        | 0      | 0      | 5       | 6      |  |  |  |  |  |  |
| 12005 $17$ $87$ 002 $89$ $20$ 002 $22$ $11$ 001 $12$ $13$ 00013 $3$ 001 $4$ $1$ 001 $4$ $1$ 0001 $1$ 011 $3$ 0000017000 $6$ 12021 $15$ 5001 $6$ 0042 $6$ 601 $4$ $11$ 111 $4$ $7$ 501 $3$ $9$ $6$ 01 $2$ $9$ $4$ 01 $9$ $14$ $3$ 001 $4$ $1$ 00 $7$ $8$ $1$ 00 $7$ $8$ $1$ 00 $7$ $8$ $1$ 11 $2$ $7$ 001 $7$ $8$ $3$ 00 $6$ $9$ $2$ 00 $7$ $8$   | 2        | 0      | 0      | 5       | 7      |  |  |  |  |  |  |
| 870028920002221100112130001330014101141000110113000001700017600061202115500160042660147501396012940191430078100781111731127001783006920079   | 12       | 0      | 0      | 5       | 17     |  |  |  |  |  |  |
| 20 $0$ $0$ $2$ $22$ $11$ $0$ $0$ $1$ $12$ $13$ $0$ $0$ $0$ $13$ $3$ $0$ $0$ $1$ $4$ $1$ $0$ $0$ $1$ $4$ $1$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $0$ $17$ $0$ $0$ $0$ $0$ $17$ $0$ $0$ $0$ $17$ $6$ $0$ $0$ $0$ $17$ $6$ $0$ $0$ $1$ $15$ $5$ $0$ $0$ $1$ $6$ $0$ $0$ $4$ $2$ $6$ $6$ $0$ $1$ $4$ $7$ $5$ $0$ $1$ $3$ $9$ $4$ $0$ $1$ $9$ $14$ $3$ $0$ $0$ $1$ $4$ $2$ $0$ $2$ $6$ <td>87</td> <td>0</td> <td>0</td> <td>2</td> <td>89</td>   | 87       | 0      | 0      | 2       | 89     |  |  |  |  |  |  |
| 11 $0$ $0$ $1$ $12$ $13$ $0$ $0$ $0$ $13$ $3$ $0$ $0$ $1$ $4$ $1$ $0$ $0$ $1$ $4$ $1$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $0$ $17$ $0$ $0$ $0$ $0$ $17$ $0$ $0$ $0$ $17$ $6$ $0$ $0$ $0$ $17$ $6$ $0$ $0$ $1$ $15$ $5$ $0$ $0$ $1$ $6$ $0$ $0$ $1$ $4$ $11$ $1$ $1$ $1$ $4$ $7$ $5$ $0$ $1$ $3$ $9$ $4$ $0$ $1$ $9$ $14$ $3$ $0$ $0$ $1$ $4$ $1$ $0$ $0$ $7$   | 20       | 0      | 0      | 2       | 22     |  |  |  |  |  |  |
| 13       0       0       0       13         3       0       0       1       4         1       0       0       0       1         1       0       1       1       3         0       0       0       0       1         1       0       1       1       3         0       0       0       0       0         17       0       0       0       6         12       0       2       1       15         5       0       0       1       6         0       0       4       2       6         6       0       1       4       7         5       0       1       3       9         6       0       1       2       9         4       0       1       2       9         4       0       1       9       14         3       0       0       1       4         1       0       0       7       8         1       0       0       7       8         1       0 <t< td=""><td>11</td><td>0</td><td>0</td><td>1</td><td>12</td></t<>  | 11       | 0      | 0      | 1       | 12     |  |  |  |  |  |  |
| 3 $0$ $0$ $1$ $4$ 1       0       0       0       1         1       0       1       1 $3$ 0       0       0       0       1         1       0       1       1 $3$ 0       0       0       0       0         17       0       0       0       0         6       0       0       0       6         12       0       2       1       15         5       0       0       1       6         0       0       4       2       6         6       0       1       4       7         5       0       1       3       9         6       0       1       2       9         4       0       1       2       9         4       0       1       9       14         3       0       0       1       4         1       0       0       7       8         1       0       0       7       8         1       0 </td <td>13</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td>  | 13       | 0      | 0      | 0       | 13     |  |  |  |  |  |  |
| 3 $0$ $0$ $1$ $1$ $3$ 1       0       1       1 $3$ 0       0       0       0 $0$ 17       0       0       0 $0$ 17       0       0       0 $17$ 6       0       0       0 $17$ 6       0       0       0 $6$ 12       0       2       1 $15$ 5       0       0       1 $6$ 0       0 $4$ 2 $6$ 6       0       1 $4$ $11$ 1       1       1 $4$ $7$ 5       0       1 $2$ $9$ $4$ 0       1 $2$ $9$ $4$ 0       1 $2$ $9$ $4$ 0       1 $2$ $9$ $4$ 0       1 $4$ $7$ $6$ 1       1 $6$ $14$ 1       0 $0$  | 3        | 0      | 0      | 1       | 4      |  |  |  |  |  |  |
| 1011300000017000176000612021155001600426601411111475013960129401914300142026106116141007810078110355011731127001783006920079   | 1        | 0      | 0      | 0       | 1      |  |  |  |  |  |  |
| 1       0       0       0       0       0       0         17       0       0       0       0       17         6       0       0       0       0       6         12       0       2       1       15         5       0       0       1       6         0       0       4       2       6         6       0       1       4       11         1       1       1       4       7         5       0       1       3       9         6       0       1       2       9         4       0       1       9       14         3       0       0       1       4         2       0       2       6       10         6       1       1       6       14         3       0       0       7       8         1       0       0       7       8         1       0       0       7       8         1       1       0       3       5         5       0       1       7 <t< td=""><td>1</td><td>0</td><td>1</td><td>1</td><td>3</td></t<>  | 1        | 0      | 1      | 1       | 3      |  |  |  |  |  |  |
| 17 $0$ $0$ $0$ $17$ $6$ $0$ $0$ $0$ $17$ $6$ $0$ $0$ $0$ $6$ $12$ $0$ $2$ $1$ $15$ $5$ $0$ $0$ $1$ $6$ $0$ $0$ $4$ $2$ $6$ $6$ $0$ $1$ $4$ $11$ $1$ $1$ $1$ $4$ $7$ $5$ $0$ $1$ $3$ $9$ $6$ $0$ $1$ $2$ $9$ $4$ $0$ $1$ $9$ $14$ $3$ $0$ $0$ $1$ $4$ $2$ $0$ $2$ $6$ $10$ $6$ $1$ $1$ $6$ $14$ $1$ $0$ $0$ $7$ $8$ $1$ $0$ $0$ $7$ $8$ $1$ $0$ $0$ $7$ $8$ $1$ $1$ $1$ $7$   | 0        | 0      | 0      | 0       | 0      |  |  |  |  |  |  |
| 1 $0$ $0$ $0$ $0$ $0$ $6$ $0$ $0$ $2$ $1$ $15$ $5$ $0$ $0$ $1$ $6$ $0$ $0$ $4$ $2$ $6$ $6$ $0$ $1$ $4$ $11$ $1$ $1$ $1$ $4$ $7$ $5$ $0$ $1$ $3$ $9$ $6$ $0$ $1$ $2$ $9$ $4$ $0$ $1$ $9$ $14$ $3$ $0$ $0$ $1$ $4$ $2$ $0$ $2$ $6$ $10$ $6$ $1$ $1$ $6$ $14$ $2$ $0$ $2$ $6$ $10$ $6$ $1$ $1$ $6$ $14$ $1$ $0$ $0$ $7$ $8$ $1$ $0$ $0$ $7$ $8$ $1$ $1$ $0$ $3$ $5$ $5$ $0$   | 17       | 0      | 0      | 0       | 17     |  |  |  |  |  |  |
| 12 $0$ $2$ $1$ $15$ $5$ $0$ $0$ $1$ $6$ $0$ $0$ $4$ $2$ $6$ $6$ $0$ $1$ $4$ $11$ $1$ $1$ $1$ $4$ $11$ $1$ $1$ $1$ $4$ $7$ $5$ $0$ $1$ $3$ $9$ $6$ $0$ $1$ $2$ $9$ $4$ $0$ $1$ $9$ $14$ $3$ $0$ $0$ $1$ $4$ $2$ $0$ $2$ $6$ $10$ $6$ $1$ $1$ $6$ $14$ $1$ $0$ $0$ $7$ $8$ $1$ $0$ $0$ $7$ $8$ $1$ $0$ $0$ $7$ $8$ $1$ $1$ $0$ $7$ $8$ $1$ $1$ $1$ $7$ $7$ $3$ $0$ $0$ $7$   | 6        | 0      | 0      | 0       | 6      |  |  |  |  |  |  |
| 12 $12$ $12$ $12$ $12$ $5$ $0$ $0$ $1$ $6$ $0$ $0$ $4$ $2$ $6$ $6$ $0$ $1$ $4$ $11$ $1$ $1$ $1$ $4$ $7$ $5$ $0$ $1$ $3$ $9$ $6$ $0$ $1$ $2$ $9$ $4$ $0$ $1$ $9$ $14$ $3$ $0$ $0$ $1$ $4$ $2$ $0$ $2$ $6$ $10$ $6$ $1$ $1$ $6$ $14$ $2$ $0$ $2$ $6$ $10$ $6$ $1$ $1$ $6$ $14$ $1$ $0$ $0$ $7$ $8$ $1$ $0$ $0$ $7$ $8$ $1$ $1$ $0$ $3$ $5$ $5$ $0$ $1$ $1$ $7$ $3$ $1$ $1$ $2$   | 12       | 0      | 2      | 1       | 15     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 5        | 0      | 0      | 1       | 6      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 0        | 0      | 4      | 2       | 6      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 6        | 0      | 1      | 4       | 11     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 1        | 1      | 1      | 4       | 7      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 5        | 0      | 1      | 3       | 9      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 6        | 0      | 1      | 2       | 9      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 4        | 0      | 1      | 9       | 14     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 3        | 0      | 0      | 1       | 4      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 2        | 0      | 2      | 6       | 10     |  |  |  |  |  |  |
| 1     0     0     2     3       1     0     0     7     8       1     0     0     7     8       1     0     0     7     8       1     1     0     3     5       5     0     1     1     7       3     1     1     2     7       0     0     1     7     8       3     0     0     6     9       2     0     0     7     9       2     2     0     2     6  | 6        | 1      | - 1    | 6       | 14     |  |  |  |  |  |  |
| 1     0     0     7     8       1     0     0     7     8       1     1     0     3     5       5     0     1     1     7       3     1     1     2     7       0     0     1     7     8       3     1     1     2     7       0     0     1     7     8       3     0     0     6     9       2     0     0     7     9       2     2     0     2     6  | 1        | 0      | 0      | 2       | 3      |  |  |  |  |  |  |
| 1     0     0     7     8       1     1     0     3     5       5     0     1     1     7       3     1     1     2     7       0     0     1     7     8       3     0     0     6     9       2     0     0     7     9       2     2     0     2     6  | - 1      | 0      | 0      | - 7     | 8      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | - 1      | 0      | 0      | 7       | 8      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 1        | 1      | 0      | 3       | 5      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 5        | 0      | 1      | 1       | 7      |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 3        | 1      | 1      | 2       | 7      |  |  |  |  |  |  |
| 3         0         0         6         9           2         0         0         7         9           2         2         0         2         6  | 0        | 1      | 1      | 7       | י<br>צ |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 2        | 0      |        | ,       | 9      |  |  |  |  |  |  |
|  | 2        | 0      | 0      | 7       | 9      |  |  |  |  |  |  |
|  | 2        | 2      | 0      | 2       | 6      |  |  |  |  |  |  |

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

|       |                  |                 | ENTERING |               |         |
|-------|------------------|-----------------|----------|---------------|---------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle       | TOTAL   |
| 11:15 | 2                | 1               | 0        | 3             | 6       |
| 11:30 | 1                | 0               | 2        | 4             | 7       |
| 11:45 | 6                | 0               | 1        | 2             | 9       |
| 12:00 | 2                | 0               | 1        | 7             | 10      |
| 12:15 | 3                | 0               | 0        | 2             | 5       |
| 12:30 | 1                | 1               | 0        | 5             | 7       |
| 12:45 | 2                | 2               | 2        | 7             | 13      |
| 13:00 | 1                | 1               | 0        | 1             | 3       |
| 13:15 | 4                | 0               | 2        | 5             | 11      |
| 13:30 | 6                | 0               | 2        | 4             | 12      |
| 13:45 | 3                | 1               | 0        | 3             | 7       |
| 14:00 | 3                | 0               | 1        | 3             | 7       |
| 14:15 | 1                | 1               | 0        | 3             | 5       |
| 14:30 | 8                | 1               | 1        | 2             | 12      |
| 14:45 | 9                | 0               | 2        | 5             | 16      |
| 15:00 | 1                | 0               | 1        | 2             | 4       |
| 15:15 | 6                | 1               | 1        | 7             | 15      |
| 15:30 | 4                | 1               | 1        | 3             | 9       |
| 15:45 | 11               | 0               | 2        | 2             | 15      |
| 16:00 | 8                | 0               | 0        | 2             | 10      |
| 16:15 | 2                | 0               | 0        | 3             | 5       |
| 16:30 | 73               | 0               | 2        | 0             | 75      |
| 16:45 | 48               | 0               | 0        | 0             | 48      |
| 17:00 | 9                | 0               | 0        | 1             | 10      |
| 17:15 | 3                | 1               | 0        | 6             | 10      |
| 17:30 | 2                | 0               | 0        | 3             | 5       |
| 17:45 | 3                | 1               | 1        | 2             | 7       |
| 18:00 | 0                | 0               | 0        | 4             | 4       |
| 18:15 | 2                | 0               | 0        | 1             | 3       |
| 18:30 | 2                | 1               | 0        | 6             | 9       |
| 18:45 | 1                | 1               | 0        | 6             | 8       |
| 19:00 | 0                | 0               | 0        | 4             | 4       |
| 19:15 | 1                | 1               | 0        | 4             | 6       |
| 19:30 | 1                | 0               | 0        | 5             | 6       |
| 19:45 | 0                | 0               | 0        | 3             | 3       |
| 20:00 | 3                | 0               | 0        | 3             | ь<br>С  |
| 20:15 | 3                | 0               | 0        | 3             | 0       |
| 20:30 | 4                | 0               | 0        | 4             | ð       |
| 20.45 | 2<br>0           | 1               | 0        | 1             | 12      |
| 21.00 | 0<br>6           |                 | 0        | 4<br>E        | 11      |
| 21.15 | 1/               | 0               | 1        | 2             | 10      |
| 21.30 | <u> </u>         |                 | 2        | 2             | 5<br>10 |
| 21.40 | -+<br>           | 0               | <u>ک</u> | <u>∠</u><br>Л | 2<br>2  |
| 22:15 | 2                | 2               | 0        | 1             | 5       |

| PassLarge<br>2 Axle3 Axle4+ AxleTOTAL400374123103012610146211265114113021622059201589004134104961121020136611210201366112931048012593104801271010222161125940239142031973015793800114602080126914203315946160126170113180113  | FXITING  |        |        |         |       |  |  |  |  |  |  |
|---|----------|--------|--------|---------|-------|--|--|--|--|--|--|
| Vehicles2 Axle3 Axle4+ AxleTOTAL4003741231030126101462112651141130216220592015890041341049611210201366116141125931048012710102221611259310480127101022391420319730159380033130123330123340033401361410461593316033170131810 </th <th>Pass</th> <th>Large</th> <th>_</th> <th></th> <th></th>  | Pass     | Large  | _      |         |       |  |  |  |  |  |  |
| 4003741231030126101462112651141130216220592015890041341049611210201366116141125931048012710102216112594023914203197301579380003813011460208001260033340059210450113340034501131011310113101<  | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |  |
| 41231030126101462112651141130216220592015890041341049611210201366116141125931048012710102221611259402391420319730157938000381301146020800126003340059210691011360034701131011376003760017900  | 4        | 0      | 0      | 3       | 7     |  |  |  |  |  |  |
| 3 $0$ $1$ $2$ $6$ $1$ $0$ $1$ $4$ $6$ $2$ $1$ $1$ $4$ $11$ $3$ $0$ $2$ $1$ $6$ $2$ $2$ $0$ $5$ $9$ $2$ $0$ $1$ $5$ $8$ $9$ $0$ $0$ $4$ $13$ $4$ $1$ $0$ $4$ $9$ $6$ $1$ $1$ $2$ $10$ $2$ $0$ $1$ $3$ $6$ $6$ $1$ $1$ $2$ $10$ $2$ $0$ $1$ $3$ $6$ $6$ $1$ $1$ $2$ $5$ $9$ $3$ $1$ $0$ $4$ $8$ $0$ $1$ $2$ $7$ $10$ $10$ $2$ $2$ $2$ $16$ $1$ $1$ $2$ $5$ $9$ $3$ $1$ $0$ $4$ $8$ $0$ $1$ $2$ $5$ $9$ $4$ $0$ $2$ $3$ $9$ $14$ $2$ $0$ $3$ $19$ $73$ $0$ $1$ $5$ $79$ $38$ $0$ $0$ $1$ $14$ $6$ $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $6$ $0$ $0$ $1$ $2$ $6$ $1$ $0$ $1$ $1$ $3$ $4$ $0$ $0$ $3$ $7$ $6$ $0$ $0$ $1$ $1$ $1$  | 4        | 1      | 2      | 3       | 10    |  |  |  |  |  |  |
| 1014621126511411302162205920158900413410496112102013661161411259310480127101022216112593104801259402391420319730157938001146020800123301260033110146110461113101131011310113101341037600  | 3        | 0      | 1      | 2       | 6     |  |  |  |  |  |  |
| 2       1       1       2       6         5       1       1       4       11         3       0       2       1       6         2       2       0       5       9         2       0       1       5       8         9       0       0       4       13         4       1       0       4       9         6       1       1       2       10         2       0       1       3       6         6       1       1       2       10         2       0       1       3       6         6       1       1       2       5       9         3       1       0       4       8       7       10         10       2       2       2       16       1       1       1       9         11       1       2       5       9       1 | 1        | 0      | 1      | 4       | 6     |  |  |  |  |  |  |
| 511411 $3$ 0216 $2$ 2059 $2$ 0158 $9$ 00413 $4$ 1049 $6$ 11210 $2$ 0136 $6$ 11259 $3$ 1048012710102221611259 $4$ 02319 $73$ 01579 $38$ 003381300114 $6$ 0208 $0$ 01259 $33$ 0123 $33$ 0123 $33$ 0126 $0$ 0333 $4$ 0059 $2$ 1046 $2$ 00810 $1$ 0113 $1$ 0113 $1$ 0113 $1$ 0113 $1$ 0113 $1$ 0113 $1$ 01810 <td>2</td> <td>1</td> <td>1</td> <td>2</td> <td>6</td>  | 2        | 1      | 1      | 2       | 6     |  |  |  |  |  |  |
| 3       0       2       1       6         2       2       0       1       5       8         9       0       0       4       13         4       1       0       4       9         6       1       1       2       10         2       0       1       3       6         6       1       1       2       10         2       0       1       3       6         6       1       1       6       14         1       1       2       5       9         3       1       0       4       8         0       1       2       7       10         10       2       2       2       16         1       1       2       5       9         4       0       2       3       9         14       2       0       3       19         73       0       1       14       14         6       0       2       0       8         0       0       1       2       6         0                                   | 5        | 1      | 1      | 4       | 11    |  |  |  |  |  |  |
| 2       2       0       1       5       8         9       0       0       4       13         4       1       0       4       9         6       1       1       2       10         2       0       1       3       6         6       1       1       2       10         2       0       1       3       6         6       1       1       6       14         1       1       2       5       9         3       1       0       4       8         0       1       2       7       10         10       2       2       2       16         1       1       2       5       9         4       0       2       3       9         14       2       0       3       19         73       0       1       5       79         38       0       0       1       14         6       0       2       0       8         0       0       1       2       6         0                                  | 3        | 0      | 2      | 1       | 6     |  |  |  |  |  |  |
| 2       0       1       5       8         9       0       0       4       13         4       1       0       4       9         6       1       1       2       10         2       0       1       3       6         6       1       1       6       14         1       1       2       5       9         3       1       0       4       8         0       1       2       7       10         10       2       2       2       16         1       1       2       5       9         3       1       0       4       8         0       1       2       5       9         4       0       2       3       9         14       2       0       3       19         73       0       1       5       79         38       0       0       1       14         6       0       2       0       8         0       0       1       2       6         0       0                                   | 2        | 2      | 0      | 5       | 9     |  |  |  |  |  |  |
| 900413 $4$ 1049611210201366116141125931048012710102221611259402391420319730157938000381300114602080012593012330126910126003334005921069101461133101134310261018104003760017900138100021221047   | 2        | 0      | 1      | 5       | 8     |  |  |  |  |  |  |
| 410 $4$ 961121020136611614112593104801271010222161125940239142031973015793800038130011460208001259301238000381300114602080012600146110450111310113101131011790011040037600138100021221047   | 9        | 0      | 0      | 4       | 13    |  |  |  |  |  |  |
| 611210 $2$ 013 $6$ $6$ 11614 $1$ 1259 $3$ 1048012710102221611259 $4$ 02391420319 $73$ 01579 $38$ 000381300114 $6$ 02080012 $6$ 0012 $6$ 0003 $3$ 40059210691014 $6$ 113 $3$ $10$ 1011 $3$ 011 $3$ $4$ 310 $2$ $6$ 101 $8$ $10$ 101 $8$ $10$ 101 $3$ $7$ $6$ 001 $7$ 9001 $3$ $8$ 1000 $2$ $12$ 21 $0$ $4$ $7$   | 4        | 1      | 0      | 4       | 9     |  |  |  |  |  |  |
| 2 $0$ $1$ $3$ $6$ $6$ $1$ $1$ $6$ $14$ $1$ $1$ $2$ $5$ $9$ $3$ $1$ $0$ $4$ $8$ $0$ $1$ $2$ $7$ $10$ $10$ $2$ $2$ $2$ $16$ $1$ $1$ $2$ $5$ $9$ $4$ $0$ $2$ $3$ $9$ $14$ $2$ $0$ $3$ $19$ $73$ $0$ $1$ $5$ $79$ $38$ $0$ $0$ $0$ $38$ $13$ $0$ $0$ $1$ $14$ $6$ $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $6$ $0$ $0$ $1$ $2$ $6$ $0$ $0$ $1$ $2$ $6$ $0$ $0$ $1$ $2$ $6$ $1$ $0$ $1$ $4$ $6$ $2$ $0$ $0$ $8$ $10$ $1$ $0$ $1$ $1$ $3$ $4$ $0$ $0$ $4$ $5$ $0$ $1$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $3$ $8$ $1$ $0$ $1$ $3$ $8$ $1$ $0$  | 6        | 1      | 1      | 2       | 10    |  |  |  |  |  |  |
| 611 $6$ $14$ 112 $5$ $9$ $3$ 10 $4$ $8$ 0127 $10$ 10222 $16$ 112 $5$ $9$ $4$ 02 $3$ $9$ $14$ 20 $3$ $19$ $73$ 01 $5$ $79$ $38$ 000 $38$ 13001 $14$ $6$ 020 $8$ 0012 $3$ $3$ 012 $6$ 000 $3$ $3$ $4$ 00 $5$ $9$ $1$ 01 $4$ $6$ $1$ 10 $4$ $6$ $1$ 10 $4$ $5$ 011 $3$ $4$ $3$ 10 $4$ $5$ 01 $1$ $3$ $4$ $3$ 1 $0$ $3$ $4$ $3$ 1 $0$ $3$ $7$ $6$ 0 $0$ $1$ $10$ $4$ $0$ $1$ $3$ $8$ $10$ $0$ $0$ $1$ $10$ $4$ $0$ $1$ $3$ $8$ $10$ $0$ $0$ $1$ $10$  | 2        | 0      | 1      | 3       | 6     |  |  |  |  |  |  |
| 112593104801271010222161125940239142031973015793800038130011460208001260012600126001461104610146101334003450113101131018101018104003760017900138100021221047  | 6        | 1      | 1      | 6       | 14    |  |  |  |  |  |  |
| 31048012710102221611259402391420319730157938000381300114602080012330126000334005921069101461104501113101130111701181010181010138100021221047  | 1        | 1      | 2      | 5       | 9     |  |  |  |  |  |  |
| 01271010222161125940239142031973015793800038130011460208001233012600033400592106910146110450113310113101179001790013100021221047  | 3        | 1      | 0      | 4       | 8     |  |  |  |  |  |  |
| 10 $2$ $2$ $2$ $2$ $16$ $1$ $1$ $2$ $5$ $9$ $4$ $0$ $2$ $3$ $9$ $14$ $2$ $0$ $3$ $19$ $73$ $0$ $1$ $5$ $79$ $38$ $0$ $0$ $0$ $38$ $13$ $0$ $0$ $1$ $14$ $6$ $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $3$ $3$ $0$ $1$ $2$ $3$ $3$ $0$ $1$ $2$ $6$ $0$ $0$ $0$ $3$ $3$ $4$ $0$ $0$ $5$ $9$ $2$ $1$ $0$ $6$ $9$ $1$ $0$ $1$ $4$ $6$ $1$ $1$ $0$ $4$ $5$ $0$ $1$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $3$ $4$ $3$ $1$ $0$ $3$ $7$ $6$ $0$ $0$ $1$ $3$ $8$ $10$ $0$ $1$ $3$ $8$ $10$ $0$ $0$ $2$ $12$ $2$ $1$ $0$ $4$ $7$  | 0        | 1      | 2      | 7       | 10    |  |  |  |  |  |  |
| 1125940239142031973015793800038130011460208001233012600033400592106910146110450113101134310261011301179001790013100021221047  | 10       | 2      | 2      | 2       | 16    |  |  |  |  |  |  |
| 4 $0$ $2$ $3$ $9$ $14$ $2$ $0$ $3$ $19$ $73$ $0$ $1$ $5$ $79$ $38$ $0$ $0$ $0$ $38$ $13$ $0$ $0$ $1$ $14$ $6$ $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $3$ $3$ $0$ $1$ $2$ $6$ $0$ $0$ $1$ $2$ $6$ $0$ $0$ $0$ $3$ $3$ $4$ $0$ $0$ $5$ $9$ $2$ $1$ $0$ $6$ $9$ $1$ $0$ $1$ $4$ $6$ $2$ $0$ $0$ $8$ $10$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $3$ $7$ $6$ $0$ $0$ $1$ $7$ $9$ $0$ $0$ $1$ $3$ $8$ $10$ $0$ $0$ $2$ $12$ $2$ $1$ $0$ $4$ $7$  | 1        | 1      | 2      | 5       | 9     |  |  |  |  |  |  |
| 14 $2$ $0$ $3$ $19$ $73$ $0$ $1$ $5$ $79$ $38$ $0$ $0$ $0$ $38$ $13$ $0$ $0$ $1$ $14$ $6$ $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $3$ $3$ $0$ $1$ $2$ $6$ $0$ $0$ $1$ $2$ $6$ $0$ $0$ $0$ $3$ $3$ $4$ $0$ $0$ $5$ $9$ $2$ $1$ $0$ $6$ $9$ $1$ $0$ $1$ $4$ $6$ $1$ $1$ $0$ $4$ $5$ $0$ $1$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $0$ $1$ $1$ $1$ $3$ $0$ $1$ $0$ $3$ $7$ $6$ $0$ $0$ $1$ $7$ $9$ $0$ $0$ $1$ $3$ $10$ $0$ $1$ $3$ $8$ $10$ $0$ $0$ $2$ $12$ $2$ $1$ $0$ $4$ $7$  | 4        | 0      | 2      | 3       | 9     |  |  |  |  |  |  |
| 7301579 $38$ 00038 $13$ 0011460208001233012600033400592106910146110450113101011301134310261018104003760017900138100021221047  | 14       | 2      | 0      | 3       | 19    |  |  |  |  |  |  |
| 38 $0$ $0$ $0$ $38$ $13$ $0$ $0$ $1$ $14$ $6$ $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $38$ $0$ $0$ $1$ $2$ $38$ $0$ $0$ $1$ $2$ $3$ $3$ $0$ $1$ $2$ $3$ $4$ $0$ $0$ $5$ $9$ $2$ $1$ $0$ $6$ $9$ $1$ $0$ $1$ $4$ $6$ $1$ $0$ $1$ $4$ $6$ $1$ $0$ $1$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $4$ $0$ $1$ $1$ $3$ $4$ $1$ $0$ $1$ $3$ $4$ $1$ $0$ $1$ $3$ $7$ $0$   | 73       | 0      | 1      | 5       | 79    |  |  |  |  |  |  |
| 13       0       0       1       14         6       0       2       0       8         0       0       1       2       3         3       0       1       2       6         0       0       0       3       3         4       0       0       5       9         2       1       0       6       9         1       0       1       4       6         1       0       1       4       6         1       1       0       4       6         1       1       0       4       6         2       0       0       8       10         1       0       1       1       3         1       0       1       1       3         1       0       1       1       3         0       1       1       3       4         0       1       1       3       4         3       1       0       2       6         1       0       1       8       10         4       0   | 38       | 0      | 0      | 0       | 38    |  |  |  |  |  |  |
| 6 $0$ $2$ $0$ $8$ $0$ $0$ $1$ $2$ $3$ $3$ $0$ $1$ $2$ $6$ $0$ $0$ $0$ $3$ $3$ $4$ $0$ $0$ $5$ $9$ $2$ $1$ $0$ $6$ $9$ $1$ $0$ $1$ $4$ $6$ $1$ $1$ $0$ $4$ $6$ $2$ $0$ $0$ $8$ $10$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $0$ $1$ $1$ $1$ $3$ $1$ $0$ $1$ $1$ $3$ $0$ $1$ $0$ $1$ $7$ $0$ $0$ $1$ $7$ $9$ $0$ $0$ $1$ $7$ $9$ $0$ $0$ $1$ $3$ $10$ $0$ $0$ $2$ $12$ $2$ $1$ $0$ $4$ $7$  | 13       | 0      | 0      | 1       | 14    |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 6        | 0      | 2      | 0       | 8     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 1      | 2       | 3     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 3        | 0      | 1      | 2       | 6     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0      | 3       | 3     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 4        | 0      | 0      | 5       | 9     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 2        | 1      | 0      | 6       | 9     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 0      | 1      | 4       | 6     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 1      | 0      | 4       | 6     |  |  |  |  |  |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 2        | 0      | 0      | 8       | 10    |  |  |  |  |  |  |
| 0         1         1         1         3           1         0         1         1         3           0         1         0         3         4           3         1         0         2         6           1         0         1         8         10           4         0         0         3         7           6         0         0         1         7           9         0         0         1         10           4         0         1         3         8           10         0         0         2         12           2         1         0         4         7   | 1        | 0      | 0      | 4       | 5     |  |  |  |  |  |  |
| 1       0       1       1       3         0       1       0       3       4         3       1       0       2       6         1       0       1       8       10         4       0       0       3       7         6       0       0       1       7         9       0       0       1       10         4       0       1       3       8         10       0       0       2       12         2       1       0       4       7   | 0        | 1      | 1      | 1       | 3     |  |  |  |  |  |  |
| 0         1         0         3         4           3         1         0         2         6           1         0         1         8         10           4         0         0         3         7           6         0         0         1         7           9         0         0         1         10           4         0         1         3         8           10         0         0         2         12           2         1         0         4         7   | 1        | 0      | 1      | 1       | 3     |  |  |  |  |  |  |
| 3         1         0         2         6           1         0         1         8         10           4         0         0         3         7           6         0         0         1         7           9         0         0         1         10           4         0         1         3         8           10         0         0         2         12           2         1         0         4         7   | 0        | 1      | 0      | 3       | 4     |  |  |  |  |  |  |
| 1     0     1     8     10       4     0     0     3     7       6     0     0     1     7       9     0     0     1     10       4     0     1     3     8       10     0     0     2     12       2     1     0     4     7   | 3        | 1      | 0      | 2       | 6     |  |  |  |  |  |  |
| 4         0         0         3         7           6         0         0         1         7           9         0         0         1         10           4         0         1         3         8           10         0         0         2         12           2         1         0         4         7  | 1        | 0      | 1      | 8       | 10    |  |  |  |  |  |  |
| 6         0         0         1         7           9         0         0         1         10           4         0         1         3         8           10         0         0         2         12           2         1         0         4         7  | 4        | 0      | 0      | 3       | 7     |  |  |  |  |  |  |
| 9         0         0         1         10           4         0         1         3         8           10         0         0         2         12           2         1         0         4         7  | 6        | 0      | 0      | 1       | 7     |  |  |  |  |  |  |
| 4         0         1         3         8           10         0         0         2         12           2         1         0         4         7   | 9        | 0      | 0      | 1       | 10    |  |  |  |  |  |  |
| 10         0         0         2         12           2         1         0         4         7   | 4        | 0      | 1      | 3       | 8     |  |  |  |  |  |  |
| 2 1 0 4 7   | 10       | 0      | 0      | 2       | 12    |  |  |  |  |  |  |
|   | 2        | 1      | 0      | 4       | 7     |  |  |  |  |  |  |

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

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 1        | 0      | 0        | 1       | 2     |
| 22:45 | 1        | 0      | 0        | 1       | 2     |
| 23:00 | 0        | 0      | 1        | 3       | 4     |
| 23:15 | 1        | 0      | 0        | 5       | 6     |
| 23:30 | 0        | 0      | 0        | 3       | 3     |
| 23:45 | 1        | 0      | 0        | 2       | 3     |
|       | 550      | 25     | 52       | 309     | 936   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 1       | 6     |
| 2        | 0      | 0       | 1       | 3     |
| 2        | 1      | 0       | 3       | 6     |
| 1        | 1      | 0       | 3       | 5     |
| 2        | 0      | 0       | 3       | 5     |
| 4        | 0      | 0       | 1       | 5     |
| 551      | 34     | 52      | 310     | 947   |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 1 9/20/2017 Wednesday

|       |          |        |          | *****DRI | VEWAY IS | JNDER | CONSTRUC | TION**** |         |         |       |
|-------|----------|--------|----------|----------|----------|-------|----------|----------|---------|---------|-------|
|       |          |        | ENTERING |          |          |       |          |          | EXITING |         |       |
|       | Pass     | Large  |          |          |          |       | Pass     | Large    |         |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle  | TOTAL    |       | Vehicles | 2 Axle   | 3 Axle  | 4+ Axle | TOTAL |
| 0:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 0:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 0:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 0:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 1:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 1:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 1:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 1:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 2:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 2:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 2:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 2:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 3:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 3:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 3:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 3:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 4:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 4:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 4:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 4:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 5:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 5:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 5:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 5:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 6:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 6:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 6:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 6:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 7:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 7:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 7:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 7:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 8:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 8:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 8:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 8:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 9:00  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 9:15  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 9:30  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 9:45  |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 10:00 |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 10:15 |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 10:30 |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 10:45 |          |        |          |          | 0        |       |          |          |         |         | 0     |
| 11:00 |          |        |          |          | 0        |       |          |          |         |         | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 1 9/20/2017 Wednesday

|       |          |        |          | *****DR | IVEWAY IS | JNDER | CONSTRUC | TION**** |         |         |       |
|-------|----------|--------|----------|---------|-----------|-------|----------|----------|---------|---------|-------|
|       |          |        | ENTERING |         |           |       |          |          | EXITING |         |       |
|       | Pass     | Large  |          |         |           |       | Pass     | Large    |         |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL     |       | Vehicles | 2 Axle   | 3 Axle  | 4+ Axle | TOTAL |
| 11:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 11:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 11:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 12:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 12:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 12:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 12:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 13:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 13:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 13:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 13:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 14:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 14:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 14:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 14:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 15:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 15:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 15:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 15:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 16:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 16:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 16:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 16:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 17:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 17:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 17:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 17:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 18:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 18:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 18:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 18:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 19:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 19:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 19:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 19:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 20:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 20:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 20:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 20:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 21:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 21:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 21:30 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 21:45 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 22:00 |          |        |          |         | 0         |       |          |          |         |         | 0     |
| 22:15 |          |        |          |         | 0         |       |          |          |         |         | 0     |

4+ Axle

0

TOTAL

0

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 1 9/20/2017 Wednesday

|   |       |          |        |          | DRI     | VEWATIS | JNDLK | CONSTRUC |        |         |
|---|-------|----------|--------|----------|---------|---------|-------|----------|--------|---------|
|   |       |          |        |          |         |         |       |          |        |         |
|   |       |          |        | ENTERING |         |         |       |          |        | EXITING |
|   |       | Pass     | Large  |          |         |         |       | Pass     | Large  |         |
|   |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL   |       | Vehicles | 2 Axle | 3 Axle  |
| 2 | 22:30 |          |        |          |         | 0       |       |          |        |         |
| 2 | 22:45 |          |        |          |         | 0       |       |          |        |         |
| 2 | 23:00 |          |        |          |         | 0       |       |          |        |         |
| 2 | 23:15 |          |        |          |         | 0       |       |          |        |         |
| 2 | 23:30 |          |        |          |         | 0       |       |          |        |         |
| 2 | 23:45 |          |        |          |         | 0       |       |          |        |         |
|   |       | 0        | 0      | 0        | 0       | 0       | -     | 0        | 0      | 0       |

## \*\*\*\*\*DRIVEWAY IS UNDER CONSTRUCTION\*\*\*\*

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/20/2017 Wednesday

|              |          |        | ENTERING |         |       |
|--------------|----------|--------|----------|---------|-------|
|              | Pass     | Large  |          |         |       |
|              | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 0:00         | 0        | 0      | 0        | 1       | 1     |
| 0:15         | 0        | 0      | 0        | 0       | 0     |
| 0:30         | 0        | 0      | 1        | 1       | 2     |
| 0:45         | 0        | 0      | 0        | 0       | 0     |
| 1:00         | 0        | 0      | 0        | 0       | 0     |
| 1:15         | 0        | 0      | 0        | 0       | 0     |
| 1:30         | 0        | 0      | 0        | 0       | 0     |
| 1:45         | 0        | 0      | 0        | 0       | 0     |
| 2:00         | 0        | 0      | 0        | 0       | 0     |
| 2:15         | 0        | 0      | 0        | 0       | 0     |
| 2:30         | 0        | 0      | 0        | 0       | 0     |
| 2:45         | 0        | 1      | 0        | 0       | 1     |
| 3:00         | 0        | 0      | 0        | 0       | 0     |
| 3:15         | 0        | 0      | 1        | 0       | 1     |
| 3:30         | 0        | 0      | 0        | 0       | 0     |
| 3:45         | 0        | 0      | 0        | 0       | 0     |
| 4:00         | 0        | 0      | 0        | 0       | 0     |
| 4:15         | 0        | 0      | 0        | 0       | 0     |
| 4:30         | 1        | 0      | 0        | 0       | 1     |
| 4:45         | 0        | 0      | 0        | 0       | 0     |
| 5:00         | 0        | 0      | 0        | 0       | 0     |
| 5:15         | 0        | 0      | 0        | 0       | 0     |
| 5:30         | 3        | 0      | 0        | 0       | 3     |
| 5:45         | 0        | 0      | 0        | 0       | 0     |
| 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         | 0        | 0      | 0        | 0       | 0     |
| 7:15         | 0        | 0      | 0        | 0       | 0     |
| 7:30         | 0        | 0      | 0        | 0       | 0     |
| 7.45         | 0        | 0      | 0        | 0       | 0     |
| 0.00         | 0        | 0      | 0        | 0       | 0     |
| 0.12         | 0        | 0      | 0        | 0       | 0     |
| 0.30         | 0        | 0      | 0        | 0       | 0     |
| 0.45         | 0        | 0      | 0        | 0       | 0     |
| 9.00         | 0        | 0      | 0        | 0       | 0     |
| 0·3U         | 0        | 0      | 0        | 0       | 0     |
| 9.30<br>Q·45 | 0        | 0      | 0        | 0       | 0     |
| 10.00        | 0        | 1      | 0        | 0       | 1     |
| 10.00        | 0        | 0      | 0        | 0       | 0     |
| 10.13        | 0        | 0      | 0        | 0       | 0     |
| 10:30        | 0        | 0      | 0        | 0       | 0     |
| 11:00        | 0        | 0      | 0        | 1       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 4       | 4     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 1      | 0      | 0       | 1     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 1       | 1     |
| 14:00 | 0        | 0      | 1      | 0       | 1     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 1      | 0      | 0       | 1     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 1        | 0      | 0      | 0       | 1     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 0        | 0      | 1      | 0       | 1     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 1      | 0       | 1     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 1      | 0       | 1     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 1        | 0      | 0      | 1       | 2     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 1       | 2       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 3       | 4     |
| 1        | 0      | 0       | 5       | 6     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0      | 0      | 0       | 0     |  |
| 22:45 | 0        | 0      | 0      | 0       | 0     |  |
| 23:00 | 0        | 0      | 0      | 0       | 0     |  |
| 23:15 | 0        | 0      | 0      | 0       | 0     |  |
| 23:30 | 0        | 0      | 0      | 0       | 0     |  |
| 23:45 | 0        | 0      | 0      | 0       | 0     |  |
|       | 6        | 4      | 6      | 5       | 21    |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 0        | 0       | 0      | 3       | 3     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 3       | 3     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 4        | 3       | 22     | 132     | 161   |  |  |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/20/2017 Wednesday

| Pass<br>Vehicles         Large<br>2 Axle         3 Axle         4+ Axle         TOTAL           0:00         0         0         0         3         3           0:15         0         0         0         1         1           0:30         0         0         0         1         1           0:30         0         0         0         1         1           0:30         0         0         0         1         1           0:45         0         0         0         1         1           1:15         0         0         0         1         1           1:30         0         0         0         1         1           2:00         0         0         0         2         2           2:30         0         0         0         1         1           2:15         0         0         0         2         2           2:30         0         0         0         1         1           2:15         0         0         0         1         1           3:30         0         0         0         0         0 <th></th> <th colspan="6">ENTERING</th> |       | ENTERING |        |        |         |        |  |
|---|-------|----------|--------|--------|---------|--------|--|
| Vehicle         2 Axle         3 Axle         4 + Axle         TOTAL           0:00         0         0         0         3         3           0:15         0         0         0         1         1           0:30         0         0         0         1         1           0:45         0         0         0         1         1           1:10         0         0         0         1         1           1:30         0         0         0         1         1           1:30         0         0         0         1         1           1:45         0         0         0         1         1           2:00         0         0         0         2         2           2:30         0         0         0         1         1           1:300         0         0         0         1         1           3:00         0         0         0         1         1           4:43:0         0         0         0         0         0           4:43:0         0         0         0         0         0   |       | Pass     | Large  |        |         |        |  |
| 0:00         0         0         3         3           0:15         0         0         0         1         1           0:30         0         0         0         1         1           0:45         0         0         0         1         1           1:00         0         0         0         1         1           1:15         0         0         0         1         1           1:30         0         0         0         1         1           1:45         0         0         0         1         1           2:00         0         0         0         1         1           2:15         0         0         0         2         2           2:30         0         0         0         1         1           1:1:0:0         0         0         1         1         1           1:3:0         0         0         0         1         1           1:4:0         0         0         0         0         0           1:3:30         0         0         0         0         0   |       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |  |
| 0:15       0       0       0       1       1 $0:30$ 0       0       0       1       1 $0:45$ 0       0       0       1       1 $1:00$ 0       0       0       1       1 $1:15$ 0       0       0       3       3 $1:45$ 0       0       0       1       1 $2:00$ 0       0       0       1       1 $2:00$ 0       0       0       2       2 $2:30$ 0       0       0       1       1 $3:00$ 0       0       0       2       2 $2:45$ 0       0       0       2       2 $3:30$ 0       0       0       1       1 $4:00$ 0       0       0       1       1 $4:30$ 0       0       0       0       0       0 $4:45$ 0       0       0       0       0       0 $4:45$ 0       0       0       0   | 0:00  | 0        | 0      | 0      | 3       | 3      |  |
| 0:3000011 $0:45$ 00011 $1:00$ 00011 $1:15$ 00011 $1:30$ 00011 $1:30$ 00011 $2:00$ 00011 $2:00$ 00022 $2:30$ 00022 $2:45$ 00011 $3:00$ 00022 $3:30$ 00022 $3:30$ 00011 $4:00$ 0011 $4:15$ 00011 $4:30$ 00000 $5:30$ 00000 $5:30$ 00000 $5:30$ 00000 $5:30$ 00000 $5:30$ 00044 $7:00$ 00044 $7:30$ 00011 $2:4:5$ 000012 $8:00$ 000022 $9:00$ 000000 $9:15$ 00000 $9:15$ <td>0:15</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td>  | 0:15  | 0        | 0      | 0      | 1       | 1      |  |
| 0:45 $0$ $0$ $0$ $1$ $1$ $1:00$ $0$ $0$ $0$ $1$ $1$ $1:15$ $0$ $0$ $0$ $1$ $1$ $1:30$ $0$ $0$ $0$ $1$ $1$ $2:00$ $0$ $0$ $0$ $1$ $1$ $2:00$ $0$ $0$ $0$ $2$ $2$ $2:30$ $0$ $0$ $0$ $1$ $1$ $2:30$ $0$ $0$ $0$ $1$ $1$ $3:00$ $0$ $0$ $0$ $2$ $2$ $3:30$ $0$ $0$ $0$ $1$ $1$ $4:00$ $0$ $0$ $0$ $0$ $0$ $4:45$ $0$ $0$ $0$ $0$ $0$ $4:45$ $0$ $0$ $0$ $0$ $0$ $5:00$ $0$ $0$ $0$ $0$   | 0:30  | 0        | 0      | 0      | 1       | 1      |  |
| 1:0000011 $1:15$ 00033 $1:45$ 00011 $2:00$ 00011 $2:00$ 00011 $2:15$ 00022 $2:30$ 00011 $3:00$ 00011 $3:00$ 00022 $3:30$ 00022 $3:30$ 00011 $4:00$ 00011 $4:00$ 00011 $4:15$ 00000 $4:45$ 00000 $4:45$ 00000 $5:15$ 00000 $5:30$ 00000 $5:45$ 00000 $6:30$ 00144 $7:00$ 00033 $7:30$ 00000 $9:15$ 00000 $9:15$ 00000 $9:15$ 00000 $9:15$ 00000 $9:15$ 00000 $9:15$ 00   | 0:45  | 0        | 0      | 0      | 2       | 2      |  |
| 1:15       0       0       0       1       1         1:30       0       0       0       3       3         1:45       0       0       0       1       1         2:00       0       0       0       1       1         2:15       0       0       0       2       2         2:30       0       0       0       1       1         3:00       0       0       0       2       2         2:45       0       0       0       2       2         3:30       0       0       0       2       2         3:30       0       0       0       1       1         4:00       0       0       0       1       1         4:15       0       0       0       0       0         4:45       0       0       0       0       0         5:00       0       0       0       0       0         5:30       0       0       0       0       0         5:45       0       0       0       0       0         6:30       0  | 1:00  | 0        | 0      | 0      | 1       | 1      |  |
| 1:3000033 $1:45$ 00011 $2:00$ 00011 $2:15$ 00022 $2:30$ 00011 $3:00$ 00011 $3:00$ 00022 $3:30$ 00022 $3:30$ 00011 $4:00$ 00011 $4:00$ 00011 $4:30$ 00000 $4:45$ 00000 $5:00$ 00000 $5:30$ 00000 $5:30$ 00000 $5:45$ 00022 $6:15$ 00123 $6:30$ 00044 $7:30$ 00044 $7:45$ 000134 $8:30$ 100112 $9:00$ 0000000 $9:30$ 000112 $9:45$ 0000112 $9:45$ 0000111 $1:1:00$ <t< td=""><td>1:15</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></t<>   | 1:15  | 0        | 0      | 0      | 1       | 1      |  |
| 1:4500011 $2:00$ 00011 $2:15$ 00022 $2:30$ 00011 $3:00$ 00044 $3:15$ 00022 $3:30$ 00022 $3:30$ 00011 $4:00$ 0011 $4:00$ 0011 $4:15$ 00000 $4:30$ 00000 $4:30$ 00000 $5:00$ 00000 $5:30$ 00000 $5:30$ 00000 $5:30$ 00123 $6:30$ 00123 $6:30$ 00044 $7:00$ 00044 $7:30$ 00022 $8:00$ 00134 $8:30$ 100112 $9:00$ 000000 $9:30$ 000112 $9:45$ 000112 $9:45$ 0000111 <td>1:30</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>3</td>  | 1:30  | 0        | 0      | 0      | 3       | 3      |  |
| 2:0000011 $2:15$ 00022 $2:30$ 00011 $3:00$ 00044 $3:15$ 00022 $3:30$ 00022 $3:30$ 00022 $3:45$ 00011 $4:00$ 00011 $4:15$ 00000 $4:30$ 00000 $4:30$ 00000 $5:00$ 00000 $5:30$ 00000 $5:30$ 00000 $5:45$ 00000 $6:30$ 00145 $6:45$ 00044 $7:00$ 00044 $7:30$ 00022 $8:00$ 00022 $8:00$ 000112 $9:00$ 000000 $9:30$ 000112 $9:45$ 000044 $10:00$ 000000 $9:30$ 0001 <td< td=""><td>1:45</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></td<>   | 1:45  | 0        | 0      | 0      | 1       | 1      |  |
| 2:15       0       0       0       2       2         2:30       0       0       0       1       1         3:00       0       0       0       4       4         3:15       0       0       0       2       2         3:30       0       0       0       2       2         3:345       0       0       0       1       1         4:00       0       0       0       1       1         4:15       0       0       0       0       0       0         4:430       0       0       0       0       0       0       0         4:45       0       0       0       0       0       0       0         5:15       0       0       0       0       0       0       0         5:30       0       0       0       0       0       0       0         6:45       0       0       1       2       3       3         6:30       0       0       1       4       4         7:15       0       0       0       3       3  | 2:00  | 0        | 0      | 0      | 1       | 1      |  |
| 2:30       0       0       0       1       1         3:00       0       0       0       4       4         3:15       0       0       0       2       2         3:30       0       0       0       2       2         3:30       0       0       0       1       1         4:00       0       0       0       1       1         4:15       0       0       0       0       0       0         4:30       0       0       0       0       0       0         4:45       0       0       0       0       0       0         5:00       0       0       0       0       0       0         5:15       0       0       0       0       0       0         5:30       0       0       0       0       0       0       0         5:45       0       0       1       2       3       3       3         6:30       0       0       1       4       4       3         6:45       0       0       0       3       3       3 <td>2:15</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td>   | 2:15  | 0        | 0      | 0      | 2       | 2      |  |
| 2:45       0       0       0       1       1         3:00       0       0       0       2       2         3:30       0       0       0       2       2         3:30       0       0       0       2       2         3:45       0       0       0       1       1         4:00       0       0       0       1       1         4:15       0       0       0       0       0       0         4:30       0       0       0       0       0       0         4:45       0       0       0       0       0       0         5:00       0       0       0       0       0       0         5:15       0       0       0       0       0       0         5:30       0       0       0       0       0       0       0         6:45       0       0       1       4       5       5       5       5       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       <  | 2:30  | 0        | 0      | 0      | 2       | 2      |  |
| 3:0000044 $3:15$ 00022 $3:30$ 00011 $4:00$ 00011 $4:00$ 00000 $4:30$ 00000 $4:30$ 00000 $4:45$ 00000 $5:00$ 00000 $5:30$ 00000 $5:30$ 00000 $5:45$ 00000 $6:60$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00022 $8:00$ 00022 $8:00$ 00022 $9:00$ 00013 $9:30$ 00000 $9:30$ 00112 $9:45$ 00011 $10:30$ 00011 $10:45$ 00022 $10:45$ 00022 $10:45$ 00011 $1:10:15$ 0 <td< td=""><td>2:45</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></td<>  | 2:45  | 0        | 0      | 0      | 1       | 1      |  |
| 3:1500022 $3:30$ 00011 $4:00$ 00011 $4:00$ 00000 $4:30$ 00000 $4:30$ 00000 $4:45$ 00000 $5:00$ 00000 $5:15$ 00000 $5:30$ 00000 $5:30$ 00000 $5:45$ 00000 $6:00$ 00123 $6:30$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 000000 $9:315$ 00011 $29:45$ 00011 $10:30$ 00112 $10:45$ 000111 $10:45$ 00033<   | 3:00  | 0        | 0      | 0      | 4       | 4      |  |
| 3:3000022 $3:45$ 00011 $4:00$ 00011 $4:15$ 00000 $4:30$ 00000 $4:45$ 00000 $5:00$ 00000 $5:15$ 00000 $5:30$ 00000 $5:30$ 00000 $5:30$ 00000 $5:45$ 00000 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 000000 $9:15$ 000112 $9:45$ 000112 $9:45$ 0000111 $10:00$ 001112 $9:45$ 0000111 $9:45$ 0 <td< td=""><td>3:15</td><td>0</td><td>0</td><td>0</td><td>2</td><td>2</td></td<>   | 3:15  | 0        | 0      | 0      | 2       | 2      |  |
| 3:4500011 $4:00$ 000000 $4:15$ 00000 $4:30$ 00000 $4:45$ 00000 $5:00$ 00000 $5:15$ 00000 $5:30$ 00000 $5:45$ 00000 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00022 $8:00$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 000112 $9:45$ 000111 $10:45$ 00033 $11:00$ 000111 $9:45$ 00033 $11:045$ 00033   | 3:30  | 0        | 0      | 0      | 2       | 2      |  |
| 4:0000011 $4:15$ 000000 $4:30$ 000000 $4:45$ 000000 $5:00$ 000000 $5:15$ 000000 $5:30$ 000000 $5:45$ 000000 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00022 $9:00$ 00000 $9:15$ 00000 $9:15$ 00044 $10:00$ 00112 $9:45$ 000111 $10:15$ 00033 $11:00$ 00033 $11:00$ 00033   | 3:45  | 0        | 0      | 0      | 1       | 1      |  |
| 4:1500000 $4:30$ 00000 $4:45$ 00000 $5:00$ 00000 $5:15$ 00000 $5:30$ 00000 $5:30$ 00000 $5:45$ 00000 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00022 $9:00$ 00112 $9:30$ 00112 $9:45$ 00000 $9:30$ 00112 $9:45$ 00044 $10:30$ 00011 $10:45$ 00022 $10:45$ 00033  | 4:00  | 0        | 0      | 0      | 1       | 1      |  |
| 4:3000000 $4:45$ 000000 $5:00$ 000000 $5:15$ 000000 $5:30$ 000000 $5:45$ 000000 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00022 $8:00$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:30$ 00112 $9:45$ 00044 $10:00$ 00112 $9:45$ 000000 $9:30$ 00112 $9:45$ 000111 $10:45$ 000333   | 4:15  | 0        | 0      | 0      | 0       | 0      |  |
| 4:4500000 $5:00$ 00000 $5:15$ 00000 $5:30$ 00000 $5:45$ 00000 $6:00$ 00022 $6:15$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00022 $8:00$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00022 $9:00$ 00000 $9:15$ 00011 $10:00$ 00112 $9:45$ 00011 $10:30$ 00022 $10:45$ 00033  | 4:30  | 0        | 0      | 0      | 0       | 0      |  |
| 5:0000000 $5:15$ 00000 $5:30$ 00000 $5:45$ 00000 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00011 $9:45$ 00044 $10:00$ 00112 $9:45$ 00022 $10:45$ 000111 $10:45$ 00033   | 4:45  | 0        | 0      | 0      | 0       | 0      |  |
| 5:1500000 $5:30$ 000000 $5:45$ 000022 $6:00$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 00011 $10:30$ 00033 $11:00$ 00112   | 5:00  | 0        | 0      | 0      | 0       | 0      |  |
| 5:3000000 $5:45$ 000000 $6:00$ 00122 $6:15$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00044 $7:15$ 00033 $7:30$ 00022 $8:00$ 00066 $8:15$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 00011 $10:30$ 00033 $11:00$ 00022   | 5:15  | 0        | 0      | 0      | 0       | 0      |  |
| 5:4500000 $6:00$ 000122 $6:15$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00044 $7:15$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 00044 $10:00$ 00112 $10:15$ 00022 $10:45$ 00033 $11:00$ 00111  | 5:30  | 0        | 0      | 0      | 0       | 0      |  |
| 6:0000022 $6:15$ 00123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00044 $7:15$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00134 $8:30$ 10012 $8:45$ 00022 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 00011 $10:30$ 00033 $11:00$ 00033   | 5:45  | 0        | 0      | 0      | 0       | 0      |  |
| 6:1500123 $6:30$ 00145 $6:45$ 00044 $7:00$ 00044 $7:15$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00066 $8:15$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00112 $9:45$ 00044 $10:00$ 00112 $10:15$ 000112 $10:45$ 00033 $11:00$ 00033  | 6:00  | 0        | 0      | 0      | 2       | 2      |  |
| 6:3000145 $6:45$ 00044 $7:00$ 00044 $7:15$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00066 $8:15$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00000 $9:45$ 00112 $9:45$ 00112 $10:15$ 00112 $10:45$ 00033 $11:00$ 00022   | 6:15  | 0        | 0      | 1      | 2       | 3      |  |
| 6:4500044 $7:00$ 00044 $7:15$ 00033 $7:30$ 00044 $7:45$ 00022 $8:00$ 00066 $8:15$ 00134 $8:30$ 10012 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 00044 $10:00$ 00112 $10:15$ 000112 $10:45$ 00033 $11:00$ 00022   | 6:30  | 0        | 0      | 1      | 4       | 5      |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 6:45  | 0        | 0      | 0      | 4       | 4      |  |
| 7:15       0       0       0       3       3 $7:30$ 0       0       0       4       4 $7:45$ 0       0       0       2       2 $8:00$ 0       0       0       6       6 $8:15$ 0       0       1       3       4 $8:30$ 1       0       0       1       2 $8:45$ 0       0       0       2       2 $9:00$ 0       0       0       2       2 $9:00$ 0       0       0       0       0 $9:15$ 0       0       0       0       0 $9:30$ 0       0       1       1       2 $9:45$ 0       0       0       4       4 $10:00$ 0       0       1       1       2 $10:15$ 0       0       0       1       1       1 $10:45$ 0       0       0       3       3       1   | 7:00  | 0        | 0      | 0      | 4       | 4      |  |
| 7:3000044 $7:45$ 00022 $8:00$ 00066 $8:15$ 00134 $8:30$ 10012 $8:45$ 00022 $9:00$ 00000 $9:15$ 00000 $9:30$ 00112 $9:45$ 00044 $10:00$ 00112 $10:15$ 00011 $10:30$ 00033 $11:00$ 00033  | 7:15  | 0        | 0      | 0      | 3       | 3      |  |
| 7:45       0       0       0       2       2 $8:00$ 0       0       0       6       6 $8:15$ 0       0       1       3       4 $8:30$ 1       0       0       1       2 $8:45$ 0       0       0       2       2 $9:00$ 0       0       0       0       0 $9:15$ 0       0       0       0       0 $9:30$ 0       0       1       1       2 $9:45$ 0       0       0       4       4 $10:00$ 0       0       1       1       2 $10:15$ 0       0       0       1       1       1 $10:30$ 0       0       0       3       3       3 $11:00$ 0       0       0       3       3       3  | 7:30  | 0        | 0      | 0      | 4       | 4      |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | /:45  | 0        | 0      | 0      | 2       | 2      |  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 8:00  | 0        | 0      | 0      | 6       | 6      |  |
| 8:30       1       0       0       1       2         8:45       0       0       0       2       2         9:00       0       0       0       0       0         9:15       0       0       0       0       0         9:30       0       0       1       1       2         9:45       0       0       0       4       4         10:00       0       0       1       1       2         10:15       0       0       0       1       1       1         10:30       0       0       0       3       3       3         11:00       0       0       0       3       3       3   | 8:15  | 0        | 0      | 1      | 3       | 4      |  |
| 8:45       0       0       0       0       2       2         9:00       0       0       0       0       0       0         9:15       0       0       0       0       0       0         9:30       0       0       1       1       2         9:45       0       0       0       4       4         10:00       0       0       1       1       2         10:15       0       0       0       1       1         10:30       0       0       0       3       3         11:00       0       0       0       3       3  | 8:30  | 1        | 0      | 0      | 1       | 2      |  |
| 9:00       0       0       0       0       0         9:15       0       0       0       0       0       0         9:30       0       0       1       1       2         9:45       0       0       0       4       4         10:00       0       0       1       1       2         10:15       0       0       0       1       1         10:30       0       0       0       2       2         10:45       0       0       0       3       3   | 8:45  | 0        | 0      | 0      | 2       | 2      |  |
| 9:15       0       0       0       0       0       0         9:30       0       0       1       1       2         9:45       0       0       0       4       4         10:00       0       0       1       1       2         10:15       0       0       0       1       1       2         10:30       0       0       0       2       2         10:45       0       0       3       3  | 9:00  | 0        | 0      | 0      | 0       | 0      |  |
| 9:45         0         0         1         1         2           9:45         0         0         0         4         4           10:00         0         0         1         1         2           10:15         0         0         0         1         1         1           10:30         0         0         0         2         2           10:45         0         0         0         3         3   | 9:15  | 0        | 0      | 1      | 1       | 0      |  |
| 9:45     0     0     0     4     4       10:00     0     0     1     1     2       10:15     0     0     0     1     1       10:30     0     0     0     2     2       10:45     0     0     0     3     3  | 9:30  | 0        | 0      | 1      | 1       | 2      |  |
| 10.00         0         0         1         1         2           10:15         0         0         0         1         1           10:30         0         0         0         2         2           10:45         0         0         3         3   | 9:45  | 0        | 0      | 1      | 4       | 4      |  |
| 10.15         0         0         1         1           10:30         0         0         0         2         2           10:45         0         0         0         3         3           11:00         0         0         0         0         0   | 10:00 | 0        | 0      | 1      | 1       | 2<br>1 |  |
| 10:30         0         0         0         2         2         2           10:45         0         0         0         3         3         3           11:00         0         0         0         0         0         0         0   | 10:15 | 0        | 0      | 0      | 1       | 2      |  |
|   | 10:30 | 0        | 0      | 0      | 2       | 2      |  |
|   | 11.45 | 0        | 0      | 0      | 0       | 5<br>0 |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 1       | 1     |  |
| 11:30 | 0        | 0      | 1      | 4       | 5     |  |
| 11:45 | 0        | 0      | 0      | 2       | 2     |  |
| 12:00 | 0        | 0      | 1      | 1       | 2     |  |
| 12:15 | 0        | 0      | 0      | 2       | 2     |  |
| 12:30 | 0        | 0      | 0      | 2       | 2     |  |
| 12:45 | 0        | 0      | 0      | 1       | 1     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 2       | 2     |  |
| 13:45 | 0        | 0      | 0      | 2       | 2     |  |
| 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      | 1       | 1     |  |
| 15:00 | 0        | 0      | 1      | 3       | 4     |  |
| 15:15 | 0        | 0      | 1      | 1       | 2     |  |
| 15:30 | 0        | 0      | 0      | 2       | 2     |  |
| 15:45 | 0        | 0      | 0      | 2       | 2     |  |
| 16:00 | 0        | 0      | 0      | 2       | 2     |  |
| 16:15 | 0        | 0      | 0      | 1       | 1     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 1      | 1       | 2     |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |
| 17:30 | 0        | 0      | 1      | 2       | 3     |  |
| 17:45 | 0        | 0      | 0      | 2       | 2     |  |
| 18:00 | 0        | 0      | 0      | 2       | 2     |  |
| 18:15 | 0        | 0      | 0      | 2       | 2     |  |
| 18:30 | 0        | 0      | 1      | 2       | 3     |  |
| 18:45 | 0        | 0      | 0      | 3       | 3     |  |
| 19:00 | 0        | 0      | 0      | 2       | 2     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 2       | 2     |  |
| 19:45 | 0        | 0      | 1      | 1       | 2     |  |
| 20:00 | 0        | 0      | 0      | 2       | 2     |  |
| 20:15 | 0        | 0      | 0      | 1       | 1     |  |
| 20:30 | 0        | 0      | 0      | 1       | 1     |  |
| 20:45 | 1        | 0      | 0      | 2       | 3     |  |
| 21:00 | 0        | 0      | 0      | 2       | 2     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 1       | 1     |  |
| 21:45 | 0        | 0      | 0      | 2       | 2     |  |
| 22:00 | 0        | 0      | 0      | 3       | 3     |  |
| 22:15 | 0        | 0      | 0      | 3       | 3     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0      | 0      | 0       | 0     |  |
| 22:45 | 0        | 0      | 0      | 1       | 1     |  |
| 23:00 | 0        | 0      | 0      | 0       | 0     |  |
| 23:15 | 0        | 0      | 0      | 1       | 1     |  |
| 23:30 | 0        | 0      | 1      | 2       | 3     |  |
| 23:45 | 0        | 0      | 0      | 0       | 0     |  |
|       | 2        | 0      | 15     | 150     | 167   |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/20/2017 Wednesday

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.13  | 0        | 0     | 0      | 0 | 0     |
| 0.50  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.15  | 0        | 0     | 0      | 0 | 0     |
| 1.30  | 0        | 0     | 0      | 0 | 0     |
| 2.00  | 0        | 0     | 0      | 0 | 0     |
| 2.00  | 0        | 0     | 0      | 0 | 0     |
| 2.13  | 2        | 0     | 0      | 0 | 2     |
| 2.30  | 7        | 0     | 0      | 0 | 7     |
| 2.43  | ,        | 0     | 0      | 0 | ,     |
| 2.15  | 1        | 0     | 0      | 0 | 1     |
| 2.10  | 2        | 0     | 0      | 0 | 2     |
| 2.30  | 2        | 0     | 0      | 0 | 2     |
| 3.43  | 5        | 0     | 0      | 0 | 5     |
| 4.00  | 6        | 0     | 0      | 0 | 6     |
| 4.13  | 20       | 0     | 0      | 0 | 20    |
| 4.50  | 20       | 0     | 0      | 0 | 20    |
| 5.00  | 62       | 0     | 0      | 0 | 62    |
| 5.00  | /1       | 0     | 0      | 0 | /11   |
| 5.10  | 16       | 0     | 0      | 0 | 16    |
| 5.30  | 4        | 1     | 0      | 0 | 5     |
| 6.00  | 10       | 0     | 0      | 0 | 10    |
| 6.00  | 4        | 0     | 0      | 0 | 4     |
| 6:30  | 4        | 0     | 0      | 0 | 4     |
| 6:45  | 3        | 0     | 0      | 0 | 3     |
| 7:00  | 2        | 0     | 0      | 0 | 2     |
| 7:15  | 1        | 0     | 0      | 0 | 1     |
| 7:30  | 2        | 0     | 0      | 0 | 2     |
| 7:45  | 1        | 0     | 0      | 0 | 1     |
| 8:00  | 0        | 0     | 0      | 0 | 0     |
| 8:15  | 3        | 0     | 0      | 0 | 3     |
| 8:30  | 0        | 1     | 0      | 0 | 1     |
| 8:45  | 1        | 0     | 0      | 0 | 1     |
| 9:00  | 1        | 0     | 0      | 0 | 1     |
| 9:15  | 1        | 0     | 0      | 0 | 1     |
| 9:30  | 1        | 1     | 0      | 0 | 2     |
| 9:45  | 2        | 0     | 0      | 0 | 2     |
| 10:00 | 2        | 1     | 0      | 0 | 3     |
| 10:15 | 5        | 0     | 0      | 0 | 5     |
| 10:30 | 0        | 0     | 0      | 0 | 0     |
| 10:45 | 1        | 0     | 0      | 0 | 1     |
| 11:00 | 1        | 0     | 0      | 0 | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |         |
|-------|----------|--------|--------|---------|---------|
|       | Pass     | Large  |        |         |         |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL   |
| 11:15 | 1        | 0      | 0      | 0       | 1       |
| 11:30 | 2        | 1      | 0      | 0       | 3       |
| 11:45 | 3        | 0      | 0      | 0       | 3       |
| 12:00 | 0        | 0      | 0      | 0       | 0       |
| 12:15 | 3        | 0      | 0      | 0       | 3       |
| 12:30 | 6        | 0      | 0      | 0       | 6       |
| 12:45 | 1        | 0      | 0      | 0       | 1       |
| 13:00 | 3        | 0      | 0      | 0       | 3       |
| 13:15 | 1        | 0      | 0      | 0       | 1       |
| 13:30 | 2        | 0      | 0      | 0       | 2       |
| 13:45 | 7        | 0      | 0      | 0       | 7       |
| 14:00 | 3        | 0      | 0      | 0       | 3       |
| 14:15 | 5        | 0      | 0      | 0       | 5       |
| 14:30 | 2        | 0      | 0      | 0       | 2       |
| 14:45 | 8        | 1      | 0      | 0       | 9       |
| 15:00 | 4        | 0      | 0      | 0       | 4       |
| 15:15 | 9        | 0      | 0      | 0       | 9       |
| 15:30 | 8        | 1      | 0      | 0       | 9       |
| 15:45 | 10       | 0      | 0      | 0       | 10      |
| 16:00 | 13       | 0      | 0      | 0       | 13      |
| 16:15 | 1        | 0      | 0      | 0       | 1       |
| 16:30 | 66       | 0      | 0      | 0       | 66      |
| 16:45 | 56       | 0      | 0      | 0       | 56      |
| 17:00 | 16       | 0      | 0      | 0       | 16      |
| 17:15 | 3        | 0      | 0      | 0       | 3       |
| 17:30 | 2        | 0      | 0      | 0       | 2       |
| 17:45 | 3        | 0      | 0      | 0       | 3       |
| 18:00 | 2        | 0      | 0      | 0       | 2       |
| 18:15 | 2        | 0      | 0      | 0       | 2       |
| 18:30 | 4        | 0      | 0      | 0       | 4       |
| 18:45 | 3        | 0      | 0      | 0       | 3       |
| 19:00 | 2        | 1      | 0      | 0       | 3       |
| 19:15 | 1        | 0      | 0      | 0       | 1       |
| 19:30 | 5        | 0      | 0      | 0       | 5       |
| 19:45 | 0        | 0      | 0      | 0       | 0       |
| 20:00 | 1        | 0      | 0      | 0       | 1       |
| 20:15 | 0        | 0      | 0      | 0       | 0       |
| 20:30 | 1        | 0      | 0      | 0       | 2       |
| 20:45 | 3        | 0      | 0      | 0       | 3       |
| 21.00 | 4        | 0      | 0      | 0       | - 4     |
| 21.15 | 12       | 0      | 0      | 0       | 3<br>12 |
| 21:30 | 5        | 0      | 0      | 0       | 5       |
| 21.45 | 1        | 0      | 0      | 0       | 1       |
| 22:15 | 0        | 1      | 0      | 0       | 1       |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/20/2017 Wednesday

|       |          | ENTERING   |        |         |       |  |  |
|-------|----------|------------|--------|---------|-------|--|--|
|       | Pass     | Pass Large |        |         |       |  |  |
|       | Vehicles | 2 Axle     | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 2        | 1          | 0      | 0       | 3     |  |  |
| 22:45 | 0        | 0          | 0      | 0       | 0     |  |  |
| 23:00 | 0        | 0          | 0      | 0       | 0     |  |  |
| 23:15 | 0        | 0          | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0          | 0      | 0       | 0     |  |  |
| 23:45 | 1        | 0          | 0      | 0       | 1     |  |  |
|       | 540      | 10         | 0      | 0       | 550   |  |  |

|          |        | EXITING |         |       |  |  |
|----------|--------|---------|---------|-------|--|--|
| Pass     | Large  |         |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 1        | 0      | 0       | 0       | 1     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 1        | 0      | 0       | 0       | 1     |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/20/2017 Wednesday

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0        | 0      | 0       | 0     |  |
| 1:15  | 0        | 0        | 0      | 0       | 0     |  |
| 1:30  | 0        | 0        | 0      | 0       | 0     |  |
| 1:45  | 0        | 0        | 0      | 0       | 0     |  |
| 2:00  | 0        | 0        | 0      | 0       | 0     |  |
| 2:15  | 0        | 0        | 0      | 0       | 0     |  |
| 2:30  | 0        | 0        | 0      | 0       | 0     |  |
| 2:45  | 0        | 0        | 0      | 0       | 0     |  |
| 3:00  | 0        | 0        | 0      | 0       | 0     |  |
| 3:15  | 0        | 0        | 0      | 0       | 0     |  |
| 3:30  | 0        | 0        | 0      | 0       | 0     |  |
| 3:45  | 0        | 0        | 0      | 0       | 0     |  |
| 4:00  | 0        | 0        | 0      | 0       | 0     |  |
| 4:15  | 0        | 0        | 0      | 0       | 0     |  |
| 4:30  | 0        | 0        | 0      | 0       | 0     |  |
| 4:45  | 0        | 0        | 0      | 0       | 0     |  |
| 5:00  | 0        | 0        | 0      | 0       | 0     |  |
| 5:15  | 0        | 0        | 0      | 0       | 0     |  |
| 5:30  | 0        | 0        | 0      | 0       | 0     |  |
| 5:45  | 0        | 0        | 0      | 0       | 0     |  |
| 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  | 0        | 0        | 0      | 0       | 0     |  |
| 7:30  | 0        | 0        | 0      | 0       | 0     |  |
| 7:45  | 0        | 0        | 0      | 0       | 0     |  |
| 8:00  | 0        | 0        | 0      | 0       | 0     |  |
| 8:15  | 0        | 0        | 0      | 0       | 0     |  |
| 8:30  | 0        | 0        | 0      | 0       | 0     |  |
| 8:45  | 0        | 0        | 0      | 0       | 0     |  |
| 9:00  | 0        | 0        | 0      | 0       | 0     |  |
| 9:15  | 0        | 0        | 0      | 0       | 0     |  |
| 9:30  | 0        | 0        | 0      | 0       | 0     |  |
| 9:45  | 0        | 0        | 0      | 0       | 0     |  |
| 10:00 | 0        | 0        | 0      | 0       | 0     |  |
| 10:15 | 0        | 0        | 0      | 0       | 0     |  |
| 10:30 | 0        | 0        | 0      | 0       | 0     |  |
| 10:45 | 0        | 0        | 0      | 0       | 0     |  |
| 11:00 | 0        | 0        | 0      | 0       | 0     |  |

| PassLargeVehicles2 Axle3 Axl300 | e 4+ Axle <b>TOTAL</b> |
|---------------------------------|------------------------|
| Vehicles2 Axle3 Axl300          | e 4+ Axle <b>TOTAL</b> |
| 3 0 0                           |                        |
| <u> </u>                        | 0 3                    |
| 1 0 0                           | 0 1                    |
|                                 | 0 1                    |
| 2 0 0                           | 0 2                    |
| 2 0 0                           | 0 2                    |
| 2 0 0                           | 0 2                    |
| 6 0 0                           | 0 6                    |
|                                 | 0 1                    |
|                                 | 0 4                    |
| 3 0 0                           | 0 3                    |
| 3 0 0                           | 0 3                    |
| 5 0 0                           | 0 2                    |
|                                 | 0 3                    |
| <u> </u>                        | 0 2                    |
| 3 0 0                           | 0 3                    |
|                                 | 0 74                   |
|                                 | 0 26                   |
| 9 0 0                           | 0 9                    |
| 6 0 0                           | 0 6                    |
| 0 0 0                           | 0 0                    |
| 1 0 0                           | 0 1                    |
| 1 0 0                           | 0 1                    |
| 27 0 0                          | 0 27                   |
| 10 0 0                          | 0 10                   |
| 3 0 0                           | 0 3                    |
| 11 0 0                          | 0 11                   |
| 1 0 0                           | 0 1                    |
| 2 0 0                           | 0 2                    |
| 3 0 0                           | 0 3                    |
| 1 0 0                           | 0 1                    |
| 3 0 0                           | 0 <b>3</b>             |
| 2 0 0                           | 0 2                    |
| 1 0 0                           | 0 1                    |
| 0 0 0                           | 0 <b>0</b>             |
| 2 0 0                           | 0 2                    |
| 1 0 0                           | 0 1                    |
| 1 0 0                           | 0 1                    |
| 0 0 0                           | 0 0                    |
| 1 1 0                           | 0 2                    |
| 2 0 0                           | 0 2                    |
| 2 0 0                           | 0 2                    |
| 1 1 0                           | 0 2                    |
| 4 1 0                           | 0 5                    |
| 1 0 0                           | 0 1                    |
| 2 0 0                           | 0 2                    |
| 5 0 0                           | 0 5                    |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 2        | 0      | 0      | 0       | 2     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 0        | 0      | 0      | 0       | 0     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

| EXITING  |        |        |         |       |  |
|----------|--------|--------|---------|-------|--|
| Pass     | Large  |        |         |       |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0        | 0      | 0      | 0       | 0     |  |
| 4        | 0      | 0      | 0       | 4     |  |
| 0        | 0      | 0      | 0       | 0     |  |
| 0        | 0      | 0      | 0       | 0     |  |
| 3        | 0      | 0      | 0       | 3     |  |
| 5        | 1      | 0      | 0       | 6     |  |
| 6        | 0      | 0      | 0       | 6     |  |
| 1        | 1      | 0      | 0       | 2     |  |
| 2        | 0      | 0      | 0       | 2     |  |
| 11       | 0      | 0      | 0       | 11    |  |
| 5        | 0      | 0      | 0       | 5     |  |
| 5        | 0      | 0      | 0       | 5     |  |
| 4        | 0      | 0      | 0       | 4     |  |
| 6        | 0      | 0      | 0       | 6     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 7        | 1      | 0      | 0       | 8     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 4        | 0      | 0      | 0       | 4     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 6        | 0      | 0      | 0       | 6     |  |
| 13       | 0      | 0      | 0       | 13    |  |
| 49       | 0      | 0      | 0       | 49    |  |
| 58       | 0      | 0      | 0       | 58    |  |
| 27       | 0      | 0      | 0       | 27    |  |
| 7        | 0      | 0      | 0       | 7     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 2        | 0      | 0      | 0       | 2     |  |
| 3        | 0      | 0      | 0       | 3     |  |
| 2        | 0      | 0      | 0       | 2     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 7        | 0      | 0      | 0       | 7     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 3        | 0      | 0      | 0       | 3     |  |
| 3        | 0      | 0      | 0       | 3     |  |
| 2        | 0      | 0      | 0       | 2     |  |
| 1        | 0      | 0      | 0       | 1     |  |
| 0        | 0      | 0      | 0       | 0     |  |
| 2        | 0      | 0      | 0       | 2     |  |
| 3        | 0      | 0      | 0       | 3     |  |
| 0        | 0      | 0      | 0       | 0     |  |
| 5        | 0      | 0      | 0       | 5     |  |
| 10       | 0      | 0      | 0       | 10    |  |
| 6        | 0      | 0      | 0       | 6     |  |
| 7        | 0      | 0      | 0       | 7     |  |
| 2        | 0      | 0      | 0       | 2     |  |

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|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|       | 3        | 0        | 0      | 0       | 3     |  |  |

| EXITING    |        |        |         |       |  |  |
|------------|--------|--------|---------|-------|--|--|
| Pass Large |        |        |         |       |  |  |
| Vehicles   | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 3          | 0      | 0      | 0       | 3     |  |  |
| 0          | 1      | 0      | 0       | 1     |  |  |
| 2          | 0      | 0      | 0       | 2     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 1          | 0      | 0      | 0       | 1     |  |  |
| 537        | 7      | 0      | 0       | 544   |  |  |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 0.00  | 0        | 0      | 0      | 0       | 0     |
| 0.00  | 0        | 0      | 0      | 0       | 0     |
| 0.10  | 0        | 0      | 0      | 1       | 1     |
| 0.30  | 0        | 0      | 0      | 0       | 0     |
| 1.00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 1       | 1     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 1      | 1       | 2     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 0        | 0      | 0      | 1       | 1     |
| 5:30  | 1        | 1      | 1      | 0       | 3     |
| 5:45  | 0        | 0      | 1      | 0       | 1     |
| 6:00  | 1        | 0      | 0      | 0       | 1     |
| 6:15  | 0        | 0      | 1      | 0       | 1     |
| 6:30  | 0        | 0      | 1      | 1       | 2     |
| 6:45  | 0        | 0      | 0      | 1       | 1     |
| 7:00  | 0        | 0      | 0      | 1       | 1     |
| 7:15  | 0        | 0      | 0      | 1       | 1     |
| 7:30  | 0        | 0      | 0      | 0       | 0     |
| 7:45  | 0        | 0      | 1      | 0       | 1     |
| 8:00  | 0        | 0      | 2      | 0       | 2     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 1      | 0       | 1     |
| 8:45  | 0        | 0      | 0      | 1       | 1     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 1       | 1     |
| 10:00 | 0        | 0      | 1      | 1       | 2     |
| 10:15 | 1        | 0      | 0      | 0       | 1     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 0      | 2      | 0       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | - 0     | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 1      | 1       | 4       | 6     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 1      | 1       | 5       | 7     |
| 0        | 0      | 0       | 6       | 6     |
| 0        | 1      | 3       | 1       | 5     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 1       | 2       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 2       | 3       | 6     |
| 0        | 2      | 0       | 1       | 3     |
| 1        | 1      | 0       | 1       | 3     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 2      | 1       | -       | 4     |
| 1        | 1      | 0       | 2       | 4     |
| -        | 1      | 0       | 3       | ۵     |
| 0        | 1      | 0       | 4       | 5     |
| -        | -      | 0       | 2       | 2     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 0        | 1      | 1      | 0       | 2     |
| 11:45 | 1        | 0      | 1      | 0       | 2     |
| 12:00 | 0        | 0      | 1      | 0       | 1     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 1        | 0      | 1      | 1       | 3     |
| 12:45 | 1        | 0      | 0      | 0       | 1     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 1      | 0       | 1     |
| 14:00 | 1        | 0      | 1      | 1       | 3     |
| 14:15 | 0        | 0      | 1      | 1       | 2     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 1      | 0       | 1     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 1       | 1     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 1      | 0       | 1     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 1       | 1     |
| 16:30 | 1        | 0      | 1      | 1       | 3     |
| 16:45 | 1        | 0      | 0      | 0       | 1     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 0        | 0      | 1      | 1       | 2     |
| 17:30 | 0        | 0      | 0      | 1       | 1     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 1      | 0       | 1     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 1       | 1     |
| 19:45 | 0        | 0      | 1      | 0       | 1     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 1     |
| 20:30 | 0        | 0      |        | 0       | 1     |
| 20.45 | 0        | 0      | 1      | 0       | 1     |
| 21:00 | 0        | 0      |        | 0       | 1     |
| 21.15 | 0        | 0      | 0      | 0       | 0     |
| 21.30 | 0        | 0      | 0      | 0       | 0     |
| 21.43 | 0        | 0      | 1      | 0       | 1     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 3      | 1       | 3       | 7     |
| 0        | 2      | 1       | 4       | 7     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 1       | 3       | 4     |
| 3        | 1      | 0       | 1       | 5     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 1      | 1       | 2       | 4     |
| 0        | 1      | 2       | 4       | 7     |
| 0        | 1      | 0       | 4       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 2      | 0       | 4       | 7     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 1      | 1       | 4       | 6     |
| 0        | 0      | 2       | 5       | 7     |
| 0        | 2      | 1       | 3       | 6     |
| 0        | 1      | 0       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 2      | 1       | 0       | 3     |
| 0        | 2      | 0       | 3       | 5     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 4       | 4     |
| 2        | 0      | 0       | 2       | 4     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 1       | 3       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 1      | 0       | 2       | 3     |

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|       | ENTERING |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 22:45 | 0        | 0      | 1      | 0       | 1     |  |  |
| 23:00 | 0        | 0      | 0      | 0       | 0     |  |  |
| 23:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0      | 0      | 0       | 0     |  |  |
| 23:45 | 0        | 0      | 0      | 0       | 0     |  |  |
|       | 9        | 2      | 29     | 20      | 60    |  |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 0        | 1       | 2      | 0       | 3     |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |
| 0        | 1       | 0      | 3       | 4     |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |  |
| 11       | 41      | 36     | 194     | 282   |  |  |  |  |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 1       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 0        | 0      | 0      | 0       | 0     |
| 5:15  | 0        | 0      | 0      | 0       | 0     |
| 5:30  | 0        | 0      | 0      | 0       | 0     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 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  | 0        | 0      | 0      | 0       | 0     |
| 7:15  | 0        | 0      | 0      | 0       | 0     |
| 7:30  | 0        | 0      | 0      | 0       | 0     |
| 7.45  | 0        | 0      | 0      | 0       | 0     |
| 0.00  | 0        | 0      | 0      | 0       | 0     |
| 0.12  | 0        | 0      | 0      | 0       | 0     |
| 0.30  | 0        | 0      | 0      | 0       | 0     |
| 0.45  | 0        | 0      | 0      | 0       | 0     |
| 9.00  | 0        | 0      | 0      | 0       | 0     |
| 0·3U  | 0        | 0      | 0      | 0       | 0     |
| 9.30  | 0        | 0      | 0      | 0       | 0     |
| 10.00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10.13 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11.15 | 0        | 0      | 0      | 0       | 0     |
| 11.10 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 12.43 | 0        | 0      | 0      | 0       | 0     |
| 12.00 | 0        | 0      | 0      | 0       | 0     |
| 12:13 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 13.45 | 0        | 0      | 0      | 0       | 0     |
| 13.00 | 0        | 0      | 0      | 0       | 0     |
| 13.30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 0        | 0      | 0      | 0       | 0     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/20/2017 Wednesday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 0        | 0      | 0        | 0       | 0     |
|   | 22:45 | 0        | 0      | 0        | 0       | 0     |
|   | 23:00 | 0        | 0      | 0        | 0       | 0     |
|   | 23:15 | 0        | 0      | 0        | 0       | 0     |
| ſ | 23:30 | 0        | 0      | 0        | 0       | 0     |
| ſ | 23:45 | 0        | 0      | 0        | 0       | 0     |
|   |       | 0        | 0      | 0        | 1       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 8 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0        | 3       | 3     |
| 0:15  | 0        | 0      | 0        | 3       | 3     |
| 0:30  | 0        | 0      | 0        | 1       | 1     |
| 0:45  | 0        | 0      | 0        | 1       | 1     |
| 1:00  | 0        | 0      | 0        | 0       | 0     |
| 1:15  | 0        | 0      | 0        | 0       | 0     |
| 1:30  | 0        | 0      | 1        | 2       | 3     |
| 1:45  | 0        | 0      | 0        | 1       | 1     |
| 2:00  | 0        | 0      | 0        | 1       | 1     |
| 2:15  | 0        | 0      | 0        | 2       | 2     |
| 2:30  | 0        | 0      | 0        | 0       | 0     |
| 2:45  | 0        | 0      | 0        | 0       | 0     |
| 3:00  | 0        | 0      | 0        | 0       | 0     |
| 3:15  | 0        | 0      | 0        | 0       | 0     |
| 3:30  | 0        | 0      | 0        | 0       | 0     |
| 3:45  | 0        | 0      | 0        | 0       | 0     |
| 4:00  | 0        | 0      | 0        | 0       | 0     |
| 4:15  | 0        | 0      | 0        | 0       | 0     |
| 4:30  | 0        | 0      | 0        | 0       | 0     |
| 4:45  | 0        | 0      | 0        | 0       | 0     |
| 5:00  | 3        | 0      | 0        | 0       | 3     |
| 5:15  | 1        | 0      | 0        | 0       | 1     |
| 5:30  | 1        | 0      | 0        | 0       | 1     |
| 5:45  | 0        | 0      | 0        | 8       | 8     |
| 6:00  | 0        | 0      | 0        | 1       | 1     |
| 6:15  | 0        | 1      | 0        | 2       | 3     |
| 6:30  | 0        | 0      | 0        | 5       | 5     |
| 6:45  | 0        | 0      | 0        | 1       | 1     |
| 7:00  | 0        | 0      | 0        | 3       | 3     |
| 7:15  | 0        | 0      | 0        | 1       | 1     |
| 7:30  | 0        | 0      | 0        | 4       | 4     |
| 7:45  | 2        | 0      | 0        | 4       | 6     |
| 8:00  | 0        | 0      | 0        | 4       | 4     |
| 8:15  | 1        | 0      | 0        | 2       | 3     |
| 8:30  | 0        | 0      | 0        | 0       | 0     |
| 8:45  | 0        | 0      | 0        | 5       | 5     |
| 9:00  | 0        | 0      | 1        | 4       | 5     |
| 9:15  | 0        | 0      | 1        | 3       | 4     |
| 9:30  | 0        | 0      | 0        | 2       | 2     |
| 9:45  | 0        | 1      | 0        | 4       | 5     |
| 10:00 | 0        | 0      | 0        | 2       | 2     |
| 10:15 | 0        | 1      | 0        | 1       | 2     |
| 10:30 | 0        | 0      | 0        | 4       | 4     |
| 10:45 | 0        | 0      | 0        | 1       | 1     |
| 11:00 | U        | U      | 0        | 0       | 0     |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
|          | -      |        |         | -     |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 8 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 1       | 1     |
| 11:30 | 0        | 0      | 0      | 3       | 3     |
| 11:45 | 0        | 0      | 0      | 2       | 2     |
| 12:00 | 0        | 1      | 0      | 3       | 4     |
| 12:15 | 1        | 0      | 0      | 1       | 2     |
| 12:30 | 0        | 0      | 0      | 2       | 2     |
| 12:45 | 1        | 0      | 0      | 2       | 3     |
| 13:00 | 0        | 1      | 0      | 3       | 4     |
| 13:15 | 0        | 1      | 1      | 2       | 4     |
| 13:30 | 0        | 0      | 0      | 2       | 2     |
| 13:45 | 0        | 0      | 0      | 2       | 2     |
| 14:00 | 0        | 1      | 0      | 2       | 3     |
| 14:15 | 0        | 0      | 0      | 1       | 1     |
| 14:30 | 0        | 1      | 0      | 2       | 3     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 4       | 4     |
| 15:15 | 1        | 0      | 0      | 1       | 2     |
| 15:30 | 2        | 0      | 0      | 2       | 4     |
| 15:45 | 0        | 0      | 0      | 4       | 4     |
| 16:00 | 2        | 0      | 1      | 0       | 3     |
| 16:15 | 2        | 1      | 0      | 2       | 5     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 1       | 1     |
| 17:00 | 0        | 1      | 0      | 0       | 1     |
| 17:15 | 0        | 0      | 0      | 1       | 1     |
| 17:30 | 0        | 0      | 0      | 2       | 2     |
| 17:45 | 0        | 0      | 0      | 3       | 3     |
| 18:00 | 0        | 1      | 0      | 2       | 3     |
| 18:15 | 0        | 0      | 0      | 3       | 3     |
| 18:30 | 0        | 0      | 0      | 2       | 2     |
| 18:45 | 0        | 1      | 0      | 5       | 6     |
| 19:00 | 0        | 0      | 0      | 1       | 1     |
| 19:15 | 0        | 0      | 0      | 2       | 2     |
| 19:30 | 0        | 0      | 0      | 4       | 4     |
| 19:45 | 0        | 1      | 0      | 2       | 3     |
| 20:00 | 0        | 0      | 1      | 0       | 1     |
| 20:15 | 0        | 0      | 0      | 1       | 1     |
| 20:30 | 0        | 0      | 0      | 1       | 1     |
| 20:45 | 1        | 0      | 0      | 0       | 1     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 2       | 2     |
| 21:30 | 0        | 0      | 0      | 1       | 1     |
| 21:45 | 0        | 0      | 0      | 3       | 3     |
| 22:00 | 0        | 0      | 0      | 3       | 3     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 1       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 8 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 1       | 1     |
| 22:45 | 0        | 0      | 0        | 2       | 2     |
| 23:00 | 0        | 0      | 0        | 2       | 2     |
| 23:15 | 0        | 0      | 0        | 2       | 2     |
| 23:30 | 0        | 0      | 0        | 2       | 2     |
| 23:45 | 0        | 0      | 0        | 1       | 1     |
|       | 18       | 13     | 6        | 165     | 202   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 16       | 0      | 1       | 2       | 19    |

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

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 8       | 8     |
| 0:15  | 0        | 0      | 0      | 4       | 4     |
| 0:30  | 0        | 0      | 1      | 4       | 5     |
| 0:45  | 0        | 0      | 0      | 3       | 3     |
| 1:00  | 0        | 0      | 0      | 1       | 1     |
| 1:15  | 0        | 0      | 0      | 1       | 1     |
| 1:30  | 0        | 0      | 1      | 5       | 6     |
| 1:45  | 0        | 0      | 0      | 2       | 2     |
| 2:00  | 0        | 0      | 0      | 2       | 2     |
| 2:15  | 0        | 0      | 0      | 4       | 4     |
| 2:30  | 2        | 0      | 0      | 2       | 4     |
| 2:45  | 7        | 1      | 0      | 1       | 9     |
| 3:00  | 0        | 0      | 0      | 5       | 5     |
| 3:15  | 1        | 0      | 1      | 2       | 4     |
| 3:30  | 3        | 0      | 0      | 2       | 5     |
| 3:45  | 3        | 0      | 0      | 1       | 4     |
| 4:00  | 6        | 0      | 0      | 1       | 7     |
| 4:15  | 6        | 0      | 0      | 0       | 6     |
| 4:30  | 21       | 0      | 0      | 0       | 21    |
| 4:45  | 34       | 0      | 1      | 1       | 36    |
| 5:00  | 65       | 0      | 0      | 0       | 65    |
| 5:15  | 42       | 0      | 0      | 1       | 43    |
| 5:30  | 21       | 1      | 1      | 0       | 23    |
| 5:45  | 4        | 1      | 1      | 8       | 14    |
| 6:00  | 11       | 0      | 0      | 3       | 14    |
| 6:15  | 4        | 1      | 2      | 4       | 11    |
| 6:30  | 4        | 0      | 2      | 10      | 16    |
| 6:45  | 3        | 0      | 0      | 6       | 9     |
| 7:00  | 3        | 0      | 0      | 8       | 11    |
| 7:15  | 1        | 0      | 0      | 5       | 6     |
| 7:30  | 2        | 0      | 0      | 8       | 10    |
| 7:45  | 3        | 0      | 1      | 6       | 10    |
| 8:00  | 0        | 0      | 2      | 10      | 12    |
| 8:15  | 4        | 0      | 1      | 5       | 10    |
| 8:30  | 1        | 1      | 1      | 1       | 4     |
| 8:45  | 1        | 0      | 0      | 8       | 9     |
| 9:00  | 1        | 0      | 1      | 4       | 6     |
| 9:15  | 1        | 0      | 1      | 3       | 5     |
| 9:30  | 1        | 1      | 1      | 3       | 6     |
| 9:45  | 2        | 1      | 0      | 9       | 12    |
| 10:00 | 2        | 2      | 2      | 4       | 10    |
| 10:15 | 6        | 1      | 0      | 2       | 9     |
| 10:30 | 0        | 0      | 0      | Ь       | 6     |
| 10:45 | 1        | 0      | 0      | 4       | 5     |
| 11:00 | 1        | 0      | 2      | 1       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 4       | 7     |
| 1        | 0      | 0       | 10      | 11    |
| 2        | 0      | 0       | 4       | 6     |
| 2        | 0      | 1       | 2       | 5     |
| 2        | 0      | 0       | 3       | 5     |
| 2        | 0      | 1       | 3       | 6     |
| 6        | 0      | 1       | 2       | 9     |
| 1        | 0      | 0       | 2       | 3     |
| 4        | 0      | 0       | 4       | 8     |
| 3        | 0      | 0       | 1       | 4     |
| 2        | 0      | 0       | 3       | 5     |
| 5        | 0      | 0       | 6       | 11    |
| 2        | 0      | 1       | 5       | 8     |
| 8        | 0      | 0       | 3       | 11    |
| 76       | 0      | 0       | 5       | 81    |
| 26       | 0      | 0       | 4       | 30    |
| 9        | 1      | 0       | 2       | 12    |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 27       | 0      | 0       | 0       | 27    |
| 10       | 0      | 1       | 0       | 11    |
| 3        | 0      | 0       | 2       | 5     |
| 11       | 0      | 1       | 2       | 14    |
| 1        | 0      | 0       | 5       | 6     |
| 2        | 0      | 0       | 2       | 4     |
| 3        | 0      | 2       | 4       | 9     |
| 1        | 1      | 1       | 8       | 11    |
| 4        | 0      | 0       | 4       | 8     |
| 2        | 1      | 1       | 8       | 12    |
| 1        | 0      | 0       | 9       | 10    |
| 0        | 1      | 3       | 4       | 8     |
| 2        | 0      | 1       | 2       | 5     |
| 1        | 1      | 2       | 6       | 10    |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 1      | 3       | 4       | 8     |
| 1        | 3      | 1       | 2       | 7     |
| 4        | 1      | 0       | 2       | 7     |
| 2        | 0      | 2       | 3       | 7     |
| 1        | 3      | 1       | 5       | 10    |
| 5        | 2      | 0       | 3       | 10    |
| 1        | 1      | 1       | 6       | 9     |
| 2        | 1      | 2       | 6       | 11    |
| 6        | 0      | 0       | 2       | 8     |

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

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| Number of the second s |
|---|
| Vehicles         2 Axle         3 Axle         4+ Axle         TOTAL           11:15         1         0         2         4           11:30         2         2         2         7         13           11:45         4         0         1         4         9           12:00         0         1         2         4         7           12:15         4         0         0         3         7           12:30         7         0         1         5         13           12:45         3         0         0         3         6           13:00         3         1         0         3         7           13:15         1         1         1         2         5           13:30         2         0         0         4         6           13:45         7         0         1         3         9           14:30         2         1         0         3         6           14:45         8         2         1         1         12           15:00         4         0         1         7         12  |
| 11:15         1         1         0         2         4           11:30         2         2         2         7         13           11:45         4         0         1         4         9           12:00         0         1         2         4         7           12:15         4         0         0         3         7           12:30         7         0         1         5         13           12:45         3         0         0         3         7           13:00         3         1         0         3         7           13:15         1         1         1         2         5           13:30         2         0         0         4         6           13:45         7         0         1         5         13           14:00         4         1         3         4         12           14:15         5         0         1         1         12           15:00         4         0         1         7         12           15:15         10         0         1         1 <td< td=""></td<>  |
| 1113011111111:3022271311:454014912:000124712:154003712:3070151312:453003613:003103713:151112513:302004613:4570151314:0041341214:302103614:4582111215:0040171215:15100131415:3010104816:30690117116:45570015817:00161111917:153012617:302025917:453005718:304014918:4531181319:002103619:151012419:3050 <t< td=""></t<>  |
| 11:3022271011:454014912:000124712:154003712:3070151312:453003613:003103713:151112513:302004613:4570151314:0041341214:155013914:302103614:4582111215:0040171215:15100131415:30101041515:45100161716:00160121916:153104816:30690111917:153012617:302025917:453014918:4531181319:002103619:151012419:30500<  |
| 11.45 $4$ $0$ $1$ $2$ $4$ $7$ $12:00$ $0$ $1$ $2$ $4$ $7$ $12:15$ $4$ $0$ $0$ $3$ $7$ $12:30$ $7$ $0$ $1$ $5$ $13$ $12:45$ $3$ $0$ $0$ $3$ $6$ $13:00$ $3$ $1$ $0$ $3$ $7$ $13:15$ $1$ $1$ $1$ $2$ $5$ $13:30$ $2$ $0$ $0$ $4$ $6$ $13:45$ $7$ $0$ $1$ $5$ $13$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$  |
| 12.000124712:154003712:3070151312:453003613:003103713:151112513:302004613:4570151314:0041341214:155013914:302103614:4582111215:0040171215:15100131415:30101041515:45100161716:00160121916:153104816:30690117116:45570015817:00161111917:153012617:302025917:453005718:304014918:4531181319:002103619:15101  |
| 12.121401513 $12:45$ 30036 $13:00$ 31037 $13:15$ 11125 $13:30$ 20046 $13:45$ 701513 $14:00$ 413412 $14:15$ 50139 $14:30$ 21036 $14:45$ 821112 $15:00$ 401712 $15:15$ 1001314 $15:30$ 1010415 $15:45$ 1001617 $16:00$ 1601219 $16:15$ 31048 $16:30$ 6901171 $16:45$ 5700158 $17:00$ 1611119 $17:15$ 30126 $17:30$ 20259 $17:45$ 30058 $18:00$ 21049 $18:45$ 311813 $19:00$ 21036 $19:15$ 01236 $20:00$ 1236 <tr< td=""></tr<>  |
| 12.30 $7$ $0$ $1$ $3$ $13$ $12.45$ $3$ $0$ $0$ $3$ $6$ $13:00$ $3$ $1$ $0$ $3$ $7$ $13:15$ $1$ $1$ $1$ $2$ $5$ $13:30$ $2$ $0$ $0$ $4$ $6$ $13:45$ $7$ $0$ $1$ $5$ $13$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:15$ $5$ $0$ $1$ $3$ $9$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$   |
| 12.43 $3$ $0$ $0$ $3$ $7$ $13:00$ $3$ $1$ $0$ $3$ $7$ $13:15$ $1$ $1$ $1$ $2$ $5$ $13:30$ $2$ $0$ $0$ $4$ $6$ $13:45$ $7$ $0$ $1$ $5$ $13$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:15$ $5$ $0$ $1$ $3$ $9$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$  |
| 13.00 $3$ $1$ $1$ $1$ $2$ $3$ $7$ $13:15$ $1$ $1$ $1$ $1$ $2$ $5$ $13:30$ $2$ $0$ $0$ $4$ $6$ $13:45$ $7$ $0$ $1$ $5$ $13$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:15$ $5$ $0$ $1$ $3$ $9$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:00$ $4$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $11$ $16:45$ $57$ $0$ $0$ $1$ $2$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $19:15$ $1$ <   |
| 13.130 $1$ $1$ $1$ $1$ $2$ $3$ $13:30$ $2$ $0$ $0$ $4$ $6$ $13:45$ $7$ $0$ $1$ $5$ $13$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:15$ $5$ $0$ $1$ $3$ $9$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $7$ $18:16$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$   |
| 13:30 $2$ $0$ $1$ $5$ $13$ $13:45$ $7$ $0$ $1$ $5$ $13$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:15$ $5$ $0$ $1$ $3$ $9$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:50$ $4$ $0$ $1$ $7$ $12$ $15:50$ $4$ $0$ $1$ $7$ $12$ $15:50$ $4$ $0$ $1$ $7$ $12$ $15:53$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $7$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:45$ $0$ $1$ $2$ $3$ <   |
| 13.45 $7$ $0$ $1$ $3$ $4$ $12$ $14:00$ $4$ $1$ $3$ $4$ $12$ $14:15$ $5$ $0$ $1$ $3$ $9$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:515$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$  |
| 14:00413412 $14:15$ 50139 $14:30$ 21036 $14:45$ 821112 $15:00$ 401712 $15:00$ 401712 $15:15$ 1001314 $15:30$ 1010415 $15:45$ 1001617 $16:00$ 1601219 $16:15$ 31048 $16:30$ 6901171 $16:45$ 5700158 $17:00$ 1611119 $17:15$ 30126 $17:30$ 20259 $17:45$ 30058 $18:00$ 21047 $18:15$ 20057 $18:30$ 40149 $18:45$ 311813 $19:00$ 21036 $19:15$ 10124 $19:45$ 01236 $20:00$ 10124   |
| 14.13 $3$ $0$ $1$ $3$ $3$ $14:30$ $2$ $1$ $0$ $3$ $6$ $14:45$ $8$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$   |
| 14.30 $2$ $1$ $0$ $3$ $0$ $14.45$ $8$ $2$ $1$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$   |
| 14.4.3 $3$ $2$ $1$ $1$ $12$ $15:00$ $4$ $0$ $1$ $7$ $12$ $15:15$ $10$ $0$ $1$ $3$ $14$ $15:30$ $10$ $1$ $0$ $4$ $15$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$  |
| 13.00401712 $15:15$ 1001314 $15:30$ 1010415 $15:45$ 1001617 $16:00$ 1601219 $16:15$ 31048 $16:30$ 6901171 $16:45$ 5700158 $17:00$ 1611119 $17:15$ 30126 $17:30$ 20259 $17:45$ 30058 $18:00$ 21047 $18:15$ 20057 $18:30$ 40149 $18:45$ 311813 $19:00$ 21036 $19:15$ 10124 $19:45$ 01236 $20:00$ 10124  |
| 13.13 $10$ $0$ $1$ $0$ $4$ $15$ $15:30$ $10$ $1$ $0$ $1$ $6$ $17$ $15:45$ $10$ $0$ $1$ $6$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $1$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$ $20:00$ $1$ $0$ $1$ $2$ $4$  |
| 13.30 $10$ $1$ $10$ $1$ $1$ $1$ $13$ $15.45$ $10$ $0$ $1$ $6$ $17$ $16.00$ $16$ $0$ $1$ $2$ $19$ $16.15$ $3$ $1$ $0$ $4$ $8$ $16.30$ $69$ $0$ $1$ $1$ $71$ $16.45$ $57$ $0$ $0$ $1$ $1$ $71$ $16.45$ $57$ $0$ $0$ $1$ $1$ $9$ $17.00$ $16$ $1$ $1$ $1$ $1$ $19$ $17.15$ $3$ $0$ $1$ $2$ $6$ $17.30$ $2$ $0$ $2$ $5$ $9$ $17.45$ $3$ $0$ $0$ $5$ $8$ $18.00$ $2$ $1$ $0$ $4$ $7$ $18.30$ $4$ $0$ $1$ $4$ $9$ $18.45$ $3$ $1$ $1$ $8$ $13$ $19.00$ $2$ $1$ $0$ $3$ $6$ $19.15$ $1$ $0$ $1$ $2$ $4$ $19.30$ $5$ $0$ $0$ $7$ $12$ $19.45$ $0$ $1$ $2$ $3$ $6$ $20.00$ $1$ $0$ $1$ $2$ $4$   |
| 13.43 $10$ $0$ $1$ $0$ $1$ $0$ $17$ $16:00$ $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$ $20:00$ $1$ $0$ $1$ $2$ $4$   |
| 16.00 $16$ $0$ $1$ $2$ $19$ $16:15$ $3$ $1$ $0$ $4$ $8$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $1$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$ $20:00$ $1$ $0$ $1$ $2$ $4$  |
| 16.13 $3$ $1$ $0$ $4$ $3$ $16:30$ $69$ $0$ $1$ $1$ $71$ $16:45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $5$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$ $20:00$ $1$ $0$ $1$ $2$ $4$   |
| 10.30 $0.59$ $0$ $1$ $1$ $1$ $1$ $16.45$ $57$ $0$ $0$ $1$ $58$ $17:00$ $16$ $1$ $1$ $1$ $1$ $19$ $17:15$ $3$ $0$ $1$ $2$ $6$ $17:30$ $2$ $0$ $2$ $55$ $9$ $17:45$ $3$ $0$ $0$ $5$ $8$ $18:00$ $2$ $1$ $0$ $4$ $7$ $18:15$ $2$ $0$ $0$ $5$ $7$ $18:30$ $4$ $0$ $1$ $4$ $9$ $18:45$ $3$ $1$ $1$ $8$ $13$ $19:00$ $2$ $1$ $0$ $3$ $6$ $19:15$ $1$ $0$ $1$ $2$ $4$ $19:30$ $5$ $0$ $0$ $7$ $12$ $19:45$ $0$ $1$ $2$ $3$ $6$ $20:00$ $1$ $0$ $1$ $2$ $4$   |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   |
| 17.13       3       0       1       2       0         17:30       2       0       2       5       9         17:45       3       0       0       5       8         18:00       2       1       0       4       7         18:15       2       0       0       5       7         18:30       4       0       1       4       9         18:45       3       1       1       8       13         19:00       2       1       0       3       6         19:15       1       0       1       2       4         19:30       5       0       0       7       12         19:45       0       1       2       3       6         20:00       1       0       1       2       4   |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   |
| 17.4.5       3       0       0       3       6         18:00       2       1       0       4       7         18:15       2       0       0       5       7         18:30       4       0       1       4       9         18:45       3       1       1       8       13         19:00       2       1       0       3       6         19:15       1       0       1       2       4         19:30       5       0       0       7       12         19:45       0       1       2       3       6         20:00       1       0       1       2       4  |
| 18:00       2       1       0       4       7         18:15       2       0       0       5       7         18:30       4       0       1       4       9         18:45       3       1       1       8       13         19:00       2       1       0       3       6         19:15       1       0       1       2       4         19:30       5       0       0       7       12         19:45       0       1       2       3       6         20:00       1       0       1       2       4   |
| 18.13       2       0       0       1       3       7         18:30       4       0       1       4       9         18:45       3       1       1       8       13         19:00       2       1       0       3       6         19:15       1       0       1       2       4         19:30       5       0       0       7       12         19:45       0       1       2       3       6         20:00       1       0       1       2       4   |
| 18:30     4     0     1     4     9       18:45     3     1     1     8     13       19:00     2     1     0     3     6       19:15     1     0     1     2     4       19:30     5     0     0     7     12       19:45     0     1     2     3     6       20:00     1     0     1     2     4   |
| 18:43     3     1     1     8     13       19:00     2     1     0     3     6       19:15     1     0     1     2     4       19:30     5     0     0     7     12       19:45     0     1     2     3     6       20:00     1     0     1     2     4   |
| 10:00     2     1     0     5     6       19:15     1     0     1     2     4       19:30     5     0     0     7     12       19:45     0     1     2     3     6       20:00     1     0     1     2     4  |
| 10:10     1     0     1     2     4       19:30     5     0     0     7     12       19:45     0     1     2     3     6       20:00     1     0     1     2     4  |
| 19:45         0         1         2         3         6           20:00         1         0         1         2         4   |
| 10:10         1         2         3         0           20:00         1         0         1         2         4           20:45         0         0         0         2         2   |
|   |
|   |
| 20.30 1 0 1 2 4   |
| 20.30 1 0 1 2 4   |
| 20.75 $3$ $0$ $1$ $2$ $0$   |
|   |
|   |
| 21:50 15 0 0 5 <b>10</b>  |
|   |
| 22:15 0 1 0 3 <b>A</b>  |

| Pass<br>Vahislas | Large  |        |         |       |
|------------------|--------|--------|---------|-------|
| Vahielas         |        |        |         |       |
| venicies         | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0                | 1      | 0      | 1       | 2     |
| 4                | 0      | 1      | 3       | 8     |
| 0                | 3      | 3      | 5       | 11    |
| 0                | 2      | 1      | 5       | 8     |
| 3                | 1      | 0      | 4       | 8     |
| 5                | 1      | 1      | 6       | 13    |
| 6                | 0      | 1      | 5       | 12    |
| 4                | 2      | 0      | 3       | 9     |
| 3                | 0      | 0      | 4       | 7     |
| 11               | 1      | 1      | 2       | 15    |
| 5                | 1      | 2      | 6       | 14    |
| 5                | 1      | 1      | 6       | 13    |
| 4                | 0      | 0      | 2       | 6     |
| 7                | 2      | 0      | 4       | 13    |
| 1                | 2      | 1      | 3       | 7     |
| 7                | 1      | 1      | 2       | 11    |
| 1                | 0      | 0      | 4       | 5     |
| 4                | 2      | 1      | 6       | 13    |
| 1                | 0      | 2      | 6       | 9     |
| 8                | 2      | 1      | 6       | 17    |
| 14               | 1      | 0      | 8       | 23    |
| 53               | 0      | 1      | 1       | 55    |
| 59               | 0      | 0      | 2       | 61    |
| 29               | 0      | 0      | 2       | 31    |
| 7                | 0      | 0      | 0       | 7     |
| 1                | 0      | 0      | 1       | 2     |
| 2                | 2      | 2      | 2       | 8     |
| 3                | 2      | 0      | 3       | 8     |
| 2                | 0      | 2      | 4       | 8     |
| 1                | 0      | 0      | 3       | 4     |
| 7                | 0      | 0      | 4       | . 11  |
| 3                | 0      | 0      | 3       | 6     |
| 3                | 0      | 1      | 5       | 9     |
| 4                | 0      | 1      | 1       | 6     |
| 2                | 1      | 1      | 5       | 9     |
| 1                | 0      | 1      | 2       | 4     |
| 0                | 1      | 0      | 3       | 4     |
| 3                | 0      | 0      | 3       | 6     |
| 3                | 0      | 2      | 5       | 10    |
| 0                | 0      | 0      | 7       | 7     |
| 5                | 1      | 0      | 1       | 7     |
| 10               | 0      | 2      | 2       | 14    |
| 6                | 0      | 0      | 3       | 9     |
| 7                | 0      | 0      | 2       | 9     |
| 2                | 1      | 1      | 2       | 6     |

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

|       |          |        | ENTERING |         |       |  |  |
|-------|----------|--------|----------|---------|-------|--|--|
|       | Pass     | Large  |          |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |
| 22:30 | 2        | 1      | 0        | 1       | 4     |  |  |
| 22:45 | 0        | 0      | 1        | 3       | 4     |  |  |
| 23:00 | 0        | 0      | 0        | 2       | 2     |  |  |
| 23:15 | 0        | 0      | 0        | 3       | 3     |  |  |
| 23:30 | 0        | 0      | 1        | 4       | 5     |  |  |
| 23:45 | 1        | 0      | 0        | 1       | 2     |  |  |
|       | 578      | 29     | 56       | 341     | 1004  |  |  |

| EXITING  |        |        |         |       |  |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 3        | 0      | 0      | 2       | 5     |  |  |  |  |  |
| 0        | 2      | 2      | 3       | 7     |  |  |  |  |  |
| 3        | 0      | 0      | 2       | 5     |  |  |  |  |  |
| 2        | 1      | 0      | 3       | 6     |  |  |  |  |  |
| 1        | 0      | 0      | 5       | 6     |  |  |  |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |  |  |  |
| 569      | 51     | 59     | 329     | 1008  |  |  |  |  |  |

|              |                  |       |          | *****DRI | VEWAY IS | JNDER | CONSTRUCT | ۲ <mark>ΙΟΝ*****</mark> |         |         |       |
|--------------|------------------|-------|----------|----------|----------|-------|-----------|-------------------------|---------|---------|-------|
|              |                  |       |          |          |          |       |           |                         |         |         |       |
|              | _                |       | ENTERING |          |          |       | _         |                         | EXITING |         |       |
|              | Pass<br>Vahieles | Large |          |          | TOTAL    |       | Pass      | Large                   | 2 Aula  |         | TOTAL |
| 0.00         | venicies         | ZAXIE | 3 Axie   | 4+ Axie  |          |       | venicies  | Z AXIE                  | 3 Axie  | 4+ Axie |       |
| 0.00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 0.13         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 0.30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 1.00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 1:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 1:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 1:45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 2:00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 2:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 2:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 2:45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 3:00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 3:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 3:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 3:45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 4:00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 4:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 4:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 4:45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 5:00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 5:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 5:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 5:45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 6:00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 6:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 6:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 6:45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 7:00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 7:15         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 7:30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 7.45<br>0.00 |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 0.00<br>0.1E |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 0:10         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 8.30         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 0.45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 9.00         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 9.30         |                  |       | ļ        |          | 0        |       |           |                         |         |         | 0     |
| 9.45         |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 10.00        |                  |       | ļ        | ļ        | 0        | 1     |           |                         |         |         | 0     |
| 10.00        |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 10.30        |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 10:45        |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
| 11:00        |                  |       |          |          | 0        |       |           |                         |         |         | 0     |
|              |                  |       | l        |          |          | 1     |           |                         |         |         | ~     |

| Large         Sawle         4 + Axle         TOTAL           11:35         2 Axle         3 Axle         4 + Axle         TOTAL           11:35         2 Axle         3 Axle         4 + Axle         TOTAL           11:30         0         0         0         0           11:30         0         0         0         0           12:00         0         0         0         0           12:30         0         0         0         0           13:30         0         0         0         0           13:30         0         0         0         0           13:30         0         0         0         0           13:30         0         0         0         0           14:45         0         0         0         0           14:45         0         0         0         0           15:50         0         0         0         0           15:41         0         0         0         0           15:42         0         0         0         0           15:43         0         0         0         0        |       |          |        |        | *****DRI | VEWAY IS U | JNDER |          | FION***** |        |         |       |
|---|-------|----------|--------|--------|----------|------------|-------|----------|-----------|--------|---------|-------|
| Pass         Large         3 Axle         4+ Axle         TOTAL           11:15         0         0         0         0         0           11:30         0         0         0         0         0           11:30         0         0         0         0         0           12:00         0         0         0         0         0           12:30         0         0         0         0         0         0           12:30         0         0         0         0         0         0         0           13:30         0         0         0         0         0         0         0           13:30         0         0         0         0         0         0         0           14:45         0         0         0         0         0         0         0           15:00         0         0         0         0         0         0         0           15:35         0         0         0         0         0         0         0           15:45         0         0         0         0         0         0 |       | ENTERING |        |        |          |            |       | EXITING  |           |        |         |       |
| Vehicles         2 Axle         3 Axle         4 + Axle         TOTAL           11115           0         0           11130          0         0         0           11145          0         0         0           11145          0         0         0           11145          0         0         0           11145          0         0         0           11145          0         0         0           11245          0         0         0           11315          0         0         0           13300          0         0         0           1345          0         0         0           1445          0         0         0           1545          0         0         0           1545          0         0         0           1545          0         0         0           1545          0         0         0           17445  |       | Pass     | Large  |        |          |            |       | Pass     | Large     |        |         |       |
| 11115     0     0       1130     0     0       1130     0     0       1200     0     0       1215     0     0       1230     0     0       1230     0     0       1230     0     0       1330     0     0       1331     0     0       1332     0     0       1333     0     0       1345     0     0       1440     0     0       1433     0     0       1433     0     0       1530     0     0       1533     0     0       1533     0     0       1533     0     0       1534     0     0       1535     0     0       1536     0     0       1537     0     0       1545     0     0       1530     0     0       1545     0     0       1530     0     0       1545     0     0       1530     0     0       1633     0     0       1730     0     0       1835   |       | Vehicles | 2 Axle | 3 Axle | 4+ Axle  | TOTAL      |       | Vehicles | 2 Axle    | 3 Axle | 4+ Axle | TOTAL |
| 11.30     0     0       11.45     0     0       12.00     0     0       12.15     0     0       12.30     0     0       12.45     0     0       13.00     0     0       13.15     0     0       13.30     0     0       13.44     0     0       14.30     0     0       14.31     0     0       14.32     0     0       15.33     0     0       15.30     0     0       15.33     0     0       15.34     0     0       15.35     0     0       15.30     0     0       15.33     0     0       15.34     0     0       15.35     0     0       15.30     0     0       15.45     0     0       15.30     0     0       15.45     0     0       17.30     0     0       17.30     0     0       18.30     0     0       19.30     0     0       19.30     0     0       19.30     0     0 </td <td>11:15</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 11:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 11.445     0     0       12:00     0     0       12:30     0     0       12:30     0     0       12:30     0     0       12:30     0     0       12:30     0     0       12:30     0     0       12:30     0     0       13:30     0     0       13:40     0     0       13:45     0     0       14:45     0     0       14:30     0     0       14:30     0     0       14:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       16:31     0     0       16:32     0     0       16:34     0     0       17:35     0     0       18:35     0     0       19:30     0     0       19:31     0     0   <  | 11:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 12:00     0     0       12:15     0     0       12:30     0     0       12:45     0     0       13:00     0     0       13:15     0     0       13:30     0     0       13:30     0     0       13:30     0     0       13:30     0     0       13:45     0     0       14:15     0     0       14:30     0     0       15:30     0     0       15:15     0     0       15:30     0     0       15:45     0     0       16:30     0     0       16:30     0     0       16:31     0     0       17:35     0     0       17:36     0     0       17:37     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0 </td <td>11:45</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 11:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 12:15     0     0       12:30     0     0       12:30     0     0       13:00     0     0       13:15     0     0       13:30     0     0       13:45     0     0       14:40     0     0       14:30     0     0       14:30     0     0       15:30     0     0       15:30     0     0       15:35     0     0       16:30     0     0       16:30     0     0       16:30     0     0       17:30     0     0       17:30     0     0       18:35     0     0       18:30     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0 </td <td>12:00</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 12:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 12:30     0     0       12:45     0     0       13:00     0     0       13:15     0     0       13:30     0     0       13:30     0     0       13:45     0     0       13:46     0     0       14:40     0     0       14:15     0     0       14:30     0     0       15:30     0     0       15:45     0     0       15:45     0     0       16:30     0     0       16:30     0     0       16:30     0     0       16:30     0     0       16:30     0     0       17:45     0     0       17:30     0     0       17:30     0     0       17:30     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0 </td <td>12:15</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 12:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 12:45     0     0       13:00     0     0       13:15     0     0       13:30     0     0       13:34     0     0       13:45     0     0       14:30     0     0       14:31     0     0       14:32     0     0       14:35     0     0       15:30     0     0       15:30     0     0       15:30     0     0       15:30     0     0       16:30     0     0       16:31     0     0       17:30     0     0       17:30     0     0       18:30     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:315     0     0       19:32     0     0       19:33     0     0       19:32     0     0       19:33     0     0       19:34     0     0       19:35     0     0       19:30     0     0   <  | 12:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 13:00     0     0       13:15     0     0       13:30     0     0       13:45     0     0       13:45     0     0       14:00     0     0       14:15     0     0       14:30     0     0       14:30     0     0       14:45     0     0       15:30     0     0       15:45     0     0       16:00     0     0       16:30     0     0       16:45     0     0       17:30     0     0       17:30     0     0       18:35     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:31     0     0       19:32     0     0       19:33     0     0       19:345     0     0       19:30     0     0       19:31     0     0       19:32     0     0       19:33     0     0       19:345     0     0       19:35     0     0       19:36     0     0   | 12:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 13:15     0     0       13:30     0     0       13:45     0     0       14:00     0     0       14:15     0     0       14:30     0     0       14:45     0     0       14:45     0     0       15:00     0     0       15:15     0     0       15:30     0     0       15:45     0     0       16:30     0     0       16:35     0     0       17:30     0     0       17:30     0     0       17:30     0     0       17:35     0     0       18:30     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:31     0     0       19:32     0     0       19:33     0     0       19:34     0     0       19:35     0     0       19:35     0     0       19:35     0     0       19:36     0     0       19:37     0     0 </td <td>13:00</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 13:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 13:30     0     0       13:45     0     0       13:45     0     0       14:10     0     0       14:30     0     0       14:30     0     0       14:30     0     0       14:30     0     0       15:30     0     0       15:30     0     0       15:45     0     0       15:45     0     0       16:30     0     0       16:30     0     0       16:30     0     0       17:30     0     0       17:30     0     0       17:30     0     0       18:30     0     0       18:31     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       11:5     0     0 <td>13:15</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 13:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 13:45     0     0       14:00     0     0       14:15     0     0       14:30     0     0       14:45     0     0       15:00     0     0       15:15     0     0       15:30     0     0       15:45     0     0       16:00     0     0       16:35     0     0       16:45     0     0       17:30     0     0       17:30     0     0       18:30     0     0       18:30     0     0       18:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:30     0     0       19:45     0     0       19:30     0     0       19:45     0     0       19:45     0     0       19:30     0     0       19:30     0     0       19:45     0     0       19:45     0     0       19:45     0     0       19:45     0     0       19:45     0     0 </td <td>13:30</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 13:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 14:00       0       0         14:15       0       0         14:30       0       0         14:45       0       0         14:45       0       0         15:45       0       0         15:30       0       0         15:45       0       0         16:00       0       0         16:35       0       0         16:30       0       0         16:45       0       0         17:30       0       0         17:45       0       0         18:30       0       0         18:30       0       0         18:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:35       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:31       0       0         19:32       0       0         19:33       0       0         19:345  | 13:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 14:15       0       0         14:30       0       0         14:30       0       0         14:45       0       0         15:00       0       0         15:15       0       0         15:30       0       0         15:45       0       0         15:45       0       0         16:00       0       0         16:30       0       0         16:30       0       0         16:45       0       0         17:30       0       0         17:30       0       0         17:32       0       0         18:35       0       0         18:30       0       0         18:30       0       0         19:30       0       0         19:35       0       0         19:36       0       0         19:37       0       0         19:38       0       0         19:30       0       0         19:31       0       0         19:32       0       0         11:32   | 14:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 14:30       0       0         14:45       0       0         15:00       0       0         15:15       0       0         15:34       0       0         15:45       0       0         15:46       0       0         16:00       0       0         16:30       0       0         16:32       0       0         16:34       0       0         17:30       0       0         17:35       0       0         17:30       0       0         17:35       0       0         18:35       0       0         18:30       0       0         18:35       0       0         18:35       0       0         19:30       0       0         19:33       0       0         19:34       0       0         19:35       0       0         19:34       0       0         19:35       0       0         19:34       0       0         11:35       0       0         11:30   | 14:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 14.45       0       0         15:00       0       0         15:15       0       0         15:30       0       0         15:35       0       0         15:35       0       0         15:35       0       0         16:00       0       0         16:30       0       0         16:35       0       0         16:36       0       0         17:00       0       0         17:30       0       0         17:30       0       0         17:45       0       0         18:30       0       0         18:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         19:30       0       0         100       0       0         11:30 <t< td=""><td>14:30</td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td>0</td></t<>  | 14:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 15:00       0       0         15:15       0       0         15:30       0       0         15:45       0       0         15:40       0       0         16:00       0       0         16:30       0       0         16:32       0       0         16:35       0       0         16:345       0       0         17:30       0       0         17:35       0       0         17:30       0       0         17:35       0       0         18:35       0       0         18:35       0       0         18:35       0       0         19:00       0       0         19:30       0       0         19:31       0       0         19:32       0       0         19:33       0       0         19:34       0       0         19:35       0       0         19:30       0       0         19:30       0       0         19:30       0       0         100       <  | 14:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 15:15       0         15:30       0         15:34       0         15:35       0         16:00       0         16:35       0         16:36       0         16:37       0         16:38       0         16:39       0         16:30       0         16:34       0         16:35       0         17:30       0         17:35       0         17:30       0         17:30       0         18:30       0         18:30       0         18:35       0         19:00       0         19:35       0         19:36       0         19:37       0         19:38       0         19:39       0         19:35       0         19:36       0         19:37       0         19:38       0         100       0         19:36       0         100       0         101       0         102:30       0         100       0  | 15:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 15:30       0         15:45       0         15:46       0         16:00       0         16:15       0         16:30       0         16:34       0         16:35       0         16:45       0         17:00       0         17:30       0         17:30       0         17:30       0         17:30       0         18:30       0         18:30       0         18:30       0         18:30       0         18:33       0         19:30       0         19:30       0         19:30       0         19:30       0         19:30       0         19:30       0         10:30       0         10:30       0         10:30       0         10:30       0         10:30       0         10:30       0         10:30       0         10:30       0         10:30       0         11:45       0         11:45 <td< td=""><td>15:15</td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td>0</td></td<>  | 15:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 15:45       0         16:00       0         16:15       0         16:30       0         16:34       0         16:45       0         17:00       0         17:35       0         17:36       0         17:37       0         17:38       0         17:39       0         17:30       0         17:35       0         18:30       0         18:315       0         18:32       0         19:30       0         19:315       0         19:32       0         19:345       0         19:30       0         19:34       0         19:30       0         19:30       0         19:30       0         19:31       0         100       0         19:32       0         100       0         19:33       0         100       0         101       0         102:330       0         11:35       0         100       0 <td>15:30</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>   | 15:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 16:00       0       0         16:15       0       0         16:30       0       0         16:34       0       0         16:45       0       0         17:00       0       0         17:15       0       0         17:30       0       0         17:45       0       0         18:00       0       0         18:15       0       0         18:30       0       0         18:31       0       0         19:32       0       0         19:33       0       0         19:35       0       0         19:36       0       0         19:37       0       0         19:38       0       0         19:30       0       0         19:31       0       0         19:32       0       0         19:33       0       0         19:30       0       0         19:31       0       0         19:32       0       0         19:33       0       0         100 <t< td=""><td>15:45</td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td>0</td></t<>  | 15:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 16:15       0       0         16:30       0       0         16:45       0       0         16:45       0       0         17:00       0       0         17:15       0       0         17:30       0       0         17:45       0       0         18:00       0       0         18:30       0       0         18:33       0       0         18:345       0       0         19:30       0       0         19:33       0       0         19:345       0       0         20:35       0       0         21:35       0       0         21:35       0       0         21:45       0       0         22:00       0       0   | 16:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 16:30       0       0         16:45       0       0         17:00       0       0         17:15       0       0         17:30       0       0         17:30       0       0         17:45       0       0         18:00       0       0         18:30       0       0         18:30       0       0         18:30       0       0         19:00       0       0         19:30       0       0         19:33       0       0         19:34       0       0         19:35       0       0         19:33       0       0         19:34       0       0         19:35       0       0         19:36       0       0         19:37       0       0         19:38       0       0         10:0       0       0         10:15       0       0         10:16       0       0         11:15       0       0         11:30       0       0         11:30       <  | 16:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 16:45       0       0         17:00       0       0         17:15       0       0         17:30       0       0         17:34       0       0         18:00       0       0         18:15       0       0         18:30       0       0         18:45       0       0         19:30       0       0         19:33       0       0         19:45       0       0         20:00       0       0         20:30       0       0         21:45       0       0         21:45       0       0         22:15       0       0   | 16:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 17:00       0       0         17:15       0       0         17:30       0       0         17:45       0       0         17:45       0       0         17:45       0       0         18:00       0       0         18:15       0       0         18:30       0       0         18:45       0       0         19:30       0       0         19:30       0       0         19:35       0       0         20:00       0       0         20:15       0       0         21:00       0       0         21:30       0       0         21:45       0       0         22:00       0       0         22:15       0       0   | 16:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 17:15       0       0         17:30       0       0         17:30       0       0         17:45       0       0         18:00       0       0         18:15       0       0         18:30       0       0         18:45       0       0         19:00       0       0         19:30       0       0         19:33       0       0         19:45       0       0         20:00       0       0         20:30       0       0         21:30       0       0         21:30       0       0         21:45       0       0         22:15       0       0   | 17:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 17:30       0       0         17:45       0       0         18:00       0       0         18:15       0       0         18:30       0       0         18:30       0       0         18:45       0       0         19:00       0       0         19:15       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:30       0       0         21:45       0       0         21:45       0       0         22:05       0       0   | 17:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 17:45       0       0         18:00       0       0         18:15       0       0         18:30       0       0         18:30       0       0         18:45       0       0         19:00       0       0         19:13       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:30       0       0         21:45       0       0         21:45       0       0         22:00       0       0   | 17:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 18:00       0       0         18:15       0       0         18:30       0       0         18:30       0       0         18:45       0       0         19:00       0       0         19:15       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:15       0       0   | 17:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 18:13       1       0       0         18:30       0       0         18:45       0       0         19:00       0       0         19:15       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:15       0       0   | 10.15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 18:30       0       0         18:45       0       0         19:00       0       0         19:15       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:00       0       0         22:15       0       0   | 10:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 18:43       0       0         19:00       0       0         19:15       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:30       0       0         21:45       0       0         20:00       0       0         21:45       0       0         22:00       0       0         22:15       0       0   | 10.3U |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 19:00       0       0         19:15       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:30       0       0         21:45       0       0         20:00       0       0         21:45       0       0         22:15       0       0   | 10:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 19:30       0       0         19:30       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:00       0       0   | 19.00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 1330       0       0         19:45       0       0         20:00       0       0         20:15       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:30       0       0         21:45       0       0         20:00       0       0         21:45       0       0         21:00       0       0         21:45       0       0         22:15       0       0  | 19.10 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 20:00       0       0         20:00       0       0         20:15       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:00       0       0         22:15       0       0   | 19.30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 20:00       0       0         20:15       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:00       0       0         22:15       0       0   | 20.00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 20:30       0       0         20:30       0       0         20:45       0       0         21:00       0       0         21:15       0       0         21:30       0       0         21:45       0       0         22:00       0       0         22:15       0       0   | 20.00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 20:45     0     0       21:00     0       21:15     0       21:30     0       21:45     0       22:00     0       00     0       00     0       00     0       00     0       00     0       00     0       00     0       00     0       00     0       00     0       00     0  | 20:10 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 21:00     0       21:15     0       21:30     0       21:45     0       22:00     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0   | 20:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 21:15     0       21:30     0       21:45     0       22:00     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0   | 21:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 21:30     0     0       21:45     0       22:00     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0       0     0   | 21:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 21:45     0     0     0       22:00     0     0     0       22:15     0     0     0   | 21:30 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 22:00     0     0       22:15     0     0   | 21:45 |          |        |        |          | 0          |       |          |           |        |         | 0     |
| 22:15 0 0   | 22:00 |          |        |        |          | 0          |       |          |           |        |         | 0     |
|   | 22:15 |          |        |        |          | 0          |       |          |           |        |         | 0     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 1 9/21/2017 Thursday

Pass

Vehicles

0

22:30 22:45 23:00 23:15 23:30 23:45

|        | *****DRIVEWAY IS UNDER CONSTRUCTION***** |         |       |   |          |        |         |         |       |  |
|--------|--|---------|-------|---|----------|--------|---------|---------|-------|--|
|        | ENTERING                                 |         |       |   |          |        | EXITING |         |       |  |
| Large  |  |         |       |   | Pass     | Large  |         |         |       |  |
| 2 Axle | 3 Axle                                   | 4+ Axle | TOTAL |   | Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |  |
|        |  |         | 0     |   |          |        |         |         | 0     |  |
|        |  |         | 0     |   |          |        |         |         | 0     |  |
|        |  |         | 0     |   |          |        |         |         | 0     |  |
|        |  |         | 0     |   |          |        |         |         | 0     |  |
|        |  |         | 0     |   |          |        |         |         | 0     |  |
|        |  |         | 0     |   |          |        |         |         | 0     |  |
| 0      | 0  | 0       | 0     | - | 0        | 0      | 0       | 0       | 0     |  |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |  |  |  |  |
|-------|----------|--------|----------|---------|-------|--|--|--|--|
|       | Pass     | Large  |          |         |       |  |  |  |  |
|       | Vehicles | 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        | 0       | 0     |  |  |  |  |
| 1:00  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 1:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 1:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 1:45  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 2:00  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 2:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 2:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 2:45  | 0        | 0      | 1        | 0       | 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        | 0       | 0     |  |  |  |  |
| 4:00  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 4:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 4:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 4:45  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 5:00  | 1        | 0      | 1        | 0       | 2     |  |  |  |  |
| 5:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 5:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 5:45  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 6:00  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 6:15  | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 6:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 6:45  | 1        | 0      | 0        | 0       | 1     |  |  |  |  |
| 7:00  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 7:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 7:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 7:45  | 1        | 0      | 0        | 0       | 1     |  |  |  |  |
| 8:00  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 8:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 8:30  | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 8:45  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 9:00  | 0        | 0      | 1        | 0       | 1     |  |  |  |  |
| 9:15  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 9:30  | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 9:45  | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 10:00 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 10:15 | 0        | 0      | 1        | 1       | 2     |  |  |  |  |
| 10:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 10:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 11:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0      | 0      | 5       | 5     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 4       | 4     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 4       | 4     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 2       | 3     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 1        | 0      | 1      | 0       | 1     |  |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |  |
| 1        | 0      | 0      | 0       | - 1   |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |  |
| 0        | 0      | 1      | 0       | 2     |  |  |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |  |  |
| 0        | 0      | 0      |         |       |  |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |  |
| U        | U      | 0      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 2       | Z     |  |  |  |  |
| 0        | 0      | 0      | 4       | 4     |  |  |  |  |
| 0        | 0      | 1      | 1       | 1     |  |  |  |  |
| 0        | 0      | 1      | 2       | 5     |  |  |  |  |
| 0        | 0      | 1      | 1       | 1     |  |  |  |  |
| U        | U      | 0      | 1       | 1     |  |  |  |  |
| U        | U      | 0      | 2       | 2     |  |  |  |  |
| U        | U      | 0      | 3       | 5     |  |  |  |  |
| U        | U      | U      | 2       | 2     |  |  |  |  |
| U        | U      | 1      | 1       | 2     |  |  |  |  |
| U        | U      | 3      | 2       | 5     |  |  |  |  |
| U        | 0      | U      | 1       | 1     |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |
| U        | 1      | 0      | 4       | 5     |  |  |  |  |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |  |  |  |  |
|-------|----------|--------|----------|---------|-------|--|--|--|--|
|       | Pass     | Large  |          |         |       |  |  |  |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |  |  |
| 11:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 11:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 11:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 12:00 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 12:15 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 12:30 | 0        | 0      | 1        | 0       | 1     |  |  |  |  |
| 12:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 13:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 13:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 13:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 13:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 14:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 14:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 14:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 14:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 15:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 15:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 15:30 | 1        | 0      | 0        | 0       | 1     |  |  |  |  |
| 15:45 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 16:00 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 16:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 16:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 16:45 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 17:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 17:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 17:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 17:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 18:00 | 0        | 0      | 0        | 1       | 1     |  |  |  |  |
| 18:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 18:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 18:45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 19:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 19:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 19:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 19.45 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 20.00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 20.15 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 20.30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 20.75 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 21.00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 21.13 | 0        | 0      | 1        | 0       | 1     |  |  |  |  |
| 21:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 22:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |  |
| 22:15 | 0        | 0      | 1        | 0       | 1     |  |  |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 1        | 0      | 1       | 2       | 4     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 1       | 3     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 2 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |  |  |  |
|-------|----------|--------|----------|---------|-------|--|--|--|
|       | Pass     | Large  |          |         |       |  |  |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |  |
| 22:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |
| 22:45 | 0        | 0      | 1        | 0       | 1     |  |  |  |
| 23:00 | 0        | 0      | 0        | 0       | 0     |  |  |  |
| 23:15 | 0        | 0      | 0        | 0       | 0     |  |  |  |
| 23:30 | 0        | 0      | 0        | 0       | 0     |  |  |  |
| 23:45 | 0        | 0      | 2        | 0       | 2     |  |  |  |
|       | 4        | 0      | 10       | 11      | 25    |  |  |  |

| EXITING  |        |        |         |       |  |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |  |  |
| 0        | 0      | 1      | 3       | 4     |  |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |  |  |
| 0        | 0      | 2      | 2       | 4     |  |  |  |  |  |
| 4        | 1      | 32     | 145     | 182   |  |  |  |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/21/2017 Thursday

|              | ENTERING |        |        |         |        |  |  |
|--------------|----------|--------|--------|---------|--------|--|--|
|              | Pass     | Large  |        |         |        |  |  |
|              | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |  |  |
| 0:00         | 0        | 0      | 0      | 2       | 2      |  |  |
| 0:15         | 0        | 0      | 0      | 2       | 2      |  |  |
| 0:30         | 0        | 0      | 1      | 1       | 2      |  |  |
| 0:45         | 0        | 0      | 1      | 2       | 3      |  |  |
| 1:00         | 0        | 0      | 0      | 1       | 1      |  |  |
| 1:15         | 0        | 0      | 0      | 1       | 1      |  |  |
| 1:30         | 0        | 0      | 0      | 2       | 2      |  |  |
| 1:45         | 0        | 0      | 0      | 1       | 1      |  |  |
| 2:00         | 0        | 0      | 0      | 2       | 2      |  |  |
| 2:15         | 0        | 0      | 1      | 2       | 3      |  |  |
| 2:30         | 0        | 0      | 0      | 2       | 2      |  |  |
| 2:45         | 0        | 0      | 0      | 2       | 2      |  |  |
| 3:00         | 0        | 0      | 0      | 3       | 3      |  |  |
| 3:15         | 0        | 0      | 0      | 3       | 3      |  |  |
| 3:30         | 0        | 0      | 0      | 1       | 1      |  |  |
| 3:45         | 0        | 0      | 1      | 0       | 1      |  |  |
| 4:00         | 0        | 0      | 0      | 0       | 0      |  |  |
| 4:15         | 0        | 0      | 0      | 0       | 0      |  |  |
| 4:30         | 0        | 0      | 0      | 0       | 0      |  |  |
| 4:45         | 0        | 0      | 0      | 0       | 0      |  |  |
| 5:00         | 0        | 0      | 0      | 0       | 0      |  |  |
| 5:15         | 0        | 0      | 0      | 0       | 0      |  |  |
| 5:30         | 0        | 0      | 0      | 0       | 0      |  |  |
| 5:45         | 0        | 0      | 0      | 0       | 0      |  |  |
| 6:00         | 0        | 0      | 0      | 1       | 1      |  |  |
| 6:15         | 0        | 0      | 1      | 2       | 3      |  |  |
| 6:30         | 0        | 0      | 0      | 2       | 2      |  |  |
| 6:45         | 0        | 0      | 0      | 4       | 4      |  |  |
| 7:00         | 0        | 0      | 0      | 0       | 0      |  |  |
| 7.15         | 0        | 0      | 0      | 2       | 2      |  |  |
| 7.50         | 0        | 0      | 0      | 2       | 2      |  |  |
| 7.45<br>8.00 | 0        | 0      | 0      | 2<br>1  | 2<br>1 |  |  |
| 8.00         | 0        | 0      | 1      | 1       | 2      |  |  |
| 8.30         | 0        | 0      | 1      | 2       | 2      |  |  |
| 8.30         | 0        | 0      | 0      | 1       | 1      |  |  |
| 9.00         | 0        | 0      | 0      | 1       | 1      |  |  |
| 9.00         | 0        | 1      | 0      | 1       | 2      |  |  |
| 9:30         | 0        | 0      | 0      | 3       | 3      |  |  |
| 9.45         | 0        | 0      | 0      | 1       | 1      |  |  |
| 10:00        | 0        | 0      | 1      | 2       | 3      |  |  |
| 10:15        | 0        | 0      | 0      | 2       | 2      |  |  |
| 10:30        | 0        | 0      | 0      | 1       | 1      |  |  |
| 10:45        | 0        | 0      | 0      | 2       | 2      |  |  |
| 11:00        | 0        | 0      | 0      | 3       | 3      |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | ٥     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 2       | 2     |  |
| 11:30 | 0        | 0      | 0      | 2       | 2     |  |
| 11:45 | 0        | 0      | 0      | 2       | 2     |  |
| 12:00 | 0        | 0      | 1      | 1       | 2     |  |
| 12:15 | 0        | 0      | 0      | 2       | 2     |  |
| 12:30 | 0        | 0      | 0      | 1       | 1     |  |
| 12:45 | 0        | 0      | 1      | 3       | 4     |  |
| 13:00 | 0        | 0      | 1      | 2       | 3     |  |
| 13:15 | 0        | 0      | 0      | 1       | 1     |  |
| 13:30 | 0        | 0      | 0      | 2       | 2     |  |
| 13:45 | 0        | 0      | 1      | 2       | 3     |  |
| 14:00 | 0        | 0      | 1      | 1       | 2     |  |
| 14:15 | 0        | 0      | 0      | 2       | 2     |  |
| 14:30 | 0        | 0      | 0      | 1       | 1     |  |
| 14:45 | 0        | 0      | 0      | 2       | 2     |  |
| 15:00 | 0        | 0      | 1      | 1       | 2     |  |
| 15:15 | 0        | 0      | 0      | 2       | 2     |  |
| 15:30 | 0        | 0      | 0      | 2       | 2     |  |
| 15:45 | 0        | 0      | 1      | 2       | 3     |  |
| 16:00 | 0        | 0      | 0      | 2       | 2     |  |
| 16:15 | 0        | 0      | 0      | 1       | 1     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 2      | 0       | 2     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 1       | 1     |  |
| 17:30 | 0        | 0      | 0      | 2       | 2     |  |
| 17:45 | 0        | 0      | 0      | 2       | 2     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 2       | 2     |  |
| 18:30 | 0        | 0      | 0      | 2       | 2     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 1       | 1     |  |
| 19:15 | 0        | 0      | 0      | 2       | 2     |  |
| 19:30 | 0        | 0      | 0      | 2       | 2     |  |
| 19:45 | 0        | 0      | 0      | 2       | 2     |  |
| 20:00 | 0        | 0      | 1      | 1       | 2     |  |
| 20:15 | 0        | 0      | 0      | 2       | 2     |  |
| 20:30 | 0        | 0      | 0      | 2       | 2     |  |
| 20:45 | 0        | 0      | 0      | 3       | 3     |  |
| 21:00 | 0        | 0      | 2      | 0       | 2     |  |
| 21:15 | 0        | 0      | 1      | 1       | 2     |  |
| 21:30 | 0        | 0      | 0      | 2       | 2     |  |
| 21:45 | 0        | 0      | 0      | 2       | 2     |  |
| 22:00 | 0        | 0      | 1      | 1       | 2     |  |
| 22:15 | 0        | 0      | 0      | 2       | 2     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 3 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  | _      |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0      | 0      | 1       | 1     |  |
| 22:45 | 0        | 0      | 0      | 3       | 3     |  |
| 23:00 | 0        | 0      | 0      | 1       | 1     |  |
| 23:15 | 0        | 0      | 1      | 1       | 2     |  |
| 23:30 | 0        | 0      | 1      | 0       | 1     |  |
| 23:45 | 0        | 0      | 0      | 2       | 2     |  |
|       | 0        | 1      | 24     | 137     | 162   |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/21/2017 Thursday

|              | ENTERING |        |        |         |       |  |
|--------------|----------|--------|--------|---------|-------|--|
|              | Pass     | Large  |        |         |       |  |
|              | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00         | 0        | 0      | 0      | 0       | 0     |  |
| 0:15         | 1        | 0      | 0      | 0       | 1     |  |
| 0:30         | 3        | 0      | 0      | 0       | 3     |  |
| 0:45         | 0        | 0      | 0      | 0       | 0     |  |
| 1:00         | 2        | 0      | 0      | 0       | 2     |  |
| 1:15         | 0        | 0      | 0      | 0       | 0     |  |
| 1:30         | 1        | 0      | 0      | 0       | 1     |  |
| 1:45         | 0        | 0      | 0      | 0       | 0     |  |
| 2:00         | 1        | 0      | 0      | 0       | 1     |  |
| 2:15         | 0        | 0      | 0      | 0       | 0     |  |
| 2:30         | 1        | 0      | 0      | 0       | 1     |  |
| 2:45         | 4        | 0      | 0      | 0       | 4     |  |
| 3:00         | 0        | 0      | 0      | 0       | 0     |  |
| 3:15         | 2        | 0      | 0      | 0       | 2     |  |
| 3:30         | 0        | 0      | 0      | 0       | 0     |  |
| 3:45         | 1        | 0      | 0      | 0       | 1     |  |
| 4:00         | 0        | 0      | 0      | 0       | 0     |  |
| 4:15         | 1        | 0      | 0      | 0       | 1     |  |
| 4:30         | 0        | 0      | 0      | 0       | 0     |  |
| 4:45         | 5        | 0      | 0      | 0       | 5     |  |
| 5:00         | 3        | 0      | 0      | 0       | 3     |  |
| 5:15         | 2        | 0      | 0      | 0       | 2     |  |
| 5:30         | 4        | 0      | 0      | 0       | 4     |  |
| 5:45         | 4        | 0      | 0      | 0       | 4     |  |
| 6:00         | 4        | 0      | 0      | 0       | 4     |  |
| 6:15         | 3        | 0      | 0      | 0       | 3     |  |
| 6:30         | 18       | 0      | 0      | 0       | 18    |  |
| 6:45         | 35       | 0      | 0      | 0       | 35    |  |
| 7:00         | 47       | 0      | 0      | 0       | 47    |  |
| 7:15         | 29       | 0      | 0      | 0       | 29    |  |
| 7:30         | 17       | 0      | 0      | 0       | 1/    |  |
| 7:45         | 4        | 1      | 0      | 0       | 5     |  |
| 8.00<br>9.1E | 0<br>F   | 0      | 0      | 0       | °     |  |
| 0.15         | 5        | 0      | 0      | 0       | 5     |  |
| 0.50         | 1        | 0      | 0      | 0       | 2     |  |
| 0.43         | 2        | 0      | 0      | 0       | 2     |  |
| 0.15         | 1        | 0      | 0      | 0       | 1     |  |
| 0·3U         | 7        | 1      | 0      | 0       | 8     |  |
| 9.45         | 0        | 0      | 0      | 0       | 0     |  |
| 10.00        | 0        | 0      | 0      | 0       | 0     |  |
| 10:15        | 1        | 0      | 0      | 0       | 1     |  |
| 10:30        | 0        | 0      | 0      | 0       | 0     |  |
| 10:45        | 0        | 0      | 0      | 0       | 0     |  |
| 11:00        | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/21/2017 Thursday

| Pass<br>Vehicles         Large<br>2 Axle         3 Axle         4+ Axle         TOTAL           11:15         1         0         0         0         1           11:30         2         1         0         0         3           11:45         0         0         0         0         3           11:30         2         1         0         0         3           11:45         0         0         0         0         1           12:00         1         0         0         0         3           12:15         2         0         0         0         3           13:00         3         0         0         0         1           13:00         3         0         0         0         1           13:30         1         0         0         0         1           14:00         2         1         0         0         3           14:15         2         0         0         0         3           14:45         1         0         0         0         1           14:30         5         0         0         0   |       | ENTERING |        |        |         |       |  |
|---|-------|----------|--------|--------|---------|-------|--|
| Vehicles         2 Axle         3 Axle         4 + Axle         TOTAL           11:15         1         0         0         0         1           11:30         2         1         0         0         3           11:45         0         0         0         0         3           11:45         0         0         0         0         1           12:00         1         0         0         0         2           12:30         3         0         0         0         3           12:45         1         0         0         0         1           13:00         3         0         0         0         1           13:30         1         0         0         0         1           13:33         1         0         0         3         3           14:4:0         2         1         0         0         3           14:4:5         1         0         0         3         3           14:4:5         3         0         0         3         3           15:00         0         0         0         3 <t< td=""><td></td><td>Pass</td><td>Large</td><td></td><td></td><td></td></t<> |       | Pass     | Large  |        |         |       |  |
| 11:15       1       0       0       0       3         11:30       2       1       0       0       3         11:45       0       0       0       0       0         12:00       1       0       0       0       1         12:15       2       0       0       0       3         12:45       1       0       0       0       3         13:00       3       0       0       0       3         13:30       1       0       0       0       1         13:30       1       0       0       0       1         14:00       2       1       0       0       3         14:15       2       0       0       0       3         14:45       1       0       0       0       3         14:45       1       0       0       0       3         15:00       0       0       0       3       1         15:15       3       0       0       0       3         16:03       1       0       0       0       1         16:51   |       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:30       2       1       0       0       3         11:45       0       0       0       0       0         12:00       1       0       0       0       1         12:15       2       0       0       0       3         12:30       3       0       0       0       3         12:45       1       0       0       0       3         13:00       3       0       0       0       1         13:30       1       0       0       0       1         14:30       3       0       0       0       1         14:40       2       1       0       0       3         14:15       2       0       0       0       3         14:45       1       0       0       0       3         15:00       0       0       0       3       3         15:15       3       0       0       0       3         15:30       5       0       0       0       1         16:51       1       0       0       0       4         17:00   | 11:15 | 1        | 0      | 0      | 0       | 1     |  |
| 11:45         0         0         0         0         0           12:00         1         0         0         0         1           12:00         1         0         0         0         2           12:00         3         0         0         0         3           12:45         1         0         0         0         3           13:00         3         0         0         0         3           13:15         0         0         0         0         1           13:30         1         0         0         0         1           14:15         2         0         0         0         3           14:15         2         0         0         0         3           14:15         2         0         0         0         3           14:15         1         0         0         0         3           14:15         3         0         0         0         3           15:15         3         0         0         0         1           15:00         1         0         0         0         1   | 11:30 | 2        | 1      | 0      | 0       | 3     |  |
| 12:00       1       0       0       0       1         12:15       2       0       0       0       3         12:30       3       0       0       0       3         12:45       1       0       0       0       3         13:00       3       0       0       0       3         13:15       0       0       0       0       1         13:30       1       0       0       0       1         13:30       1       0       0       0       1         14:00       2       1       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       1       1         15:00       0       0       0       3       3         15:15       3       0       0       0       3         16:15       1       0       0       0       1         16:30       1       0       0       0       1         16:45       4       0       0       0       1         16:45   | 11:45 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15       2       0       0       0       3         12:30       3       0       0       0       3         12:45       1       0       0       0       3         13:00       3       0       0       0       3         13:15       0       0       0       0       1         13:30       1       0       0       0       1         13:30       1       0       0       0       1         13:30       1       0       0       0       1         13:45       1       0       0       3       3         14:15       2       0       0       0       3         14:45       1       0       0       0       3         14:45       1       0       0       0       3         15:00       0       0       0       3       3         15:15       3       0       0       0       3         16:16       1       0       0       0       1         16:30       1       0       0       0       1         16:31   | 12:00 | 1        | 0      | 0      | 0       | 1     |  |
| 12:30       3       0       0       0       3         12:45       1       0       0       0       3         13:00       3       0       0       0       3         13:15       0       0       0       0       1         13:30       1       0       0       0       1         13:30       1       0       0       0       1         14:00       2       1       0       0       3         14:15       2       0       0       0       3         14:43       1       0       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       3       3         15:15       3       0       0       0       3         15:15       3       0       0       0       3         16:15       1       0       0       0       1         16:30       1       0       0       0       4         17:05       3       1       0       0       4         17:15   | 12:15 | 2        | 0      | 0      | 0       | 2     |  |
| 12:45       1       0       0       0       3         13:00       3       0       0       0       3         13:15       0       0       0       0       0         13:30       1       0       0       0       1         13:30       1       0       0       0       1         13:30       1       0       0       0       1         14:00       2       1       0       0       3         14:15       2       0       0       0       3         14:45       1       0       0       0       3         14:45       1       0       0       0       3         14:45       1       0       0       0       3         15:00       0       0       0       3       3         15:15       3       0       0       0       3         16:00       3       0       0       0       1         16:30       1       0       0       0       1         16:45       4       0       0       0       1         16:30   | 12:30 | 3        | 0      | 0      | 0       | 3     |  |
| 13:00       3       0       0       0       3         13:15       0       0       0       0       0       1         13:30       1       0       0       0       1       1         13:45       1       0       0       0       1       1         14:00       2       1       0       0       3       3         14:15       2       0       0       0       3       3         14:45       1       0       0       0       3       3         14:45       1       0       0       0       3       3         15:00       0       0       0       0       3       3         15:30       5       0       0       0       3       3         15:45       3       0       0       0       1       3         16:00       3       0       0       0       1       3         16:15       1       0       0       0       1       1         16:30       1       0       0       0       1       1         16:31       0       0   | 12:45 | 1        | 0      | 0      | 0       | 1     |  |
| 13:15         0         0         0         0         0           13:30         1         0         0         0         1           13:45         1         0         0         0         1           14:00         2         1         0         0         3           14:15         2         0         0         0         3           14:45         1         0         0         0         3           14:45         1         0         0         0         3           14:45         1         0         0         0         3           15:00         0         0         0         0         3           15:30         5         0         0         0         3           15:30         1         0         0         0         1           16:60         3         0         0         0         1           16:30         1         0         0         0         1           16:45         4         0         0         0         4           17:00         5         0         0         0         1   | 13:00 | 3        | 0      | 0      | 0       | 3     |  |
| 13:30       1       0       0       0       1         13:45       1       0       0       0       3         14:00       2       1       0       0       3         14:15       2       0       0       0       3         14:45       1       0       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       0       3         15:15       3       0       0       0       3         15:30       5       0       0       0       3         16:00       3       0       0       0       3         16:15       1       0       0       0       1         16:30       1       0       0       0       1         16:30       1       0       0       0       4         17:00       5       0       0       0       1         16:31       1       0       0       0       1         16:35       1       0       0       0       1         17:15   | 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45       1       0       0       1         14:00       2       1       0       0       3         14:15       2       0       0       0       2         14:30       3       0       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       0       3         15:30       5       0       0       0       3         16:00       3       0       0       0       3         16:00       3       0       0       0       3         16:15       1       0       0       0       1         16:30       1       0       0       0       1         16:45       4       0       0       0       4         17:00       5       0       0       0       4         17:30       8       0       0       0       1         18:00       11       0       0       0       1         18:30       62       0       0       0       3         19:00       3   | 13:30 | 1        | 0      | 0      | 0       | 1     |  |
| 14:00       2       1       0       0       3         14:15       2       0       0       0       2         14:30       3       0       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       0       0       3         15:15       3       0       0       0       3       3         15:30       5       0       0       0       3       3         16:00       3       0       0       0       3       3         16:15       1       0       0       0       1       1         16:30       1       0       0       0       4       1         16:45       4       0       0       0       4       1         16:45       4       0       0       0       4       1         16:45       4       0       0       0       4       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1   | 13:45 | 1        | 0      | 0      | 0       | 1     |  |
| 14:15       2       0       0       0       2         14:30       3       0       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       0       0       0         15:15       3       0       0       0       3       3         15:30       5       0       0       0       3       3         16:00       3       0       0       0       3       3         16:15       1       0       0       0       1       1         16:30       1       0       0       0       4       1         16:45       4       0       0       0       4       1         16:50       1       0       0       0       4       1         16:45       4       0       0       0       4       1   | 14:00 | 2        | 1      | 0      | 0       | 3     |  |
| 14:30       3       0       0       0       3         14:45       1       0       0       0       1         15:00       0       0       0       0       0         15:15       3       0       0       0       3         15:30       5       0       0       0       3         15:45       3       0       0       0       3         16:00       3       0       0       0       1         16:30       1       0       0       0       1         16:45       4       0       0       0       4         17:00       5       0       0       0       4         17:30       8       0       0       0       11         18:00       11       0       0       0       11         18:15       1       0       0       0       11         18:30       62       0       0       0       3         19:00       3       0       0       0       2         19:30       1       0       0       0       2         19:30  | 14:15 | 2        | 0      | 0      | 0       | 2     |  |
| 14:45       1       0       0       0       0         15:00       0       0       0       0       0         15:15       3       0       0       0       3         15:30       5       0       0       0       3         15:45       3       0       0       0       3         16:00       3       0       0       0       3         16:15       1       0       0       0       1         16:30       1       0       0       0       4         17:00       5       0       0       0       4         17:15       3       1       0       0       4         17:30       8       0       0       0       11         18:00       11       0       0       0       11         18:15       1       0       0       0       11         18:30       62       0       0       0       3         19:00       3       0       0       0       2         19:30       1       0       0       0       2         19:30  | 14:30 | 3        | 0      | 0      | 0       | 3     |  |
| 15:00       0       0       0       0       3         15:15       3       0       0       0       3         15:30       5       0       0       0       3         15:45       3       0       0       0       3         16:00       3       0       0       0       1         16:15       1       0       0       0       1         16:30       1       0       0       0       4         17:00       5       0       0       0       4         17:00       5       0       0       0       4         17:30       8       0       0       0       4         17:30       8       0       0       0       11         18:00       11       0       0       0       11         18:15       1       0       0       0       11         18:30       62       0       0       0       3         19:00       3       0       0       0       2         19:30       1       0       0       0       2         19:30  | 14:45 | 1        | 0      | 0      | 0       | 1     |  |
| 15:15       3       0       0       0       3         15:30       5       0       0       0       3         15:45       3       0       0       0       3         16:00       3       0       0       0       1         16:15       1       0       0       0       1         16:30       1       0       0       0       4         17:00       5       0       0       0       4         17:00       5       0       0       0       4         17:00       5       0       0       0       4         17:30       8       0       0       0       7         18:00       11       0       0       0       11         18:15       1       0       0       0       11         18:30       62       0       0       0       47         19:00       3       0       0       0       2         19:30       1       0       0       0       2         19:30       1       0       0       0       2         19:30  | 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30       5       0       0       0       3         15:45       3       0       0       0       3         16:00       3       0       0       0       3         16:15       1       0       0       0       1         16:30       1       0       0       0       1         16:45       4       0       0       0       4         17:00       5       0       0       0       4         17:30       8       0       0       0       8         17:45       7       0       0       0       11         18:00       11       0       0       0       11         18:15       1       0       0       0       11         18:30       62       0       0       0       47         19:00       3       0       0       0       2         19:30       1       0       0       0       2         19:30       1       0       0       0       2         20:00       2       0       0       0       2         20:15 <td>15:15</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td>   | 15:15 | 3        | 0      | 0      | 0       | 3     |  |
| 15:4530003 $16:00$ 30001 $16:15$ 10001 $16:30$ 10001 $16:45$ 40004 $17:00$ 50004 $17:00$ 50004 $17:30$ 80008 $17:45$ 700011 $18:00$ 1100011 $18:15$ 100011 $18:30$ 6200062 $18:45$ 4700047 $19:00$ 30002 $19:30$ 10002 $19:30$ 10004 $20:00$ 20004 $20:30$ 40004 $20:30$ 40003 $21:00$ 20003 $21:30$ 10001 $21:45$ 10001 $21:45$ 10001 $22:00$ 00001 $21:45$ 10000 $22:15$ 00000  | 15:30 | 5        | 0      | 0      | 0       | 5     |  |
| 16:00 $3$ $0$ $0$ $0$ $3$ $16:15$ $1$ $0$ $0$ $0$ $1$ $16:30$ $1$ $0$ $0$ $0$ $1$ $16:45$ $4$ $0$ $0$ $0$ $4$ $17:00$ $5$ $0$ $0$ $0$ $4$ $17:00$ $5$ $0$ $0$ $0$ $4$ $17:00$ $5$ $0$ $0$ $0$ $4$ $17:30$ $8$ $0$ $0$ $0$ $8$ $17:45$ $7$ $0$ $0$ $0$ $7$ $18:00$ $11$ $0$ $0$ $0$ $11$ $18:51$ $1$ $0$ $0$ $0$ $1$ $18:30$ $62$ $0$ $0$ $0$ $47$ $19:00$ $3$ $0$ $0$ $0$ $47$ $19:00$ $3$ $0$ $0$ $0$ $2$ $19:30$ $1$ $0$ $0$ $0$ $2$ $19:30$ $1$ $0$ $0$ $0$ $4$ $20:00$ $2$ $0$ $0$ $0$ $4$ $20:30$ $4$ $0$ $0$ $0$ $4$ $20:45$ $2$ $1$ $0$ $0$ $3$ $21:00$ $2$ $0$ $0$ $0$ $1$ $21:30$ $1$ $0$ $0$ $0$ $1$ $22:00$ $0$ $0$ $0$ $0$ $1$ $21:30$ $1$ $0$ $0$ $0$ $1$ $21:45$ $1$ $0$ $0$ $0$ $1$ </td <td>15:45</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td>   | 15:45 | 3        | 0      | 0      | 0       | 3     |  |
| 16:15         1         0         0         0         1           16:30         1         0         0         0         1           16:45         4         0         0         0         4           17:00         5         0         0         0         4           17:00         5         0         0         0         4           17:00         8         0         0         0         4           17:30         8         0         0         0         8           17:45         7         0         0         0         11           18:00         11         0         0         0         11           18:15         1         0         0         0         11           18:30         62         0         0         0         47           19:00         3         0         0         0         2           19:15         2         0         0         0         1           19:30         1         0         0         0         2           19:30         1         0         0         0   | 16:00 | 3        | 0      | 0      | 0       | 3     |  |
| 16:30       1       0       0       0       1         16:45       4       0       0       0       4         17:00       5       0       0       0       4         17:15       3       1       0       0       4         17:30       8       0       0       0       8         17:45       7       0       0       0       7         18:00       11       0       0       0       11         18:30       62       0       0       0       62         18:45       47       0       0       0       47         19:00       3       0       0       0       47         19:00       3       0       0       0       3         19:15       2       0       0       0       2         19:30       1       0       0       0       2         19:30       1       0       0       0       2         20:00       2       0       0       0       4         20:015       4       0       0       0       3         21:00 </td <td>16:15</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td>  | 16:15 | 1        | 0      | 0      | 0       | 1     |  |
| 16:45       4       0       0       0       4         17:00       5       0       0       0       5         17:15       3       1       0       0       4         17:30       8       0       0       0       8         17:45       7       0       0       0       7         18:00       11       0       0       0       11         18:15       1       0       0       0       11         18:30       62       0       0       0       47         19:00       3       0       0       0       47         19:00       3       0       0       0       47         19:00       3       0       0       0       2         19:30       1       0       0       0       2         19:30       1       0       0       0       2         20:00       2       0       0       0       2         20:01       4       0       0       0       3         21:00       2       0       0       0       3         21:10 <td>16:30</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td>  | 16:30 | 1        | 0      | 0      | 0       | 1     |  |
| 17:0050005 $17:15$ 31004 $17:30$ 80008 $17:45$ 70007 $18:00$ 1100011 $18:15$ 10001 $18:30$ 6200062 $18:45$ 4700047 $19:00$ 30003 $19:15$ 20001 $19:30$ 10002 $19:30$ 10002 $20:00$ 20004 $20:30$ 40004 $20:45$ 21003 $21:00$ 20001 $21:45$ 10001 $21:45$ 10001 $21:45$ 10001 $21:45$ 00001 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 <t< td=""><td>16:45</td><td>4</td><td>0</td><td>0</td><td>0</td><td>4</td></t<>  | 16:45 | 4        | 0      | 0      | 0       | 4     |  |
| 17:1531004 $17:30$ 80008 $17:45$ 70007 $18:00$ 1100011 $18:15$ 10001 $18:30$ 6200062 $18:45$ 4700047 $19:00$ 300047 $19:00$ 30002 $19:30$ 10001 $19:45$ 00002 $20:15$ 40004 $20:45$ 21003 $21:00$ 20003 $21:30$ 10001 $21:45$ 10001 $21:45$ 10001 $21:45$ 10001 $21:45$ 10001 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000 $21:45$ 00000<  | 17:00 | 5        | 0      | 0      | 0       | 5     |  |
| 17:3080008 $17:45$ 70007 $18:00$ 1100011 $18:15$ 10001 $18:30$ $62$ 00062 $18:45$ 4700047 $19:00$ 30003 $19:15$ 20002 $19:30$ 10001 $19:45$ 00001 $19:45$ 00004 $20:00$ 20004 $20:30$ 40003 $21:00$ 20003 $21:30$ 10001 $21:45$ 10001 $22:00$ 00001 $21:45$ 10000 $21:45$ 00000 $21:45$ 00000 $22:15$ 00000   | 17:15 | 3        | 1      | 0      | 0       | 4     |  |
| 17:4570007 $18:00$ 1100011 $18:15$ 10001 $18:30$ $62$ 00062 $18:45$ 4700047 $19:00$ 30003 $19:15$ 20002 $19:30$ 10001 $19:45$ 00002 $20:00$ 20004 $20:00$ 20004 $20:30$ 40003 $21:00$ 20003 $21:00$ 20001 $21:45$ 10001 $22:00$ 00001 $22:00$ 00000 $22:15$ 00000   | 17:30 | 8        | 0      | 0      | 0       | 8     |  |
| 18:00 $11$ $0$ $0$ $0$ $11$ $18:15$ $1$ $0$ $0$ $0$ $1$ $18:30$ $62$ $0$ $0$ $0$ $62$ $18:45$ $47$ $0$ $0$ $0$ $47$ $19:00$ $3$ $0$ $0$ $0$ $3$ $19:15$ $2$ $0$ $0$ $0$ $2$ $19:30$ $1$ $0$ $0$ $0$ $1$ $19:45$ $0$ $0$ $0$ $0$ $2$ $20:00$ $2$ $0$ $0$ $0$ $2$ $20:00$ $2$ $0$ $0$ $0$ $4$ $20:30$ $4$ $0$ $0$ $0$ $4$ $20:45$ $2$ $1$ $0$ $0$ $3$ $21:00$ $2$ $0$ $0$ $0$ $3$ $21:30$ $1$ $0$ $0$ $0$ $1$ $22:00$ $0$ $0$ $0$ $0$ $1$ $22:00$ $0$ $0$ $0$ $0$ $0$ $22:15$ $0$ $0$ $0$ $0$ $0$   | 17:45 | 7        | 0      | 0      | 0       | 7     |  |
| 18:1510001 $18:30$ $62$ 00062 $18:45$ $47$ 000 $47$ $19:00$ 30003 $19:15$ 20002 $19:30$ 10001 $19:45$ 00002 $20:00$ 20002 $20:15$ 40004 $20:30$ 40003 $21:00$ 20003 $21:30$ 10001 $21:45$ 10001 $21:45$ 10001 $21:45$ 10000 $22:00$ 00000 $22:15$ 00000   | 18:00 | 11       | 0      | 0      | 0       | 11    |  |
| 18:30 $62$ $0$ $0$ $0$ $62$ $18:45$ $47$ $0$ $0$ $0$ $47$ $19:00$ $3$ $0$ $0$ $0$ $3$ $19:15$ $2$ $0$ $0$ $0$ $2$ $19:30$ $1$ $0$ $0$ $0$ $1$ $19:45$ $0$ $0$ $0$ $0$ $0$ $20:00$ $2$ $0$ $0$ $0$ $2$ $20:15$ $4$ $0$ $0$ $0$ $4$ $20:30$ $4$ $0$ $0$ $0$ $4$ $20:45$ $2$ $1$ $0$ $0$ $3$ $21:00$ $2$ $0$ $0$ $0$ $3$ $21:30$ $1$ $0$ $0$ $0$ $1$ $21:45$ $1$ $0$ $0$ $0$ $1$ $22:00$ $0$ $0$ $0$ $0$ $0$ $22:15$ $0$ $0$ $0$ $0$ $0$   | 18:15 | 1        | 0      | 0      | 0       | 1     |  |
| 18:45 $47$ $0$ $0$ $0$ $0$ $47$ $19:00$ $3$ $0$ $0$ $0$ $3$ $19:15$ $2$ $0$ $0$ $0$ $2$ $19:30$ $1$ $0$ $0$ $0$ $1$ $19:45$ $0$ $0$ $0$ $0$ $0$ $20:00$ $2$ $0$ $0$ $0$ $2$ $20:15$ $4$ $0$ $0$ $0$ $4$ $20:30$ $4$ $0$ $0$ $0$ $4$ $20:45$ $2$ $1$ $0$ $0$ $3$ $21:00$ $2$ $0$ $0$ $0$ $3$ $21:30$ $1$ $0$ $0$ $0$ $1$ $21:45$ $1$ $0$ $0$ $0$ $1$ $21:45$ $1$ $0$ $0$ $0$ $0$ $22:00$ $0$ $0$ $0$ $0$ $0$   | 18:30 | 62       | 0      | 0      | 0       | 62    |  |
| 19:00       3       0       0       0       3         19:15       2       0       0       0       2         19:30       1       0       0       0       1         19:30       1       0       0       0       1         19:30       1       0       0       0       1         19:45       0       0       0       0       0         20:00       2       0       0       0       2         20:15       4       0       0       0       4         20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       3         21:15       3       0       0       0       1         21:30       1       0       0       0       1         21:45       1       0       0       0       0         22:00       0       0       0       0       0   | 18:45 | 47       | 0      | 0      | 0       | 47    |  |
| 19:15       2       0       0       0       2         19:30       1       0       0       0       1         19:30       1       0       0       0       1         19:30       1       0       0       0       1         19:30       1       0       0       0       0       1         19:45       0       0       0       0       2       2         20:00       2       0       0       0       4         20:30       4       0       0       0       4         20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       3         21:15       3       0       0       0       1         21:30       1       0       0       0       1         21:45       1       0       0       0       1         22:00       0       0       0       0       0         22:15       0       0       0       0       0   | 19:00 | 3        | 0      | 0      | 0       | 3     |  |
| 19:30       1       0       0       0       1         19:30       1       0       0       0       0       0         19:45       0       0       0       0       0       0         20:00       2       0       0       0       2       2         20:15       4       0       0       0       4         20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       3         21:30       1       0       0       0       1         21:45       1       0       0       0       1         21:45       1       0       0       0       1         21:45       1       0       0       0       0         22:00       0       0       0       0       0         22:15       0       0       0       0       0   | 19:15 | 2        | 0      | 0      | 0       | 2     |  |
| 19:45       0       0       0       0       0       0         20:00       2       0       0       0       2         20:15       4       0       0       0       4         20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       3         21:15       3       0       0       0       3         21:30       1       0       0       0       1         21:45       1       0       0       0       1         22:00       0       0       0       0       0         22:15       0       0       0       0       0   | 19:30 | 1        | 0      | 0      | 0       | 1     |  |
| 20:00       2       0       0       0       2         20:15       4       0       0       0       4         20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       3         21:15       3       0       0       0       3         21:30       1       0       0       0       1         21:45       1       0       0       0       1         22:00       0       0       0       0       0         22:15       0       0       0       0       0   | 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15       4       0       0       0       4         20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       2         21:15       3       0       0       0       3         21:30       1       0       0       0       1         21:45       1       0       0       0       1         22:00       0       0       0       0       0   | 20:00 | 2        | 0      | 0      | 0       | 2     |  |
| 20:30       4       0       0       0       4         20:45       2       1       0       0       3         21:00       2       0       0       0       2         21:15       3       0       0       0       3         21:30       1       0       0       0       1         21:45       1       0       0       0       1         22:00       0       0       0       0       0         22:15       0       0       0       0       0   | 20:15 | 4        | 0      | 0      | 0       | 4     |  |
| 20:45         2         1         0         0         3           21:00         2         0         0         0         2           21:15         3         0         0         0         3           21:30         1         0         0         0         1           21:45         1         0         0         0         1           22:00         0         0         0         0         0           22:15         0         0         0         0         0   | 20:30 | 4        | U<br>1 | 0      | 0       | 4     |  |
| 21:00         2         0         0         0         2           21:15         3         0         0         0         3           21:30         1         0         0         0         1           21:45         1         0         0         0         1           22:00         0         0         0         0         0   | 20:45 | 2        | 1      | 0      | 0       | 3     |  |
| 21.12         5         0         0         0         3           21:30         1         0         0         0         1           21:45         1         0         0         0         1           22:00         0         0         0         0         0           22:15         0         0         0         0         0   | 21:00 | 2        | 0      | 0      | 0       | 2     |  |
| 21:30         1         0         0         0         1           21:45         1         0         0         0         1           22:00         0         0         0         0         0           22:15         0         0         0         0         0   | 21:15 | 3        | 0      | 0      | 0       | 5     |  |
| 21.45         1         0         0         0         1           22:00         0     | 21:30 | 1        | 0      | 0      | 0       | 1     |  |
|   | 21.45 |          | 0      | 0      | 0       | 1     |  |
|   | 22.00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 4 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 2        | 0      | 0      | 0       | 2     |  |
| 22:45 | 1        | 0      | 0      | 0       | 1     |  |
| 23:00 | 0        | 0      | 0      | 0       | 0     |  |
| 23:15 | 1        | 0      | 0      | 0       | 1     |  |
| 23:30 | 0        | 0      | 0      | 0       | 0     |  |
| 23:45 | 3        | 0      | 0      | 0       | 3     |  |
|       | 438      | 6      | 0      | 0       | 444   |  |

|          | -      | EXITING | -       |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 0        | 0      | 0      | 0       | 0     |  |
| 5:00  | 0        | 0      | 0      | 0       | 0     |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |
| 5:30  | 0        | 0      | 0      | 0       | 0     |  |
| 5:45  | 0        | 0      | 0      | 0       | 0     |  |
| 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  | 0        | 0      | 0      | 0       | 0     |  |
| 7:15  | 0        | 0      | 0      | 0       | 0     |  |
| 7:30  | 0        | 0      | 0      | 0       | 0     |  |
| /:45  | 0        | 0      | 0      | 0       | 0     |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |
| 9.00  | 0        | 0      | 0      | 0       | 0     |  |
| 0.20  | 0        | 0      | 0      | 0       | 0     |  |
| 9.30  | 0        | 0      | 0      | 0       | 0     |  |
| 10.00 | 0        | 0      | 0      | 0       | 0     |  |
| 10.00 | 0        | 0      | 0      | 0       | 0     |  |
| 10.13 | 0        | 0      | 0      | 0       | 0     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 12       | 0      | 0       | 0       | 12    |
| 8        | 1      | 0       | 0       | 9     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 10       | 0      | 0       | 0       | 10    |
| 60       | 0      | 0       | 0       | 60    |
| 32       | 0      | 0       | 0       | 32    |
| 7        | 0      | 0       | 0       | 7     |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 1      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |

City of Moreno Valley **Driveway Counts** 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  | _      |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |
| 17:30 | 0        | 0      | 0      | 0       | 0     |  |
| 17:45 | 0        | 0      | 0      | 0       | 0     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19.30 | 0        | 0      | 0      | 0       | 0     |  |
| 19.45 | 0        | 0      | 0      | 0       | 0     |  |
| 20.00 | 0        | 0      | 0      | 0       | 0     |  |
| 20.13 | 0        | 0      | 0      | 0       | 0     |  |
| 20.30 | 0        | 0      | 0      | 0       | 0     |  |
| 20.45 | 0        | 0      | 0      | 0       | 0     |  |
| 21.00 | 0        | 0      | 0      | 0       | 0     |  |
| 21.13 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 1      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 1      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 13       | 0      | 0       | 0       | 13    |
| 74       | 0      | 0       | 0       | 74    |
| 21       | 0      | 0       | 0       | 21    |
| 13       | 0      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 11       | 0      | 0       | 0       | 11    |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 5 9/21/2017 Thursday

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:00 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|       | 0        | 0        | 0      | 0       | 0     |  |  |

| EVITING  |         |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
|          | EXITING |        |         |       |  |  |  |  |
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 1       | 0      | 0       | 1     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 471      | 8       | 0      | 0       | 479   |  |  |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 6 9/21/2017 Thursday

|              |          |        | ENTERING |         |       |
|--------------|----------|--------|----------|---------|-------|
|              | Pass     | Large  |          |         |       |
|              | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 0:00         | 0        | 0      | 1        | 0       | 1     |
| 0:15         | 0        | 0      | 0        | 0       | 0     |
| 0:30         | 0        | 0      | 0        | 0       | 0     |
| 0:45         | 0        | 0      | 0        | 0       | 0     |
| 1:00         | 0        | 0      | 0        | 0       | 0     |
| 1:15         | 0        | 0      | 0        | 0       | 0     |
| 1:30         | 0        | 0      | 0        | 0       | 0     |
| 1:45         | 0        | 0      | 1        | 0       | 1     |
| 2:00         | 0        | 0      | 0        | 1       | 1     |
| 2:15         | 0        | 0      | 1        | 0       | 1     |
| 2:30         | 0        | 0      | 0        | 0       | 0     |
| 2:45         | 0        | 0      | 0        | 0       | 0     |
| 3:00         | 0        | 0      | 0        | 0       | 0     |
| 3:15         | 0        | 0      | 0        | 0       | 0     |
| 3:30         | 0        | 0      | 0        | 0       | 0     |
| 3:45         | 0        | 0      | 1        | 0       | 1     |
| 4:00         | 0        | 0      | 0        | 0       | 0     |
| 4:15         | 0        | 0      | 0        | 0       | 0     |
| 4:30         | 0        | 0      | 0        | 0       | 0     |
| 4:45         | 0        | 0      | 1        | 0       | 1     |
| 5:00         | 0        | 0      | 1        | 0       | 1     |
| 5:15         | 0        | 0      | 0        | 0       | 0     |
| 5:30         | 2        | 0      | 0        | 1       | 3     |
| 5:45         | 0        | 0      | 0        | 0       | 0     |
| 6:00         | 0        | 0      | 2        | 0       | 2     |
| 6:15         | 0        | 0      | 0        | 0       | 0     |
| 6:30         | 0        | 0      | 1        | 1       | 2     |
| 6:45         | 0        | 0      | 0        | 0       | 0     |
| 7:00         | 0        | 0      | 1        | 0       | 1     |
| 7.15         | 0        | 1      | 1        | 0       | 2     |
| 7.30         | 0        | 0      | 1        | 0       | 2     |
| 7.45<br>8.00 | 0        | 0      | 0        | 0       | 0     |
| 0.00<br>2·15 | 0        | 0      | 0        | 1       | 1     |
| 8.30         | 0        | 1      | 0        | 1       | 2     |
| 8.30         | 0        | 0      | 0        | 0       | 0     |
| 9.00         | 0        | 0      | 0        | 0       | 0     |
| 9.00         | 0        | 0      | 0        | 0       | 0     |
| 9:30         | 0        | 0      | 1        | 0       | 1     |
| 9:45         | 0        | 0      | 0        | 0       | 0     |
| 10:00        | 0        | 0      | 1        | 0       | 1     |
| 10:15        | 0        | 0      | 2        | 0       | 2     |
| 10:30        | 0        | 0      | 0        | 0       | 0     |
| 10:45        | 0        | 1      | 0        | 0       | 1     |
| 11:00        | 0        | 0      | 0        | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 3       | 4     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 2        | 0      | 1       | 1       | 4     |
| 0        | 1      | 1       | 2       | 4     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 3       | 5     |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 1      | 3       | 0       | 4     |
| 0        | 0      | 3       | 3       | 6     |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 1      | 0       | 4       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 3      | 1       | 2       | 6     |
| 0        | 2      | 0       | 2       | 4     |
| 0        | 0      | 2       | 3       | 5     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 1      | 0       | 3       | 4     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 0       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 6 9/21/2017 Thursday

|       | ENTEDING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 1      | 0      | 0       | 1     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 0        | 0      | 0      | 1       | 1     |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15 | 0        | 0      | 1      | 0       | 1     |  |
| 12:30 | 1        | 0      | 0      | 0       | 1     |  |
| 12:45 | 0        | 0      | 1      | 0       | 1     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 1       | 1     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 1      | 0       | 1     |  |
| 14:15 | 1        | 0      | 0      | 0       | 1     |  |
| 14:30 | 1        | 1      | 0      | 0       | 2     |  |
| 14:45 | 0        | 0      | 1      | 0       | 1     |  |
| 15:00 | 0        | 0      | 0      | 2       | 2     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 1      | 0       | 1     |  |
| 16:45 | 0        | 0      | 0      | 1       | 1     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |
| 17:30 | 0        | 0      | 0      | 1       | 1     |  |
| 17:45 | 1        | 0      | 1      | 0       | 2     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 1      | 0       | 1     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 1      | 0       | 1     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 1      | 1       | 2     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 1      | 0       | 1     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 4      | 1       | 2       | 7     |
| 0        | 3      | 1       | 4       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 1      | 1       | 3       | 5     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 1       | 5       | 6     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 1      | 0       | 1       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 1       | 6       | 7     |
| 0        | 0      | 0       | 6       | 6     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 3      | 1       | 2       | 6     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 2      | 0       | 2       | 4     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 5       | 6     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 2      | 0       | 1       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 6 9/21/2017 Thursday

|       |          | -      | ENTERING |         | -     |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 1        | 0       | 1     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 1        | 1       | 2     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 6        | 5      | 29       | 13      | 53    |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 1      | 4       | 5     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 1      | 0      | 1       | 2     |  |  |
| 5        | 34     | 54     | 150     | 243   |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/21/2017 Thursday

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| Pass<br>Vehicles         Large<br>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           0:30         0         0         0         0         0           0:30         0         0         0         0         0           0:45         0         0         0         0         0           1:15         0         0         0         0         0           1:30         0         0         0         0         0           2:00         0         0         0         0         0           2:15         0         0         0         0         0           2:30         0         0         0         0         0           2:45         0         0         0         0         0           2:45         0         0         0         0         0           3:30         0         0         0         0         0 <th></th> <th colspan="5">ENTERING</th>   |               | ENTERING |       |        |   |       |
|---|---------------|----------|-------|--------|---|-------|
| Vehicles         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         0         0           1:00         0         0         0         0         0           1:30         0         0         0         0         0           1:30         0         0         0         0         0           1:45         0         0         0         0         0           2:00         0         0         0         0         0           2:315         0         0         0         0         0           3:30         0         0         0         0         0           3:330         0         0         0         0         0           3:45         0         0         0         0         0           4:430         0         0         0         0         0     <  |               | Pass     | Large |        |   |       |
| Original         Original         Original         Original         Original           0:00         0         0         0         0         0           0:30         0         0         0         0         0           0:30         0         0         0         0         0           0:45         0         0         0         0         0           1:10         0         0         0         0         0           1:30         0         0         0         0         0           1:30         0         0         0         0         0           1:30         0         0         0         0         0           1:30         0         0         0         0         0           2:30         0         0         0         0         0           3:30         0         0         0         0         0           3:30         0         0         0         0         0           3:345         0         0         0         0         0           4:30         0         0         0         0         0   |               | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00         0         0         0         0         0           0:30         0         0         0         0         0         0           0:45         0         0         0         0         0         0           1:00         0         0         0         0         0         0           1:15         0         0         0         0         0         0           1:30         0         0         0         0         0         0           1:30         0         0         0         0         0         0           2:00         0         0         0         0         0         0           2:30         0         0         0         0         0         0           2:30         0         0         0         0         0         0           3:30         0         0         0         0         0         0           3:315         0         0         0         0         0         0           3:345         0         0         0         0         0         0           4:430         0<   | 0.00          | 0        | 0     | 0      | 0 | 0     |
| 0:12         0         0         0         0         0           0:30         0         0         0         0         0           1:00         0         0         0         0         0           1:15         0         0         0         0         0           1:15         0         0         0         0         0           1:45         0         0         0         0         0           2:10         0         0         0         0         0           2:15         0         0         0         0         0           2:30         0         0         0         0         0           3:30         0         0         0         0         0           3:30         0         0         0         0         0           4:15         0         0         0         0         0           4:30         0         0         0         0         0           5:45         0         0         0         0         0           5:30         0         0         0         0         0  | 0.00          | 0        | 0     | 0      | 0 | 0     |
| 0.30         0         0         0         0         0           0:45         0         0         0         0         0           1:10         0         0         0         0         0           1:13         0         0         0         0         0           1:30         0         0         0         0         0           1:45         0         0         0         0         0           2:00         0         0         0         0         0           2:15         0         0         0         0         0           2:30         0         0         0         0         0           3:15         0         0         0         0         0           3:30         0         0         0         0         0           3:45         0         0         0         0         0           4:10         0         0         0         0         0           4:30         0         0         0         0         0           5:15         0         0         0         0         0  | 0.13          | 0        | 0     | 0      | 0 | 0     |
| 0.43 $0$ $0$ $0$ $0$ $0$ 1:00         0         0         0         0         0           1:30         0         0         0         0         0           1:45         0         0         0         0         0           2:00         0         0         0         0         0           2:15         0         0         0         0         0           2:30         0         0         0         0         0           2:45         0         0         0         0         0           3:15         0         0         0         0         0           3:30         0         0         0         0         0           3:45         0         0         0         0         0           4:10         0         0         0         0         0           4:45         0         0         0         0         0           5:30         0         0         0         0         0           5:30         0         0         0         0         0  | 0.30          | 0        | 0     | 0      | 0 | 0     |
| 1.00         0         0         0         0         0           1:15         0         0         0         0         0           1:45         0         0         0         0         0           2:00         0         0         0         0         0           2:15         0         0         0         0         0           2:30         0         0         0         0         0           2:45         0         0         0         0         0           3:00         0         0         0         0         0           3:15         0         0         0         0         0           3:30         0         0         0         0         0           4:15         0         0         0         0         0           4:45         0         0         0         0         0           5:15         0         0         0         0         0           5:30         0         0         0         0         0           6:15         0         0         0         0         0  | 1.00          | 0        | 0     | 0      | 0 | 0     |
| 1.13 $0$ $0$ $0$ $0$ $0$ $1:30$ $0$ $0$ $0$ $0$ $0$ $1:45$ $0$ $0$ $0$ $0$ $0$ $2:00$ $0$ $0$ $0$ $0$ $0$ $2:15$ $0$ $0$ $0$ $0$ $0$ $2:30$ $0$ $0$ $0$ $0$ $0$ $3:00$ $0$ $0$ $0$ $0$ $0$ $3:30$ $0$ $0$ $0$ $0$ $0$ $3:30$ $0$ $0$ $0$ $0$ $0$ $4:00$ $0$ $0$ $0$ $0$ $0$ $4:30$ $0$ $0$ $0$ $0$ $0$ $4:45$ $0$ $0$ $0$ $0$ $0$ $5:30$ $0$ $0$ $0$ $0$ $0$ $5:45$ $0$ $0$ $0$ $0$   | 1.00          | 0        | 0     | 0      | 0 | 0     |
| 1.30         0         0         0         0         0         0           1:45         0         0         0         0         0         0           2:00         0         0         0         0         0         0           2:15         0         0         0         0         0         0           2:30         0         0         0         0         0         0           3:00         0         0         0         0         0         0           3:30         0         0         0         0         0         0           3:45         0         0         0         0         0         0           4:00         0         0         0         0         0         0           4:15         0         0         0         0         0         0           4:30         0         0         0         0         0         0           5:15         0         0         0         0         0         0           5:30         0         0         0         0         0         0           6:45 <td>1.13</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 1.13          | 0        | 0     | 0      | 0 | 0     |
| 1.43       0       0       0       0       0         2:00       0       0       0       0       0         2:15       0       0       0       0       0         2:30       0       0       0       0       0         2:45       0       0       0       0       0         3:00       0       0       0       0       0         3:30       0       0       0       0       0         3:45       0       0       0       0       0         3:45       0       0       0       0       0         4:00       0       0       0       0       0         4:15       0       0       0       0       0         4:30       0       0       0       0       0         5:15       0       0       0       0       0         5:30       0       0       0       0       0         6:00       0       0       0       0       0         6:30       0       0       0       0       0         6:30       0  | 1.30          | 0        | 0     | 0      | 0 | 0     |
| 2:00 $0$ $0$ $0$ $0$ $0$ $2:15$ $0$ $0$ $0$ $0$ $0$ $2:30$ $0$ $0$ $0$ $0$ $0$ $2:45$ $0$ $0$ $0$ $0$ $0$ $3:00$ $0$ $0$ $0$ $0$ $0$ $3:30$ $0$ $0$ $0$ $0$ $0$ $3:45$ $0$ $0$ $0$ $0$ $0$ $4:00$ $0$ $0$ $0$ $0$ $0$ $4:30$ $0$ $0$ $0$ $0$ $0$ $4:45$ $0$ $0$ $0$ $0$ $0$ $5:00$ $0$ $0$ $0$ $0$ $0$ $5:30$ $0$ $0$ $0$ $0$ $0$ $5:45$ $0$ $0$ $0$ $0$ $0$ $6:30$ $0$ $0$ $0$ $0$   | 2.00          | 0        | 0     | 0      | 0 | 0     |
| 2:13         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           3:315         0         0         0         0         0           3:32         0         0         0         0         0           3:45         0         0         0         0         0           4:00         0         0         0         0         0           4:15         0         0         0         0         0           4:45         0         0         0         0         0           5:00         0         0         0         0         0           5:315         0         0         0         0         0           5:45         0         0         0         0         0           6:15         0         0         0         0         0           6:45         0         0         0         0         0  | 2.00          | 0        | 0     | 0      | 0 | 0     |
| 2:30         0         0         0         0         0           2:45         0         0         0         0         0           3:00         0         0         0         0         0           3:15         0         0         0         0         0           3:30         0         0         0         0         0           3:45         0         0         0         0         0           4:00         0         0         0         0         0           4:15         0         0         0         0         0           4:45         0         0         0         0         0           5:15         0         0         0         0         0           5:30         0         0         0         0         0           5:45         0         0         0         0         0           6:00         0         0         0         0         0           6:45         0         0         0         0         0           7:00         0         0         0         0         0  | 2.13          | 0        | 0     | 0      | 0 | 0     |
| 2:45       0       0       0       0       0         3:00       0       0       0       0       0         3:315       0       0       0       0       0         3:30       0       0       0       0       0         3:45       0       0       0       0       0         4:00       0       0       0       0       0         4:15       0       0       0       0       0         4:30       0       0       0       0       0         4:45       0       0       0       0       0         5:00       0       0       0       0       0         5:31       0       0       0       0       0         5:33       0       0       0       0       0         5:45       0       0       0       0       0         6:15       0       0       0       0       0         6:30       0       0       0       0       0         7:15       0       0       0       0       0         7:15       0   | 2.30          | 0        | 0     | 0      | 0 | 0     |
| 3.00 $0$ $0$ $0$ $0$ $0$ $3:15$ $0$ $0$ $0$ $0$ $0$ $3:30$ $0$ $0$ $0$ $0$ $0$ $3:45$ $0$ $0$ $0$ $0$ $0$ $4:00$ $0$ $0$ $0$ $0$ $0$ $4:15$ $0$ $0$ $0$ $0$ $0$ $4:30$ $0$ $0$ $0$ $0$ $0$ $4:45$ $0$ $0$ $0$ $0$ $0$ $5:00$ $0$ $0$ $0$ $0$ $0$ $5:15$ $0$ $0$ $0$ $0$ $0$ $5:30$ $0$ $0$ $0$ $0$ $0$ $5:45$ $0$ $0$ $0$ $0$ $0$ $6:15$ $0$ $0$ $0$ $0$ $0$ $6:30$ $0$ $0$ $0$ $0$ $0$ $7:00$ $0$ $0$ $0$ $0$ $0$  | 2.43          | 0        | 0     | 0      | 0 | 0     |
| 3.13         0         0         0         0         0           3:30         0         0         0         0         0           3:45         0         0         0         0         0           4:00         0         0         0         0         0           4:15         0         0         0         0         0           4:30         0         0         0         0         0           4:45         0         0         0         0         0           5:00         0         0         0         0         0           5:15         0         0         0         0         0           5:30         0         0         0         0         0           5:45         0         0         0         0         0           6:00         0         0         0         0         0           6:15         0         0         0         0         0           6:45         0         0         0         0         0           7:15         0         0         0         0         0  | 2.15          | 0        | 0     | 0      | 0 | 0     |
| 3.30         0         0         0         0         0         0           3:45         0         0         0         0         0         0           4:00         0         0         0         0         0         0           4:15         0         0         0         0         0         0           4:30         0         0         0         0         0         0           4:45         0         0         0         0         0         0           5:00         0         0         0         0         0         0           5:15         0         0         0         0         0         0           5:45         0         0         0         0         0         0           6:00         0         0         0         0         0         0           6:15         0         0         0         0         0         0           6:45         0         0         0         0         0         0           7:15         0         0         0         0         0         0           7:45 <td>2.20</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 2.20          | 0        | 0     | 0      | 0 | 0     |
| 3.43         0         0         0         0         0         0           4:00         0         0         0         0         0         0           4:15         0         0         0         0         0         0           4:30         0         0         0         0         0         0           4:45         0         0         0         0         0         0           5:00         0         0         0         0         0         0           5:15         0         0         0         0         0         0           5:30         0         0         0         0         0         0           5:30         0         0         0         0         0         0           5:45         0         0         0         0         0         0           6:15         0         0         0         0         0         0           6:45         0         0         0         0         0         0           7:15         0         0         0         0         0         0           7:45 <td>2.30</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 2.30          | 0        | 0     | 0      | 0 | 0     |
| 4.00       0       0       0       0       0         4:15       0       0       0       0       0       0         4:30       0       0       0       0       0       0         4:45       0       0       0       0       0       0         5:00       0       0       0       0       0       0         5:15       0       0       0       0       0       0         5:30       0       0       0       0       0       0         5:45       0       0       0       0       0       0         6:00       0       0       0       0       0       0         6:15       0       0       0       0       0       0         6:30       0       0       0       0       0       0         7:00       0       0       0       0       0       0         7:15       0       0       0       0       0       0         7:45       0       0       0       0       0       0         8:30       0       0       0 <td>3.45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>   | 3.45          | 0        | 0     | 0      | 0 | 0     |
| 4.15         0         0         0         0         0         0           4:30         0         0         0         0         0         0         0           4:45         0         0         0         0         0         0         0           5:00         0         0         0         0         0         0         0           5:15         0         0         0         0         0         0         0           5:30         0         0         0         0         0         0         0           5:45         0         0         0         0         0         0         0           6:15         0         0         0         0         0         0         0           6:30         0         0         0         0         0         0         0           6:45         0         0         0         0         0         0         0           7:15         0         0         0         0         0         0         0           7:45         0         0         0         0         0         0   | 4.00          | 0        | 0     | 0      | 0 | 0     |
| 4.30         0         0         0         0         0           4:45         0         0         0         0         0           5:00         0         0         0         0         0           5:15         0         0         0         0         0           5:30         0         0         0         0         0           5:45         0         0         0         0         0           6:00         0         0         0         0         0           6:30         0         0         0         0         0           6:45         0         0         0         0         0           6:45         0         0         0         0         0           7:00         0         0         0         0         0           7:15         0         0         0         0         0           7:30         0         0         0         0         0           7:45         0         0         0         0         0           8:30         0         0         0         0         0  | 4.13          | 0        | 0     | 0      | 0 | 0     |
| 4.43         0         0         0         0         0         0           5:00         0         0         0         0         0         0           5:15         0         0         0         0         0         0           5:30         0         0         0         0         0         0           5:30         0         0         0         0         0         0           6:00         0         0         0         0         0         0           6:15         0         0         0         0         0         0           6:30         0         0         0         0         0         0           6:45         0         0         0         0         0         0           7:00         0         0         0         0         0         0           7:15         0         0         0         0         0         0           7:30         0         0         0         0         0         0           8:00         0         0         0         0         0         0           8:15 <td>4.50</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 4.50          | 0        | 0     | 0      | 0 | 0     |
| 3.00         0         0         0         0         0           5:15         0         0         0         0         0           5:30         0         0         0         0         0           5:45         0         0         0         0         0           6:00         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         0         0         0         0         0           7:15         0         0         0         0         0           7:30         0         0         0         0         0           7:45         0         0         0         0         0           8:00         0         0         0         0         0           8:15         0         0         0         0         0           9:00         0         0         0         0         0  | 4.45<br>E.00  | 0        | 0     | 0      | 0 | 0     |
| 3.13         0         0         0         0         0         0           5:30         0         0         0         0         0         0           5:45         0         0         0         0         0         0           6:00         0         0         0         0         0         0           6:15         0         0         0         0         0         0           6:30         0         0         0         0         0         0           6:45         0         0         0         0         0         0           7:00         0         0         0         0         0         0           7:15         0         0         0         0         0         0           7:30         0         0         0         0         0         0           7:45         0         0         0         0         0         0           8:00         0         0         0         0         0         0           8:15         0         0         0         0         0         0           9:30 <td>5.00</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 5.00          | 0        | 0     | 0      | 0 | 0     |
| 3.30         0         0         0         0         0         0         0           5:45         0         0         0         0         0         0         0           6:00         0         0         0         0         0         0         0           6:15         0         0         0         0         0         0         0           6:30         0         0         0         0         0         0         0           6:45         0         0         0         0         0         0         0           7:00         0         0         0         0         0         0         0           7:15         0         0         0         0         0         0         0           7:30         0         0         0         0         0         0         0           7:45         0         0         0         0         0         0         0           8:00         0         0         0         0         0         0         0           8:30         0         0         0         0         0   | 5.15          | 0        | 0     | 0      | 0 | 0     |
| 3.43         0  | 5.50          | 0        | 0     | 0      | 0 | 0     |
| 6.00         0         0         0         0         0         0           6:15         0         0         0         0         0         0           6:30         0         0         0         0         0         0           6:45         0         0         0         0         0         0           7:00         0         0         0         0         0         0           7:15         0         0         0         0         0         0           7:30         0         0         0         0         0         0           7:45         0         0         0         0         0         0           8:00         0         0         0         0         0         0           8:30         0         0         0         0         0         0           8:31         0         0         0         0         0         0           9:00         0         0         0         0         0         0           9:15         0         0         0         0         0         0           9:30 <td>5.45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>  | 5.45          | 0        | 0     | 0      | 0 | 0     |
| 0.13         0         0         0         0         0         0         0           6:30         0         0         0         0         0         0         0           6:45         0         0         0         0         0         0         0           7:00         0         0         0         0         0         0         0           7:15         0         0         0         0         0         0         0           7:30         0         0         0         0         0         0         0           7:45         0         0         0         0         0         0         0           8:00         0         0         0         0         0         0         0           8:30         0         0         0         0         0         0         0           8:30         0         0         0         0         0         0         0           9:00         0         0         0         0         0         0         0           9:15         0         0         0         0         0   | 6.00          | 0        | 0     | 0      | 0 | 0     |
| 0.30         0         0         0         0         0         0         0           6:45         0         0         0         0         0         0         0           7:00         0         0         0         0         0         0         0           7:15         0         0         0         0         0         0         0           7:30         0         0         0         0         0         0         0           7:45         0         0         0         0         0         0         0           8:00         0         0         0         0         0         0         0           8:15         0         0         0         0         0         0         0           8:30         0         0         0         0         0         0         0           9:00         0         0         0         0         0         0         0           9:15         0         0         0         0         0         0         0           9:30         0         0         0         0         0   | 6.20          | 0        | 0     | 0      | 0 | 0     |
| 0.43         0         0         0         0         0         0         0           7:00         0         0         0         0         0         0         0           7:15         0         0         0         0         0         0         0           7:30         0         0         0         0         0         0         0           7:45         0         0         0         0         0         0         0           8:00         0         0         0         0         0         0         0           8:15         0         0         0         0         0         0         0           8:30         0         0         0         0         0         0         0           9:00         0         0         0         0         0         0         0           9:15         0         0         0         0         0         0         0           9:30         0         0         0         0         0         0         0           9:35         0         0         0         0         0   | 6.45          | 0        | 0     | 0      | 0 | 0     |
| 7.00         0         0         0         0         0         0           7:15         0         0         0         0         0         0         0           7:30         0         0         0         0         0         0         0           7:45         0         0         0         0         0         0         0           8:00         0         0         0         0         0         0         0           8:15         0         0         0         0         0         0         0           8:30         0         0         0         0         0         0         0           8:45         0         0         0         0         0         0         0           9:00         0         0         0         0         0         0         0           9:15         0         0         0         0         0         0         0           9:30         0         0         0         0         0         0         0           9:45         0         0         0         0         0         0   | 7.00          | 0        | 0     | 0      | 0 | 0     |
| 7.13         0  | 7.00          | 0        | 0     | 0      | 0 | 0     |
| 7.36       0       0       0       0       0         7:45       0       0       0       0       0       0         8:00       0       0       0       0       0       0         8:15       0       0       0       0       0       0         8:30       0       0       0       0       0       0         8:30       0       0       0       0       0       0         8:30       0       0       0       0       0       0         9:00       0       0       0       0       0       0         9:00       0       0       0       0       0       0         9:00       0       0       0       0       0       0         9:00       0       0       0       0       0       0         9:00       0       0       0       0       0       0         9:15       0       0       0       0       0       0         9:30       0       0       0       0       0       0         10:00       0       0       0 </td <td>7.13</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>   | 7.13          | 0        | 0     | 0      | 0 | 0     |
| N-45         O  | 7.30          | 0        | 0     | 0      | 0 | 0     |
| 0.00            | 8.00          | 0        | 0     | 0      | 0 | 0     |
| 8:30            | 8·15          | 0        | 0     | 0      | 0 | 0     |
| 0.30            | 8.10          | 0        | 0     | 0      | 0 | 0     |
| 0.45         0  | 8.30          | 0        | 0     | 0      | 0 | 0     |
| 9:15         0  | 0.45          | 0        | 0     | 0      | 0 | 0     |
| 9:30            | 9.00          | 0        | 0     | 0      | 0 | 0     |
| 9:45         0  | 9.13          | 0        | 0     | 0      | 0 | 0     |
| 10:00         0         0         0         0         0         0           10:15         0   | 9.30<br>Q·//5 | 0        | 0     | 0      | 0 | 0     |
| 10:30         0 <td>10.00</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> | 10.00         | 0        | 0     | 0      | 0 | 0     |
| 10:10         0         0         0         0         0         0           10:30         0         0         0         0         0         0         0           10:45         0         0         0         0         0         0         0           11:00         0         0         0         0         0         0         0   | 10.00         | 0        | 0     | 0      | 0 | 0     |
| 10:35         0         0         0         0         0         0           10:45         0   | 10.13         | 0        | 0     | 0      | 0 | 0     |
|   | 10.30         | 0        | 0     | 0      | 0 | 0     |
|   | 11.45         | 0        | 0     | 0      | 0 | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 0       | 0     |  |
| 11:30 | 0        | 0      | 0      | 0       | 0     |  |
| 11:45 | 0        | 0      | 0      | 0       | 0     |  |
| 12:00 | 0        | 0      | 0      | 0       | 0     |  |
| 12:15 | 0        | 0      | 0      | 0       | 0     |  |
| 12:30 | 0        | 0      | 0      | 0       | 0     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 0        | 0      | 0      | 0       | 0     |  |
| 17:30 | 0        | 0      | 0      | 0       | 0     |  |
| 17:45 | 0        | 0      | 0      | 0       | 0     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 7 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 0        | 0      | 0      | 0       | 0     |  |
| 22:45 | 0        | 0      | 0      | 0       | 0     |  |
| 23:00 | 0        | 0      | 0      | 0       | 0     |  |
| 23:15 | 0        | 0      | 0      | 0       | 0     |  |
| 23:30 | 0        | 0      | 0      | 0       | 0     |  |
| 23:45 | 0        | 0      | 0      | 0       | 0     |  |
|       | 0        | 0      | 0      | 0       | 0     |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |

City of Moreno Valley Driveway Counts 24300 Nandina Ave, Moreno Valley, CA - ONT8 DRIVEWAY 8 9/21/2017 Thursday

|              | ENTERING |        |        |         |        |  |
|--------------|----------|--------|--------|---------|--------|--|
|              | Pass     | Large  |        |         |        |  |
|              | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |  |
| 0:00         | 0        | 0      | 0      | 2       | 2      |  |
| 0:15         | 0        | 2      | 0      | 2       | 4      |  |
| 0:30         | 0        | 0      | 0      | 2       | 2      |  |
| 0:45         | 0        | 0      | 1      | 4       | 5      |  |
| 1:00         | 0        | 0      | 0      | 1       | 1      |  |
| 1:15         | 0        | 0      | 0      | 1       | 1      |  |
| 1:30         | 0        | 0      | 0      | 0       | 0      |  |
| 1:45         | 0        | 0      | 0      | 0       | 0      |  |
| 2:00         | 0        | 0      | 1      | 2       | 3      |  |
| 2:15         | 0        | 0      | 0      | 2       | 2      |  |
| 2:30         | 0        | 0      | 0      | 1       | 1      |  |
| 2:45         | 0        | 0      | 0      | 0       | 0      |  |
| 3:00         | 0        | 0      | 0      | 0       | 0      |  |
| 3:15         | 0        | 0      | 0      | 0       | 0      |  |
| 3:30         | 1        | 0      | 0      | 0       | 1      |  |
| 3:45         | 0        | 0      | 0      | 1       | 1      |  |
| 4:00         | 0        | 0      | 0      | 0       | 0      |  |
| 4:15         | 1        | 0      | 0      | 0       | 1      |  |
| 4:30         | 1        | 0      | 0      | 0       | 1      |  |
| 4:45         | 1        | 0      | 0      | 0       | 1      |  |
| 5:00         | 3        | 0      | 0      | 1       | 4      |  |
| 5:15         | 0        | 0      | 0      | 0       | 0      |  |
| 5:30         | 0        | 0      | 0      | 0       | 0      |  |
| 5:45         | 1        | 0      | 0      | 4       | 5      |  |
| 6:00         | 0        | 0      | 0      | 2       | 2      |  |
| 6:15         | 0        | 0      | 0      | 5       | 5      |  |
| 6:30         | 0        | 0      | 0      | /       | /      |  |
| 6:45         | 0        | 0      | 0      | 4       | 4      |  |
| 7:00         | 1        | 1      | 0      | 6       | 8      |  |
| 7.15         | 0        | 0      | 0      | 5       | 3      |  |
| 7.30         | 0        | 2      | 0      | 2       | /<br>F |  |
| 7.45<br>8.00 | 2        | 0      | 1      | 2       | 5      |  |
| 0.00<br>2·15 | 0        | 1      | 0      | 2       | 2      |  |
| 8.30         | 0        | 0      | 0      | 2       | 2      |  |
| 8.30         | 1        | 0      | 0      | 2       | 3      |  |
| 9.00         | 0        | 0      | 0      | 6       | 6      |  |
| 9.00         | 3        | 0      | 0      | 5       | 8      |  |
| 9:30         | 0        | 0      | 0      | 3       | 3      |  |
| 9.30         | 0        | 0      | 0      | 2       | 2      |  |
| 10:00        | 0        | 1      | 0      | 2       | 3      |  |
| 10:15        | 0        | 0      | 0      | - 1     | 1      |  |
| 10:30        | 0        | 0      | 0      | 1       | 1      |  |
| 10:45        | 0        | 0      | 0      | 1       | 1      |  |
| 11:00        | 0        | 1      | 0      | 2       | 3      |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 5       | 5     |  |
| 11:30 | 0        | 0      | 0      | 2       | 2     |  |
| 11:45 | 0        | 0      | 0      | 2       | 2     |  |
| 12:00 | 0        | 0      | 1      | 3       | 4     |  |
| 12:15 | 0        | 0      | 0      | 2       | 2     |  |
| 12:30 | 0        | 1      | 0      | 2       | 3     |  |
| 12:45 | 0        | 0      | 0      | 4       | 4     |  |
| 13:00 | 0        | 0      | 0      | 1       | 1     |  |
| 13:15 | 0        | 0      | 0      | 4       | 4     |  |
| 13:30 | 0        | 0      | 0      | 2       | 2     |  |
| 13:45 | 0        | 0      | 0      | 4       | 4     |  |
| 14:00 | 0        | 1      | 0      | 3       | 4     |  |
| 14:15 | 0        | 0      | 0      | 1       | 1     |  |
| 14:30 | 0        | 0      | 0      | 2       | 2     |  |
| 14:45 | 0        | 1      | 0      | 1       | 2     |  |
| 15:00 | 0        | 1      | 0      | 2       | 3     |  |
| 15:15 | 2        | 1      | 0      | 3       | 6     |  |
| 15:30 | 1        | 0      | 0      | 1       | 2     |  |
| 15:45 | 1        | 0      | 1      | 0       | 2     |  |
| 16:00 | 1        | 0      | 1      | 1       | 3     |  |
| 16:15 | 1        | 0      | 1      | 1       | 3     |  |
| 16:30 | 0        | 0      | 1      | 0       | 1     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 1       | 1     |  |
| 17:15 | 0        | 0      | 0      | 3       | 3     |  |
| 17:30 | 0        | 0      | 0      | 4       | 4     |  |
| 17:45 | 0        | 0      | 0      | 1       | 1     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 0      | 2       | 2     |  |
| 18:45 | 0        | 0      | 0      | 1       | 1     |  |
| 19:00 | 0        | 0      | 0      | 4       | 4     |  |
| 19.15 | 0        | 0      | 0      | 3       | 3     |  |
| 19.30 | 0        | 0      | 0      | 1       | 0     |  |
| 20.00 | 0        | 0      | 0      | 0       | 0     |  |
| 20.00 | 0        | 0      | 1      | 2       | 0     |  |
| 20.13 | 0        | 0      | 0      | 2       | - 4   |  |
| 20.30 | 0        | 0      | 0      | 2       | 2     |  |
| 20.43 | 0        | 0      | 0      | 1       | - 1   |  |
| 21.00 | 0        | 0      | 0      | 1       | 1     |  |
| 21.13 | 0        | 0      | 0      | 1       | 1     |  |
| 21.30 | 0        | 0      | 0      | 0       | 0     |  |
| 21.45 | 0        | 0      | 0      | 2       | 2     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 1       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |            |        |         |       |  |  |
|-------|----------|------------|--------|---------|-------|--|--|
|       | Pass     | Pass Large |        |         |       |  |  |
|       | Vehicles | 2 Axle     | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 0          | 0      | 2       | 2     |  |  |
| 22:45 | 0        | 2          | 0      | 4       | 6     |  |  |
| 23:00 | 0        | 0          | 0      | 2       | 2     |  |  |
| 23:15 | 0        | 0          | 0      | 1       | 1     |  |  |
| 23:30 | 0        | 0          | 0      | 2       | 2     |  |  |
| 23:45 | 0        | 0          | 0      | 3       | 3     |  |  |
|       | 21       | 15         | 9      | 182     | 227   |  |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 24       | 2      | 4      | 2       | 32    |  |  |  |

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

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

|          | EXITING |        |         |       |  |  |
|----------|---------|--------|---------|-------|--|--|
| Pass     | Large   |        |         |       |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |
| 3        | 0       | 0      | 5       | 8     |  |  |
| 2        | 0       | 0      | 2       | 4     |  |  |
| 1        | 0       | 0      | 4       | 5     |  |  |
| 1        | 0       | 0      | 4       | 5     |  |  |
| 4        | 0       | 1      | 3       | 8     |  |  |
| 4        | 0       | 1      | 3       | 8     |  |  |
| 12       | 1       | 0      | 1       | 14    |  |  |
| 8        | 1       | 0      | 1       | 10    |  |  |
| 0        | 1       | 0      | 5       | 6     |  |  |
| 0        | 0       | 1      | 7       | 8     |  |  |
| 2        | 0       | 0      | 2       | 4     |  |  |
| 5        | 0       | 2      | 5       | 12    |  |  |
| 8        | 0       | 0      | 4       | 12    |  |  |
| 10       | 0       | 1      | 6       | 17    |  |  |
| 63       | 0       | 0      | 6       | 69    |  |  |
| 36       | 0       | 1      | 4       | 41    |  |  |
| 7        | 0       | 0      | 3       | 10    |  |  |
| 11       | 0       | 0      | 2       | 13    |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |
| 3        | 0       | 1      | 0       | 4     |  |  |
| 11       | 0       | 0      | 0       | 11    |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |
| 10       | 0       | 1      | 1       | 12    |  |  |
| 5        | 0       | 2      | 1       | 8     |  |  |
| 2        | 1       | 2      | 2       | 7     |  |  |
| 7        | 0       | 3      | 2       | 12    |  |  |
| 0        | 0       | 1      | 3       | 4     |  |  |
| 1        | 0       | 2      | 4       | 7     |  |  |
| 5        | 1       | 3      | 2       | 11    |  |  |
| 0        | 1       | 3      | 2       | 6     |  |  |
| 1        | 0       | 4      | 7       | 12    |  |  |
| 0        | 0       | 3      | 2       | 5     |  |  |
| 0        | 1       | 1      | 6       | 8     |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |
| 1        | 3       | 1      | 3       | 8     |  |  |
| 3        | 3       | 0      | 4       | 10    |  |  |
| 1        | 0       | 2      | 7       | 10    |  |  |
| 1        | 0       | 2      | 2       | 5     |  |  |
| 1        | 2       | 1      | 4       | 8     |  |  |
| 0        | 0       | 4      | 3       | 7     |  |  |
| 2        | 1       | 0      | 4       | 7     |  |  |
| 2        | 1       | 0      | 3       | 6     |  |  |
| 4        | 1       | 1      | 6       | 12    |  |  |

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

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|       | ENTERING |        |        |                |        |
|-------|----------|--------|--------|----------------|--------|
|       | Pass     | Large  |        |                |        |
|       | Vehicles | 2 Axle | 3 ΔχΙρ | <b>4+</b> ΔχΙρ | τοται  |
| 11.15 | 1        | 1      | 0      | 7              | 9      |
| 11.10 | 2        | 1      | 0      | ,<br>Д         | 7      |
| 11:45 | 0        | 0      | 0      | 5              | 5      |
| 12.43 | 1        | 0      | 2      | 5              | 9<br>9 |
| 12.00 | 2        | 0      | 1      | 5              | 0<br>9 |
| 12.13 | 2        | 1      | 1      | 3              | 0<br>0 |
| 12.30 | 4        | 0      | 2      | 7              | 10     |
| 13.40 | 3        | 0      | 1      | 2              | 7      |
| 13.00 | 0        | 0      | 0      | 6              | 6      |
| 13.13 | 1        | 0      | 0      | 1              | 5      |
| 13:30 | 1        | 0      | 1      | 6              | 8      |
| 14.00 | 2        | 2      | 2      | 4              | 10     |
| 14.00 | 2        | 0      | 0      | 2              | 6      |
| 14.13 | 4        | 1      | 0      | 3              | 8      |
| 14:45 | 1        | 1      | 1      | 3              | 6      |
| 15.00 | 0        | 1      | 1      | 5              | 7      |
| 15.00 | 5        | 1      | 0      | 5              | 11     |
| 15.10 | 7        | 0      | 0      | 3              | 10     |
| 15:45 | ,<br>    | 0      | 2      | 3              | 9      |
| 16.00 | 4        | 0      | 1      | 3              | 9      |
| 16.00 | 2        | 0      | 1      | -4             | 5      |
| 16.10 | 1        | 0      | 2      | 0              | 3      |
| 16:45 | 4        | 0      | 2      | 2              | 8      |
| 17.00 | 5        | 0      | 0      | 1              | 6      |
| 17.00 | 3        | 1      | 0      | 4              | 8      |
| 17:30 | 8        | 0      | 0      | 7              | 15     |
| 17:45 | 8        | 0      | 1      | 3              | 12     |
| 18.00 | 11       | 0      | 0      | 1              | 12     |
| 18.00 | 1        | 0      | 0      | 2              | 3      |
| 18.30 | 62       | 0      | 0      | 4              | 66     |
| 18:45 | 47       | 0      | 0      | 1              | 48     |
| 19:00 | 3        | 0      | 0      | - 5            | 8      |
| 19:15 | 2        | 0      | 0      | 5              | 7      |
| 19:30 | 1        | 0      | 1      | 3              | 5      |
| 19:45 | 0        | 0      | 0      | 2              | 2      |
| 20:00 | 2        | 0      | 1      | 1              | 4      |
| 20:15 | 4        | 0      | 2      | 5              | 11     |
| 20:30 | 4        | 0      | 0      | 4              | 8      |
| 20:45 | 2        | 1      | 1      | 6              | 10     |
| 21:00 | 2        | 0      | 2      | 1              | 5      |
| 21:15 | 3        | 0      | 1      | 2              | 6      |
| 21:30 | 1        | 0      | 1      | 3              | 5      |
| 21:45 | 1        | 0      | 0      | 2              | 3      |
| 22:00 | 0        | 0      | 2      | 3              | 5      |
| 22:15 | 0        | 0      | 1      | 2              | 3      |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 3       | 3     |
| 3        | 1      | 0       | 2       | 6     |
| 3        | 4      | 2       | 4       | 13    |
| 2        | 3      | 1       | 6       | 12    |
| 3        | 0      | 1       | 1       | 5     |
| 2        | 1      | 1       | 3       | 7     |
| 1        | 1      | 2       | 5       | 9     |
| 4        | 0      | 0       | 4       | 8     |
| 0        | 0      | 1       | 4       | 5     |
| 11       | 1      | 1       | 6       | 19    |
| 5        | 0      | 2       | 4       | 11    |
| 5        | 0      | 2       | 7       | 14    |
| 2        | 0      | 1       | 3       | 6     |
| 3        | 2      | 0       | 2       | 7     |
| 1        | 0      | 1       | 2       | 4     |
| 2        | 1      | 0       | 3       | 6     |
| 3        | 1      | 2       | 8       | 14    |
| 5        | 0      | 2       | 7       | 14    |
| 4        | 1      | 0       | 4       | 9     |
| 8        | 3      | 2       | 2       | 15    |
| 16       | 0      | 0       | 3       | 19    |
| 76       | 0      | 4       | 2       | 82    |
| 23       | 1      | 0       | 0       | 24    |
| 13       | 0      | 1       | 0       | 14    |
| 7        | 0      | 0       | 2       | 9     |
| 2        | 0      | 1       | 2       | 5     |
| 4        | 0      | 3       | 4       | 11    |
| 1        | 2      | 0       | 2       | 5     |
| 4        | 0      | 1       | 0       | 5     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 1       | 3       | 4     |
| 3        | 0      | 1       | 5       | 9     |
| 2        | 0      | 0       | 2       | 4     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 1      | 0       | 6       | 7     |
| 0        | 0      | 0       | 2       | 2     |
| 2        | 2      | 0       | 4       | 8     |
| 2        | 0      | 1       | 4       | 7     |
| 4        | 0      | 1       | 1       | 6     |
| 6        | 0      | 0       | 2       | 8     |
| 4        | 0      | 0       | 5       | 9     |
| 11       | 0      | 2       | 1       | 14    |
| 0        | 0      | 2       | 2       | 4     |

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

|       |          | ENTERING |        |         |       |  |
|-------|----------|----------|--------|---------|-------|--|
|       | Pass     | Large    |        |         |       |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 2        | 0        | 1      | 3       | 6     |  |
| 22:45 | 1        | 2        | 1      | 7       | 11    |  |
| 23:00 | 0        | 0        | 1      | 4       | 5     |  |
| 23:15 | 1        | 0        | 1      | 2       | 4     |  |
| 23:30 | 0        | 0        | 1      | 2       | 3     |  |
| 23:45 | 3        | 0        | 2      | 5       | 10    |  |
|       | 469      | 27       | 72     | 343     | 911   |  |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 2        | 0      | 0      | 3       | 5     |  |  |
| 0        | 1      | 2      | 7       | 10    |  |  |
| 2        | 0      | 0      | 1       | 3     |  |  |
| 3        | 0      | 0      | 3       | 6     |  |  |
| 2        | 0      | 1      | 2       | 5     |  |  |
| 0        | 1      | 2      | 3       | 6     |  |  |
| 504      | 45     | 91     | 297     | 937   |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/19/2017 Tuesday

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 0        | 0      | 0      | 0       | 0     |  |
| 4:30  | 9        | 0      | 0      | 0       | 9     |  |
| 4:45  | 3        | 0      | 0      | 0       | 3     |  |
| 5:00  | 5        | 0      | 0      | 0       | 5     |  |
| 5:15  | 6        | 0      | 0      | 0       | 6     |  |
| 5:30  | 11       | 0      | 0      | 0       | 11    |  |
| 5:45  | 15       | 2      | 0      | 0       | 17    |  |
| 6:00  | 6        | 1      | 0      | 0       | 7     |  |
| 6:15  | 15       | 0      | 0      | 0       | 15    |  |
| 6:30  | 40       | 1      | 0      | 1       | 42    |  |
| 6:45  | 29       | 1      | 0      | 0       | 30    |  |
| 7:00  | 24       | 1      | 0      | 0       | 25    |  |
| 7:15  | 38       | 0      | 0      | 0       | 38    |  |
| 7:30  | 8        | 0      | 0      | 0       | 8     |  |
| 7:45  | 4        | 0      | 0      | 0       | 4     |  |
| 8:00  | 1        | 0      | 0      | 0       | 1     |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |
| 9:00  | 1        | 0      | 0      | 0       | 1     |  |
| 9:15  | 4        | 0      | 0      | 0       | 4     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 0        | 0      | 0      | 0       | 0     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 0        | 2      | 0      | 0       | 2     |  |
| 10:30 | 1        | 0      | 0      | 0       | 1     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 27       | 0      | 0       | 0       | 27    |
| 7        | 0      | 0       | 0       | 7     |
| 20       | 0      | 0       | 0       | 20    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 1      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 1      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 1      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 4      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING         |                 |          |         |       |
|-------|------------------|-----------------|----------|---------|-------|
|       | Dace             | Largo           | ENTERING |         |       |
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 11:15 | 1                | 0               | 0        | 0       | 1     |
| 11:30 | 2                | 0               | 0        | 0       | 2     |
| 11:45 | 2                | 0               | 0        | 0       | 2     |
| 12:00 | 5                | 0               | 0        | 0       | 5     |
| 12:15 | 1                | 0               | 0        | 0       | 1     |
| 12:30 | 2                | 0               | 0        | 0       | 2     |
| 12:45 | 0                | 0               | 0        | 0       | 0     |
| 13:00 | 1                | 0               | 0        | 0       | 1     |
| 13:15 | 1                | 0               | 0        | 0       | 1     |
| 13:30 | 0                | 0               | 0        | 0       | 0     |
| 13:45 | 2                | 0               | 0        | 0       | 2     |
| 14:00 | 0                | 0               | 0        | 0       | 0     |
| 14:15 | 1                | 0               | 0        | 0       | 1     |
| 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 | 1                | 0               | 0        | 0       | 1     |
| 15:45 | 1                | 0               | 0        | 0       | 1     |
| 16:00 | 0                | 0               | 0        | 0       | 0     |
| 16:15 | 1                | 0               | 0        | 0       | 1     |
| 16:30 | 0                | 0               | 0        | 0       | 0     |
| 16:45 | 0                | 0               | 0        | 0       | 0     |
| 17:00 | 2                | 0               | 0        | 0       | 2     |
| 17:15 | 0                | 0               | 0        | 0       | 0     |
| 17:30 | 6                | 0               | 0        | 0       | 6     |
| 17:45 | 17               | 0               | 0        | 0       | 17    |
| 18:00 | 28               | 0               | 0        | 0       | 28    |
| 18:15 | 21               | 0               | 0        | 0       | 21    |
| 18:30 | 23               | 0               | 0        | 0       | 23    |
| 18:45 | 2                | 0               | 0        | 0       | 2     |
| 19:00 | 0                | 0               | 0        | 0       | 0     |
| 19:15 | 0                | 0               | 0        | 0       | 0     |
| 19:30 | 0                | 0               | 0        | 0       | 0     |
| 19:45 | 0                | 0               | 0        | 0       | 0     |
| 20.00 | 0                | 0               | 0        | 0       | 0     |
| 20.15 | 0                | 0               | 0        | 0       | 0     |
| 20.30 | 0                | 0               | 0        | 0       | 0     |
| 20.45 | 0                | 0               | 0        | 0       | 0     |
| 21.00 | 0                | 0               | 0        | 0       | 0     |
| 21.13 | 0                | 0               | 0        | 0       | 0     |
| 21.30 | 0                | 0               | 0        | 0       | 0     |
| 22:00 | 0                | 0               | 0        | 0       | 0     |
| 22:15 | 0                | 0               | 0        | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 14       | 0      | 0       | 0       | 14    |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 16       | 0      | 0       | 0       | 16    |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 24       | 0      | 0       | 0       | 24    |
| 7        | 0      | 0       | 0       | 7     |
| 25       | 0      | 0       | 0       | 25    |
| 17       | 0      | 0       | 0       | 17    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 1        | 0      | 0        | 0       | 1     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 344      | 8      | 0        | 1       | 353   |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 247      | 9       | 0      | 0       | 256   |  |  |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 1        | 0     | 0      | 0 | 1     |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.10  | 2        | 0     | 0      | 0 | 2     |
| 0.30  | 0        | 0     | 0      | 0 | 0     |
| 1.43  | 2        | 0     | 0      | 0 | 2     |
| 1.00  | 0        | 0     | 0      | 0 | 0     |
| 1.30  | 0        | 0     | 0      | 0 | 0     |
| 1:45  | 0        | 0     | 0      | 0 | 0     |
| 2:00  | 0        | 0     | 0      | 0 | 0     |
| 2:15  | 0        | 0     | 0      | 0 | 0     |
| 2:30  | 2        | 0     | 0      | 0 | 2     |
| 2:45  | 0        | 0     | 0      | 0 | 0     |
| 3:00  | 4        | 0     | 0      | 0 | 4     |
| 3:15  | 1        | 0     | 0      | 0 | 1     |
| 3:30  | 3        | 0     | 0      | 0 | 3     |
| 3:45  | 2        | 0     | 0      | 0 | 2     |
| 4:00  | 6        | 0     | 0      | 0 | 6     |
| 4:15  | 2        | 0     | 0      | 0 | 2     |
| 4:30  | 3        | 0     | 0      | 0 | 3     |
| 4:45  | 2        | 0     | 0      | 0 | 2     |
| 5:00  | 5        | 0     | 0      | 0 | 5     |
| 5:15  | 4        | 0     | 0      | 0 | 4     |
| 5:30  | 10       | 0     | 0      | 0 | 10    |
| 5:45  | 21       | 0     | 0      | 0 | 21    |
| 6:00  | 67       | 0     | 0      | 0 | 67    |
| 6:15  | 26       | 0     | 0      | 0 | 26    |
| 6:30  | 31       | 0     | 0      | 0 | 31    |
| 6:45  | 7        | 0     | 0      | 0 | 7     |
| 7:00  | 8        | 0     | 0      | 0 | 8     |
| 7:15  | 5        | 0     | 0      | 0 | 5     |
| 7:30  | 10       | 0     | 0      | 0 | 10    |
| 7:45  | 1        | 0     | 0      | 0 | 1     |
| 8:00  | 6        | 0     | 0      | 0 | 6     |
| 8:15  | 3        | 0     | 0      | 0 | 3     |
| 8:30  | 4        | 0     | 0      | 0 | 4     |
| 8:45  | 11       | 0     | 0      | 0 | 11    |
| 9:00  | 8        | 0     | 0      | 0 | 8     |
| 9:15  | 2        | 0     | 0      | 0 | 2     |
| 9:30  | 1        | 0     | 0      | 0 | 1     |
| 9:45  | 5        | 0     | 0      | 0 | 5     |
| 10:00 | 6        | 0     | 0      | 0 | 6     |
| 10:15 | 4        | 0     | 0      | 0 | 4     |
| 10:30 | 7        | 0     | 0      | 0 | 7     |
| 10:45 | 11       | 0     | 0      | 0 | 11    |
| 11:00 | 5        | 0     | 0      | 0 | 5     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 47       | 0      | 0       | 0       | 47    |
| 7        | 0      | 0       | 0       | 7     |
| 66       | 0      | 0       | 0       | 66    |
| 19       | 0      | 0       | 0       | 19    |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 0      | 0       | 0       | 11    |
| 11       | 0      | 0       | 0       | 11    |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/19/2017 Tuesday

|       | ENITEDING        |                 |          |         |       |  |
|-------|------------------|-----------------|----------|---------|-------|--|
|       | Daca             | Largo           | ENTERING |         |       |  |
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 11:15 | 2                | 0               | 0        | 0       | 2     |  |
| 11:30 | 3                | 0               | 0        | 0       | 3     |  |
| 11:45 | 15               | 0               | 0        | 0       | 15    |  |
| 12:00 | 9                | 0               | 0        | 0       | 9     |  |
| 12:15 | 3                | 0               | 0        | 0       | 3     |  |
| 12:30 | 3                | 0               | 0        | 0       | 3     |  |
| 12:45 | 3                | 0               | 0        | 0       | 3     |  |
| 13:00 | 8                | 0               | 0        | 0       | 8     |  |
| 13:15 | 3                | 0               | 0        | 0       | 3     |  |
| 13:30 | 1                | 0               | 0        | 0       | 1     |  |
| 13:45 | 1                | 0               | 0        | 0       | 1     |  |
| 14:00 | 6                | 0               | 0        | 0       | 6     |  |
| 14:15 | 6                | 0               | 0        | 0       | 6     |  |
| 14:30 | 1                | 0               | 0        | 0       | 1     |  |
| 14:45 | 6                | 0               | 0        | 0       | 6     |  |
| 15:00 | 6                | 0               | 0        | 0       | 6     |  |
| 15:15 | 2                | 0               | 0        | 0       | 2     |  |
| 15:30 | 2                | 0               | 0        | 0       | 2     |  |
| 15:45 | 2                | 0               | 0        | 0       | 2     |  |
| 16:00 | 2                | 0               | 0        | 0       | 2     |  |
| 16:15 | 5                | 0               | 0        | 0       | 5     |  |
| 16:30 | 5                | 0               | 0        | 0       | 5     |  |
| 16:45 | 6                | 0               | 0        | 0       | 6     |  |
| 17:00 | 5                | 0               | 0        | 0       | 5     |  |
| 17:15 | 14               | 0               | 0        | 0       | 14    |  |
| 17:30 | 30               | 0               | 0        | 0       | 30    |  |
| 17:45 | 64               | 0               | 0        | 0       | 64    |  |
| 18:00 | 36               | 0               | 0        | 0       | 36    |  |
| 18:15 | 39               | 0               | 0        | 0       | 39    |  |
| 18:30 | 8                | 0               | 0        | 0       | 8     |  |
| 18:45 | 3                | 0               | 0        | 0       | 3     |  |
| 19:00 | 1                | 0               | 0        | 0       | 1     |  |
| 19:15 | 0                | 0               | 0        | 0       | 0     |  |
| 19:30 | 0                | 0               | 0        | 0       | 0     |  |
| 19:45 | /                | 0               | 0        | 0       | 1     |  |
| 20.00 | 1                | 0               | 0        | 0       | 1     |  |
| 20.15 | 2                | 0               | 0        | 0       | 2     |  |
| 20.30 | 2                | 0               | 0        | 0       | 2     |  |
| 20.43 | 2                | 0               | 0        | 0       | 2     |  |
| 21.00 | <u>^</u>         | 0               | 0        | 0       | 0     |  |
| 21.13 | 1                | 0               | 0        | 0       | 1     |  |
| 21.30 | 3                | 0               | 0        | 0       | 3     |  |
| 22:00 | 2                | 0               | 0        | 0       | 2     |  |
| 22:15 | 0                | 0               | 0        | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 19       | 0      | 0       | 0       | 19    |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 11       | 0      | 0       | 0       | 11    |
| 0        | 0      | 0       | 0       | 0     |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 11       | 0      | 0       | 0       | 11    |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 45       | 0      | 0       | 0       | 45    |
| 32       | 0      | 0       | 0       | 32    |
| 44       | 0      | 0       | 0       | 44    |
| 33       | 0      | 0       | 0       | 33    |
| 14       | 0      | 0       | 0       | 14    |
| 6        | 0      | 0       | 0       | 6     |
| 13       | 0      | 0       | 0       | 13    |
| 17       | 0      | 0       | 0       | 17    |
| 9        | 0      | 0       | 0       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/19/2017 Tuesday

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 1        | 0        | 0      | 0       | 1     |  |  |
| 22:45 | 7        | 0        | 0      | 0       | 7     |  |  |
| 23:00 | 9        | 0        | 0      | 0       | 9     |  |  |
| 23:15 | 2        | 0        | 0      | 0       | 2     |  |  |
| 23:30 | 13       | 0        | 0      | 0       | 13    |  |  |
| 23:45 | 7        | 0        | 0      | 0       | 7     |  |  |
|       | 660      | 0        | 0      | 0       | 660   |  |  |

| EXITING  |        |         |         |       |  |  |
|----------|--------|---------|---------|-------|--|--|
| Pass     | Large  | EXITING |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |  |  |
| 3        | 0      | 0       | 0       | 3     |  |  |
| 14       | 0      | 0       | 0       | 14    |  |  |
| 6        | 0      | 0       | 0       | 6     |  |  |
| 15       | 0      | 0       | 0       | 15    |  |  |
| 4        | 0      | 0       | 0       | 4     |  |  |
| 5        | 0      | 0       | 0       | 5     |  |  |
| 757      | 0      | 0       | 0       | 757   |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 0       | 0     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 1      | 0       | 1     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 1      | 0       | 1     |
| 1:30  | 0        | 0      | 2      | 0       | 2     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 1       | 1     |
| 2:15  | 0        | 0      | 0      | 1       | 1     |
| 2:30  | 0        | 0      | 1      | 1       | 2     |
| 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      | 1      | 1       | 2     |
| 3:45  | 0        | 0      | 0      | 1       | 1     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 1        | 0      | 0      | 0       | 1     |
| 4:30  | 0        | 0      | 0      | 3       | 3     |
| 4:45  | 0        | 0      | 0      | 0       | 0     |
| 5:00  | 1        | 0      | 0      | 0       | 1     |
| 5:15  | 2        | 0      | 0      | 1       | 3     |
| 5:30  | 1        | 0      | 0      | 1       | 2     |
| 5:45  | 0        | 0      | 0      | 1       | 1     |
| 6:00  | 0        | 0      | 1      | 1       | 2     |
| 6:15  | 2        | 0      | 0      | 1       | 3     |
| 6:30  | 6        | 0      | 0      | 1       | 7     |
| 6:45  | 11       | 0      | 0      | 0       | 11    |
| 7:00  | 4        | 0      | 0      | 0       | 4     |
| 7:15  | 14       | 0      | 1      | 0       | 15    |
| 7:30  | 4        | 0      | 0      | 0       | 4     |
| 7:45  | 1        | 0      | 0      | 0       | 1     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 1       | 1     |
| 8:30  | 0        | 1      | 0      | 1       | 2     |
| 8:45  | 1        | 0      | 0      | 0       | 1     |
| 9:00  | 0        | 2      | 0      | 0       | 2     |
| 9:15  | 1        | 0      | 0      | 0       | 1     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 1      | 0      | 0       | 1     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 1      | 0      | 0       | 1     |
| 10:30 | 1        | 0      | 0      | 1       | 2     |
| 10:45 | 1        | 1      | 1      | 0       | 3     |
| 11:00 | 2        | 0      | 0      | 0       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 9        | 0      | 0       | 0       | 9     |
| 3        | 0      | 0       | 0       | 3     |
| 16       | 0      | 1       | 2       | 19    |
| 2        | 0      | 0       | 1       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 2       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 1       | 3     |
| 3        | 0      | 1       | 1       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 1      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 2      | 1       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 1      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 1       | 2     |
| 1        | 1      | 0       | 0       | 2     |
| 1        | 0      | 0       | 1       | 2     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |       |        |   |       |  |
|-------|----------|-------|--------|---|-------|--|
|       | Pass     | Large |        |   |       |  |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |  |
| 11.15 | 0        | 0     | 0      | 1 | 1     |  |
| 11.10 | 1        | 0     | 3      | 0 | 4     |  |
| 11:45 | 1        | 0     | 0      | 2 | 3     |  |
| 12.43 | 0        | 0     | 1      | 1 | 2     |  |
| 12.00 | 1        | 0     | 0      | 0 | 1     |  |
| 12:13 | 0        | 0     | 1      | 0 | 1     |  |
| 12:30 | 0        | 0     | 2      | 0 | 2     |  |
| 13.45 | 1        | 0     | 0      | 0 | 1     |  |
| 13.00 | 0        | 0     | 2      | 0 | 2     |  |
| 13:30 | 1        | 1     | 0      | 0 | 2     |  |
| 13:45 | 1        | 0     | 2      | 0 | 3     |  |
| 14:00 | 0        | 0     | 1      | 1 | 2     |  |
| 14:15 | 0        | 0     | 0      | 0 | 0     |  |
| 14:30 | 0        | 0     | 0      | 2 | 2     |  |
| 14:45 | 1        | 0     | 0      | 1 | 2     |  |
| 15:00 | 1        | 1     | 0      | 2 | 4     |  |
| 15:15 | 0        | 0     | 0      | 2 | 2     |  |
| 15:30 | 1        | 0     | 1      | 2 | 4     |  |
| 15:45 | 0        | 0     | 1      | 2 | 3     |  |
| 16:00 | 0        | 0     | 0      | 0 | 0     |  |
| 16:15 | 0        | 0     | 1      | 0 | 1     |  |
| 16:30 | 0        | 0     | 0      | 1 | 1     |  |
| 16:45 | 1        | 0     | 1      | 1 | 3     |  |
| 17:00 | 0        | 0     | 0      | 0 | 0     |  |
| 17:15 | 1        | 0     | 0      | 0 | 1     |  |
| 17:30 | 7        | 0     | 0      | 0 | 7     |  |
| 17:45 | 8        | 1     | 0      | 0 | 9     |  |
| 18:00 | 9        | 0     | 0      | 0 | 9     |  |
| 18:15 | 7        | 0     | 1      | 0 | 8     |  |
| 18:30 | 4        | 0     | 0      | 2 | 6     |  |
| 18:45 | 0        | 0     | 1      | 1 | 2     |  |
| 19:00 | 0        | 0     | 0      | 0 | 0     |  |
| 19:15 | 0        | 0     | 0      | 0 | 0     |  |
| 19:30 | 0        | 0     | 1      | 0 | 1     |  |
| 19:45 | 0        | 0     | 0      | 0 | 0     |  |
| 20:00 | 0        | 0     | 0      | 3 | 3     |  |
| 20:15 | 1        | 0     | 0      | 0 | 1     |  |
| 20:30 | 0        | 0     | 0      | 1 | 1     |  |
| 20:45 | 0        | 0     | 1      | 1 | 2     |  |
| 21:00 | 0        | 0     | 1      | 0 | 1     |  |
| 21:15 | 0        | 0     | 1      | 0 | 1     |  |
| 21:30 | 0        | 0     | 0      | 1 | 1     |  |
| 21:45 | 0        | 0     | 0      | 2 | 2     |  |
| 22:00 | 0        | 0     | 0      | 0 | 0     |  |
| 22:15 | 0        | 0     | 0      | 1 | 1     |  |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 1      | 4       | 6     |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |
| 0        | 1      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 3       | 4     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 1        | 1      | 2      | 2       | 6     |  |  |
| 1        | 0      | 1      | 5       | 7     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 1        | 0      | 0      | 2       | 3     |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |
| 3        | 0      | 0      | 1       | 4     |  |  |
| 20       | 1      | 0      | 0       | 21    |  |  |
| 7        | 0      | 0      | 2       | 9     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 1        | 0      | 0        | 0       | 1     |
| 23:45 | 1        | 0      | 0        | 0       | 1     |
|       | 102      | 9      | 31       | 48      | 190   |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |
| 0        | 0      | 0      | 5       | 5     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 111      | 9      | 29     | 58      | 207   |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/19/2017 Tuesday

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|       | ENTERING |        |            |         |        |
|-------|----------|--------|------------|---------|--------|
|       | Pass     | Large  | LITTEINING |         |        |
|       | Vehicles | 2 Axle | 3 ΔχΙρ     | 4+ ΔxΙρ | τοται  |
| 0.00  | 1        | 0      | 0          | 0       | 1      |
| 0.00  | 0        | 0      | 0          | 0       | 0      |
| 0.13  | 2        | 0      | 0          | 0       | 2      |
| 0.30  | 0        | 0      | 1          | 0       | 1      |
| 1.00  | 2        | 0      | 0          | 0       | 2      |
| 1.00  | 0        | 0      | 1          | 0       | 1      |
| 1.13  | 0        | 0      | 2          | 0       | 2      |
| 1.30  | 0        | 0      | 0          | 0       | 0      |
| 2.00  | 0        | 0      | 0          | 1       | 1      |
| 2.00  | 0        | 0      | 0          | 1       | 1      |
| 2.13  | 2        | 0      | 1          | 1       | 1      |
| 2.30  | 0        | 0      | 0          | 1       |        |
| 2.43  | 0        | 0      | 0          | 0       | 1      |
| 2.15  | 4        | 0      | 0          | 0       | -+     |
| 3.13  | 2        | 0      | 1          | 1       | 5      |
| 2.45  | 2        | 0      | 0          | 1       | J<br>1 |
| 3.43  | 5        | 0      | 0          | 0       | - 4    |
| 4.00  | 3        | 0      | 0          | 0       | 2      |
| 4.13  | 12       | 0      | 0          | 2       | 15     |
| 4.30  | 5        | 0      | 0          | 0       | 15     |
| 5.00  |          | 0      | 0          | 0       | 11     |
| 5.00  | 12       | 0      | 0          | 1       | 12     |
| 5.20  | 22       | 0      | 0          | 1       | 22     |
| 5.30  | 26       | 2      | 0          | 1       | 20     |
| 6.00  | 72       | 1      | 1          | 1       | 76     |
| 6.15  | /3       | 0      | 0          | 1       | 70     |
| 6.30  | 77       | 1      | 0          | 2       | 80     |
| 6.45  | /7       | 1      | 0          | 0       | 10     |
| 7.00  | 36       | 1      | 0          | 0       | 37     |
| 7.00  | 57       | 0      | 1          | 0       | 58     |
| 7.10  | 22       | 0      | 0          | 0       | 22     |
| 7:45  | 6        | 0      | 0          | 0       | 6      |
| 8.00  | 7        | 0      | 0          | 0       | 7      |
| 8.00  | 3        | 0      | 0          | 1       | 4      |
| 8.30  | 4        | 1      | 0          | 1       | 6      |
| 8.30  | 12       | 0      | 0          | 0       | 12     |
| 9.00  | 9        | 2      | 0          | 0       | 11     |
| 9.00  | 7        | 0      | 0          | 0       | 7      |
| 9.10  | , 1      | 0      | 0          | 0       | 1      |
| 9.30  | 5        | 1      | 0          | 0       | 6      |
| 10·00 | 6        | 0      | 0          | 0       | 6      |
| 10.00 | 4        | 3      | 0          | 0       | 7      |
| 10:30 | 9        | 0      | 0          | 1       | 10     |
| 10.30 | 12       | 1      | 1          | 0       | 14     |
| 11:00 | 7        | 0      | 0          | 0       | 7      |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 1       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 1       | 0       | 3     |
| 2        | 0      | 1       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 0      | 2       | 1       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 2       | 1       | 6     |
| 47       | 0      | 0       | 1       | 48    |
| 7        | 0      | 1       | 0       | 8     |
| 66       | 0      | 0       | 1       | 67    |
| 55       | 0      | 0       | 0       | 55    |
| 19       | 0      | 0       | 0       | 19    |
| 41       | 0      | 1       | 2       | 44    |
| 13       | 0      | 0       | 1       | 14    |
| 10       | 0      | 0       | 0       | 10    |
| 8        | 1      | 1       | 0       | 10    |
| 13       | 0      | 1       | 0       | 14    |
| 12       | 1      | 2       | 0       | 15    |
| 13       | 0      | 0       | 0       | 13    |
| 8        | 0      | 0       | 1       | 9     |
| 12       | 1      | 1       | 1       | 15    |
| 13       | 0      | 0       | 0       | 13    |
| 2        | 0      | 1       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 1       | 0       | 7     |
| 5        | 1      | 0       | 0       | 6     |
| 10       | 0      | 0       | 0       | 10    |
| 5        | 2      | 1       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 3      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 1      | 0       | 1       | 6     |
| 8        | 5      | 0       | 0       | 13    |
| 4        | 0      | 0       | 1       | 5     |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 11:15 | 3        | 0      | 0      | 1       | 4     |  |  |
| 11:30 | 6        | 0      | 3      | 0       | 9     |  |  |
| 11:45 | 18       | 0      | 0      | 2       | 20    |  |  |
| 12:00 | 14       | 0      | 1      | 1       | 16    |  |  |
| 12:15 | 5        | 0      | 0      | 0       | 5     |  |  |
| 12:30 | 5        | 0      | 1      | 0       | 6     |  |  |
| 12:45 | 3        | 0      | 2      | 0       | 5     |  |  |
| 13:00 | 10       | 0      | 0      | 0       | 10    |  |  |
| 13:15 | 4        | 0      | 2      | 0       | 6     |  |  |
| 13:30 | 2        | 1      | 0      | 0       | 3     |  |  |
| 13:45 | 4        | 0      | 2      | 0       | 6     |  |  |
| 14:00 | 6        | 0      | 1      | 1       | 8     |  |  |
| 14:15 | 7        | 0      | 0      | 0       | 7     |  |  |
| 14:30 | 2        | 0      | 0      | 2       | 4     |  |  |
| 14:45 | 7        | 0      | 0      | 1       | 8     |  |  |
| 15:00 | 7        | 1      | 0      | 2       | 10    |  |  |
| 15:15 | 3        | 0      | 0      | 2       | 5     |  |  |
| 15:30 | 4        | 0      | 1      | 2       | 7     |  |  |
| 15:45 | 3        | 0      | 1      | 2       | 6     |  |  |
| 16:00 | 2        | 0      | 0      | 0       | 2     |  |  |
| 16:15 | 6        | 0      | 1      | 0       | 7     |  |  |
| 16:30 | 5        | 0      | 0      | 1       | 6     |  |  |
| 16:45 | 7        | 0      | 1      | 1       | 9     |  |  |
| 17:00 | 7        | 0      | 0      | 0       | 7     |  |  |
| 17:15 | 15       | 0      | 0      | 0       | 15    |  |  |
| 17:30 | 43       | 0      | 0      | 0       | 43    |  |  |
| 17:45 | 89       | 1      | 0      | 0       | 90    |  |  |
| 18:00 | 73       | 0      | 0      | 0       | 73    |  |  |
| 18:15 | 67       | 0      | 1      | 0       | 68    |  |  |
| 18:30 | 35       | 0      | 0      | 2       | 37    |  |  |
| 18:45 | 5        | 0      | 1      | 1       | 7     |  |  |
| 19:00 | 1        | 0      | 0      | 0       | 1     |  |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |  |
| 19:30 | 0        | 0      | 1      | 0       | 1     |  |  |
| 19:45 | 7        | 0      | 0      | 0       | 7     |  |  |
| 20:00 | 1        | 0      | 0      | 3       | 4     |  |  |
| 20:15 | 2        | 0      | 0      | 0       | 2     |  |  |
| 20:30 | 3        | 0      | 0      | 1       | 4     |  |  |
| 20:45 | 3        | 0      | 1      | 1       | 5     |  |  |
| 21:00 | 2        | 0      | 1      | 0       | 3     |  |  |
| 21:15 | 0        | 0      | 1      | 0       | 1     |  |  |
| 21:30 | 1        | 0      | 0      | 1       | 2     |  |  |
| 21:45 | 3        | 0      | 0      | 2       | 5     |  |  |
| 22:00 | 2        | 0      | 0      | 0       | 2     |  |  |
| 22:15 | 0        | 0      | 0      | 1       | 1     |  |  |

|               |        | EXITING |         |       |
|---------------|--------|---------|---------|-------|
| Pass          | Large  | _       |         |       |
| Vehicles      | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8             | 0      | 0       | 0       | 8     |
| 21            | 0      | 0       | 0       | 21    |
| 7             | 0      | 0       | 0       | 7     |
| 17            | 0      | 1       | 4       | 22    |
| 5             | 0      | 0       | 2       | 7     |
| 8             | 0      | 0       | 0       | 8     |
| 6             | 0      | 0       | 1       | 7     |
| 9             | 0      | 0       | 2       | 11    |
| 10            | 0      | 0       | 0       | 10    |
| 6             | 0      | 0       | 1       | 7     |
| 4             | 1      | 0       | 0       | 5     |
| 9             | 0      | 0       | 3       | 12    |
| 27            | 0      | 0       | 1       | 28    |
| 2             | 0      | 0       | 2       | 4     |
| 16            | 0      | 1       | 0       | 17    |
| 7             | 0      | 0       | 0       | 7     |
| 7             | 0      | 0       | 0       | 7     |
| 9             | 0      | 0       | 1       | 10    |
| 7             | 0      | 0       | 1       | 8     |
| 9             | 1      | 2       | 2       | 14    |
| 13            | 0      | 1       | 5       | 19    |
| 11            | 0      | 0       | 0       | 11    |
| 10            | 0      | 0       | 0       | 10    |
| 5             | 0      | 0       | 1       | 6     |
| 5             | 0      | 0       | 2       | 7     |
| 62            | 0      | 0       | 0       | 62    |
| 59            | 0      | 0       | 1       | 60    |
| 71            | 1      | 0       | 0       | 72    |
| 65            | 0      | 0       | 2       | 67    |
| 35            | 0      | 0       | 0       | 35    |
| 11            | 0      | 1       | 0       | 12    |
| 15            | 0      | 0       | 0       | 15    |
| 17            | 0      | 0       | 1       | 18    |
| <u>q</u>      | 0      | 1       | 0       | 10    |
| 6             | 0      | 1       | 1       | 8     |
| 3             | 0      | 1       | 1       | 5     |
| 6             | 0      | 0       | 0       | 6     |
| 2             | 0      | 0       | 0       | 2     |
| 3             | 0      | 0       | 2       | 5     |
| 2             | 0      | 0       | 0       | 2     |
| <u>د</u><br>1 | 0      | 0       | 1       | 2     |
| 2             | 0      | 0       | <br>1   | 2     |
| <u>∠</u>      | 0      | 0       |         | <br>  |
| 2             | 0      | 1       | 0       | 1     |
| 2             | 0      |         | 0       | 4     |
| 2             | U      | U       | U       | 2     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 1        | 0      | 0      | 0       | 1     |  |
| 22:45 | 7        | 0      | 0      | 0       | 7     |  |
| 23:00 | 9        | 0      | 0      | 0       | 9     |  |
| 23:15 | 3        | 0      | 0      | 0       | 3     |  |
| 23:30 | 14       | 0      | 0      | 0       | 14    |  |
| 23:45 | 8        | 0      | 0      | 0       | 8     |  |
|       | 1106     | 17     | 31     | 49      | 1203  |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 3        | 0       | 1      | 1       | 5     |  |  |  |  |
| 14       | 0       | 0      | 1       | 15    |  |  |  |  |
| 6        | 0       | 0      | 1       | 7     |  |  |  |  |
| 15       | 0       | 0      | 5       | 20    |  |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |  |
| 1115     | 18      | 29     | 58      | 1220  |  |  |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/20/2017 Wednesday

| 1     |          |        |        |         |       |  |  |
|-------|----------|--------|--------|---------|-------|--|--|
|       | ENTERING |        |        |         |       |  |  |
|       | Pass     | Large  |        |         |       |  |  |
|       | Vehicles | 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      | 0       | 0     |  |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 4:00  | 3        | 0      | 0      | 0       | 3     |  |  |
| 4:15  | 1        | 0      | 0      | 0       | 1     |  |  |
| 4:30  | 2        | 0      | 0      | 0       | 2     |  |  |
| 4:45  | 4        | 1      | 0      | 0       | 5     |  |  |
| 5:00  | 0        | 2      | 0      | 0       | 2     |  |  |
| 5:15  | 6        | 0      | 0      | 0       | 6     |  |  |
| 5:30  | 14       | 0      | 0      | 0       | 14    |  |  |
| 5:45  | 16       | 0      | 0      | 0       | 16    |  |  |
| 6:00  | 9        | 0      | 0      | 0       | 9     |  |  |
| 6:15  | 16       | 0      | 0      | 0       | 16    |  |  |
| 6:30  | 23       | 0      | 0      | 1       | 24    |  |  |
| 6:45  | 36       | 0      | 0      | 0       | 36    |  |  |
| 7:00  | 25       | 0      | 0      | 0       | 25    |  |  |
| 7:15  | 42       | 0      | 0      | 0       | 42    |  |  |
| 7:30  | 13       | 1      | 0      | 0       | 14    |  |  |
| 7:45  | 1        | 0      | 0      | 0       | 1     |  |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 8:15  | 4        | 0      | 0      | 0       | 4     |  |  |
| 8:30  | 2        | 1      | 0      | 0       | 3     |  |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |  |
| 9:30  | 3        | 1      | 0      | 0       | 4     |  |  |
| 9:45  | 2        | 1      | 0      | 0       | 3     |  |  |
| 10:00 | 4        | 0      | 0      | 0       | 4     |  |  |
| 10:15 | 2        | 0      | 0      | 0       | 2     |  |  |
| 10:30 | 1        | 0      | 0      | 0       | 1     |  |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |  |
| 11:00 | 2        | 0      | 0      | 0       | 2     |  |  |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 20       | 0      | 0      | 0       | 20    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 1      | 0      | 0       | 3     |  |  |
| 3        | 0      | 0      | 1       | 4     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 4        | 1      | 0      | 0       | 5     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 1      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 0        | 1      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 2        | 1      | 0      | 0       | 3     |  |
| 11:30 | 1        | 0      | 0      | 0       | 1     |  |
| 11:45 | 5        | 0      | 0      | 0       | 5     |  |
| 12:00 | 4        | 0      | 0      | 0       | 4     |  |
| 12:15 | 2        | 0      | 0      | 0       | 2     |  |
| 12:30 | 2        | 0      | 0      | 0       | 2     |  |
| 12:45 | 1        | 0      | 0      | 0       | 1     |  |
| 13:00 | 2        | 0      | 0      | 0       | 2     |  |
| 13:15 | 1        | 0      | 0      | 0       | 1     |  |
| 13:30 | 0        | 1      | 0      | 0       | 1     |  |
| 13:45 | 1        | 0      | 0      | 0       | 1     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 1        | 0      | 0      | 0       | 1     |  |
| 14:30 | 4        | 0      | 0      | 0       | 4     |  |
| 14:45 | 2        | 0      | 0      | 0       | 2     |  |
| 15:00 | 1        | 0      | 0      | 0       | 1     |  |
| 15:15 | 1        | 0      | 0      | 0       | 1     |  |
| 15:30 | 1        | 0      | 0      | 0       | 1     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 1        | 0      | 0      | 0       | 1     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 0        | 0      | 0      | 0       | 0     |  |
| 17:15 | 11       | 0      | 0      | 0       | 11    |  |
| 17:30 | 23       | 0      | 0      | 0       | 23    |  |
| 17:45 | 26       | 0      | 0      | 0       | 26    |  |
| 18:00 | 31       | 0      | 0      | 0       | 31    |  |
| 18:15 | 17       | 0      | 0      | 0       | 17    |  |
| 18:30 | 5        | 0      | 0      | 0       | 5     |  |
| 18:45 | 2        | 0      | 0      | 0       | 2     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 0        | 0      | 0      | 0       | 0     |  |
| 22:15 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 2      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 23       | 0      | 0       | 0       | 23    |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 18       | 0      | 0       | 0       | 18    |
| 18       | 0      | 0       | 0       | 18    |
| 19       | 0      | 0       | 0       | 19    |
| 16       | 0      | 0       | 0       | 16    |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 380      | 9      | 0        | 1       | 390   |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 257      | 6       | 0      | 1       | 264   |  |  |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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  | 1        | 0      | 0      | 0       | 1     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 1      | 0      | 0       | 1     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 1        | 0      | 0      | 0       | 1     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 2        | 0      | 0      | 0       | 2     |  |
| 3:45  | 4        | 0      | 0      | 0       | 4     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 4        | 0      | 0      | 0       | 4     |  |
| 4:30  | 5        | 0      | 0      | 0       | 5     |  |
| 4:45  | 4        | 1      | 0      | 0       | 5     |  |
| 5:00  | 5        | 0      | 0      | 0       | 5     |  |
| 5:15  | 1        | 0      | 0      | 0       | 1     |  |
| 5:30  | 3        | 0      | 0      | 0       | 3     |  |
| 5:45  | 8        | 0      | 0      | 0       | 8     |  |
| 6:00  | 12       | 0      | 0      | 0       | 12    |  |
| 6:15  | 13       | 0      | 0      | 0       | 13    |  |
| 6:30  | 38       | 0      | 0      | 0       | 38    |  |
| 6:45  | 53       | 0      | 0      | 0       | 53    |  |
| 7:00  | 41       | 1      | 0      | 0       | 42    |  |
| 7:15  | 43       | 0      | 0      | 0       | 43    |  |
| 7:30  | 8        | 0      | 0      | 0       | 8     |  |
| 7:45  | 6        | 0      | 0      | 0       | 6     |  |
| 8:00  | 6        | 0      | 0      | 0       | 6     |  |
| 8:15  | 7        | 0      | 0      | 0       | 7     |  |
| 8:30  | 6        | 0      | 0      | 0       | 6     |  |
| 8:45  | 4        | 0      | 0      | 0       | 4     |  |
| 9:00  | 7        | 0      | 0      | 0       | 7     |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |
| 9:30  | 1        | 1      | 0      | 0       | 2     |  |
| 9:45  | 2        | 0      | 0      | 0       | 2     |  |
| 10:00 | 3        | 0      | 0      | 0       | 3     |  |
| 10:15 | 1        | 1      | 0      | 0       | 2     |  |
| 10:30 | 2        | 0      | 0      | 0       | 2     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 5        | 0      | 0      | 0       | 5     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 9        | 1      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 43       | 0      | 0       | 0       | 43    |
| 9        | 0      | 0       | 0       | 9     |
| 57       | 0      | 0       | 0       | 57    |
| 19       | 0      | 0       | 0       | 19    |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 15       | 0      | 0       | 0       | 15    |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 1      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |

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|       | ENTERING |        |        |         |          |  |
|-------|----------|--------|--------|---------|----------|--|
|       |          |        |        |         |          |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται    |  |
| 11.15 | 2        | 0      | 0      | 0       | 2        |  |
| 11.10 | 5        | 1      | 0      | 0       | 6        |  |
| 11.30 | 8        | 0      | 0      | 0       | 8        |  |
| 12.00 | 4        | 0      | 0      | 0       | 4        |  |
| 12.00 | 4        | 0      | 0      | 0       | 4        |  |
| 12:30 | 9        | 0      | 0      | 0       | 9        |  |
| 12:45 | 10       | 0      | 0      | 0       | 10       |  |
| 13:00 | 2        | 0      | 0      | 0       | 2        |  |
| 13:15 | 2        | 0      | 0      | 0       | 2        |  |
| 13:30 | 3        | 0      | 0      | 0       | 3        |  |
| 13:45 | 6        | 0      | 0      | 0       | 6        |  |
| 14:00 | 0        | 0      | 0      | 0       | 0        |  |
| 14:15 | 2        | 0      | 0      | 0       | 2        |  |
| 14:30 | 2        | 0      | 0      | 0       | 2        |  |
| 14:45 | 3        | 0      | 0      | 0       | 3        |  |
| 15:00 | 3        | 0      | 0      | 0       | 3        |  |
| 15:15 | 3        | 0      | 0      | 0       | 3        |  |
| 15:30 | 1        | 0      | 0      | 0       | 1        |  |
| 15:45 | 3        | 0      | 0      | 0       | 3        |  |
| 16:00 | 2        | 1      | 0      | 0       | 3        |  |
| 16:15 | 4        | 0      | 0      | 0       | 4        |  |
| 16:30 | 3        | 0      | 0      | 0       | 3        |  |
| 16:45 | 5        | 0      | 0      | 0       | 5        |  |
| 17:00 | 11       | 0      | 0      | 0       | 11       |  |
| 17:15 | 20       | 0      | 0      | 0       | 20       |  |
| 17:30 | 61       | 0      | 0      | 0       | 61       |  |
| 17:45 | 57       | 0      | 0      | 0       | 57       |  |
| 18:00 | 36       | 0      | 0      | 0       | 36       |  |
| 18:15 | 32       | 0      | 0      | 0       | 32       |  |
| 18:30 | 8        | 0      | 0      | 0       | 8        |  |
| 18:45 | 7        | 0      | 0      | 0       | 7        |  |
| 19:00 | 0        | 0      | 0      | 0       | 0        |  |
| 19:15 | 1        | 0      | 0      | 0       | 1        |  |
| 19:30 | 3        | 0      | 0      | 0       | 3        |  |
| 19:45 | 4        | 0      | 0      | 0       | 4        |  |
| 20:00 | 2        | 0      | 0      | 0       | 2        |  |
| 20:15 | 3        | 0      | 0      | 0       | 3        |  |
| 20:30 | U        | 0      | 0      | U       | U        |  |
| 20:45 | 1        | 0      | 0      | 0       | 1        |  |
| 21:00 | 2        | 0      | 0      | 0       | 2        |  |
| 21:15 | U        | 0      | 0      | 0       | U        |  |
| 21:30 | 1        | 0      | 0      | 0       | 1        |  |
| 21:45 | 4        | 0      | 0      | 0       | 4        |  |
| 22:00 | 1        | 0      | 0      | 0       | 2        |  |
| 22.12 | ۷ ک      | U      | U      | U       | <b>Z</b> |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 23       | 1      | 0       | 0       | 24    |
| 5        | 0      | 0       | 0       | 5     |
| 13       | 0      | 0       | 0       | 13    |
| 17       | 0      | 0       | 0       | 17    |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 1      | 0       | 0       | 7     |
| 4        | 1      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 11       | 0      | 0       | 0       | 11    |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 19       | 0      | 0       | 0       | 19    |
| 4        | 0      | 0       | 0       | 4     |
| 10       | 0      | 0       | 0       | 10    |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 0      | 0       | 0       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 1      | 0       | 0       | 10    |
| 6        | 0      | 0       | 0       | 6     |
| 56       | 0      | 0       | 0       | 56    |
| 17       | 0      | 0       | 0       | 17    |
| 68       | 0      | 0       | 0       | 68    |
| 24       | 0      | 0       | 0       | 24    |
| 15       | 0      | 0       | 0       | 15    |
| 15       | 0      | 0       | 0       | 15    |
| 6        | 0      | 0       | 0       | 6     |
| 9        | 0      | 0       | 0       | 9     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |

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|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 1        | 1      | 0        | 0       | 2     |
| 22:45 | 7        | 0      | 0        | 0       | 7     |
| 23:00 | 7        | 0      | 0        | 0       | 7     |
| 23:15 | 6        | 0      | 0        | 0       | 6     |
| 23:30 | 14       | 0      | 0        | 0       | 14    |
| 23:45 | 4        | 0      | 0        | 0       | 4     |
|       | 678      | 8      | 0        | 0       | 686   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 18       | 1      | 0       | 0       | 19    |
| 9        | 0      | 0       | 0       | 9     |
| 25       | 0      | 0       | 0       | 25    |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 759      | 8      | 0       | 0       | 767   |

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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  | 0        | 0      | 0      | - 0     | 0     |  |
| 1:00  | 0        | 0      | 0      | 2       | 2     |  |
| 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      | 1       | 1     |  |
| 2:15  | 0        | 0      | 1      | 0       | 1     |  |
| 2:30  | 0        | 0      | 0      | 1       | 1     |  |
| 2:45  | 0        | 0      | 0      | 2       | 2     |  |
| 3:00  | 0        | 0      | 0      | 2       | 2     |  |
| 3:15  | 0        | 0      | 0      | 1       | 1     |  |
| 3:30  | 0        | 0      | 0      | 1       | 1     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 1        | 0      | 0      | 0       | 1     |  |
| 4:15  | 0        | 0      | 0      | 2       | 2     |  |
| 4:30  | 1        | 0      | 0      | 0       | 1     |  |
| 4:45  | 0        | 0      | 0      | 1       | 1     |  |
| 5:00  | 0        | 0      | 0      | 0       | 0     |  |
| 5:15  | 0        | 0      | 0      | 1       | 1     |  |
| 5:30  | 1        | 0      | 0      | 2       | 3     |  |
| 5:45  | 1        | 1      | 0      | 1       | 3     |  |
| 6:00  | 0        | 0      | 0      | 0       | 0     |  |
| 6:15  | 1        | 0      | 0      | 0       | 1     |  |
| 6:30  | 6        | 0      | 0      | 1       | 7     |  |
| 6:45  | 11       | 0      | 0      | 0       | 11    |  |
| 7:00  | 9        | 1      | 1      | 0       | 11    |  |
| 7:15  | 12       | 0      | 0      | 1       | 13    |  |
| 7:30  | 5        | 0      | 0      | 1       | 6     |  |
| 7:45  | 1        | 0      | 0      | 0       | 1     |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |
| 8:15  | 0        | 0      | 1      | 0       | 1     |  |
| 8:30  | 1        | 0      | 0      | 0       | 1     |  |
| 8:45  | 1        | 0      | 0      | 1       | 2     |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |
| 9:15  | 0        | 1      | 1      | 2       | 4     |  |
| 9:30  | 0        | 0      | 0      | 3       | 3     |  |
| 9:45  | 1        | 0      | 0      | 0       | 1     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 1        | 1      | 0      | 0       | 2     |  |
| 10:30 | 1        | 1      | 0      | 1       | 3     |  |
| 10:45 | 0        | 0      | 0      | 1       | 1     |  |
| 11:00 | 1        | 0      | 0      | 0       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 3       | 0       | 3     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 8        | 0      | 1       | 0       | 9     |
| 5        | 0      | 0       | 1       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 7        | 0      | 0       | 1       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 1      | 1       | 1       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 1       | 1       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 1       | 2       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 1      | 0       | 1       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

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|       |                  |                 | ENTERING |         |       |  |  |
|-------|------------------|-----------------|----------|---------|-------|--|--|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |
| 11:15 | 0                | 0               | 1        | 1       | 2     |  |  |
| 11:30 | 1                | 1               | 1        | 1       | 4     |  |  |
| 11:45 | 0                | 0               | 0        | 2       | 2     |  |  |
| 12:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 12:15 | 1                | 0               | 0        | 0       | 1     |  |  |
| 12:30 | 0                | 0               | 0        | 0       | 0     |  |  |
| 12:45 | 0                | 0               | 2        | 0       | 2     |  |  |
| 13:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 13:15 | 1                | 0               | 1        | 0       | 2     |  |  |
| 13:30 | 0                | 0               | 1        | 1       | 2     |  |  |
| 13:45 | 0                | 0               | 1        | 0       | 1     |  |  |
| 14:00 | 1                | 0               | 2        | 1       | 4     |  |  |
| 14:15 | 0                | 0               | 1        | 2       | 3     |  |  |
| 14:30 | 1                | 1               | 0        | 3       | 5     |  |  |
| 14:45 | 1                | 0               | 0        | 2       | 3     |  |  |
| 15:00 | 0                | 0               | 0        | 2       | 2     |  |  |
| 15:15 | 1                | 0               | 1        | 2       | 4     |  |  |
| 15:30 | 1                | 0               | 0        | 1       | 2     |  |  |
| 15:45 | 0                | 0               | 1        | 2       | 3     |  |  |
| 16:00 | 1                | 0               | 1        | 0       | 2     |  |  |
| 16:15 | 0                | 0               | 0        | 1       | 1     |  |  |
| 16:30 | 0                | 0               | 0        | 1       | 1     |  |  |
| 16:45 | 1                | 0               | 0        | 0       | 1     |  |  |
| 17:00 | 0                | 0               | 1        | 0       | 1     |  |  |
| 17:15 | 3                | 0               | 0        | 0       | 3     |  |  |
| 17:30 | 4                | 0               | 1        | 0       | 5     |  |  |
| 17:45 | 14               | 0               | 0        | 0       | 14    |  |  |
| 18:00 | 8                | 0               | 1        | 0       | 9     |  |  |
| 18:15 | 10               | 0               | 0        | 0       | 10    |  |  |
| 18:30 | 1                | 0               | 0        | 0       | 1     |  |  |
| 18:45 | 0                | 0               | 0        | 1       | 1     |  |  |
| 19:00 | 0                | 0               | 0        | 1       | 1     |  |  |
| 19:15 | 0                | 0               | 0        | 0       | 0     |  |  |
| 19:30 | 0                | 0               | 2        | 0       | 2     |  |  |
| 19:45 | 0                | 0               | 1        | 0       | 1     |  |  |
| 20:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 20:15 | 0                | 0               | 0        | 0       | 0     |  |  |
| 20:30 | 1                | 0               | 1        | 2       | 4     |  |  |
| 20:45 | 0                | 0               | 1        | 0       | 1     |  |  |
| 21:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 21:15 | 0                | 0               | 0        | 1       | 1     |  |  |
| 21:30 | 0                | 0               | 1        | 2       | 3     |  |  |
| 21:45 | 0                | 0               | 2        | 2       | 4     |  |  |
| 22:00 | 0                | 0               | 0        | 0       | 0     |  |  |
| 22:15 | 0                | 0               | 0        | 0       | 0     |  |  |

| Pass         Large         3 Axle         4+ Axle         TOTAL           1         0         0         1         2           1         0         0         0         1           0         0         0         0         1           0         0         0         1         2           1         0         0         1         2           1         0         0         1         2           0         0         0         1         2           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         2           1         0         0         1         2           1         0         0         1         2           1         0         0         0         1           0         0         0         0   |          |        | EXITING |         |       |
|---|----------|--------|---------|---------|-------|
| Vehicles         2 Axle         3 Axle         4+ Axle         TOTAL           1         0         0         1         2           1         0         0         0         1           0         0         0         0         1           0         0         0         0         0           1         0         0         1         2           0         0         0         1         2           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         2           1         0         0         1         2           1         0         0         1         2           1         0         0         0         0           0         0         0         0  | Pass     | Large  |         |         |       |
| 1         0         0         1         2           1         0         0         0         1           0         0         0         0         0           1         0         1         3         5           1         0         0         1         2           0         0         0         1         2           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         0         1           1         0         0         0         1           1         0         0         0         1           1         0         1         3         5           0         0         0         0         0           1         0         0         2         3           0         0         0         0         1           1         0         0         0         1   | Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1         0         0         0         1           0         0         0         0         0           1         0         1         3         5           1         0         0         1         2           0         0         0         0         0         0           0         0         0         0         1         1           0         0         0         1         1         1           0         0         0         1         1         1           0         0         0         1         1         1           0         0         0         0         1         1           0         0         0         0         1         1           0         1         0         0         0         1           1         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0   | 1        | 0      | 0       | 1       | 2     |
| 0         0         0         0         1         2           1         0         1         3         5           1         0         0         1         2           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         0         1         1           0         0         0         0         1         1           0         1         0         0         0         1           1         0         0         0         1         2           1         0         0         0         1         2           1         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           1         0   | 1        | 0      | 0       | 0       | 1     |
| 1         0         1         3         5           1         0         0         1         3         5           1         0         0         1         2         0         1         1         0         0         0         0         0         1         1         0         0         1         1         0         0         1         1         0         1         1         0         1                 | 0        | 0      | 0       | 0       | 0     |
| 1         0         1         3         5           1         0         0         1         2           0         0         0         0         0         0           0         0         0         1         1         1           0         0         0         1         1         1           0         0         0         1         1         1           0         0         0         0         1         1           0         0         0         0         1         1           0         1         0         0         1         2         3           1         0         0         0         1         2         3           1         0         0         0         1         2         3           0         0         0         0         0         0         0           1         0         0         0         0         1         12           1         0         0         0         0         1         12           1         0         0         0         0   | 1        | 0      | 0       | 1       | 2     |
| 1         0         0         1         2           0         0         0         0         0         0           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         0         1         1           0         0         0         0         1         1           0         1         0         4         2         7           0         1         0         1         2         3           1         0         0         1         2         3           1         0         0         1         2         3           0         0         0         0         0         0           1         0         0         0         0         0         0           1         0         0         0         0         1         12           1         0         0         0         1         12           7         0         0         0   | 1        | 0      | 1       | 3       | 5     |
| 0         0         0         0         1           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         0         1         1           0         0         0         0         1         1           0         1         0         4         2         7           0         1         0         4         2         7           0         1         0         1         3         5           0         0         0         1         2         3           1         0         0         1         2         3           0         0         0         0         0         0           1         0         0         2         3         3           0         0         0         0         0         1           1         0         0         0         1         1           0         0         0         0         0         3   | 1        | 0      | 0       | 1       | 2     |
| 0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         0         0           1         0         4         2         7           0         1         0         4         2         7           0         1         0         2         3         3           1         0         0         1         2         3           1         0         0         1         2         3           0         0         0         1         2         3           0         0         0         0         0         0           0         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0   | 0        | 0      | 0       | 0       | 0     |
| 0         0         0         1         1           0         0         0         0         0         0           1         0         0         0         0         1           1         0         4         2         7           0         1         0         2         3           1         0         0         1         2           1         0         0         1         2           1         0         1         3         5           0         0         0         0         0           0         0         0         2         2           1         0         0         2         3           0         0         0         2         3           0         0         0         0         0           1         0         0         0         1           0         0         0         0         3           1         0         0         1         12           7         0         0         0         3         11           0         0   | 0        | 0      | 0       | 1       | 1     |
| 0         0         0         1         1           0         0         0         0         0         0           1         0         4         2         7           0         1         0         4         2         7           0         1         0         2         3         3           1         0         0         1         2         3           1         0         0         1         2         3           1         0         1         3         5         5           0         0         0         0         0         0         0           0         0         0         0         2         3         3           0         0         0         0         0         0         1           0         0         0         0         0         0         1           0         0         0         0         3         3         3           11         0         0         0         3         11           0         0         0         0         0         0   | 0        | 0      | 0       | 1       | 1     |
| 0         0         0         0         0         1           1         0         4         2         7           0         1         0         4         2         7           0         1         0         2         3         1           1         0         0         1         2         3           1         0         0         1         2         3           1         0         0         1         3         5           0         0         0         0         0         0           0         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         1           0         0         0         0         0         1           1         0         0         0         0         1           0         0         0         0         3         1           0         0         0         0         0         0           1         0         0   | 0        | 0      | 0       | 1       | 1     |
| 1         0         4         2         7           0         1         0         2         3           1         0         0         1         2         3           1         0         0         1         2         3           1         0         0         1         2         3           1         0         1         3         5         5           0         0         0         0         0         0         0           0         0         0         0         2         2         2         3           1         0         0         0         2         3         7           1         0         0         2         3         7         1           0         0         0         0         1         1         1           0         0         0         0         1         12         3           1         0         0         0         3         11         3         3           1         0         0         0         0         3         11           0  | 0        | 0      | 0       | 0       | 0     |
| 1         0         4         2         7           0         1         0         2         3           1         0         0         1         2           1         0         0         1         2           1         0         1         3         5           0         0         0         0         0           0         0         0         2         2           1         0         0         2         2           1         0         0         2         3           0         0         0         0         0           1         0         0         2         3           0         0         0         0         1           0         0         0         0         1           0         0         0         3         3           11         0         0         1         12           7         0         0         0         3         1           1         0         0         3         1         1           1         0         0   | 1        | 0      | 0       | 0       | 1     |
| 0         1         0         2         3           1         0         0         0         1         2           1         0         1         3         5           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         2         2           2         1         1         3         7           1         0         0         2         3           0         0         0         2         3           0         0         0         0         1           0         0         0         0         1           0         0         0         0         1           1         0         0         1         12           7         0         0         0         3         3           11         0         0         3         11           3         0         0         0         3         11           3         0         0         0         0 <td>1</td> <td>0</td> <td>4</td> <td>2</td> <td>7</td>  | 1        | 0      | 4       | 2       | 7     |
| 1         0         0         0         1         2           1         0         1         3         5           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         2         2           2         1         1         3         7           1         0         0         2         3           0         0         0         0         0           1         0         0         0         1           0         0         0         0         1           0         0         0         0         1           0         0         0         1         12           7         0         0         0         3         3           11         0         0         1         12           7         0         0         0         3         11           3         0         0         0         3         11           3         0         0         0 </td <td>0</td> <td>1</td> <td>0</td> <td>2</td> <td>3</td>  | 0        | 1      | 0       | 2       | 3     |
| 1         0         0         1         2           1         0         1         3         5           0         0         0         0         0         0           0         0         0         0         2         2           2         1         1         3         7           1         0         0         2         3           0         0         0         0         0         0           1         0         0         0         1         1           0         0         0         0         1         1           0         0         0         0         0         0           1         0         0         0         0         0           0         0         0         0         3         3           11         0         0         1         12           7         0         0         0         3         11           3         0         0         0         3         11           3         0         0         0         0         0 <tr< td=""><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td></tr<>   | 1        | 0      | 0       | 0       | 1     |
| 1         0         1         3         5           0         0         0         0         0         0           0         0         0         0         2         2           2         1         1         3         7           1         0         0         2         3           0         0         0         0         0           1         0         0         0         0           1         0         0         0         0           1         0         0         0         0           1         0         0         0         0           1         0         0         1         12           7         0         0         0         3           11         0         0         1         12           7         0         0         0         3         11           3         0         0         3         11           3         0         0         0         0         0           0         0         0         0         0         0      <   | 1        | 0      | 0       | 1       | 2     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 0      | 1       | 3       | 5     |
| 0 $0$ $0$ $2$ $2$ $2$ $1$ $1$ $3$ $7$ $1$ $0$ $0$ $2$ $3$ $0$ $0$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $1$ $12$ $7$ $0$ $0$ $0$ $7$ $32$ $0$ $0$ $0$ $32$ $8$ $0$ $0$ $3$ $11$ $3$ $0$   | - 0      | 0      | 0       | 0       | 0     |
| 0 $0$ $1$ $3$ $7$ 1         0         0         2 $3$ 0         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         3         3           11         0         0         1         12           7         0         0         0         32           8         0         0         3         11           3         0         0         0         3           1         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0   | 0        | 0      | 0       | 2       | 2     |
| 1         0         0         2         3           0         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         1           0         0         0         0         0         1           0         0         0         0         3         3           11         0         0         1         12           7         0         0         0         3         3           11         0         0         0         3         3           3         0         0         0         3         11           3         0         0         0         3         11           3         0         0         0         3         11           3         0         0         0         0         3           1         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0<  | 2        | 1      | 1       | 3       | 7     |
| 1       0       0       0       0       0         0       0       0       0       0       1         0       0       0       0       0       1         0       0       0       0       0       0         0       0       0       0       3       3         11       0       0       1       12         7       0       0       0       7         32       0       0       0       32         8       0       0       3       11         3       0       0       0       3         1       0       0       0       3         1       0       0       0       3         0       0       0       0       3         0       0       0       0       0         0       0       0       0       0         0       0       0       0       0         0       0       0       1       1         0       0       0       1       1         0       0       0       1  | 1        | 0      | 0       | 2       | 7     |
| 0 $0$ $0$ $0$ $1$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $1$ $12$ $7$ $0$ $0$ $0$ $7$ $32$ $0$ $0$ $0$ $32$ $8$ $0$ $0$ $3$ $11$ $3$ $0$ $0$ $0$ $3$ $1$ $0$ $0$ $0$ $3$ $1$ $0$ $0$ $0$ $3$ $1$ $0$   | 0        | 0      | 0       | 0       | 0     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1        | 0      | 0       | 0       | 1     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 0       | 0     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 3       | 3     |
| 7 $0$ $0$ $1$ $1$ $7$ $0$ $0$ $0$ $7$ $32$ $0$ $0$ $0$ $32$ $8$ $0$ $0$ $3$ $11$ $3$ $0$ $0$ $0$ $3$ $1$ $0$ $0$ $0$ $3$ $1$ $0$ $0$ $0$ $1$ $0$ $1$ $1$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $1$ $1$ $0$ $0$ $0$ $1$ <  | 11       | 0      | 0       | 1       | 12    |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 7        | 0      | 0       | 0       | 7     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 32       | 0      | 0       | 0       | 32    |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 8        | 0      | 0       | 3       | 11    |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 3        | 0      | 0       | 0       | 3     |
| 0         0 | 1        | 0      | 0       | 0       | 1     |
| 0         0 | - 0      | 0      | 0       | 0       | 0     |
| 0         0 | 0        | 0      | 0       | 0       | 0     |
| 0         0         1         0         1           0         0         0         0         0         0           0         0         0         0         0         0         0           0         0         0         0         0         0         0         0           1         0         0         0         1         2         0         0         0         0         0           0         0         0         0         1   | 0        | 0      | 0       | 0       | 0     |
| 0         0 | 0        | 0      | 1       | 0       | 1     |
| 0         0 | 0        | 0      | 0       | 0       | 0     |
| 1         0         0         1         2           0         0         0         2         2           0         0         0         1         1           0         0         0         1         1           0         0         0         1         1           0         0         0         0         0           0         0         0         1         1           0         0         0         1         1           0         0         3         0         3           0         0         0         0         0         0   | 0        | 0      | 0       | 0       | 0     |
| 0         0         0         1         1           0         0         0         2         2           0         0         0         1         1           0         0         0         0         0         0           0         0         0         0         0         0         0           0         0         0         1         1         1           0         0         0         1         1         1           0         0         3         0         3         0         3   | 1        | 0      | 0       | 1       | 2     |
| 0         0         0         1         1           0         0         0         0         0         0           0         0         0         0         0         0         0           0         0         0         0         1         1           0         0         0         1         1         1           0         0         0         1         1         1           0         0         3         0         3         0         3   | - 0      | 0      | 0       | 2       | 2     |
| 0         0 | 0        | 0      | 0       | -       | 1     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 0       | 0     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 1       | 1     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0        | 0      | 0       | 1       | 1     |
|   | 0        | 0      | 2       | 0       | 2     |
|   | 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 1       | 1     |
| 23:15 | 1        | 0      | 1        | 0       | 2     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 2        | 0       | 2     |
|       | 107      | 7      | 31       | 62      | 207   |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 0        | 0       | 0      | 3       | 3     |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 116      | 4       | 27     | 59      | 206   |  |  |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/20/2017 Wednesday

| 1     |          |            |        |         |       |  |  |
|-------|----------|------------|--------|---------|-------|--|--|
|       | ENTERING |            |        |         |       |  |  |
|       | Pass     | Pass Large |        |         |       |  |  |
|       | Vehicles | 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      | 2       | 2     |  |  |
| 1:15  | 0        | 0          | 0      | 0       | 0     |  |  |
| 1:30  | 0        | 0          | 0      | 1       | 1     |  |  |
| 1:45  | 0        | 1          | 0      | 0       | 1     |  |  |
| 2:00  | 0        | 0          | 0      | 1       | 1     |  |  |
| 2:15  | 0        | 0          | 1      | 0       | 1     |  |  |
| 2:30  | 0        | 0          | 0      | 1       | 1     |  |  |
| 2:45  | 1        | 0          | 0      | 2       | 3     |  |  |
| 3:00  | 0        | 0          | 0      | 2       | 2     |  |  |
| 3:15  | 0        | 0          | 0      | 1       | 1     |  |  |
| 3:30  | 2        | 0          | 0      | 1       | 3     |  |  |
| 3:45  | 5        | 0          | 0      | 0       | 5     |  |  |
| 4:00  | 4        | 0          | 0      | 0       | 4     |  |  |
| 4:15  | 5        | 0          | 0      | 2       | 7     |  |  |
| 4:30  | 8        | 0          | 0      | 0       | 8     |  |  |
| 4:45  | 8        | 2          | 0      | 1       | 11    |  |  |
| 5:00  | 5        | 2          | 0      | 0       | 7     |  |  |
| 5:15  | 7        | 0          | 0      | 1       | 8     |  |  |
| 5:30  | 18       | 0          | 0      | 2       | 20    |  |  |
| 5:45  | 25       | 1          | 0      | 1       | 27    |  |  |
| 6:00  | 21       | 0          | 0      | 0       | 21    |  |  |
| 6:15  | 30       | 0          | 0      | 0       | 30    |  |  |
| 6:30  | 67       | 0          | 0      | 2       | 69    |  |  |
| 6:45  | 100      | 0          | 0      | 0       | 100   |  |  |
| 7:00  | 75       | 2          | 1      | 0       | 78    |  |  |
| 7:15  | 97       | 0          | 0      | 1       | 98    |  |  |
| 7:30  | 26       | 1          | 0      | 1       | 28    |  |  |
| 7:45  | 8        | 0          | 0      | 0       | 8     |  |  |
| 8:00  | 6        | 0          | 0      | 0       | 6     |  |  |
| 8:15  | 11       | 0          | 1      | 0       | 12    |  |  |
| 8:30  | 9        | 1          | 0      | 0       | 10    |  |  |
| 8:45  | 5        | 0          | 0      | 1       | 6     |  |  |
| 9:00  | 7        | 0          | 0      | 0       | 7     |  |  |
| 9:15  | 2        | 1          | 1      | 2       | 6     |  |  |
| 9:30  | 4        | 2          | 0      | 3       | 9     |  |  |
| 9:45  | 5        | 1          | 0      | 0       | 6     |  |  |
| 10:00 | 7        | 0          | 0      | 0       | 7     |  |  |
| 10:15 | 4        | 2          | 0      | 0       | 6     |  |  |
| 10:30 | 4        | 1          | 0      | 1       | 6     |  |  |
| 10:45 | 0        | 0          | 0      | 1       | 1     |  |  |
| 11:00 | 8        | 0          | 0      | 0       | 8     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 1       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 1       | 1       | 8     |
| 1        | 0      | 1       | 0       | 2     |
| 2        | 0      | 1       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 1       | 0       | 3     |
| 9        | 1      | 0       | 0       | 10    |
| 2        | 0      | 3       | 0       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 5        | 0      | 1       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 71       | 0      | 1       | 0       | 72    |
| 19       | 0      | 0       | 1       | 20    |
| 78       | 0      | 0       | 0       | 78    |
| 39       | 0      | 0       | 1       | 40    |
| 15       | 0      | 0       | 0       | 15    |
| 9        | 0      | 1       | 0       | 10    |
| 4        | 1      | 1       | 1       | 7     |
| 5        | 1      | 0       | 0       | 6     |
| 7        | 0      | 0       | 1       | 8     |
| 10       | 0      | 0       | 0       | 10    |
| 12       | 1      | 0       | 2       | 15    |
| 16       | 0      | 0       | 0       | 16    |
| 10       | 0      | 1       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 1       | 1       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 1       | 2       | 11    |
| 0        | 1      | 0       | 1       | 2     |
| 3        | 0      | 0       | 1       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 2      | 0       | 1       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/20/2017 Wednesday

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |  |
| 11.15 | 4        | 1      | 1      | 1       | 7     |  |
| 11.10 | 7        | 2      | 1      | 1       | 11    |  |
| 11.30 | 13       | 0      | 0      | 2       | 15    |  |
| 12.00 | 8        | 0      | 0      | 0       | 8     |  |
| 12:15 | 7        | 0      | 0      | 0       | 7     |  |
| 12:30 | 11       | 0      | 0      | 0       | 11    |  |
| 12:45 | 11       | 0      | 2      | 0       | 13    |  |
| 13:00 | 4        | 0      | 0      | 0       | 4     |  |
| 13:15 | 4        | 0      | 1      | 0       | 5     |  |
| 13:30 | 3        | 1      | 1      | 1       | 6     |  |
| 13:45 | 7        | 0      | 1      | 0       | 8     |  |
| 14:00 | 1        | 0      | 2      | 1       | 4     |  |
| 14:15 | 3        | 0      | 1      | 2       | 6     |  |
| 14:30 | 7        | 1      | 0      | 3       | 11    |  |
| 14:45 | 6        | 0      | 0      | 2       | 8     |  |
| 15:00 | 4        | 0      | 0      | 2       | 6     |  |
| 15:15 | 5        | 0      | 1      | 2       | 8     |  |
| 15:30 | 3        | 0      | 0      | 1       | 4     |  |
| 15:45 | 3        | 0      | 1      | 2       | 6     |  |
| 16:00 | 4        | 1      | 1      | 0       | 6     |  |
| 16:15 | 4        | 0      | 0      | 1       | 5     |  |
| 16:30 | 3        | 0      | 0      | 1       | 4     |  |
| 16:45 | 6        | 0      | 0      | 0       | 6     |  |
| 17:00 | 11       | 0      | 1      | 0       | 12    |  |
| 17:15 | 34       | 0      | 0      | 0       | 34    |  |
| 17:30 | 88       | 0      | 1      | 0       | 89    |  |
| 17:45 | 97       | 0      | 0      | 0       | 97    |  |
| 18:00 | 75       | 0      | 1      | 0       | 76    |  |
| 18:15 | 59       | 0      | 0      | 0       | 59    |  |
| 18:30 | 14       | 0      | 0      | 0       | 14    |  |
| 18:45 | 9        | 0      | 0      | 1       | 10    |  |
| 19:00 | 0        | 0      | 0      | 1       | 1     |  |
| 19:15 | 1        | 0      | 0      | 0       | 1     |  |
| 19:30 | 3        | 0      | 2      | 0       | 5     |  |
| 19:45 | 4        | 0      | 1      | 0       | 5     |  |
| 20:00 | 2        | 0      | 0      | 0       | 2     |  |
| 20:15 | 3        | 0      | 0      | 0       | 3     |  |
| 20:30 | 1        | 0      | 1      | 2       | 4     |  |
| 20:45 | 1        | 0      | 1      | 0       | 2     |  |
| 21:00 | 2        | 0      | 0      | 0       | 2     |  |
| 21:15 | 0        | 0      | 0      | 1       | 1     |  |
| 21:30 | 1        | 0      | 1      | 2       | 4     |  |
| 21:45 | 4        | 0      | 2      | 2       | 8     |  |
| 22:00 |          | 0      | 0      | U       | 1     |  |
| 22:15 | 2        | U      | U      | U       | L 2   |  |

| FXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 6        | 2      | 0      | 1       | 9     |  |  |
| 25       | 1      | 0      | 0       | 26    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 19       | 0      | 0      | 1       | 20    |  |  |
| 20       | 0      | 1      | 3       | 24    |  |  |
| 10       | 0      | 0      | 1       | 11    |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 8        | 1      | 0      | 1       | 10    |  |  |
| 5        | 1      | 0      | 1       | 7     |  |  |
| 4        | 0      | 0      | 1       | 5     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 33       | 0      | 0      | 0       | 33    |  |  |
| 12       | 0      | 4      | 2       | 18    |  |  |
| 18       | 1      | 0      | 2       | 21    |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 10       | 0      | 0      | 1       | 11    |  |  |
| 9        | 0      | 1      | 3       | 13    |  |  |
| 20       | 0      | 0      | 0       | 20    |  |  |
| 6        | 0      | 0      | 2       | 8     |  |  |
| 18       | 1      | 1      | 3       | 23    |  |  |
| 8        | 0      | 0      | 2       | 10    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 10       | 1      | 0      | 0       | 11    |  |  |
| 9        | 0      | 0      | 3       | 12    |  |  |
| 85       | 0      | 0      | 1       | 86    |  |  |
| 42       | 0      | 0      | 0       | 42    |  |  |
| 119      | 0      | 0      | 0       | 119   |  |  |
| 48       | 0      | 0      | 3       | 51    |  |  |
| 24       | 0      | 0      | 0       | 24    |  |  |
| 18       | 0      | 0      | 0       | 18    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 4        | 0      | 1      | 0       | 5     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 5        | 0      | 0      | 1       | 6     |  |  |
| 1        | 0      | 0      | 2       | 3     |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |
| 2        | 1      | 0      | 1       | 4     |  |  |
| 6        | 0      | 3      | 0       | 9     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/20/2017 Wednesday

|       |                  |                 | ENTERING |         |       |
|-------|------------------|-----------------|----------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 1                | 1               | 0        | 0       | 2     |
| 22:45 | 7                | 0               | 0        | 0       | 7     |
| 23:00 | 7                | 0               | 0        | 1       | 8     |
| 23:15 | 7                | 0               | 1        | 0       | 8     |
| 23:30 | 14               | 0               | 0        | 0       | 14    |
| 23:45 | 4                | 0               | 2        | 0       | 6     |
|       | 1165             | 24              | 31       | 63      | 1283  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 18       | 1       | 0      | 3       | 22    |  |  |  |  |
| 9        | 0       | 0      | 2       | 11    |  |  |  |  |
| 25       | 0       | 0      | 2       | 27    |  |  |  |  |
| 6        | 0       | 0      | 2       | 8     |  |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |  |
| 1132     | 18      | 27     | 60      | 1237  |  |  |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/21/2017 Thursday

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|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |
| 4:00  | 2        | 0      | 0      | 0       | 2     |  |
| 4:15  | 3        | 0      | 0      | 0       | 3     |  |
| 4:30  | 1        | 0      | 0      | 0       | 1     |  |
| 4:45  | 3        | 0      | 0      | 0       | 3     |  |
| 5:00  | 3        | 0      | 0      | 0       | 3     |  |
| 5:15  | 5        | 0      | 0      | 0       | 5     |  |
| 5:30  | 17       | 0      | 0      | 0       | 17    |  |
| 5:45  | 14       | 0      | 0      | 0       | 14    |  |
| 6:00  | 7        | 0      | 0      | 0       | 7     |  |
| 6:15  | 8        | 0      | 0      | 0       | 8     |  |
| 6:30  | 34       | 0      | 0      | 0       | 34    |  |
| 6:45  | 39       | 0      | 0      | 0       | 39    |  |
| 7:00  | 17       | 0      | 0      | 0       | 17    |  |
| 7:15  | 6        | 0      | 0      | 0       | 6     |  |
| 7:30  | 0        | 0      | 0      | 0       | 0     |  |
| 7:45  | 0        | 0      | 0      | 0       | 0     |  |
| 8:00  | 1        | 0      | 0      | 0       | 1     |  |
| 8:15  | 1        | 0      | 0      | 0       | 1     |  |
| 8:30  | 2        | 0      | 0      | 0       | 2     |  |
| 8:45  | 2        | 1      | 0      | 0       | 3     |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |
| 9:15  | 1        | 0      | 0      | 0       | 1     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 0        | 0      | 0      | 0       | 0     |  |
| 10:00 | 1        | 0      | 0      | 0       | 1     |  |
| 10:15 | 1        | 1      | 0      | 0       | 2     |  |
| 10:30 | 0        | 0      | 0      | 0       | 0     |  |
| 10:45 | 1        | 0      | 0      | 0       | 1     |  |
| 11:00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 27       | 0      | 0       | 0       | 27    |
| 5        | 0      | 0       | 0       | 5     |
| 26       | 0      | 0       | 0       | 26    |
| 10       | 0      | 0       | 0       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11.15 | 1        | 0      | 0      | 0       | 1     |
| 11.10 | 2        | 0      | 0      | 0       | 2     |
| 11.30 | 0        | 0      | 0      | 0       | 0     |
| 12.00 | 1        | 0      | 0      | 0       | 1     |
| 12.00 | 1        | 0      | 0      | 0       | 1     |
| 12:10 | 1        | 0      | 0      | 0       | 1     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 1        | 0      | 0      | 0       | 1     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 2        | 0      | 0      | 0       | 2     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 4        | 0      | 0      | 0       | 4     |
| 14:45 | 3        | 0      | 0      | 0       | 3     |
| 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:15 | 1        | 0      | 0      | 0       | 1     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 13       | 0      | 0      | 0       | 13    |
| 17:30 | 19       | 0      | 0      | 0       | 19    |
| 17:45 | 35       | 0      | 0      | 0       | 35    |
| 18:00 | 23       | 0      | 0      | 0       | 23    |
| 18:15 | 17       | 0      | 0      | 0       | 17    |
| 18:30 | 3        | 0      | 0      | 0       | 3     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 1        | 0      | 0      | 0       | 1     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

| Large  |   |   |   |
|--------|---|---|---|
|        |   |   |   |
| 2 Axle | 3 Axle  | 4+ Axle   | TOTAL   |
| 0      | 0   | 0   | 2   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 2   |
| 0      | 0   | 0   | 2   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 2   |
| 1      | 0   | 0   | 1   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 24  |
| 0      | 0   | 0   | 8   |
| 0      | 0   | 0   | 7   |
| 0      | 0   | 0   | 3   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 3   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 2   |
| 0      | 0   | 0   | 3   |
| 0      | 0   | 0   | 27  |
| 0      | 0   | 0   | 13  |
| 0      | 0   | 0   | 32  |
| 0      | 0   | 0   | 15  |
| 0      | 0   | 0   | 4   |
| 0      | 0   | 0   |   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 1   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
| 0      | 0   | 0   | 0   |
|        | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | O         O           0         0 | 0         0         0           0         0         0 |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 299      | 2      | 0        | 0       | 301   |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 264      | 2       | 0      | 0       | 266   |  |  |  |

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|       | ENTERING |       |        |   |       |
|-------|----------|-------|--------|---|-------|
|       | Pass     | Large |        |   |       |
|       | Vehicles |       | 3 ΔνΙρ |   | τοται |
| 0.00  | 1        | 0     | 0      | 0 | 1     |
| 0.00  | 0        | 0     | 0      | 0 | 0     |
| 0.13  | 2        | 1     | 0      | 0 | 3     |
| 0.30  | 0        | 0     | 0      | 0 | 0     |
| 1.00  | 1        | 0     | 0      | 0 | 1     |
| 1.00  | 1        | 0     | 0      | 0 | 1     |
| 1.10  | 1        | 0     | 0      | 0 | 1     |
| 1.30  | 1        | 0     | 0      | 0 | 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      | 0 | 0     |
| 3:00  | 0        | 0     | 0      | 0 | 0     |
| 3:15  | 0        | 0     | 0      | 0 | 0     |
| 3:30  | 0        | 0     | 0      | 0 | 0     |
| 3:45  | 2        | 0     | 0      | 0 | 2     |
| 4:00  | 1        | 0     | 0      | 0 | 1     |
| 4:15  | 3        | 0     | 0      | 0 | 3     |
| 4:30  | 10       | 0     | 0      | 0 | 10    |
| 4:45  | 6        | 0     | 0      | 0 | 6     |
| 5:00  | 1        | 0     | 0      | 0 | 1     |
| 5:15  | 4        | 0     | 0      | 0 | 4     |
| 5:30  | 2        | 0     | 0      | 0 | 2     |
| 5:45  | 13       | 0     | 0      | 0 | 13    |
| 6:00  | 8        | 0     | 0      | 0 | 8     |
| 6:15  | 9        | 0     | 0      | 0 | 9     |
| 6:30  | 33       | 0     | 0      | 0 | 33    |
| 6:45  | 59       | 0     | 0      | 0 | 59    |
| 7:00  | 45       | 0     | 0      | 0 | 45    |
| 7:15  | 85       | 0     | 0      | 0 | 85    |
| 7:30  | 31       | 0     | 0      | 0 | 31    |
| 7:45  | 10       | 0     | 0      | 0 | 10    |
| 8:00  | 7        | 0     | 0      | 0 | 7     |
| 8:15  | 10       | 0     | 0      | 0 | 10    |
| 8:30  | 7        | 0     | 0      | 0 | 7     |
| 8:45  | 5        | 0     | 0      | 0 | 5     |
| 9:00  | 3        | 0     | 0      | 0 | 3     |
| 9:15  | 2        | 0     | 0      | 0 | 2     |
| 9:30  | 3        | 1     | 0      | 0 | 4     |
| 9:45  | 4        | 0     | 0      | 0 | 4     |
| 10:00 | 1        | 0     | 0      | 0 | 1     |
| 10:15 | 3        | 0     | 0      | 0 | 3     |
| 10:30 | 2        | 1     | 0      | 0 | 3     |
| 10:45 | 1        | 0     | 0      | 0 | 1     |
| 11:00 | 1        | 0     | 0      | 0 | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 12       | 0      | 0       | 0       | 12    |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 1      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 10       | 0      | 0       | 0       | 10    |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 11       | 0      | 0       | 0       | 11    |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 51       | 0      | 0       | 0       | 51    |
| 16       | 0      | 0       | 0       | 16    |
| 69       | 0      | 0       | 0       | 69    |
| 19       | 0      | 0       | 0       | 19    |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 9        | 0      | 0       | 0       | 9     |
| 14       | 0      | 0       | 0       | 14    |
| 10       | 0      | 0       | 0       | 10    |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 1      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 5        | 0      | 0      | 0       | 5     |
| 11:30 | 3        | 1      | 0      | 0       | 4     |
| 11:45 | 8        | 0      | 0      | 0       | 8     |
| 12:00 | 5        | 0      | 0      | 0       | 5     |
| 12:15 | 5        | 1      | 0      | 0       | 6     |
| 12:30 | 16       | 0      | 0      | 0       | 16    |
| 12:45 | 5        | 0      | 0      | 0       | 5     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 4        | 0      | 0      | 0       | 4     |
| 13:30 | 2        | 0      | 0      | 0       | 2     |
| 13:45 | 7        | 0      | 0      | 0       | 7     |
| 14.00 | 2        | 0      | 0      | 0       | 2     |
| 14.15 | 2        | 0      | 0      | 0       | 2     |
| 14.30 | 3        | 0      | 0      | 0       | 3     |
| 14.45 | 0        | 0      | 0      | 0       | 0     |
| 15.00 | 2        | 0      | 0      | 0       | 2     |
| 15.00 | 1        | 0      | 0      | 0       | 1     |
| 15.10 | 2        | 0      | 0      | 0       | 2     |
| 15:45 | 1        | 0      | 0      | 0       | 1     |
| 16:00 | 5        | 0      | 0      | 0       | 5     |
| 16.00 | 3        | 0      | 0      | 0       | 3     |
| 16.30 | 5        | 0      | 0      | 0       | 5     |
| 16:45 | 6        | 0      | 0      | 0       | 6     |
| 17:00 | 22       | 0      | 0      | 0       | 22    |
| 17:15 | 15       | 0      | 0      | 0       | 15    |
| 17:30 | 61       | 0      | 0      | 0       | 61    |
| 17:45 | 53       | 0      | 0      | 0       | 53    |
| 18:00 | 34       | 0      | 0      | 0       | 34    |
| 18:15 | 24       | 0      | 0      | 0       | 24    |
| 18:30 | 9        | 0      | 0      | 0       | 9     |
| 18:45 | 3        | 0      | 0      | 0       | 3     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 2        | 0      | 0      | 0       | 2     |
| 19:30 | 4        | 0      | 0      | 0       | 4     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 1        | 0      | 0      | 0       | 1     |
| 20:15 | 4        | 0      | 0      | 0       | 4     |
| 20:30 | 1        | 0      | 0      | 0       | 1     |
| 20:45 | 3        | 0      | 0      | 0       | 3     |
| 21:00 | 1        | 0      | 0      | 0       | 1     |
| 21:15 | 1        | 0      | 0      | 0       | 1     |
| 21:30 | 6        | 0      | 0      | 0       | 6     |
| 21:45 | 4        | 0      | 0      | 0       | 4     |
| 22:00 | 2        | 0      | 0      | 0       | 2     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  | _      |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 20       | 0      | 0      | 0       | 20    |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 23       | 2      | 0      | 0       | 25    |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 1      | 0      | 0       | 2     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 57       | 0      | 0      | 0       | 57    |  |  |
| 25       | 0      | 0      | 0       | 25    |  |  |
| 68       | 0      | 0      | 0       | 68    |  |  |
| 32       | 0      | 0      | 0       | 32    |  |  |
| 19       | 0      | 0      | 0       | 19    |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 2        | 1      | 0      | 0       | 3     |
| 22:45 | 3        | 0      | 0      | 0       | 3     |
| 23:00 | 7        | 0      | 0      | 0       | 7     |
| 23:15 | 2        | 0      | 0      | 0       | 2     |
| 23:30 | 6        | 0      | 0      | 0       | 6     |
| 23:45 | 4        | 0      | 0      | 0       | 4     |
|       | 746      | 6      | 0      | 0       | 752   |

|          | -      | EXITING |         | -     |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 21       | 0      | 0       | 0       | 21    |
| 15       | 0      | 0       | 0       | 15    |
| 12       | 0      | 0       | 0       | 12    |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 775      | 5      | 0       | 0       | 780   |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/21/2017 Thursday

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|               | ENTERING |       |   |          |          |
|---------------|----------|-------|---|----------|----------|
|               | Pass     | Large |   |          |          |
|               | Vehicles |       |   |          | τοται    |
| 0.00          | 0        | 0     |   | 41 Axie  |          |
| 0.00          | 0        | 0     | 0 | 0        | 0        |
| 0.13          | 0        | 0     | 0 | 0        | 0        |
| 0.30          | 0        | 0     | 0 | 1        | 1        |
| 1.00          | 0        | 0     | 1 | 1        | 1        |
| 1.00          | 1        | 0     | 1 | 0        | 2        |
| 1.15          | 1        | 0     | 2 | 0        | 2        |
| 1.30          | 0        | 0     | 2 | 0        | 0        |
| 2.40          | 0        | 0     | 0 | 0        | 0        |
| 2.00          | 0        | 0     | 0 | 1        | 1        |
| 2.13          | 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        | 2        |
| 2:10          | 0        | 0     | 0 | 2<br>1   | 2        |
| 3.30          | 0        | 0     | 0 | 1        | 1        |
| 3.45          | 1        | 0     | 1 | 0        | 1        |
| 4.00          | 1        | 0     | 0 | 0        | 1        |
| 4.15          | 0        | 0     | 0 | 1        | 2        |
| 4.30          | 0        | 0     | 0 | 3        | 3        |
| 4.45          | 1        | 0     | 0 | 0        | 0        |
| 5.00          | 1        | 0     | 0 | 0        | 1        |
| 5:15          | 1        | 0     | 0 | 1        | 2        |
| 5:30          | 0        | 0     | 0 | 0        | 0        |
| 5.45          | 1        | 0     | 0 | 1        | 2        |
| 6:00          | 0        | 0     | 0 | 0        | 0        |
| 6:15          | 2        | 0     | 0 | 0        | 2        |
| 0.30          | 5<br>11  | 0     | 0 | 0        | 3<br>11  |
| 7.00          | 11       | 0     | 0 | 0        | 11       |
| 7.00          | 4        | 1     | 0 | 0        | 4        |
| 7.13          | 0        | 0     | 0 | 1        | 1        |
| 7.30          | 1        | 0     | 0 | 0        | 1        |
| 7.4J<br>8.00  | 0        | 0     | 0 | 0        | 0        |
| 8.00          | 0        | 1     | 0 | 1        | 2        |
| 0.13          | 1        | 0     | 0 | 0        | 1        |
| 8.30          | 0        | 0     | 1 | 1        | 2        |
| 0.4J<br>0.00  | 0        | 1     | 0 | 0        | 1        |
| 0.15          | 0        | 1     | 0 | 0        | 1        |
| 0.30          | 0        | 1     | 0 | 0        | 1        |
| 9.30<br>Q./IE | 1        |       | 0 | 1        | 2        |
| 10.00         | 1        | 0     | 1 | 1<br>2   | <u> </u> |
| 10.00         |          | 0     |   | <u>۲</u> | -+       |
| 10.13         | 0        | 2     | 0 |          | 2        |
| 10.30         | 0        |       | 1 | 0        |          |
| 11.40         | 0        | 0     | 0 | 0        | 0        |
| 11.00         |          |       |   |          |          |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 20       | 0      | 1       | 2       | 23    |
| 1        | 0      | 0       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 1      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 1      | 1       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 2      | 1       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15 | 0        | 0      | 1      | 0       | 1     |
| 11:30 | 0        | 0      | 0      | 1       | 1     |
| 11:45 | 1        | 0      | 0      | 2       | 3     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 2        | 0      | 0      | 2       | 4     |
| 12:30 | 2        | 0      | 0      | 0       | 2     |
| 12:45 | 0        | 0      | 1      | 0       | 1     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 1      | 1       | 2     |
| 13:30 | 1        | 0      | 0      | 0       | 1     |
| 13:45 | 0        | 0      | 0      | 2       | 2     |
| 14:00 | 1        | 0      | 0      | 0       | 1     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 2       | 2     |
| 15:15 | 0        | 1      | 0      | 5       | 6     |
| 15:30 | 1        | 0      | 1      | 1       | 3     |
| 15:45 | 1        | 0      | 1      | 0       | 2     |
| 16:00 | 1        | 0      | 2      | 0       | 3     |
| 16:15 | 0        | 1      | 0      | 1       | 2     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 2       | 2     |
| 17:00 | 0        | 0      | 0      | 1       | 1     |
| 17:15 | 1        | 0      | 0      | 0       | 1     |
| 17:30 | 6        | 0      | 0      | 0       | 6     |
| 17:45 | 18       | 0      | 0      | 0       | 18    |
| 18:00 | 6        | 0      | 1      | 0       | 7     |
| 18:15 | 6        | 0      | 0      | 0       | 6     |
| 18:30 | 1        | 0      | 0      | 1       | 2     |
| 18:45 | 0        | 0      | 0      | 1       | 1     |
| 19:00 | 0        | 0      | 1      | 2       | 3     |
| 19:15 | 0        | 0      | 0      | 1       | 1     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 1        | 0      | 0      | 0       | 1     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 1        | 0      | 0      | 1       | 2     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 1      | 1       | 2     |
| 21:30 | 0        | 0      | 1      | 0       | 1     |
| 21:45 | 0        | 0      | 1      | 0       | 1     |
| 22:00 | 0        | 0      | 0      | 2       | 2     |
| 22:15 | 0        | 0      | 0      | 2       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 1       | 1       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 1       | 2       | 5     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 14       | 0      | 1       | 1       | 16    |
| 6        | 0      | 0       | 0       | 6     |
| 35       | 0      | 0       | 2       | 37    |
| 9        | 0      | 0       | 1       | 10    |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 80       | 9      | 20       | 49      | 158   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 121      | 9      | 22      | 50      | 202   |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 0      | 0      | 0       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 2        | 1      | 0      | 0       | 3     |
| 0:45  | 0        | 0      | 0      | 1       | 1     |
| 1:00  | 1        | 0      | 1      | 0       | 2     |
| 1:15  | 2        | 0      | 1      | 0       | 3     |
| 1:30  | 1        | 0      | 2      | 0       | 3     |
| 1:45  | 1        | 0      | 0      | 0       | 1     |
| 2:00  | 1        | 0      | 0      | 0       | 1     |
| 2:15  | 1        | 0      | 0      | 1       | 2     |
| 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      | 2       | 2     |
| 3:30  | 0        | 0      | 0      | 1       | 1     |
| 3:45  | 3        | 0      | 1      | 0       | 4     |
| 4:00  | 4        | 0      | 0      | 0       | 4     |
| 4:15  | 6        | 0      | 0      | 1       | 7     |
| 4:30  | 11       | 0      | 0      | 3       | 14    |
| 4:45  | 9        | 0      | 0      | 0       | 9     |
| 5:00  | 5        | 0      | 0      | 0       | 5     |
| 5:15  | 10       | 0      | 0      | 1       | 11    |
| 5:30  | 19       | 0      | 0      | 0       | 19    |
| 5:45  | 28       | 0      | 0      | 1       | 29    |
| 6:00  | 15       | 0      | 0      | 0       | 15    |
| 6:15  | 19       | 0      | 0      | 0       | 19    |
| 6:30  | 70       | 0      | 0      | 0       | 70    |
| 6:45  | 109      | 0      | 0      | 0       | 109   |
| 7:00  | 66       | 0      | 0      | 0       | 66    |
| 7:15  | 92       | 1      | 0      | 0       | 93    |
| 7:30  | 31       | 0      | 0      | 1       | 32    |
| 7:45  | 11       | 0      | 0      | 0       | 11    |
| 8:00  | 8        | 0      | 0      | 0       | 8     |
| 8:15  | 11       | 1      | 0      | 1       | 13    |
| 8:30  | 10       | 0      | 0      | 0       | 10    |
| 8:45  | 7        | 1      | 1      | 1       | 10    |
| 9:00  | 3        | 1      | 0      | 0       | 4     |
| 9:15  | 3        | 1      | 0      | 0       | 4     |
| 9:30  | 3        | 2      | 0      | 0       | 5     |
| 9:45  | 5        | 0      | 0      | 1       | 6     |
| 10:00 | 3        | 0      | 1      | 2       | 6     |
| 10:15 | 4        | 1      | 0      | 1       | 6     |
| 10:30 | 2        | 3      | 0      | 0       | 5     |
| 10:45 | 2        | 0      | 1      | 0       | 3     |
| 11:00 | 1        | 0      | 0      | 0       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 13       | 0      | 0       | 0       | 13    |
| 1        | 0      | 0       | 1       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 1      | 0       | 1       | 3     |
| 3        | 0      | 0       | 1       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 3       | 4     |
| 10       | 0      | 0       | 1       | 11    |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 1       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 11       | 0      | 0       | 1       | 12    |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 6        | 0      | 1       | 0       | 7     |
| 2        | 0      | 0       | 1       | 3     |
| 86       | 0      | 0       | 0       | 86    |
| 21       | 0      | 0       | 0       | 21    |
| 115      | 0      | 1       | 2       | 118   |
| 30       | 0      | 0       | 1       | 31    |
| 8        | 0      | 0       | 0       | 8     |
| 12       | 0      | 0       | 0       | 12    |
| 7        | 0      | 0       | 1       | 8     |
| 3        | 1      | 0       | 0       | 4     |
| 11       | 0      | 0       | 0       | 11    |
| 20       | 0      | 1       | 0       | 21    |
| 17       | 0      | 0       | 0       | 17    |
| 18       | 0      | 0       | 0       | 18    |
| 4        | 1      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 1       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 1      | 0       | 1       | 6     |
| 2        | 1      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 1      | 0       | 1       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 4        | 1      | 0       | 1       | 6     |
| 1        | 1      | 1       | 1       | 4     |
| 1        | 2      | 1       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 6        | 0      | 1      | 0       | 7     |
| 11:30 | 5        | 1      | 0      | 1       | 7     |
| 11:45 | 9        | 0      | 0      | 2       | 11    |
| 12:00 | 6        | 0      | 0      | 0       | 6     |
| 12:15 | 8        | 1      | 0      | 2       | 11    |
| 12:30 | 19       | 0      | 0      | 0       | 19    |
| 12:45 | 5        | 0      | 1      | 0       | 6     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 5        | 0      | 1      | 1       | 7     |
| 13:30 | 3        | 0      | 0      | 0       | 3     |
| 13:45 | 7        | 0      | 0      | 2       | 9     |
| 14:00 | 5        | 0      | 0      | 0       | 5     |
| 14:15 | 2        | 0      | 0      | 0       | 2     |
| 14:30 | 7        | 0      | 0      | 0       | 7     |
| 14:45 | 3        | 0      | 0      | 0       | 3     |
| 15:00 | 3        | 0      | 0      | 2       | 5     |
| 15:15 | 2        | 1      | 0      | 5       | 8     |
| 15:30 | 3        | 0      | 1      | 1       | 5     |
| 15:45 | 2        | 0      | 1      | 0       | 3     |
| 16:00 | 6        | 0      | 2      | 0       | 8     |
| 16:15 | 3        | 1      | 0      | 1       | 5     |
| 16:30 | 5        | 0      | 0      | 0       | 5     |
| 16:45 | 6        | 0      | 0      | 2       | 8     |
| 17:00 | 22       | 0      | 0      | 1       | 23    |
| 17:15 | 29       | 0      | 0      | 0       | 29    |
| 17:30 | 86       | 0      | 0      | 0       | 86    |
| 17:45 | 106      | 0      | 0      | 0       | 106   |
| 18:00 | 63       | 0      | 1      | 0       | 64    |
| 18:15 | 47       | 0      | 0      | 0       | 47    |
| 18:30 | 13       | 0      | 0      | 1       | 14    |
| 18:45 | 3        | 0      | 0      | 1       | 4     |
| 19:00 | 0        | 0      | 1      | 2       | 3     |
| 19:15 | 2        | 0      | 0      | 1       | 3     |
| 19:30 | 4        | 0      | 0      | 0       | 4     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 1        | 0      | 0      | 0       | 1     |
| 20:15 | 5        | 0      | 0      | 0       | 5     |
| 20:30 | 2        | 0      | 0      | 0       | 2     |
| 20:45 | 4        | 0      | 0      | 1       | 5     |
| 21:00 | 1        | 0      | 0      | 0       | 1     |
| 21:15 | 1        | 0      | 1      | 1       | 3     |
| 21:30 | 6        | 0      | 1      | 0       | 7     |
| 21:45 | 4        | 0      | 1      | 0       | 5     |
| 22:00 | 2        | 0      | 0      | 2       | 4     |
| 22:15 | 0        | 0      | 0      | 2       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 1       | 6     |
| 22       | 0      | 0       | 0       | 22    |
| 16       | 0      | 1       | 0       | 17    |
| 7        | 0      | 0       | 1       | 8     |
| 26       | 2      | 0       | 0       | 28    |
| 8        | 0      | 1       | 1       | 10    |
| 10       | 0      | 1       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 1       | 4     |
| 0        | 1      | 0       | 0       | 1     |
| 1        | 1      | 0       | 0       | 2     |
| 27       | 0      | 1       | 1       | 29    |
| 11       | 0      | 0       | 0       | 11    |
| 15       | 0      | 0       | 2       | 17    |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 1      | 0       | 1       | 10    |
| 5        | 0      | 0       | 0       | 5     |
| 14       | 0      | 0       | 1       | 15    |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 1      | 1       | 2       | 12    |
| 10       | 0      | 0       | 3       | 13    |
| 9        | 0      | 0       | 1       | 10    |
| 2        | 0      | 0       | 1       | 3     |
| 10       | 0      | 0       | 0       | 10    |
| 4        | 0      | 0       | 1       | 5     |
| 98       | 0      | 1       | 1       | 100   |
| 44       | 0      | 0       | 0       | 44    |
| 135      | 0      | 0       | 2       | 137   |
| 56       | 0      | 0       | 1       | 57    |
| 24       | 0      | 0       | 0       | 24    |
| 11       | 0      | 0       | 1       | 12    |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 1       | 4     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 1       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 1       | 5     |
| 0        | 0      | 1       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA TOTAL DRIVEWAYS 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 2        | 1      | 0      | 0       | 3     |
| 22:45 | 3        | 0      | 0      | 0       | 3     |
| 23:00 | 7        | 0      | 0      | 0       | 7     |
| 23:15 | 2        | 0      | 0      | 0       | 2     |
| 23:30 | 6        | 0      | 0      | 0       | 6     |
| 23:45 | 4        | 0      | 0      | 0       | 4     |
|       | 1125     | 17     | 20     | 49      | 1211  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 3       | 1       | 7     |
| 21       | 0      | 0       | 3       | 24    |
| 15       | 0      | 0       | 0       | 15    |
| 12       | 0      | 0       | 2       | 14    |
| 9        | 0      | 0       | 1       | 10    |
| 2        | 0      | 0       | 0       | 2     |
| 1160     | 16     | 22      | 50      | 1248  |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 0        | 0      | 0      | 0       | 0     |  |
| 0:15  | 0        | 0      | 0      | 0       | 0     |  |
| 0:30  | 1        | 0      | 0      | 0       | 1     |  |
| 0:45  | 0        | 0      | 0      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 2        | 0      | 0      | 0       | 2     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 2        | 0      | 0      | 0       | 2     |  |
| 4:15  | 2        | 0      | 0      | 0       | 2     |  |
| 4:30  | 5        | 0      | 0      | 0       | 5     |  |
| 4:45  | 8        | 0      | 0      | 0       | 8     |  |
| 5:00  | 6        | 1      | 0      | 0       | 7     |  |
| 5:15  | 7        | 0      | 0      | 0       | 7     |  |
| 5:30  | 4        | 0      | 0      | 0       | 4     |  |
| 5:45  | 3        | 0      | 0      | 0       | 3     |  |
| 6:00  | 4        | 0      | 0      | 0       | 4     |  |
| 6:15  | 7        | 0      | 0      | 1       | 8     |  |
| 6:30  | 19       | 0      | 0      | 0       | 19    |  |
| 6:45  | 34       | 0      | 0      | 0       | 34    |  |
| 7:00  | 13       | 0      | 0      | 0       | 13    |  |
| 7:15  | 30       | 0      | 0      | 0       | 30    |  |
| 7:30  | 4        | 0      | 0      | 0       | 4     |  |
| /:45  | 0        | 0      | 0      | 0       | 0     |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |
| 9:12  | 1        | 0      | 0      | 0       | 1     |  |
| 9.30  | 1        | 0      | 0      | 0       | 1     |  |
| 9.45  |          | 0      | 0      | 0       | 1     |  |
| 10.00 | 1        | 0      | 0      | 0       | 1     |  |
| 10:15 |          | 0      | 0      | 0       | 0     |  |
| 10.30 | 0        | 0      | 0      | 0       | 0     |  |
| 11.45 | 0        | 0      | 0      | 0       | 0     |  |
| ±±.00 |          |        |        |         |       |  |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 17       | 0      | 0      | 0       | 17    |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 17       | 0      | 0      | 0       | 17    |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 1       | 3     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | τοται |
| 11:15 | 1        | 0      | 0      | 0       | 1     |
| 11:30 | 1        | 0      | 0      | 0       | 1     |
| 11:45 | 1        | 0      | 0      | 1       | 2     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 6        | 0      | 0      | 0       | 6     |
| 16:30 | 9        | 0      | 0      | 0       | 9     |
| 16:45 | 31       | 0      | 0      | 0       | 31    |
| 17:00 | 26       | 0      | 0      | 0       | 26    |
| 17:15 | 10       | 0      | 0      | 0       | 10    |
| 17:30 | 6        | 0      | 0      | 0       | 6     |
| 17:45 | 0        | 0      | 0      | 0       | 0     |
| 18:00 | 0        | 0      | 0      | 0       | 0     |
| 18:15 | 0        | 0      | 0      | 0       | 0     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 11       | 0      | 0       | 0       | 11    |
| 19       | 0      | 0       | 0       | 19    |
| 5        | 0      | 0       | 0       | 5     |
| 23       | 0      | 0       | 0       | 23    |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/23/2017 Saturday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 1        | 0      | 0        | 0       | 1     |
| 23:30 | 1        | 0      | 0        | 0       | 1     |
| 23:45 | 1        | 0      | 0        | 1       | 2     |
|       | 248      | 1      | 0        | 3       | 252   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 160      | 0      | 0       | 2       | 162   |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/23/2017 Saturday

| 1     |          |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | ENTERING |        |        |         |       |  |
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 2        | 0      | 0      | 0       | 2     |  |
| 0:15  | 3        | 0      | 0      | 0       | 3     |  |
| 0:30  | 1        | 0      | 0      | 0       | 1     |  |
| 0:45  | 0        | 0      | 0      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 3        | 0      | 0      | 0       | 3     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 0        | 0      | 0      | 0       | 0     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 2        | 0      | 0      | 0       | 2     |  |
| 4:00  | 1        | 0      | 0      | 0       | 1     |  |
| 4:15  | 3        | 0      | 0      | 0       | 3     |  |
| 4:30  | 2        | 0      | 0      | 0       | 2     |  |
| 4:45  | 4        | 0      | 0      | 0       | 4     |  |
| 5:00  | 12       | 0      | 0      | 0       | 12    |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |
| 5:30  | 3        | 0      | 0      | 0       | 3     |  |
| 5:45  | 7        | 0      | 0      | 0       | 7     |  |
| 6:00  | 6        | 0      | 0      | 0       | 6     |  |
| 6:15  | 11       | 0      | 0      | 0       | 11    |  |
| 6:30  | 29       | 0      | 0      | 0       | 29    |  |
| 6:45  | 45       | 0      | 0      | 0       | 45    |  |
| 7:00  | 28       | 0      | 0      | 0       | 28    |  |
| 7:15  | 46       | 0      | 0      | 0       | 46    |  |
| 7:30  | 3        | 0      | 0      | 0       | 3     |  |
| 7:45  | 2        | 0      | 0      | 0       | 2     |  |
| 8:00  | 1        | 0      | 0      | 0       | 1     |  |
| 8:15  | 1        | 0      | 0      | 0       | 1     |  |
| 8:30  | 3        | 0      | 0      | 0       | 3     |  |
| 8:45  | 4        | 0      | 0      | 0       | 4     |  |
| 9:00  | 3        | 0      | 0      | 0       | 3     |  |
| 9:15  | 4        | 0      | 0      | 0       | 4     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 0        | 0      | 0      | 0       | 0     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 1        | 0      | 0      | 0       | 1     |  |
| 10:30 | 2        | 0      | 0      | 0       | 2     |  |
| 10:45 | 1        | 0      | 0      | 0       | 1     |  |
| 11:00 | 1        | 0      | 0      | 0       | 1     |  |

|          |        | EXITING |         | -     |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 45       | 0      | 0       | 0       | 45    |
| 24       | 0      | 0       | 0       | 24    |
| 58       | 0      | 0       | 0       | 58    |
| 13       | 0      | 0       | 0       | 13    |
| 14       | 0      | 0       | 0       | 14    |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/23/2017 Saturday

| 1     |          |        |           |         |       |  |
|-------|----------|--------|-----------|---------|-------|--|
|       | ENTERING |        |           |         |       |  |
|       | Pacc     | Largo  | LINTERING |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle    | 4+ Axle | TOTAL |  |
| 11:15 | 3        | 0      | 0         | 0       | 3     |  |
| 11:30 | 2        | 0      | 0         | 0       | 2     |  |
| 11:45 | 9        | 0      | 0         | 0       | 9     |  |
| 12:00 | 3        | 0      | 0         | 0       | 3     |  |
| 12:15 | 6        | 0      | 0         | 0       | 6     |  |
| 12:30 | 7        | 0      | 0         | 0       | 7     |  |
| 12:45 | 7        | 0      | 0         | 0       | 7     |  |
| 13:00 | 2        | 0      | 0         | 0       | 2     |  |
| 13:15 | 1        | 0      | 0         | 0       | 1     |  |
| 13:30 | 2        | 0      | 0         | 0       | 2     |  |
| 13:45 | 6        | 0      | 0         | 0       | 6     |  |
| 14:00 | 1        | 0      | 0         | 0       | 1     |  |
| 14:15 | 1        | 0      | 0         | 0       | 1     |  |
| 14:30 | 2        | 0      | 0         | 0       | 2     |  |
| 14:45 | 1        | 0      | 0         | 0       | 1     |  |
| 15:00 | 3        | 0      | 0         | 0       | 3     |  |
| 15:15 | 1        | 0      | 0         | 0       | 1     |  |
| 15:30 | 2        | 0      | 0         | 0       | 2     |  |
| 15:45 | 1        | 0      | 0         | 0       | 1     |  |
| 16:00 | 0        | 0      | 0         | 0       | 0     |  |
| 16:15 | 2        | 0      | 0         | 0       | 2     |  |
| 16:30 | 3        | 0      | 0         | 0       | 3     |  |
| 16:45 | 9        | 0      | 0         | 0       | 9     |  |
| 17:00 | 11       | 0      | 0         | 0       | 11    |  |
| 17:15 | 21       | 0      | 0         | 0       | 21    |  |
| 17:30 | 51       | 0      | 0         | 0       | 51    |  |
| 17:45 | 35       | 0      | 0         | 0       | 35    |  |
| 18:00 | 47       | 0      | 0         | 0       | 47    |  |
| 18:15 | 16       | 0      | 0         | 0       | 16    |  |
| 18:30 | 6        | 0      | 0         | 0       | 6     |  |
| 18:45 | 1        | 0      | 0         | 0       | 1     |  |
| 19:00 | 5        | 0      | 0         | 0       | 5     |  |
| 19:15 | 2        | 0      | 0         | 0       | 2     |  |
| 19:30 | 2        | 0      | 0         | 0       | 2     |  |
| 19:45 | 3        | 0      | 0         | 0       | 3     |  |
| 20:00 | 0        | 0      | 0         | 0       | 0     |  |
| 20:15 | 2        | 0      | 0         | 0       | 2     |  |
| 20:30 | 0        | 0      | 0         | 0       | 0     |  |
| 20:45 | 1        | 0      | 0         | 0       | 1     |  |
| 21:00 | 1        | 0      | 0         | 0       | 1     |  |
| 21:15 | 0        | 0      | 0         | 0       | 0     |  |
| 21:30 | 1        | 0      | 0         | 0       | 1     |  |
| 21:45 | 3        | 0      | 0         | 0       | 3     |  |
| 22:00 | 2        | 0      | 0         | 0       | 2     |  |
| 22:15 | 3        | 0      | 0         | 0       | 3     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 16       | 0      | 0       | 0       | 16    |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 10       | 0      | 0       | 0       | 10    |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 18       | 0      | 0       | 0       | 18    |
| 6        | 0      | 0       | 0       | 6     |
| 15       | 0      | 0       | 0       | 15    |
| 6        | 0      | 0       | 0       | 6     |
| 15       | 0      | 0       | 0       | 15    |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 13       | 0      | 0       | 0       | 13    |
| 55       | 0      | 0       | 0       | 55    |
| 22       | 0      | 0       | 0       | 22    |
| 46       | 0      | 0       | 0       | 46    |
| 27       | 0      | 0       | 0       | 27    |
| 5        | 0      | 0       | 0       | 5     |
| 11       | 0      | 0       | 0       | 11    |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| -        | 0      | 0       | 0       | -     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/23/2017 Saturday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 3        | 0      | 0        | 0       | 3     |
| 22:45 | 4        | 0      | 0        | 0       | 4     |
| 23:00 | 5        | 0      | 0        | 0       | 5     |
| 23:15 | 7        | 0      | 0        | 0       | 7     |
| 23:30 | 7        | 0      | 0        | 0       | 7     |
| 23:45 | 4        | 0      | 0        | 0       | 4     |
|       | 551      | 0      | 0        | 0       | 551   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 17       | 0      | 0       | 0       | 17    |
| 1        | 0      | 0       | 0       | 1     |
| 16       | 0      | 0       | 0       | 16    |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 657      | 0      | 0       | 0       | 657   |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/23/2017 Saturday

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|              | ENTERING |        |        |                |       |
|--------------|----------|--------|--------|----------------|-------|
|              | Pass     | Large  |        |                |       |
|              | Vehicles | 2 Axle | 3 ΔχΙρ | <b>4+</b> ΔχΙρ | τοται |
| 0.00         | 0        | 1      | 0      | 0              | 1     |
| 0.00         | 0        | 0      | 0      | 1              | 1     |
| 0.10         | 0        | 0      | 0      | 0              | 0     |
| 0.30         | 0        | 0      | 0      | 0              | 0     |
| 1.00         | 0        | 0      | 1      | 0              | 1     |
| 1.00         | 0        | 0      | 0      | 0              | 0     |
| 1.13         | 0        | 0      | 0      | 0              | 0     |
| 1.30         | 0        | 0      | 2      | 0              | 2     |
| 2.00         | 0        | 0      | 0      | 1              | 1     |
| 2.00         | 0        | 0      | 0      | 0              | 0     |
| 2.13         | 0        | 0      | 2      | 0              | 2     |
| 2.30         | 0        | 0      | 0      | 0              | 0     |
| 2.43         | 0        | 0      | 0      | 0              | 0     |
| 2.15         | 0        | 0      | 0      | 0              | 0     |
| 2.10         | 0        | 0      | 0      | 0              | 0     |
| 3.30         | 0        | 0      | 0      | 0              | 0     |
| 3.45         | 0        | 0      | 0      | 0              | 0     |
| 4.00         | 2        | 0      | 0      | 0              | 2     |
| 4.15         | 2        | 0      | 1      | 0              | 2     |
| 4.30         | 3        | 0      | 1      | 0              | 4     |
| 4.45<br>E.00 | 0        | 0      | 0      | 1              | 1     |
| 5.00         | 0        | 0      | 0      | 1              |       |
| 5.15         | 0        | 0      | 0      | 1              | 1     |
| 5.30         | 1        | 0      | 1      | 0              | 2     |
| 5.45         | 0        | 0      | 0      | 0              | 0     |
| 6.15         | 2        | 0      | 0      | 0              | 2     |
| 6.30         | 2        | 0      | 0      | 0              | 3     |
| 6:45         | 12       | 0      | 0      | 0              | 12    |
| 7.00         | 8        | 0      | 0      | 0              | 8     |
| 7.00         | 9        | 0      | 0      | 0              | 9     |
| 7:10         | 10       | 0      | 1      | 0              | 11    |
| 7:45         | 1        | 0      | 0      | 0              | 1     |
| 8:00         | 0        | 0      | 0      | 1              | 1     |
| 8:15         | 0        | 0      | 1      | 0              | 1     |
| 8:30         | 0        | 0      | 0      | 0              | 0     |
| 8:45         | 0        | 0      | 0      | 0              | 0     |
| 9:00         | 0        | 0      | 0      | 0              | 0     |
| 9:15         | 0        | 1      | 0      | 0              | 1     |
| 9:30         | 0        | 0      | 0      | 0              | 0     |
| 9:45         | 0        | 0      | 0      | 0              | 0     |
| 10:00        | 0        | 0      | 0      | 0              | 0     |
| 10:15        | 0        | 0      | 0      | 0              | 0     |
| 10:30        | 0        | 1      | 0      | 0              | 1     |
| 10:45        | 0        | 1      | 0      | 0              | 1     |
| 11:00        | 0        | 1      | 0      | 0              | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 13       | 0      | 0       | 0       | 13    |
| 5        | 0      | 0       | 2       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 2      | 0       | 0       | 2     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/23/2017 Saturday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 ΔχΙρ | 4+ ΔxΙρ | τοται |
| 11.15 | 0        | 270400 | 0      | 0       | 2     |
| 11:30 | 0        | 1      | 0      | 0       | 1     |
| 11.30 | 0        | 0      | 0      | 0       | 0     |
| 12.00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 0        | 0      | 0      | 0       | 0     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 1      | 0      | 0       | 1     |
| 13:00 | 0        | 1      | 0      | 0       | 1     |
| 13:15 | 0        | 1      | 0      | 0       | 1     |
| 13:30 | 1        | 0      | 0      | 0       | 1     |
| 13:45 | 0        | 1      | 0      | 0       | 1     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 1        | 1      | 0      | 2       | 4     |
| 14:45 | 0        | 0      | 1      | 2       | 3     |
| 15:00 | 0        | 1      | 1      | 0       | 2     |
| 15:15 | 0        | 1      | 0      | 0       | 1     |
| 15:30 | 0        | 2      | 0      | 0       | 2     |
| 15:45 | 0        | 1      | 0      | 0       | 1     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 1        | 1      | 0      | 0       | 2     |
| 17:30 | 5        | 0      | 0      | 0       | 5     |
| 17:45 | 11       | 0      | 0      | 0       | 11    |
| 18:00 | 8        | 0      | 0      | 0       | 8     |
| 18:15 | 7        | 0      | 0      | 0       | 7     |
| 18:30 | 2        | 0      | 0      | 0       | 2     |
| 18:45 | 0        | 1      | 0      | 0       | 1     |
| 19:00 | 0        | 1      | 0      | 0       | 1     |
| 19:15 | 0        | 2      | 0      | 0       | 2     |
| 19:30 | 0        | 1      | 0      | 0       | 1     |
| 19:45 | 0        | 1      | 0      | 0       | 1     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 2      | 0      | 0       | 2     |
| 20:45 | 0        | 2      | 0      | 0       | 2     |
| 21:00 | 0        | 2      | 0      | 0       | 2     |
| 21:15 | 0        | 1      | 0      | 0       | 1     |
| 21:30 | 0        | 1      | 0      | 0       | 1     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 2      | 0      | 0       | 2     |
| 22:15 | 0        | 1      | 0      | 0       | 1     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 2      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 3      | 1       | 1       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 3      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 1      | 0       | 0       | 5     |
| 6        | 1      | 0       | 0       | 7     |
| 20       | 0      | 0       | 0       | 20    |
| 13       | 1      | 0       | 0       | 14    |
| 2        | 2      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/23/2017 Saturday

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 0        | 1        | 0      | 0       | 1     |  |  |
| 22:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:00 | 1        | 0        | 0      | 0       | 1     |  |  |
| 23:15 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 23:45 | 0        | 0        | 0      | 0       | 0     |  |  |
|       | 88       | 37       | 11     | 9       | 145   |  |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 1      | 0      | 0       | 1     |  |  |  |
| 0        | 2      | 0      | 0       | 2     |  |  |  |
| 0        | 1      | 0      | 0       | 1     |  |  |  |
| 0        | 3      | 0      | 0       | 3     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 86       | 40     | 7      | 11      | 144   |  |  |  |

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

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|       | ENTERING |       |   |   |          |
|-------|----------|-------|---|---|----------|
|       | Pass     | Large |   |   |          |
|       | Vehicles |       |   |   | τοται    |
| 0.00  | 2        | 1     |   | 0 | 2        |
| 0.00  | 2        | 0     | 0 | 1 | <u>з</u> |
| 0.13  | 2        | 0     | 0 | 0 |          |
| 0.50  | 2        | 0     | 0 | 0 | 2        |
| 1.00  | 0        | 0     | 0 | 0 | 1        |
| 1.00  | U<br>E   | 0     | 1 | 0 |          |
| 1.15  | 0        | 0     | 0 | 0 | 5        |
| 1.50  | 0        | 0     | 0 | 0 | 2        |
| 2.45  | 0        | 0     | 2 | 1 | 1        |
| 2:00  | 0        | 0     | 0 | 1 | 1        |
| 2.15  | 0        | 0     | 0 | 0 | 0        |
| 2:30  | 0        | 0     | 2 | 0 | 2        |
| 2:45  | 0        | 0     | 0 | 0 | 0        |
| 3:00  | 0        | 0     | 0 | 0 | 0        |
| 3:15  | 0        | 0     | 0 | 0 | 0        |
| 3:30  | 0        | 0     | 0 | 0 | 0        |
| 3:45  | 2        | 0     | 0 | 0 | 2        |
| 4:00  | 3        | 0     | 0 | 0 | 3        |
| 4:15  | /        | 0     | 0 | 0 | 7        |
| 4:30  | 10       | 0     | 1 | 0 | 11       |
| 4:45  | 12       | 0     | 0 | 0 | 12       |
| 5:00  | 18       | 1     | 0 | 1 | 20       |
| 5:15  | 7        | 0     | 0 | 0 | 7        |
| 5:30  | 7        | 0     | 0 | 1 | 8        |
| 5:45  | 11       | 0     | 1 | 0 | 12       |
| 6:00  | 10       | 0     | 0 | 0 | 10       |
| 6:15  | 20       | 0     | 0 | 1 | 21       |
| 6:30  | 51       | 0     | 0 | 0 | 51       |
| 6:45  | 91       | 0     | 0 | 0 | 91       |
| 7:00  | 49       | 0     | 0 | 0 | 49       |
| 7:15  | 85       | 0     | 0 | 0 | 85       |
| 7:30  | 17       | 0     | 1 | 0 | 18       |
| 7:45  | 3        | 0     | 0 | 0 | 3        |
| 8:00  | 1        | 0     | 0 | 1 | 2        |
| 8:15  | 1        | 0     | 1 | 0 | 2        |
| 8:30  | 3        | 0     | 0 | 0 | 3        |
| 8:45  | 4        | 0     | 0 | 0 | 4        |
| 9:00  | 3        | 0     | 0 | 0 | 3        |
| 9:15  | 4        | 1     | 0 | 0 | 5        |
| 9:30  | 1        | 0     | 0 | 0 | 1        |
| 9:45  | 1        | 0     | 0 | 0 | 1        |
| 10:00 | 0        | 0     | 0 | 0 | 0        |
| 10:15 | 2        | 0     | 0 | 0 | 2        |
| 10:30 | 2        | 1     | 0 | 0 | 3        |
| 10:45 | 1        | 1     | 0 | 0 | 2        |
| 11:00 | 1        | 1     | 0 | 0 | 2        |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 1      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 1       | 1       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 1       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 1       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 1       | 0       | 6     |
| 1        | 0      | 1       | 0       | 2     |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 0       | 2       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 67       | 0      | 0       | 0       | 67    |
| 35       | 0      | 0       | 0       | 35    |
| 88       | 0      | 0       | 0       | 88    |
| 22       | 0      | 0       | 2       | 24    |
| 21       | 0      | 0       | 0       | 21    |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 1       | 0       | 1     |
| 6        | 0      | 0       | 1       | 7     |
| 23       | 0      | 0       | 0       | 23    |
| 13       | 0      | 0       | 1       | 14    |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 2       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 1      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 2      | 0       | 0       | 4     |

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

|       | ENTEDING |        |           |         |       |  |
|-------|----------|--------|-----------|---------|-------|--|
|       | Pacc     | Largo  | LINTERING |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle    | 4+ Axle | TOTAL |  |
| 11:15 | 4        | 2      | 0         | 0       | 6     |  |
| 11:30 | 3        | 1      | 0         | 0       | 4     |  |
| 11:45 | 10       | 0      | 0         | 1       | 11    |  |
| 12:00 | 3        | 0      | 0         | 0       | 3     |  |
| 12:15 | 6        | 0      | 0         | 0       | 6     |  |
| 12:30 | 7        | 0      | 0         | 0       | 7     |  |
| 12:45 | 7        | 1      | 0         | 0       | 8     |  |
| 13:00 | 2        | 1      | 0         | 0       | 3     |  |
| 13:15 | 1        | 1      | 0         | 0       | 2     |  |
| 13:30 | 3        | 0      | 0         | 0       | 3     |  |
| 13:45 | 6        | 1      | 0         | 0       | 7     |  |
| 14:00 | 1        | 0      | 0         | 0       | 1     |  |
| 14:15 | 1        | 0      | 0         | 0       | 1     |  |
| 14:30 | 3        | 1      | 0         | 2       | 6     |  |
| 14:45 | 1        | 0      | 1         | 2       | 4     |  |
| 15:00 | 3        | 1      | 1         | 0       | 5     |  |
| 15:15 | 1        | 1      | 0         | 0       | 2     |  |
| 15:30 | 2        | 2      | 0         | 0       | 4     |  |
| 15:45 | 1        | 1      | 0         | 0       | 2     |  |
| 16:00 | 0        | 0      | 0         | 0       | 0     |  |
| 16:15 | 8        | 0      | 0         | 0       | 8     |  |
| 16:30 | 12       | 0      | 0         | 0       | 12    |  |
| 16:45 | 40       | 0      | 0         | 0       | 40    |  |
| 17:00 | 37       | 0      | 0         | 0       | 37    |  |
| 17:15 | 32       | 1      | 0         | 0       | 33    |  |
| 17:30 | 62       | 0      | 0         | 0       | 62    |  |
| 17:45 | 46       | 0      | 0         | 0       | 46    |  |
| 18:00 | 55       | 0      | 0         | 0       | 55    |  |
| 18:15 | 23       | 0      | 0         | 0       | 23    |  |
| 18:30 | 8        | 0      | 0         | 0       | 8     |  |
| 18:45 | 1        | 1      | 0         | 0       | 2     |  |
| 19:00 | 5        | 1      | 0         | 0       | 6     |  |
| 19:15 | 2        | 2      | 0         | 0       | 4     |  |
| 19:30 | 2        | 1      | 0         | 0       | 3     |  |
| 19:45 | 3        | 1      | 0         | 0       | 4     |  |
| 20:00 | 0        | 0      | 0         | 0       | 0     |  |
| 20:15 | 2        | 0      | 0         | 0       | 2     |  |
| 20:30 | 0        | 2      | 0         | 0       | 2     |  |
| 20:45 | 1        | 2      | 0         | 0       | 3     |  |
| 21:00 |          | 2      | 0         | 0       | 3     |  |
| 21:15 | U        | 1      | 0         | U       | 1     |  |
| 21:30 | 1        |        | 0         | 0       | 2     |  |
| 21:45 | 3        | 0      | 0         | 0       | 5     |  |
| 22:00 | 2        | 1      | 0         | 0       | 4     |  |
| 22:15 | 5        | 1 1    | 0         | U       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 1      | 0       | 0       | 3     |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 17       | 1      | 0       | 1       | 19    |
| 5        | 2      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 2      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 1      | 0       | 0       | 5     |
| 10       | 1      | 0       | 0       | 11    |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 1      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 3      | 1       | 1       | 10    |
| 4        | 0      | 0       | 0       | 4     |
| 18       | 0      | 0       | 0       | 18    |
| 6        | 0      | 0       | 0       | 6     |
| 16       | 2      | 0       | 0       | 18    |
| 6        | 3      | 0       | 0       | 9     |
| 15       | 0      | 0       | 0       | 15    |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 24       | 0      | 0       | 0       | 24    |
| 78       | 1      | 0       | 0       | 79    |
| 33       | 1      | 0       | 0       | 34    |
| 89       | 0      | 0       | 0       | 89    |
| 46       | 1      | 0       | 0       | 47    |
| 9        | 2      | 0       | 0       | 11    |
| 11       | 0      | 0       | 0       | 11    |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 1      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 2      | 0       | 0       | 2     |
| 0        | 2      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |

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

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 22:30 | 3        | 1        | 0      | 0       | 4     |  |  |
| 22:45 | 4        | 0        | 0      | 0       | 4     |  |  |
| 23:00 | 6        | 0        | 0      | 0       | 6     |  |  |
| 23:15 | 8        | 0        | 0      | 0       | 8     |  |  |
| 23:30 | 8        | 0        | 0      | 0       | 8     |  |  |
| 23:45 | 5        | 0        | 0      | 1       | 6     |  |  |
|       | 887      | 38       | 11     | 12      | 948   |  |  |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 17       | 1       | 0      | 0       | 18    |  |  |  |  |
| 1        | 2       | 0      | 0       | 3     |  |  |  |  |
| 16       | 1       | 0      | 0       | 17    |  |  |  |  |
| 4        | 3       | 0      | 0       | 7     |  |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |  |
| 903      | 40      | 7      | 13      | 963   |  |  |  |  |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/24/2017 Sunday

|               | 1        |        |        |         |       |  |
|---------------|----------|--------|--------|---------|-------|--|
|               | ENTERING |        |        |         |       |  |
|               | Pass     | Large  |        |         |       |  |
|               | Vehicles | 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      | 0       | 0     |  |
| 1:00          | 0        | 0      | 0      | 0       | 0     |  |
| 1:15          | 0        | 0      | 0      | 0       | 0     |  |
| 1:30          | 0        | 0      | 0      | 0       | 0     |  |
| 1:45          | 0        | 0      | 0      | 0       | 0     |  |
| 2:00          | 0        | 0      | 0      | 0       | 0     |  |
| 2:15          | 0        | 0      | 0      | 0       | 0     |  |
| 2:30          | 0        | 0      | 0      | 0       | 0     |  |
| 2:45          | 0        | 0      | 0      | 0       | 0     |  |
| 3:00          | 0        | 0      | 0      | 0       | 0     |  |
| 3:15          | 0        | 0      | 0      | 0       | 0     |  |
| 3:30          | 0        | 0      | 0      | 0       | 0     |  |
| 3:45          | 0        | 0      | 0      | 0       | 0     |  |
| 4:00          | 0        | 0      | 0      | 0       | 0     |  |
| 4:15          | 2        | 0      | 0      | 0       | 2     |  |
| 4:30          | 3        | 0      | 0      | 0       | 3     |  |
| 4:45          | 5        | 0      | 0      | 0       | 5     |  |
| 5:00          | 1        | 0      | 0      | 0       | 1     |  |
| 5:15          | 0        | 0      | 0      | 0       | 0     |  |
| 5:30          | 1        | 0      | 0      | 0       | 1     |  |
| 5:45          | 3        | 0      | 0      | 0       | 3     |  |
| 6:00          | 4        | 0      | 0      | 0       | 4     |  |
| 6:15          | 8        | 0      | 0      | 0       | 8     |  |
| 6:30          | 23       | 0      | 0      | 0       | 23    |  |
| 6:45          | 44       | 0      | 0      | 0       | 44    |  |
| 7:00          | 15       | 0      | 0      | 0       | 15    |  |
| 7:15          | 33       | 0      | 0      | 0       | 33    |  |
| 7:30          | 2        | 0      | 0      | 0       | 2     |  |
| /:45          | 1        | 0      | 0      | 0       | 1     |  |
| 8:00          | 1        | 0      | 0      | 0       | 1     |  |
| 8:15          | 0        | 0      | 0      | 0       | 0     |  |
| 8:30          | 1        | 0      | 0      | 0       | 1     |  |
| 0.45          | 0        | 0      | 0      | 0       | 0     |  |
| 9.00          | 0        | 0      | 0      | 0       | 0     |  |
| 9:12          | 0        | 0      | 0      | 0       | 0     |  |
| 9.30          | 0        | 0      | 0      | 0       | 0     |  |
| 9.45<br>10·00 | 0        | 0      | 0      | 0       | 0     |  |
| 10.00         | 0        | 0      | 0      | 0       | 0     |  |
| 10.13         | 0        | 0      | 0      | 0       | 0     |  |
| 10:45         | 0        | 0      | 0      | 0       | 0     |  |
| 11:00         | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 14       | 0      | 0       | 0       | 14    |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/24/2017 Sunday

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|       | ENTERING |       |        |         |       |
|-------|----------|-------|--------|---------|-------|
|       | Pass     | Large |        |         |       |
|       | Vehicles |       | 3 ΔχΙρ | 4+ ΔxΙρ | τοται |
| 11.15 | 0        | 0     | 0      | 0       | 0     |
| 11.10 | 0        | 0     | 0      | 0       | 0     |
| 11:45 | 1        | 0     | 0      | 0       | 1     |
| 12:00 | 0        | 0     | 0      | 0       | 0     |
| 12.00 | 0        | 0     | 0      | 0       | 0     |
| 12.13 | 0        | 0     | 0      | 0       | 0     |
| 12.30 | 0        | 0     | 0      | 0       | 0     |
| 12.45 | 0        | 0     | 0      | 0       | 0     |
| 12.00 | 0        | 0     | 0      | 0       | 0     |
| 12.13 | 0        | 0     | 0      | 0       | 0     |
| 12.30 | 0        | 0     | 0      | 0       | 0     |
| 13.45 | 0        | 0     | 0      | 0       | 0     |
| 14.00 | 0        | 0     | 0      | 0       | 0     |
| 14.15 | 0        | 0     | 0      | 0       | 0     |
| 14.30 | 0        | 0     | 0      | 0       | 0     |
| 14:45 | 0        | 0     | 0      | 0       | 0     |
| 15:00 | 0        | 0     | 0      | 0       | 0     |
| 15:15 | 0        | 0     | 0      | 0       | 0     |
| 15:30 | 0        | 0     | 0      | 0       | 0     |
| 15:45 | 0        | 0     | 0      | 0       | 0     |
| 16:00 | 0        | 0     | 0      | 0       | 0     |
| 16:15 | 0        | 0     | 0      | 0       | 0     |
| 16:30 | 0        | 0     | 0      | 0       | 0     |
| 16:45 | 0        | 0     | 0      | 0       | 0     |
| 17:00 | 0        | 0     | 0      | 0       | 0     |
| 17:15 | 21       | 0     | 0      | 0       | 21    |
| 17:30 | 21       | 0     | 0      | 0       | 21    |
| 17:45 | 40       | 0     | 0      | 0       | 40    |
| 10.00 | 13       | 0     | 0      | 0       | 15    |
| 18:15 | 14       | 0     | 0      | 0       | 14    |
| 18:30 | 3        | 0     | 0      | 0       | 3     |
| 10.45 | 0        | 0     | 0      | 0       | 0     |
| 10.15 | 0        | 0     | 0      | 0       | 0     |
| 19:15 | 0        | 0     | 0      | 0       | 0     |
| 19:30 | 0        | 0     | 0      | 0       | 0     |
| 19:45 | 0        | 0     | 0      | 0       | 0     |
| 20.00 | 0        | 0     | 0      | 0       | 0     |
| 20.15 | 0        | 0     | 0      | 0       | 0     |
| 20:30 | 1        | 0     | 0      | 0       | 1     |
| 20.45 | 1        | 0     | 0      | 0       | 1     |
| 21:00 | 0        | 0     | 0      | 0       | 0     |
| 21:15 | 0        | 0     | 0      | 0       | 0     |
| 21:30 | 0        | 0     | 0      | 0       | 0     |
| 21:45 | 0        | 0     | 0      | 0       | 0     |
| 22:00 | 0        | 0     | 0      | 0       | 0     |
| 22:15 | U        | 0     | U      | U       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 26       | 0      | 0       | 0       | 26    |
| 8        | 0      | 0       | 0       | 8     |
| 27       | 0      | 0       | 0       | 27    |
| 15       | 0      | 0       | 0       | 15    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA NORTH DRIVEWAY 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 0       | 0     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 0        | 0      | 0        | 0       | 0     |
| 23:15 | 0        | 0      | 0        | 0       | 0     |
| 23:30 | 0        | 0      | 0        | 0       | 0     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 247      | 0      | 0        | 0       | 247   |

|          | -      | EXITING | -       |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 153      | 0      | 0       | 0       | 153   |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/24/2017 Sunday

|               | ENTERING |        |        |         |        |  |
|---------------|----------|--------|--------|---------|--------|--|
|               | Pass     | Large  |        |         |        |  |
|               | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL  |  |
| 0:00          | 0        | 0      | 0      | 0       | 0      |  |
| 0:15          | 0        | 0      | 0      | 0       | 0      |  |
| 0:30          | 0        | 1      | 0      | 0       | 1      |  |
| 0:45          | 0        | 0      | 0      | 0       | 0      |  |
| 1:00          | 0        | 0      | 0      | 0       | 0      |  |
| 1:15          | 1        | 0      | 0      | 0       | 1      |  |
| 1:30          | 1        | 0      | 0      | 0       | 1      |  |
| 1:45          | 0        | 0      | 0      | 0       | 0      |  |
| 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        | 0      | 0      | 0       | 0      |  |
| 3:15          | 0        | 0      | 0      | 0       | 0      |  |
| 3:30          | 1        | 0      | 0      | 0       | 1      |  |
| 3:45          | 2        | 0      | 0      | 0       | 2      |  |
| 4:00          | 1        | 0      | 0      | 0       | 1      |  |
| 4:15          | 1        | 0      | 0      | 0       | 1      |  |
| 4:30          | 2        | 0      | 0      | 0       | 2      |  |
| 4:45          | 7        | 0      | 0      | 0       | 7      |  |
| 5:00          | 7        | 0      | 0      | 0       | 7      |  |
| 5:15          | 1        | 0      | 0      | 0       | 1      |  |
| 5:30          | 2        | 0      | 0      | 0       | 2      |  |
| 5:45          | 2        | 0      | 0      | 0       | 2      |  |
| 6:00          | 5        | 0      | 0      | 0       | 5      |  |
| 6:15          | 9        | 0      | 0      | 0       | 9      |  |
| 6:30          | 22       | 0      | 0      | 0       | 22     |  |
| 6:45          | 42       | 1      | 0      | 0       | 43     |  |
| 7:00          | 21       | 0      | 0      | 0       | 21     |  |
| 7:15          | 25       | 0      | 0      | 0       | 25     |  |
| 7:30          | 3        | 0      | 0      | 0       | 3      |  |
| /:45          | 3        | 0      | 0      | 0       | 3      |  |
| 8:00          | 2        | 0      | 0      | 0       | 2      |  |
| 8:15          | 3        | 0      | 0      | 0       | 3      |  |
| 8:30          | 4        | 0      | 0      | 0       | 4      |  |
| 0.45          | 2        | 0      | 0      | 0       | 2      |  |
| 9.00          | 2        | 0      | 0      | 0       | 2      |  |
| 9:12          | 3<br>1   | 0      | 0      | 0       | 3<br>1 |  |
| 9.30          | 1        | 0      | 0      | 0       | 1      |  |
| 9.45<br>10·00 | 1        | 1      | 0      | 0       | 2      |  |
| 10.00         | 1        | 0      | 0      | 0       | 1      |  |
| 10:10         | 0        | 0      | 0      | 0       | 0      |  |
| 10:45         | 0        | 0      | 0      | 0       | 0      |  |
| 11:00         | 4        | 0      | 0      | 0       | 4      |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 17       | 0      | 0       | 0       | 17    |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 1      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 40       | 0      | 0       | 0       | 40    |
| 21       | 0      | 0       | 0       | 21    |
| 49       | 0      | 0       | 0       | 49    |
| 13       | 0      | 0       | 0       | 13    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 11       | 1      | 0       | 0       | 12    |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/24/2017 Sunday

| 1     |          |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | ENTERING |        |        |         |       |  |
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 2        | 0      | 0      | 0       | 2     |  |
| 11:30 | 5        | 0      | 0      | 0       | 5     |  |
| 11:45 | 9        | 0      | 0      | 0       | 9     |  |
| 12:00 | 7        | 0      | 0      | 0       | 7     |  |
| 12:15 | 3        | 0      | 0      | 0       | 3     |  |
| 12:30 | 10       | 0      | 0      | 0       | 10    |  |
| 12:45 | 15       | 0      | 0      | 0       | 15    |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 2        | 0      | 0      | 0       | 2     |  |
| 13:45 | 1        | 0      | 0      | 0       | 1     |  |
| 14:00 | 3        | 0      | 0      | 0       | 3     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 1        | 0      | 0      | 0       | 1     |  |
| 14:45 | 3        | 0      | 0      | 0       | 3     |  |
| 15:00 | 1        | 0      | 0      | 0       | 1     |  |
| 15:15 | 3        | 0      | 0      | 0       | 3     |  |
| 15:30 | 2        | 0      | 0      | 0       | 2     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 1        | 0      | 0      | 0       | 1     |  |
| 16:15 | 1        | 0      | 0      | 0       | 1     |  |
| 16:30 | 5        | 0      | 0      | 0       | 5     |  |
| 16:45 | 10       | 0      | 0      | 0       | 10    |  |
| 17:00 | 18       | 0      | 0      | 0       | 18    |  |
| 17:15 | 34       | 0      | 0      | 0       | 34    |  |
| 17:30 | 47       | 0      | 0      | 0       | 47    |  |
| 17:45 | 49       | 0      | 0      | 0       | 49    |  |
| 18:00 | 32       | 0      | 0      | 0       | 32    |  |
| 18:15 | 30       | 0      | 0      | 0       | 30    |  |
| 18:30 | 5        | 0      | 0      | 0       | 5     |  |
| 18:45 | 1        | 0      | 0      | 0       | 1     |  |
| 19:00 | 2        | 0      | 0      | 0       | 2     |  |
| 19:15 | 4        | 0      | 0      | 0       | 4     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 2        | 0      | 0      | 0       | 2     |  |
| 20:00 | 1        | 0      | 0      | 0       | 1     |  |
| 20:15 | 1        | 0      | 0      | 0       | 1     |  |
| 20:30 | 1        | 0      | 0      | 0       | 1     |  |
| 20:45 | 3        | 0      | 0      | 0       | 3     |  |
| 21:00 | 1        | 0      | 0      | 0       | 1     |  |
| 21:15 | 1        | 0      | 0      | 0       | 1     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 1        | 0      | 0      | 0       | 1     |  |
| 22:00 | 1        | 0      | 0      | 0       | 1     |  |
| 22:15 | 1        | 0      | 0      | 0       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 16       | 0      | 0       | 0       | 16    |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 1      | 0       | 0       | 5     |
| 14       | 0      | 0       | 0       | 14    |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 19       | 0      | 0       | 0       | 19    |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 49       | 0      | 0       | 0       | 49    |
| 24       | 0      | 0       | 0       | 24    |
| 56       | 0      | 0       | 0       | 56    |
| 20       | 0      | 0       | 0       | 20    |
| 11       | 0      | 0       | 0       | 11    |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
|          |        |         |         |       |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA MIDDLE DRIVEWAY 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 2        | 0      | 0        | 0       | 2     |
| 22:45 | 0        | 0      | 0        | 0       | 0     |
| 23:00 | 9        | 0      | 0        | 0       | 9     |
| 23:15 | 2        | 0      | 0        | 0       | 2     |
| 23:30 | 13       | 0      | 0        | 0       | 13    |
| 23:45 | 4        | 0      | 0        | 0       | 4     |
|       | 534      | 3      | 0        | 0       | 537   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 13       | 0      | 0       | 0       | 13    |
| 2        | 0      | 0       | 0       | 2     |
| 15       | 0      | 0       | 0       | 15    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 615      | 4      | 0       | 0       | 619   |

City of Eastvale **Driveway Counts** 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/24/2017 Sunday

|               | ENTERING |        |        |         |       |  |
|---------------|----------|--------|--------|---------|-------|--|
|               | Pass     | Large  |        |         |       |  |
|               | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00          | 0        | 0      | 1      | 0       | 1     |  |
| 0:15          | 0        | 0      | 0      | 0       | 0     |  |
| 0:30          | 0        | 0      | 0      | 1       | 1     |  |
| 0:45          | 0        | 0      | 0      | 0       | 0     |  |
| 1:00          | 0        | 0      | 0      | 1       | 1     |  |
| 1:15          | 0        | 0      | 0      | 0       | 0     |  |
| 1:30          | 0        | 0      | 0      | 0       | 0     |  |
| 1:45          | 0        | 0      | 0      | 2       | 2     |  |
| 2:00          | 0        | 0      | 0      | 1       | 1     |  |
| 2:15          | 0        | 0      | 0      | 3       | 3     |  |
| 2:30          | 0        | 0      | 0      | 5       | 5     |  |
| 2:45          | 0        | 0      | 0      | 1       | 1     |  |
| 3:00          | 0        | 0      | 1      | 0       | 1     |  |
| 3:15          | 0        | 0      | 2      | 1       | 3     |  |
| 3:30          | 0        | 0      | 0      | 1       | 1     |  |
| 3:45          | 0        | 0      | 0      | 0       | 0     |  |
| 4:00          | 0        | 0      | 1      | 0       | 1     |  |
| 4:15          | 1        | 0      | 0      | 0       | 1     |  |
| 4:30          | 2        | 0      | 0      | 0       | 2     |  |
| 4:45          | 0        | 0      | 0      | 0       | 0     |  |
| 5:00          | 1        | 0      | 0      | 0       | 1     |  |
| 5:15          | 0        | 0      | 0      | 1       | 1     |  |
| 5:30          | 0        | 0      | 0      | 1       | 1     |  |
| 5:45          | 0        | 0      | 0      | 0       | 0     |  |
| 6:00          | 1        | 0      | 0      | 0       | 1     |  |
| 6:15          | 1        | 0      | 0      | 1       | 2     |  |
| 6:30          | 1        | 0      | 1      | 0       | 2     |  |
| 6:45          | 10       | 0      | 0      | 0       | 10    |  |
| 7:00          | 6        | 0      | 0      | 0       | 6     |  |
| 7:15          | 6        | 0      | 0      | 0       | 6     |  |
| 7:30          | 2        | 0      | 0      | 0       | 2     |  |
| 7:45          | 1        | 0      | 0      | 0       | 1     |  |
| 0.00<br>0.1 E | 0        | 0      | 0      | 1       | 1     |  |
| 0.15          | 0        | 0      | 0      | 0       | 0     |  |
| 0.50          | 0        | 0      | 0      | 0       | 0     |  |
| 9.00          | 0        | 0      | 0      | 0       | 0     |  |
| 0.15          | 0        | 0      | 0      | 0       | 0     |  |
| 0·3U          | 0        | 0      | 0      | 0       | 0     |  |
| 9.45          | 0        | 0      | 1      | 0       | 1     |  |
| 10.00         | 1        | 0      | 0      | 1       | 2     |  |
| 10:15         | 0        | 0      | 0      | 0       | 0     |  |
| 10:30         | 0        | 0      | 0      | 0       | 0     |  |
| 10:45         | 0        | 0      | 0      | 0       | 0     |  |
| 11:00         | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |        |
|----------|--------|---------|---------|--------|
| Pass     | Large  |         |         |        |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL  |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 1       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 2       | 2      |
| 0        | 0      | 2       | 0       | 2      |
| 0        | 0      | 1       | 0       | 1      |
| 0        | 0      | 1       | 0       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 1       | 3       | 4      |
| 0        | 0      | 1       | 3       | 4      |
| 0        | 0      | 0       | 6       | 6      |
| 0        | 0      | 0       | 4       | 4      |
| 0        | 0      | 1       | 0       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 1       | 1      |
| 11       | 0      | 0       | 0       | 11     |
| 5        | 0      | 0       | 0       | 5      |
| 4        | 0      | 0       | 0       | 4      |
| 2        | 0      | 0       | 0       | 2      |
| 0        | 0      | 0       | 1       | 1      |
| 0        | 0      | 1       | 0       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 1        | 0      | 0       | 0       | 1      |
| -        | 0      | 0       | 0       | 0      |
| 1        | 0      | 2       | 0       | 3      |
| 1        | 0      | 0       | 0       | 1      |
| 1        | 0      | 1       | 0       | 2      |
| 1        | 0      | 0       | 0       | 1      |
| 0        | 0      | 0       | 1       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 1       | 0       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | n<br>n |
| 0        | 0      | 1       | 0       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 1        | 0      | 0       | 0       | 1      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | 0      |
| 0        | 0      | 0       | 0       | n      |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |  |
|-------|----------|--------|----------|---------|-------|--|
|       | Pass     | Large  |          |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 11:15 | 1        | 0      | 0        | 0       | 1     |  |
| 11:30 | 0        | 0      | 0        | 0       | 0     |  |
| 11:45 | 0        | 0      | 1        | 0       | 1     |  |
| 12:00 | 0        | 0      | 2        | 0       | 2     |  |
| 12:15 | 0        | 0      | 1        | 0       | 1     |  |
| 12:30 | 0        | 0      | 0        | 0       | 0     |  |
| 12:45 | 0        | 0      | 0        | 0       | 0     |  |
| 13:00 | 0        | 0      | 0        | 0       | 0     |  |
| 13:15 | 0        | 0      | 0        | 1       | 1     |  |
| 13:30 | 0        | 0      | 0        | 2       | 2     |  |
| 13:45 | 0        | 0      | 0        | 0       | 0     |  |
| 14:00 | 0        | 0      | 0        | 1       | 1     |  |
| 14:15 | 0        | 0      | 0        | 1       | 1     |  |
| 14:30 | 0        | 0      | 3        | 0       | 3     |  |
| 14:45 | 0        | 0      | 1        | 2       | 3     |  |
| 15:00 | 0        | 0      | 0        | 2       | 2     |  |
| 15:15 | 0        | 0      | 1        | 0       | 1     |  |
| 15:30 | 0        | 0      | 0        | 0       | 0     |  |
| 15:45 | 0        | 0      | 0        | 0       | 0     |  |
| 16:00 | 0        | 1      | 0        | 0       | 1     |  |
| 16:15 | 0        | 0      | 2        | 0       | 2     |  |
| 16:30 | 1        | 0      | 0        | 0       | 1     |  |
| 16:45 | 0        | 0      | 0        | 1       | 1     |  |
| 17:00 | 0        | 0      | 1        | 0       | 1     |  |
| 17:15 | 3        | 0      | 0        | 0       | 3     |  |
| 17:30 | 10       | 0      | 0        | 0       | 10    |  |
| 17:45 | 12       | 0      | 0        | 0       | 12    |  |
| 18:00 | 4        | 0      | 0        | 1       | 5     |  |
| 18:15 | 5        | 0      | 1        | 0       | 6     |  |
| 18:30 | 2        | 0      | 0        | 0       | 2     |  |
| 18:45 | 1        | 0      | 0        | 1       | 2     |  |
| 19:00 | 1        | 0      | 0        | 1       | 2     |  |
| 19:15 | 0        | 0      | 0        | 0       | 0     |  |
| 19:30 | 0        | 0      | 0        | 0       | 0     |  |
| 19:45 | 0        | 0      | 0        | 1       | 1     |  |
| 20:00 | 0        | 0      | 0        | 1       | 1     |  |
| 20:15 | 1        | 0      | 0        | 0       | 1     |  |
| 20:30 | 0        | 0      | 0        | 1       | 1     |  |
| 20:45 | 0        | 0      | 0        | 1       | 1     |  |
| 21:00 | 0        | 0      | 0        | 0       | 0     |  |
| 21:15 | 0        | 0      | 1        | 1       | 2     |  |
| 21:30 | 0        | 0      | 1        | 0       | 1     |  |
| 21:45 | U        | 0      | 1        | 1       | 2     |  |
| 22:00 | U        | 0      | 1        | 0       | 1     |  |
| 22:15 | 0        | 0      | 0        | 1       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 18       | 0      | 0       | 0       | 18    |
| 4        | 0      | 1       | 3       | 8     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 4       | 4     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 2       | 3     |

City of Eastvale Driveway Counts 5250 Goodman Road, Eastvale, CA SOUTH DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 1        | 0      | 0      | 1       | 2     |
| 22:45 | 0        | 0      | 0      | 0       | 0     |
| 23:00 | 0        | 0      | 3      | 1       | 4     |
| 23:15 | 1        | 0      | 1      | 0       | 2     |
| 23:30 | 0        | 0      | 0      | 1       | 1     |
| 23:45 | 0        | 0      | 1      | 0       | 1     |
|       | 76       | 1      | 29     | 44      | 150   |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |
| 73       | 2      | 24     | 54      | 153   |  |  |  |

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

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 0        | 0      | 1      | 0       | 1     |  |
| 0:15  | 0        | 0      | 0      | 0       | 0     |  |
| 0:30  | 0        | 1      | 0      | 1       | 2     |  |
| 0:45  | 0        | 0      | 0      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 1       | 1     |  |
| 1:15  | 1        | 0      | 0      | 0       | 1     |  |
| 1:30  | 1        | 0      | 0      | 0       | 1     |  |
| 1:45  | 0        | 0      | 0      | 2       | 2     |  |
| 2:00  | 1        | 0      | 0      | 1       | 2     |  |
| 2:15  | 0        | 0      | 0      | 3       | 3     |  |
| 2:30  | 1        | 0      | 0      | 5       | 6     |  |
| 2:45  | 1        | 0      | 0      | 1       | 2     |  |
| 3:00  | 0        | 0      | 1      | 0       | 1     |  |
| 3:15  | 0        | 0      | 2      | 1       | 3     |  |
| 3:30  | 1        | 0      | 0      | 1       | 2     |  |
| 3:45  | 2        | 0      | 0      | 0       | 2     |  |
| 4:00  | 1        | 0      | 1      | 0       | 2     |  |
| 4:15  | 4        | 0      | 0      | 0       | 4     |  |
| 4:30  | 7        | 0      | 0      | 0       | 7     |  |
| 4:45  | 12       | 0      | 0      | 0       | 12    |  |
| 5:00  | 9        | 0      | 0      | 0       | 9     |  |
| 5:15  | 1        | 0      | 0      | 1       | 2     |  |
| 5:30  | 3        | 0      | 0      | 1       | 4     |  |
| 5:45  | 5        | 0      | 0      | 0       | 5     |  |
| 6:00  | 10       | 0      | 0      | 0       | 10    |  |
| 6:15  | 18       | 0      | 0      | 1       | 19    |  |
| 6:30  | 46       | 0      | 1      | 0       | 47    |  |
| 6:45  | 96       | 1      | 0      | 0       | 97    |  |
| 7:00  | 42       | 0      | 0      | 0       | 42    |  |
| 7:15  | 64       | 0      | 0      | 0       | 64    |  |
| 7:30  | 7        | 0      | 0      | 0       | 7     |  |
| 7:45  | 5        | 0      | 0      | 0       | 5     |  |
| 8:00  | 3        | 0      | 0      | 1       | 4     |  |
| 8:15  | 3        | 0      | 0      | 0       | 3     |  |
| 8:30  | 5        | 0      | 0      | 0       | 5     |  |
| 8:45  | 2        | 0      | 0      | 0       | 2     |  |
| 9:00  | 2        | 0      | 0      | 0       | 2     |  |
| 9:15  | 3        | 0      | 0      | 0       | 3     |  |
| 9:30  | 1        | 0      | 0      | 0       | 1     |  |
| 9:45  | 1        | 0      | 1      | 0       | 2     |  |
| 10:00 | 2        | 1      | 0      | 1       | 4     |  |
| 10:15 | 1        | 0      | 0      | 0       | 1     |  |
| 10:30 | 0        | 0      | 0      | 0       | 0     |  |
| 10:45 | 0        | 0      | 0      | 0       | 0     |  |
| 11:00 | 4        | 0      | 0      | 0       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 1       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 17       | 0      | 0       | 0       | 17    |
| 5        | 0      | 0       | 2       | 7     |
| 1        | 0      | 2       | 0       | 3     |
| 6        | 0      | 1       | 0       | 7     |
| 1        | 1      | 1       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 1       | 3       | 12    |
| 8        | 0      | 1       | 3       | 12    |
| 8        | 0      | 0       | 6       | 14    |
| 5        | 0      | 0       | 4       | 9     |
| 4        | 0      | 1       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 1       | 2     |
| 65       | 0      | 0       | 0       | 65    |
| 31       | 0      | 0       | 0       | 31    |
| 62       | 0      | 0       | 0       | 62    |
| 20       | 0      | 0       | 0       | 20    |
| 4        | 0      | 0       | 1       | 5     |
| 6        | 0      | 1       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 12       | 0      | 0       | 0       | 12    |
| 15       | 1      | 0       | 0       | 16    |
| 6        | 0      | 2       | 0       | 8     |
| 11       | 0      | 0       | 0       | 11    |
| 8        | 0      | 1       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 1       | 4     |
| 0        | 1      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 1       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |

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

|       |          | ENTERING |        |         |       |  |  |
|-------|----------|----------|--------|---------|-------|--|--|
|       | Pass     | Large    |        |         |       |  |  |
|       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| 11:15 | 3        | 0        | 0      | 0       | 3     |  |  |
| 11:30 | 5        | 0        | 0      | 0       | 5     |  |  |
| 11:45 | 10       | 0        | 1      | 0       | 11    |  |  |
| 12:00 | 7        | 0        | 2      | 0       | 9     |  |  |
| 12:15 | 3        | 0        | 1      | 0       | 4     |  |  |
| 12:30 | 10       | 0        | 0      | 0       | 10    |  |  |
| 12:45 | 15       | 0        | 0      | 0       | 15    |  |  |
| 13:00 | 0        | 0        | 0      | 0       | 0     |  |  |
| 13:15 | 0        | 0        | 0      | 1       | 1     |  |  |
| 13:30 | 2        | 0        | 0      | 2       | 4     |  |  |
| 13:45 | 1        | 0        | 0      | 0       | 1     |  |  |
| 14:00 | 3        | 0        | 0      | 1       | 4     |  |  |
| 14:15 | 0        | 0        | 0      | 1       | 1     |  |  |
| 14:30 | 1        | 0        | 3      | 0       | 4     |  |  |
| 14:45 | 3        | 0        | 1      | 2       | 6     |  |  |
| 15:00 | 1        | 0        | 0      | 2       | 3     |  |  |
| 15:15 | 3        | 0        | 1      | 0       | 4     |  |  |
| 15:30 | 2        | 0        | 0      | 0       | 2     |  |  |
| 15:45 | 0        | 0        | 0      | 0       | 0     |  |  |
| 16:00 | 1        | 1        | 0      | 0       | 2     |  |  |
| 16:15 | 1        | 0        | 2      | 0       | 3     |  |  |
| 16:30 | 6        | 0        | 0      | 0       | 6     |  |  |
| 16:45 | 10       | 0        | 0      | 1       | 11    |  |  |
| 17:00 | 18       | 0        | 1      | 0       | 19    |  |  |
| 17:15 | 44       | 0        | 0      | 0       | 44    |  |  |
| 17:30 | 78       | 0        | 0      | 0       | 78    |  |  |
| 17:45 | 101      | 0        | 0      | 0       | 101   |  |  |
| 18:00 | 49       | 0        | 0      | 1       | 50    |  |  |
| 18:15 | 49       | 0        | 1      | 0       | 50    |  |  |
| 18:30 | 10       | 0        | 0      | 0       | 10    |  |  |
| 18:45 | 2        | 0        | 0      | 1       | 3     |  |  |
| 19:00 | 3        | 0        | 0      | 1       | 4     |  |  |
| 19:15 | 4        | 0        | 0      | 0       | 4     |  |  |
| 19:30 | 0        | 0        | 0      | 0       | 0     |  |  |
| 19:45 | 2        | 0        | 0      | 1       | 3     |  |  |
| 20:00 | 1        | 0        | 0      | 1       | 2     |  |  |
| 20:15 | 2        | 0        | 0      | 0       | 2     |  |  |
| 20:30 | 1        | 0        | 0      | 1       | 2     |  |  |
| 20:45 | 4        | 0        | 0      | 1       | 5     |  |  |
| 21:00 | 1        | 0        | 0      | 0       | 1     |  |  |
| 21:15 | 1        | 0        | 1      | 1       | 3     |  |  |
| 21:30 | 0        | 0        | 1      | 0       | 1     |  |  |
| 21:45 | 1        | 0        | 1      | 1       | 3     |  |  |
| 22:00 | 1        | 0        | 1      | 0       | 2     |  |  |
| 22:15 | 1        | 0        | 0      | 1       | 2     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 1       | 4     |
| 17       | 0      | 0       | 0       | 17    |
| 22       | 0      | 0       | 0       | 22    |
| 8        | 1      | 1       | 3       | 13    |
| 15       | 0      | 0       | 0       | 15    |
| 8        | 0      | 0       | 1       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 6        | 0      | 1       | 0       | 7     |
| 5        | 0      | 0       | 2       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 1       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 19       | 0      | 0       | 0       | 19    |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 8        | 0      | 0       | 2       | 10    |
| 1        | 0      | 1       | 2       | 4     |
| 9        | 0      | 0       | 4       | 13    |
| 6        | 0      | 0       | 3       | 9     |
| 75       | 0      | 0       | 0       | 75    |
| 32       | 0      | 0       | 0       | 32    |
| 83       | 0      | 0       | 0       | 83    |
| 35       | 1      | 0       | 0       | 36    |
| 16       | 0      | 1       | 0       | 17    |
| 8        | 0      | 0       | 1       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 1       | 2       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 4        | 0      | 1       | 0       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 1       | 4     |
| 1        | 0      | 2       | 2       | 5     |
| - 1      | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| - 1      | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 2       | - 5   |

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

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

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 2        | 0      | 1      | 1       | 4     |  |  |
| 15       | 0      | 0      | 1       | 16    |  |  |
| 16       | 0      | 0      | 0       | 16    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 841      | 6      | 24     | 54      | 925   |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 0        | 0      | 0      | 1       | 1     |  |
| 0:15  | 0        | 0      | 0      | 1       | 1     |  |
| 0:30  | 0        | 2      | 0      | 3       | 5     |  |
| 0:45  | 1        | 0      | 0      | 1       | 2     |  |
| 1:00  | 0        | 2      | 2      | 2       | 6     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 2       | 2     |  |
| 1:45  | 0        | 0      | 0      | 1       | 1     |  |
| 2:00  | 0        | 0      | 0      | 1       | 1     |  |
| 2:15  | 0        | 1      | 1      | 1       | 3     |  |
| 2:30  | 0        | 0      | 1      | 2       | 3     |  |
| 2:45  | 0        | 1      | 0      | 2       | 3     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 2       | 2     |  |
| 3:30  | 0        | 0      | 0      | 1       | 1     |  |
| 3:45  | 0        | 0      | 0      | 2       | 2     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 3        | 0      | 1      | 0       | 4     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 1        | 0      | 0      | 2       | 3     |  |
| 5:00  | 1        | 0      | 0      | 0       | 1     |  |
| 5:15  | 2        | 0      | 0      | 0       | 2     |  |
| 5:30  | 0        | 0      | 0      | 1       | 1     |  |
| 5:45  | 1        | 0      | 0      | 1       | 2     |  |
| 6:00  | 0        | 0      | 0      | 1       | 1     |  |
| 6:15  | 0        | 0      | 0      | 0       | 0     |  |
| 6:30  | 0        | 0      | 1      | 2       | 3     |  |
| 6:45  | 0        | 0      | 0      | 4       | 4     |  |
| 7:00  | 0        | 0      | 0      | 1       | 1     |  |
| 7:15  | 1        | 0      | 0      | 4       | 5     |  |
| 7:30  | 0        | 0      | 1      | 1       | 2     |  |
| 7:45  | 0        | 0      | 1      | 1       | 2     |  |
| 8:00  | 0        | 0      | 1      | 2       | 3     |  |
| 8:15  | 5        | 0      | 0      | 3       | 8     |  |
| 8:30  | 6        | 0      | 1      | 1       | 8     |  |
| 8:45  | 5        | 1      | 0      | 0       | 6     |  |
| 9:00  | 1        | 1      | 0      | 1       | 3     |  |
| 9:15  | 3        | 2      | 1      | 2       | 8     |  |
| 9:30  | 7        | 0      | 4      | 2       | 13    |  |
| 9:45  | 5        | 1      | 2      | 2       | 10    |  |
| 10:00 | 1        | 1      | 2      | 3       | 7     |  |
| 10:15 | 5        | 0      | 0      | 2       | 7     |  |
| 10:30 | 4        | 3      | 0      | 5       | 12    |  |
| 10:45 | 4        | 0      | 3      | 6       | 13    |  |
| 11:00 | 0        | 1      | 2      | 2       | 5     |  |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 2        | 0       | 2      | 0       | 4     |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 2      | 2       | 4     |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 0        | 4       | 1      | 2       | 7     |  |  |  |
| 2        | 0       | 0      | 2       | 4     |  |  |  |
| 1        | 0       | 1      | 1       | 3     |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |
| 1        | 0       | 1      | 1       | 3     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 2       | 3     |  |  |  |
| 1        | 0       | 1      | 0       | 2     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 3        | 0       | 0      | 1       | 4     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 0        | 0       | 1      | 3       | 4     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 4       | 4     |  |  |  |
| 0        | 0       | 0      | 1       | 1     |  |  |  |
| 1        | 0       | 0      | 1       | 2     |  |  |  |
| 4        | 0       | 0      | 2       | 6     |  |  |  |
| 2        | 1       | 2      | 3       | 8     |  |  |  |
| 0        | 0       | 1      | 2       | 3     |  |  |  |
| 2        | 0       | 1      | 2       | 5     |  |  |  |
| 4        | 1       | 1      | 1       | 7     |  |  |  |
| 1        | 3       | 0      | 0       | 4     |  |  |  |
| 4        | 1       | 1      | 1       | 7     |  |  |  |
| 0        | 5       | 0      | 2       | 7     |  |  |  |
| 1        | 1       | 1      | 2       | 5     |  |  |  |
| 1        | 1       | 3      | 3       | 8     |  |  |  |
| 2        | 2       | 1      | 2       | 7     |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 0      | 2       | 2     |  |
| 11:30 | 0        | 0      | 0      | 4       | 4     |  |
| 11:45 | 0        | 1      | 1      | 4       | 6     |  |
| 12:00 | 1        | 0      | 0      | 2       | 3     |  |
| 12:15 | 1        | 1      | 0      | 1       | 3     |  |
| 12:30 | 0        | 2      | 0      | 3       | 5     |  |
| 12:45 | 2        | 3      | 0      | 2       | 7     |  |
| 13:00 | 2        | 1      | 1      | 3       | 7     |  |
| 13:15 | 3        | 2      | 1      | 0       | 6     |  |
| 13:30 | 1        | 2      | 1      | 2       | 6     |  |
| 13:45 | 3        | 0      | 1      | 1       | 5     |  |
| 14:00 | 5        | 0      | 0      | 2       | 7     |  |
| 14:15 | 7        | 2      | 1      | 3       | 13    |  |
| 14:30 | 2        | 0      | 1      | 1       | 4     |  |
| 14:45 | 0        | 2      | 2      | 2       | 6     |  |
| 15:00 | 1        | 1      | 0      | 5       | 7     |  |
| 15:15 | 7        | 0      | 1      | 2       | 10    |  |
| 15:30 | 2        | 0      | 1      | 1       | 4     |  |
| 15:45 | 0        | 0      | 0      | 1       | 1     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 1      | 0      | 3       | 4     |  |
| 16:30 | 1        | 0      | 0      | 0       | 1     |  |
| 16:45 | 2        | 0      | 1      | 2       | 5     |  |
| 17:00 | 0        | 0      | 2      | 0       | 2     |  |
| 17:15 | 1        | 0      | 1      | 3       | 5     |  |
| 17:30 | 1        | 0      | 0      | 2       | 3     |  |
| 17:45 | 0        | 0      | 0      | 1       | 1     |  |
| 18:00 | 0        | 0      | 0      | 1       | 1     |  |
| 18:15 | 0        | 0      | 0      | 3       | 3     |  |
| 18:30 | 0        | 1      | 1      | 1       | 3     |  |
| 18:45 | 0        | 0      | 2      | 0       | 2     |  |
| 19:00 | 1        | 0      | 0      | 2       | 3     |  |
| 19:15 | 0        | 0      | 0      | 2       | 2     |  |
| 19:30 | 0        | 0      | 0      | 2       | 2     |  |
| 19:45 | 0        | 0      | 2      | 1       | 3     |  |
| 20:00 | 0        | 0      | 1      | 0       | 1     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 1      | 1      | 3       | 5     |  |
| 20:45 | 1        | 0      | 1      | 2       | 4     |  |
| 21:00 | 1        | 1      | 0      | 2       | 4     |  |
| 21:15 | 4        | 1      | 1      | 1       | /     |  |
| 21:30 | U        | 0      | U      | U       | U     |  |
| 21:45 | 0        | 0      | 1      | U<br>1  | 1     |  |
| 22:00 | 2        | 0      | 1      | 1       | 4     |  |
| 22.13 | U        | U      | U      | 1       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 1      | 1       | 6       | 8     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 1      | 0       | 3       | 4     |
| 0        | 1      | 0       | 1       | 2     |
| 0        | 1      | 0       | 5       | 6     |
| 1        | 1      | 1       | 6       | 9     |
| 1        | 0      | 0       | 2       | 3     |
| 2        | 0      | 0       | 4       | 6     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 1      | 0       | 1       | 2     |
| 3        | 0      | 1       | 3       | 7     |
| 2        | 1      | 1       | 4       | 8     |
| 4        | 4      | 2       | 3       | 13    |
| 2        | 2      | 0       | 1       | 5     |
| 0        | 2      | 0       | 1       | 3     |
| 1        | 1      | 0       | 1       | 3     |
| 3        | 0      | 0       | 2       | 5     |
| 3        | 0      | 0       | 1       | 4     |
| 2        | 1      | 0       | 3       | 6     |
| 2        | 1      | 3       | 1       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 2       | 3     |
| 3        | 1      | 1       | 0       | 5     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 1        | 0      | 0       | 4       | 5     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 5       | 6     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 2       | 3     |
| 1        | 0      | 0       | 1       | 2     |
| <u> </u> | 0      | 1       | 2       | 2     |
| 1        | 1      | 1       | 2       | 5     |
| -        |        |         | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
|          | 11     |         |         |       |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/19/2017 Tuesday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
|   |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 0        | 0      | 0        | 0       | 0     |
|   | 22:45 | 0        | 0      | 2        | 2       | 4     |
|   | 23:00 | 0        | 0      | 0        | 0       | 0     |
|   | 23:15 | 0        | 0      | 1        | 1       | 2     |
|   | 23:30 | 0        | 0      | 0        | 3       | 3     |
|   | 23:45 | 0        | 0      | 0        | 2       | 2     |
| Ì |       | 107      | 38     | 53       | 153     | 351   |

|          | EXITING |        |         |       |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 0        | 1       | 0      | 4       | 5     |  |  |  |  |  |
| 1        | 1       | 1      | 1       | 4     |  |  |  |  |  |
| 0        | 0       | 0      | 2       | 2     |  |  |  |  |  |
| 1        | 0       | 1      | 7       | 9     |  |  |  |  |  |
| 0        | 0       | 2      | 3       | 5     |  |  |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |  |  |
| 76       | 43      | 49     | 155     | 323   |  |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 4        | 0      | 0      | 0       | 4     |
| 4:30  | 2        | 0      | 0      | 0       | 2     |
| 4:45  | 5        | 0      | 0      | 0       | 5     |
| 5:00  | 15       | 0      | 0      | 0       | 15    |
| 5:15  | 9        | 0      | 0      | 0       | 9     |
| 5:30  | 8        | 0      | 0      | 0       | 8     |
| 5:45  | 22       | 0      | 0      | 0       | 22    |
| 6:00  | 10       | 0      | 0      | 0       | 10    |
| 6:15  | 10       | 0      | 0      | 0       | 10    |
| 6:30  | 24       | 0      | 0      | 0       | 24    |
| 6:45  | 65       | 0      | 0      | 0       | 65    |
| 7:00  | 54       | 2      | 0      | 0       | 56    |
| 7:15  | 59       | 0      | 0      | 0       | 59    |
| 7:30  | 19       | 0      | 0      | 0       | 19    |
| 7:45  | 4        | 0      | 0      | 0       | 4     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | U       | 0     |
| 10:45 | U        | 0      | 0      | U       | 0     |
| 11:00 | 6        | U      | U      | U       | 6     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 25       | 0      | 0       | 0       | 25    |
| 7        | 0      | 0       | 0       | 7     |
| 39       | 0      | 0       | 0       | 39    |
| 14       | 0      | 0       | 0       | 14    |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 4       | 0       | 4     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 1      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |

City of San Bernardino **Driveway Counts** 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 1        | 0      | 0      | 0       | 1     |
| 11:30 | 6        | 0      | 0      | 0       | 6     |
| 11:45 | 8        | 0      | 0      | 0       | 8     |
| 12:00 | 1        | 0      | 0      | 0       | 1     |
| 12:15 | 6        | 1      | 0      | 0       | 7     |
| 12:30 | 6        | 0      | 0      | 0       | 6     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 4        | 0      | 0      | 0       | 4     |
| 17:00 | 6        | 0      | 0      | 0       | 6     |
| 17:15 | 18       | 0      | 0      | 0       | 18    |
| 17:30 | 27       | 0      | 0      | 0       | 27    |
| 17:45 | 55       | 0      | 0      | 0       | 55    |
| 18:00 | 33       | 0      | 0      | 0       | 33    |
| 18:15 | 46       | 0      | 0      | 0       | 46    |
| 18:30 | 12       | 0      | 0      | 0       | 12    |
| 18:45 | 5        | 0      | 0      | 0       | 5     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 2        | 0      | 0      | 0       | 2     |
| 22:15 | 4        | 0      | 0      | 0       | 4     |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 11       | 1      | 0      | 0       | 12    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 12       | 0      | 0      | 0       | 12    |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 12       | 0      | 0      | 0       | 12    |  |  |
| 37       | 0      | 0      | 0       | 37    |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 61       | 0      | 0      | 0       | 61    |  |  |
| 27       | 0      | 0      | 0       | 27    |  |  |
| 19       | 0      | 0      | 0       | 19    |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 3        | 0      | 0        | 0       | 3     |
| 22:45 | 3        | 0      | 0        | 0       | 3     |
| 23:00 | 1        | 0      | 0        | 0       | 1     |
| 23:15 | 2        | 0      | 0        | 0       | 2     |
| 23:30 | 7        | 0      | 0        | 0       | 7     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 572      | 3      | 0        | 0       | 575   |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 446      | 3      | 7      | 0       | 456   |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 3        | 0      | 0      | 0       | 3     |
| 4:30  | 9        | 0      | 0      | 0       | 9     |
| 4:45  | 12       | 0      | 0      | 0       | 12    |
| 5:00  | 13       | 0      | 0      | 0       | 13    |
| 5:15  | 10       | 1      | 0      | 0       | 11    |
| 5:30  | 19       | 0      | 0      | 0       | 19    |
| 5:45  | 29       | 0      | 0      | 0       | 29    |
| 6:00  | 20       | 0      | 0      | 0       | 20    |
| 6:15  | 25       | 0      | 0      | 0       | 25    |
| 6:30  | 60       | 0      | 0      | 0       | 60    |
| 6:45  | 137      | 0      | 0      | 0       | 137   |
| 7:00  | 85       | 0      | 0      | 0       | 85    |
| 7:15  | 116      | 0      | 0      | 0       | 116   |
| 7:30  | 23       | 0      | 0      | 0       | 23    |
| 7:45  | 4        | 0      | 0      | 0       | 4     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 2        | 0      | 0      | 0       | 2     |
| 11:00 | 2        | 0      | 0      | 0       | 2     |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 19       | 0       | 0      | 0       | 19    |  |  |  |
| 89       | 0       | 0      | 0       | 89    |  |  |  |
| 18       | 0       | 0      | 0       | 18    |  |  |  |
| 102      | 0       | 0      | 0       | 102   |  |  |  |
| 25       | 2       | 0      | 0       | 27    |  |  |  |
| 8        | 0       | 0      | 0       | 8     |  |  |  |
| 14       | 0       | 0      | 0       | 14    |  |  |  |
| 8        | 0       | 0      | 0       | 8     |  |  |  |
| 7        | 1       | 0      | 0       | 8     |  |  |  |
| 17       | 2       | 0      | 0       | 19    |  |  |  |
| 17       | 0       | 0      | 0       | 17    |  |  |  |
| 16       | 0       | 0      | 0       | 16    |  |  |  |
| 18       | 0       | 0      | 0       | 18    |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 21       | 0       | 0      | 0       | 21    |  |  |  |
| 9        | 0       | 0      | 0       | 9     |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/19/2017 Tuesday

| Pass<br>Vehicles   Large<br>2 Axle   3 Axle   4+ Axle   TOTAL     11:15   9   0   0   0   9     11:30   9   0   0   0   9     11:45   6   0   0   0   9     11:45   6   0   0   0   10     12:00   10   0   0   0   12     12:30   2   0   0   0   2     12:45   0   0   0   0   0     13:00   0   0   0   0   0     13:30   0   0   0   0   0     14:30   1   0   0   0   1     14:4:5   0   0   0   0   1     14:4:5   0   0   0   0   0     14:4:5   0   0   0   0   0     15:15   0   0   0   0 <th></th> <th colspan="4">ENTERING</th>   |       | ENTERING |        |        |         |       |
|---|-------|----------|--------|--------|---------|-------|
| Vehicles   2 Axle   3 Axle   4+ Axle   TOTAL     111:15   9   0   0   0   9     11:30   9   0   0   0   9     11:45   6   0   0   0   9     11:45   6   0   0   0   10     12:00   10   0   0   0   12     12:30   2   0   0   0   2     12:45   0   0   0   0   0     13:00   0   0   0   0   0     13:30   0   0   0   0   0     13:45   0   0   0   0   1     14:15   2   0   0   0   1     14:45   0   0   0   0   1     14:45   0   0   0   0   0     15:50   0   0   0   0 <t< td=""><td></td><td>Pass</td><td>Large</td><td></td><td></td><td></td></t<>   |       | Pass     | Large  |        |         |       |
| 11:1590009 $11:30$ 90009 $11:45$ 60006 $12:00$ 1000010 $12:15$ 1200012 $12:30$ 20002 $12:45$ 00000 $13:00$ 00000 $13:30$ 00000 $13:35$ 00000 $13:36$ 00000 $13:45$ 00001 $14:00$ 10001 $14:45$ 20001 $14:45$ 00001 $15:50$ 10001 $15:45$ 00000 $15:30$ 00000 $16:30$ 20000 $16:35$ 000010 $17:15$ 45000132 $18:00$ 79000132 $18:30$ 17100132 $18:30$ 17100132 $18:30$ 17100148 $18:45$ 50000 $19:30$ 00000 </td <td></td> <td>Vehicles</td> <td>2 Axle</td> <td>3 Axle</td> <td>4+ Axle</td> <td>TOTAL</td>   |       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:3090009 $11:45$ 60006 $12:00$ 1000010 $12:15$ 120002 $12:30$ 20002 $12:45$ 00000 $13:00$ 00000 $13:30$ 00000 $13:30$ 00000 $13:45$ 00000 $13:45$ 00001 $14:00$ 10001 $14:45$ 00001 $14:45$ 00001 $14:45$ 00000 $15:00$ 10000 $15:30$ 00000 $15:30$ 00000 $16:30$ 20000 $16:45$ 600010 $17:30$ 69000132 $18:00$ 79000132 $18:30$ 1710013 $19:00$ 01001 $19:15$ 00000 $19:30$ 00000 $19:45$ 00000  | 11:15 | 9        | 0      | 0      | 0       | 9     |
| 11:4560006 $12:00$ 1000010 $12:15$ 1200012 $12:30$ 20002 $12:45$ 00000 $13:00$ 00000 $13:30$ 00000 $13:30$ 00000 $13:45$ 00000 $14:40$ 10001 $14:45$ 20001 $14:45$ 00001 $14:45$ 00001 $15:00$ 10001 $15:30$ 00000 $15:30$ 00000 $16:30$ 20000 $16:45$ 60000 $16:45$ 600069 $17:30$ 6900069 $17:45$ 132000132 $18:30$ 1710018 $18:45$ 50005 $19:00$ 01001 $19:15$ 00000 $19:30$ 00000 $20:00$ 00000 <td>11:30</td> <td>9</td> <td>0</td> <td>0</td> <td>0</td> <td>9</td>   | 11:30 | 9        | 0      | 0      | 0       | 9     |
| 12:00 $10$ $0$ $0$ $0$ $10$ $12:15$ $12$ $0$ $0$ $0$ $0$ $12$ $12:30$ $2$ $0$ $0$ $0$ $0$ $2$ $12:45$ $0$ $0$ $0$ $0$ $0$ $0$ $13:00$ $0$ $0$ $0$ $0$ $0$ $13:30$ $0$ $0$ $0$ $0$ $0$ $13:30$ $0$ $0$ $0$ $0$ $0$ $13:45$ $0$ $0$ $0$ $0$ $0$ $14:00$ $1$ $0$ $0$ $0$ $1$ $14:15$ $2$ $0$ $0$ $0$ $1$ $14:30$ $1$ $0$ $0$ $0$ $1$ $14:45$ $0$ $0$ $0$ $0$ $1$ $14:45$ $0$ $0$ $0$ $0$ $1$ $15:00$ $1$ $0$ $0$ $0$ $1$ $15:30$ $0$ $0$ $0$ $0$ $0$ $15:30$ $0$ $0$ $0$ $0$ $0$ $16:30$ $2$ $0$ $0$ $0$ $0$ $16:30$ $2$ $0$ $0$ $0$ $12$ $16:45$ $6$ $0$ $0$ $0$ $132$ $16:45$ $6$ $0$ $0$ $0$ $132$ $16:45$ $6$ $0$ $0$ $0$ $132$ $17:30$ $69$ $0$ $0$ $0$ $132$ $18:30$ $17$ $1$ $0$ $0$ $1$ $19:30$ $0$ <td>11:45</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td>          | 11:45 | 6        | 0      | 0      | 0       | 6     |
| 12:15 $12$ $0$ $0$ $0$ $12$ $12:30$ $2$ $0$ $0$ $0$ $0$ $2$ $12:45$ $0$ $0$ $0$ $0$ $0$ $0$ $13:00$ $0$ $0$ $0$ $0$ $0$ $13:30$ $0$ $0$ $0$ $0$ $0$ $13:30$ $0$ $0$ $0$ $0$ $0$ $13:45$ $0$ $0$ $0$ $0$ $0$ $14:00$ $1$ $0$ $0$ $0$ $1$ $14:15$ $2$ $0$ $0$ $0$ $1$ $14:45$ $0$ $0$ $0$ $0$ $1$ $14:45$ $0$ $0$ $0$ $0$ $1$ $14:45$ $0$ $0$ $0$ $0$ $0$ $15:00$ $1$ $0$ $0$ $0$ $0$ $15:30$ $0$ $0$ $0$ $0$ $0$ $15:30$ $0$ $0$ $0$ $0$ $0$ $16:30$ $2$ $0$ $0$ $0$ $0$ $16:30$ $2$ $0$ $0$ $0$ $0$ $16:45$ $6$ $0$ $0$ $0$ $132$ $16:45$ $6$ $0$ $0$ $0$ $132$ $16:45$ $6$ $0$ $0$ $0$ $132$ $17:30$ $69$ $0$ $0$ $0$ $132$ $18:30$ $17$ $1$ $0$ $0$ $1$ $19:30$ $0$ $0$ $0$ $0$ $0$ $19:30$ $0$ $0$ <t< td=""><td>12:00</td><td>10</td><td>0</td><td>0</td><td>0</td><td>10</td></t<> | 12:00 | 10       | 0      | 0      | 0       | 10    |
| 12:3020002 $12:45$ 000000 $13:00$ 00000 $13:15$ 00000 $13:30$ 00000 $13:30$ 00000 $13:30$ 00000 $13:45$ 00000 $14:00$ 10001 $14:15$ 20001 $14:45$ 00001 $14:45$ 00000 $15:00$ 10000 $15:30$ 00000 $15:30$ 00000 $15:30$ 00000 $16:00$ 00000 $16:30$ 20000 $16:30$ 200010 $17:15$ 45000132 $18:00$ 7900079 $18:15$ 910001 $19:15$ 00000 $19:30$ 00000 $19:30$ 00000 $20:00$ 00000 $20:15$ 00000  | 12:15 | 12       | 0      | 0      | 0       | 12    |
| 12:4500000 $13:00$ 00000 $13:15$ 00000 $13:30$ 00000 $13:45$ 00000 $13:45$ 00000 $14:00$ 10001 $14:15$ 20001 $14:30$ 10001 $14:45$ 00001 $14:45$ 00000 $15:00$ 10000 $15:30$ 00000 $15:30$ 00000 $16:30$ 20000 $16:30$ 20002 $16:45$ 60006 $17:00$ 10000132 $18:00$ 79000132 $18:00$ 79000132 $18:30$ 171001 $19:15$ 00000 $19:30$ 00000 $19:30$ 00000 $20:00$ 00000 $20:15$ 00000  | 12:30 | 2        | 0      | 0      | 0       | 2     |
| 13:0000000 $13:15$ 00000 $13:30$ 00000 $13:45$ 00000 $14:00$ 10001 $14:15$ 20001 $14:30$ 10001 $14:45$ 00001 $14:45$ 00001 $15:00$ 10001 $15:30$ 00000 $15:30$ 00000 $15:30$ 00000 $16:00$ 00000 $16:30$ 20000 $16:45$ 600010 $17:15$ 4500045 $17:30$ 69000132 $18:00$ 7900091 $18:30$ 1710013 $18:30$ 171000 $19:30$ 00000 $20:00$ 00000 $20:00$ 00000 $20:15$ 00000 $20:30$ 00000   | 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:150000013:300000013:450000014:001000114:152000214:301000114:450000114:450000015:001000115:150000015:300000015:450000016:000000016:150000016:3020001017:15450004517:306900013218:007900013218:3017100119:150000019:300000019:300000020:0000000  | 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:3000000 $13:45$ 00000 $14:00$ 10001 $14:15$ 20001 $14:30$ 10001 $14:45$ 00001 $14:45$ 00001 $15:00$ 10001 $15:30$ 00000 $15:30$ 00000 $15:45$ 00000 $16:00$ 00000 $16:30$ 20002 $16:45$ 600010 $17:15$ 4500045 $17:30$ 69000132 $18:00$ 7900018 $18:30$ 171001 $19:00$ 00001 $19:30$ 00000 $19:30$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000   | 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:4500000 $14:00$ 10001 $14:15$ 20002 $14:30$ 10001 $14:45$ 00000 $15:00$ 10001 $15:15$ 00000 $15:30$ 00000 $15:30$ 00000 $16:00$ 00000 $16:30$ 20000 $16:30$ 20002 $16:45$ 60006 $17:00$ 1000045 $17:30$ 6900079 $18:15$ 9100091 $18:30$ 171001 $19:00$ 01000 $19:30$ 00000 $19:30$ 00000 $20:00$ 00000 $20:00$ 00000   | 13:30 | 0        | 0      | 0      | 0       | 0     |
| 14:0010001 $14:15$ 20002 $14:30$ 10001 $14:45$ 00000 $15:00$ 10001 $15:15$ 00000 $15:30$ 00000 $15:30$ 00000 $15:30$ 00000 $16:00$ 00000 $16:30$ 20000 $16:30$ 20002 $16:45$ 600045 $17:00$ 1000045 $17:30$ 6900091 $18:30$ 1710018 $18:30$ 171001 $19:30$ 00000 $19:30$ 00000 $20:00$ 00000 $20:00$ 00000 $20:30$ 00000  | 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:1520002 $14:30$ 10001 $14:45$ 00000 $15:00$ 10001 $15:15$ 00000 $15:30$ 00000 $15:30$ 00000 $15:45$ 00000 $16:00$ 00000 $16:30$ 20000 $16:45$ 60006 $17:00$ 1000045 $17:30$ 69000132 $18:00$ 7900091 $18:30$ 1710018 $18:45$ 50000 $19:30$ 00000 $19:45$ 0000 $20:00$ 0000 $20:30$ 0000  | 14:00 | 1        | 0      | 0      | 0       | 1     |
| 14:3010001 $14:45$ 000000 $15:00$ 100001 $15:15$ 000000 $15:30$ 000000 $15:30$ 000000 $15:45$ 000000 $16:00$ 000000 $16:50$ 200000 $16:30$ 20006 $17:00$ 1000010 $17:15$ 4500045 $17:30$ 69000132 $18:00$ 7900091 $18:30$ 1710018 $18:45$ 50000 $19:00$ 01001 $19:15$ 00000 $19:30$ 00000 $20:00$ 00000 $20:00$ 00000 $20:30$ 00000   | 14:15 | 2        | 0      | 0      | 0       | 2     |
| 14:4500000 $15:00$ 10001 $15:15$ 000000 $15:30$ 000000 $15:45$ 000000 $16:00$ 000000 $16:15$ 000000 $16:45$ 60006 $17:00$ 1000045 $17:30$ 6900069 $17:45$ 13200079 $18:15$ 9100091 $18:30$ 1710018 $18:45$ 50000 $19:00$ 01000 $19:30$ 00000 $20:00$ 00000 $20:15$ 00000 $20:30$ 00000  | 14:30 | 1        | 0      | 0      | 0       | 1     |
| 15:0010001 $15:15$ 000000 $15:30$ 000000 $15:45$ 000000 $16:00$ 000000 $16:15$ 000000 $16:45$ 60002 $16:45$ 60006 $17:00$ 1000045 $17:30$ 6900069 $17:45$ 132000132 $18:00$ 7900091 $18:15$ 9100018 $18:45$ 50001 $19:00$ 01001 $19:30$ 00000 $20:00$ 00000 $20:15$ 00000 $20:30$ 00000   | 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:1500000 $15:30$ 00000 $15:45$ 00000 $16:00$ 00000 $16:15$ 00000 $16:30$ 20002 $16:45$ 60006 $17:00$ 1000045 $17:30$ 6900069 $17:45$ 132000132 $18:00$ 7900091 $18:15$ 9100018 $18:45$ 50005 $19:00$ 01001 $19:15$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000  | 15:00 | 1        | 0      | 0      | 0       | 1     |
| 15:3000000 $15:45$ 000000 $16:00$ 000000 $16:15$ 000000 $16:30$ 20002 $16:45$ 60006 $17:00$ 1000045 $17:30$ 6900069 $17:45$ 132000132 $18:00$ 7900079 $18:15$ 9100091 $18:30$ 1710018 $18:45$ 50001 $19:00$ 01000 $19:30$ 00000 $20:00$ 00000 $20:00$ 00000 $20:30$ 00000   | 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:4500000 $16:00$ 00000 $16:15$ 00000 $16:30$ 20002 $16:45$ 60006 $17:00$ 1000010 $17:15$ 4500045 $17:30$ 69000132 $18:00$ 7900079 $18:15$ 9100091 $18:30$ 1710018 $18:45$ 50005 $19:00$ 01001 $19:15$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000   | 15:30 | 0        | 0      | 0      | 0       | 0     |
| 16:0000000 $16:15$ 00000 $16:30$ 20002 $16:45$ 60006 $17:00$ 1000045 $17:15$ $45$ 00069 $17:45$ 132000132 $18:00$ 7900091 $18:15$ 9100091 $18:30$ 1710018 $18:45$ 50005 $19:00$ 01001 $19:15$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000 $20:30$ 00000   | 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:1500000 $16:30$ 20002 $16:45$ 60006 $17:00$ 1000010 $17:15$ 4500045 $17:30$ 6900069 $17:45$ 132000132 $18:00$ 7900091 $18:15$ 9100091 $18:30$ 1710018 $18:45$ 50005 $19:00$ 01001 $19:30$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000  | 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:3020002 $16:45$ 60006 $17:00$ 1000010 $17:15$ $45$ 00045 $17:30$ 6900069 $17:45$ 132000132 $18:00$ 7900091 $18:15$ 9100091 $18:30$ 1710018 $18:45$ 50005 $19:00$ 01001 $19:15$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000   | 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:4560006 $17:00$ 1000010 $17:15$ $45$ 00045 $17:30$ $69$ 00069 $17:45$ $132$ 000132 $18:00$ $79$ 00091 $18:15$ 9100091 $18:30$ $17$ 10018 $18:45$ 50005 $19:00$ 01001 $19:15$ 00000 $19:45$ 00000 $20:00$ 00000 $20:30$ 00000   | 16:30 | 2        | 0      | 0      | 0       | 2     |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 16:45 | 6        | 0      | 0      | 0       | 6     |
| 17:15 $45$ $0$ $0$ $0$ $45$ $17:30$ $69$ $0$ $0$ $0$ $69$ $17:45$ $132$ $0$ $0$ $0$ $132$ $18:00$ $79$ $0$ $0$ $0$ $79$ $18:15$ $91$ $0$ $0$ $0$ $91$ $18:30$ $17$ $1$ $0$ $0$ $18$ $18:45$ $5$ $0$ $0$ $0$ $5$ $19:00$ $0$ $1$ $0$ $0$ $1$ $19:15$ $0$ $0$ $0$ $0$ $0$ $19:30$ $0$ $0$ $0$ $0$ $0$ $19:45$ $0$ $0$ $0$ $0$ $0$ $20:00$ $0$ $0$ $0$ $0$ $0$ $20:30$ $0$ $0$ $0$ $0$ $0$   | 17:00 | 10       | 0      | 0      | 0       | 10    |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 17:15 | 45       | 0      | 0      | 0       | 45    |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 17:30 | 69       | 0      | 0      | 0       | 69    |
| 18:00 79 0 0 0 79   18:15 91 0 0 0 91   18:30 17 1 0 0 18   18:45 5 0 0 0 5   19:00 0 1 0 0 1   19:15 0 0 0 0 0   19:30 0 0 0 0 0   19:45 0 0 0 0 0   20:00 0 0 0 0 0   20:30 0 0 0 0 0   | 17:45 | 132      | 0      | 0      | 0       | 132   |
| 18:15 91 0 0 0 91   18:30 17 1 0 0 18   18:45 5 0 0 0 5   19:00 0 1 0 0 1   19:15 0 0 0 0 0   19:30 0 0 0 0 0   19:45 0 0 0 0 0   20:00 0 0 0 0 0   20:15 0 0 0 0 0   20:30 0 0 0 0 0   | 18:00 | 79       | 0      | 0      | 0       | 79    |
| 18:30 17 1 0 0 18   18:45 5 0 0 0 5   19:00 0 1 0 0 1   19:15 0 0 0 0 0   19:30 0 0 0 0 0   19:45 0 0 0 0 0   20:00 0 0 0 0 0   20:15 0 0 0 0 0   20:30 0 0 0 0 0   | 18:15 | 91       | 0      | 0      | 0       | 91    |
| 18:45 5 0 0 0 5   19:00 0 1 0 0 1   19:15 0 0 0 0 0   19:30 0 0 0 0 0   19:45 0 0 0 0 0   20:00 0 0 0 0 0   20:15 0 0 0 0 0   20:30 0 0 0 0 0   | 18:30 | 17       | 1      | 0      | 0       | 18    |
| 19:00   0   1   0   0   1     19:15   0   0   0   0   0   0     19:30   0   0   0   0   0   0   0     19:30   0   0   0   0   0   0   0     19:45   0   0   0   0   0   0   0     20:00   0   0   0   0   0   0   0     20:15   0   0   0   0   0   0   0     20:30   0   0   0   0   0   0   0   | 18:45 | 5        | 0      | 0      | 0       | 5     |
| 19:15   0   0   0   0   0   0     19:30   0   0   0   0   0   0   0     19:45   0   0   0   0   0   0   0   0     20:00     | 19:00 | 0        | 1      | 0      | 0       | 1     |
| 19:30   0   0   0   0   0   0     19:45   0   | 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:45   0   0   0   0   0   0     20:00     | 19:30 | 0        | 0      | 0      | 0       | 0     |
| 20:00   0   0   0   0   0   0     20:15   0   | 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:15   0   0   0   0   0   0     20:30     | 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:30 0 0 0 0 <b>0</b>  | 20:15 | 0        | 0      | 0      | 0       | 0     |
|   | 20:30 | 0        | 0      | 0      | 0       | 0     |
|   | 20:45 | 0        | 0      | 0      | 0       | 0     |
|   | 21:00 | 0        | 0      | 0      | 0       | 0     |
|   | 21:15 | 0        | 0      | 0      | 0       | 0     |
|   | 21:30 | 0<br>2   | 0      | 0      | 0       | 2     |
|   | 21.45 | 2        | 0      | 0      | 0       | 2     |
| 22.00 2 0 0 0 <b>2</b>  | 22.00 | 2        | 0      | 0      | 0       | 2     |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 28       | 0      | 0      | 0       | 28    |  |  |
| 30       | 0      | 0      | 0       | 30    |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 36       | 0      | 0      | 0       | 36    |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 14       | 0      | 0      | 0       | 14    |  |  |
| 16       | 0      | 0      | 0       | 16    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 17       | 0      | 0      | 0       | 17    |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 43       | 0      | 0      | 0       | 43    |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 23       | 0      | 0      | 0       | 23    |  |  |
| 78       | 1      | 0      | 0       | 79    |  |  |
| 32       | 1      | 0      | 0       | 33    |  |  |
| 89       | 0      | 0      | 0       | 89    |  |  |
| 43       | 2      | 0      | 0       | 45    |  |  |
| 25       | 0      | 0      | 0       | 25    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING         |                 |        |         |       |
|-------|------------------|-----------------|--------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 6                | 0               | 0      | 0       | 6     |
| 22:45 | 6                | 0               | 0      | 0       | 6     |
| 23:00 | 4                | 0               | 0      | 0       | 4     |
| 23:15 | 3                | 0               | 0      | 0       | 3     |
| 23:30 | 11               | 0               | 0      | 0       | 11    |
| 23:45 | 0                | 0               | 0      | 0       | 0     |
|       | 1115             | 3               | 0      | 0       | 1118  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 13       | 0      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 1116     | 9      | 0       | 0       | 1125  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 4        | 0      | 0      | 0       | 4     |  |
| 0:15  | 4        | 0      | 0      | 0       | 4     |  |
| 0:30  | 0        | 0      | 0      | 0       | 0     |  |
| 0:45  | 2        | 0      | 0      | 0       | 2     |  |
| 1:00  | 3        | 0      | 0      | 0       | 3     |  |
| 1:15  | 1        | 0      | 0      | 0       | 1     |  |
| 1:30  | 2        | 1      | 0      | 0       | 3     |  |
| 1:45  | 2        | 1      | 0      | 0       | 3     |  |
| 2:00  | 1        | 0      | 0      | 0       | 1     |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |
| 2:30  | 2        | 0      | 0      | 0       | 2     |  |
| 2:45  | 4        | 0      | 0      | 0       | 4     |  |
| 3:00  | 4        | 1      | 0      | 0       | 5     |  |
| 3:15  | 3        | 0      | 0      | 0       | 3     |  |
| 3:30  | 4        | 0      | 0      | 0       | 4     |  |
| 3:45  | 2        | 1      | 0      | 0       | 3     |  |
| 4:00  | 1        | 0      | 0      | 0       | 1     |  |
| 4:15  | 1        | 0      | 0      | 0       | 1     |  |
| 4:30  | 2        | 0      | 0      | 0       | 2     |  |
| 4:45  | 1        | 0      | 0      | 0       | 1     |  |
| 5:00  | 1        | 0      | 0      | 0       | 1     |  |
| 5:15  | 3        | 0      | 0      | 0       | 3     |  |
| 5:30  | 1        | 0      | 0      | 0       | 1     |  |
| 5:45  | 5        | 0      | 0      | 0       | 5     |  |
| 6:00  | 4        | 0      | 0      | 0       | 4     |  |
| 6:15  | 8        | 0      | 0      | 0       | 8     |  |
| 6:30  | 37       | 0      | 0      | 0       | 37    |  |
| 6:45  | 79       | 0      | 0      | 0       | 79    |  |
| 7:00  | 22       | 0      | 0      | 0       | 22    |  |
| 7:15  | 9        | 0      | 0      | 0       | 9     |  |
| 7:30  | 7        | 0      | 0      | 0       | 7     |  |
| 7:45  | 4        | 0      | 0      | 0       | 4     |  |
| 8:00  | 8        | 0      | 0      | 0       | 8     |  |
| 8:15  | 18       | 0      | 0      | 0       | 18    |  |
| 8:30  | 19       | 0      | 0      | 0       | 19    |  |
| 8:45  | 22       | 0      | 0      | 0       | 22    |  |
| 9:00  | 5        | 0      | 0      | 0       | 5     |  |
| 9:15  | 10       | 0      | 0      | 0       | 10    |  |
| 9:30  | 13       | 0      | 1      | 0       | 14    |  |
| 9:45  | 12       | 1      | 0      | 0       | 13    |  |
| 10:00 | 18       | 1      | 0      | 0       | 19    |  |
| 10:15 | 12       | 1      | 0      | 0       | 13    |  |
| 10:30 | 19       | 0      | 0      | 0       | 19    |  |
| 10:45 | 13       | 0      | 0      | 0       | 13    |  |
| 11:00 | 3        | 1      | 0      | 0       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 1      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 1      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 1      | 0       | 0       | 9     |
| 25       | 1      | 0       | 0       | 26    |
| 45       | 1      | 0       | 0       | 46    |
| 18       | 3      | 0       | 0       | 21    |
| 2        | 3      | 0       | 0       | 5     |
| 27       | 3      | 0       | 0       | 30    |
| 12       | 2      | 0       | 0       | 14    |
| 18       | 1      | 0       | 0       | 19    |
| 2        | 0      | 0       | 0       | 2     |
| 13       | 0      | 0       | 0       | 13    |
| 11       | 0      | 0       | 0       | 11    |
| 13       | 0      | 0       | 0       | 13    |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 1      | 0       | 0       | 4     |
| 3        | 1      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 1      | 0       | 0       | 3     |
| 17       | 0      | 0       | 0       | 17    |
| 7        | 0      | 1       | 0       | 8     |
| 8        | 0      | 1       | 0       | 9     |
| 13       | 0      | 0       | 0       | 13    |
| 19       | 0      | 1       | 0       | 20    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 20       | 0      | 0      | 0       | 20    |  |
| 11:30 | 5        | 0      | 0      | 0       | 5     |  |
| 11:45 | 15       | 0      | 0      | 0       | 15    |  |
| 12:00 | 28       | 0      | 0      | 0       | 28    |  |
| 12:15 | 51       | 0      | 0      | 0       | 51    |  |
| 12:30 | 18       | 0      | 0      | 0       | 18    |  |
| 12:45 | 24       | 1      | 0      | 0       | 25    |  |
| 13:00 | 16       | 0      | 0      | 0       | 16    |  |
| 13:15 | 11       | 0      | 0      | 0       | 11    |  |
| 13:30 | 13       | 1      | 0      | 0       | 14    |  |
| 13:45 | 15       | 0      | 0      | 0       | 15    |  |
| 14:00 | 14       | 0      | 0      | 0       | 14    |  |
| 14:15 | 14       | 1      | 0      | 0       | 15    |  |
| 14:30 | 9        | 0      | 0      | 0       | 9     |  |
| 14:45 | 11       | 0      | 0      | 0       | 11    |  |
| 15:00 | 15       | 0      | 0      | 0       | 15    |  |
| 15:15 | 11       | 0      | 0      | 0       | 11    |  |
| 15:30 | 3        | 0      | 0      | 0       | 3     |  |
| 15:45 | 10       | 0      | 0      | 0       | 10    |  |
| 16:00 | 3        | 0      | 1      | 0       | 4     |  |
| 16:15 | 20       | 0      | 0      | 0       | 20    |  |
| 16:30 | 20       | 0      | 0      | 0       | 20    |  |
| 16:45 | 30       | 0      | 1      | 0       | 31    |  |
| 17:00 | 5        | 0      | 0      | 0       | 5     |  |
| 17:15 | 5        | 0      | 0      | 0       | 5     |  |
| 17:30 | 29       | 0      | 0      | 0       | 29    |  |
| 17:45 | 52       | 0      | 0      | 0       | 52    |  |
| 18:00 | 15       | 0      | 0      | 0       | 15    |  |
| 18:15 | 13       | 0      | 0      | 0       | 13    |  |
| 18:30 | 0        | 0      | 0      | 0       | 0     |  |
| 18:45 | 2        | 0      | 0      | 0       | 2     |  |
| 19:00 | 2        | 0      | 0      | 0       | 2     |  |
| 19:15 | 1        | 0      | 0      | 0       | 1     |  |
| 19:30 | 3        | 0      | 0      | 0       | 3     |  |
| 19:45 | 2        | 0      | 0      | 0       | 2     |  |
| 20:00 | 3        | 0      | 0      | 0       | 3     |  |
| 20:15 | 6        | 0      | 0      | 0       | 6     |  |
| 20:30 | 5        | 0      | 0      | 0       | 5     |  |
| 20:45 | 8        | 0      | 0      | 0       | 8     |  |
| 21:00 | 7        | 0      | 0      | 0       | 7     |  |
| 21:15 | 10       | 1      | 0      | 0       | 11    |  |
| 21:30 | 3        | 0      | 0      | 0       | 3     |  |
| 21:45 | 1        | 0      | 0      | 0       | 1     |  |
| 22:00 | 2        | 0      | 0      | 0       | 2     |  |
| 22:15 | 1        | 0      | 0      | 0       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 77       | 0      | 0       | 0       | 77    |
| 25       | 0      | 2       | 0       | 27    |
| 12       | 0      | 0       | 0       | 12    |
| 16       | 0      | 0       | 0       | 16    |
| 17       | 0      | 0       | 0       | 17    |
| 8        | 0      | 0       | 0       | 8     |
| 9        | 0      | 0       | 0       | 9     |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 0      | 1       | 0       | 5     |
| 32       | 0      | 0       | 0       | 32    |
| 10       | 0      | 0       | 0       | 10    |
| 17       | 0      | 0       | 0       | 17    |
| 9        | 0      | 0       | 0       | 9     |
| 9        | 0      | 0       | 0       | 9     |
| 12       | 0      | 0       | 0       | 12    |
| 15       | 0      | 0       | 0       | 15    |
| 16       | 0      | 0       | 0       | 16    |
| 105      | 0      | 0       | 0       | 105   |
| 28       | 0      | 0       | 0       | 28    |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 32       | 0      | 0       | 0       | 32    |
| 16       | 0      | 0       | 0       | 16    |
| 37       | 0      | 0       | 0       | 37    |
| 10       | 0      | 0       | 0       | 10    |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 1      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| -        | 2      | 0       | 1       | -     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/19/2017 Tuesday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
|   |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 6        | 0      | 0        | 0       | 6     |
|   | 22:45 | 16       | 0      | 0        | 0       | 16    |
|   | 23:00 | 22       | 0      | 0        | 0       | 22    |
|   | 23:15 | 46       | 0      | 0        | 0       | 46    |
|   | 23:30 | 14       | 0      | 0        | 0       | 14    |
|   | 23:45 | 2        | 0      | 0        | 0       | 2     |
| Ì |       | 1053     | 12     | 3        | 0       | 1068  |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 1        | 2       | 0      | 0       | 3     |  |  |  |
| 3        | 0       | 1      | 0       | 4     |  |  |  |
| 55       | 0       | 0      | 0       | 55    |  |  |  |
| 32       | 2       | 0      | 0       | 34    |  |  |  |
| 9        | 0       | 0      | 0       | 9     |  |  |  |
| 7        | 0       | 0      | 0       | 7     |  |  |  |
| 1133     | 27      | 7      | 1       | 1168  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       | -                |                 | ENTERING |         |       |  |
|-------|------------------|-----------------|----------|---------|-------|--|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 0:00  | 4                | 0               | 0        | 1       | 5     |  |
| 0:15  | 4                | 0               | 0        | 1       | 5     |  |
| 0:30  | 0                | 2               | 0        | 3       | 5     |  |
| 0:45  | 3                | 0               | 0        | 1       | 4     |  |
| 1:00  | 3                | 2               | 2        | 2       | 9     |  |
| 1:15  | 1                | 0               | 0        | 0       | 1     |  |
| 1:30  | 2                | 1               | 0        | 2       | 5     |  |
| 1:45  | 2                | 1               | 0        | 1       | 4     |  |
| 2:00  | 1                | 0               | 0        | 1       | 2     |  |
| 2:15  | 1                | 1               | 1        | 1       | 4     |  |
| 2:30  | 2                | 0               | 1        | 2       | 5     |  |
| 2:45  | 4                | 1               | 0        | 2       | 7     |  |
| 3:00  | 4                | 1               | 0        | 0       | 5     |  |
| 3:15  | 3                | 0               | 0        | 2       | 5     |  |
| 3:30  | 4                | 0               | 0        | 1       | 5     |  |
| 3:45  | 2                | 1               | 0        | 2       | 5     |  |
| 4:00  | 1                | 0               | 0        | 0       | 1     |  |
| 4:15  | 11               | 0               | 1        | 0       | 12    |  |
| 4:30  | 13               | 0               | 0        | 0       | 13    |  |
| 4:45  | 19               | 0               | 0        | 2       | 21    |  |
| 5:00  | 30               | 0               | 0        | 0       | 30    |  |
| 5:15  | 24               | 1               | 0        | 0       | 25    |  |
| 5:30  | 28               | 0               | 0        | 1       | 29    |  |
| 5:45  | 57               | 0               | 0        | 1       | 58    |  |
| 6:00  | 34               | 0               | 0        | 1       | 35    |  |
| 6:15  | 43               | 0               | 0        | 0       | 43    |  |
| 6:30  | 121              | 0               | 1        | 2       | 124   |  |
| 6:45  | 281              | 0               | 0        | 4       | 285   |  |
| 7:00  | 161              | 2               | 0        | 1       | 164   |  |
| 7:15  | 185              | 0               | 0        | 4       | 189   |  |
| 7:30  | 49               | 0               | 1        | 1       | 51    |  |
| 7:45  | 12               | 0               | 1        | 1       | 14    |  |
| 8:00  | 8                | 0               | 1        | 2       | 11    |  |
| 8:15  | 23               | 0               | 0        | 3       | 26    |  |
| 8:30  | 25               | 0               | 1        | 1       | 27    |  |
| 8:45  | 27               | 1               | 0        | 0       | 28    |  |
| 9:00  | 6                | 1               | 0        | 1       | 8     |  |
| 9:15  | 13               | 2               | 1        | 2       | 18    |  |
| 9:30  | 20               | 0               | 5        | 2       | 27    |  |
| 9:45  | 17               | 2               | 2        | 2       | 23    |  |
| 10:00 | 19               | 2               | 2        | 3       | 26    |  |
| 10:15 | 17               | 1               | 0        | 2       | 20    |  |
| 10:30 | 23               | 3               | 0        | 5       | 31    |  |
| 10:45 | 19               | 0               | 3        | 6       | 28    |  |
| 11:00 | 11               | 2               | 2        | 2       | 17    |  |

|          | EVITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 10       | 0       | 1      | 0       | 11    |  |  |  |
| 8        | 1       | 2      | 0       | 11    |  |  |  |
| 9        | 0       | 0      | 1       | 10    |  |  |  |
| 7        | 1       | 0      | 0       | 8     |  |  |  |
| 9        | 0       | 2      | 2       | 13    |  |  |  |
| 7        | 0       | 0      | 1       | 8     |  |  |  |
| 11       | 0       | 0      | 0       | 11    |  |  |  |
| 7        | 0       | 1      | 0       | 8     |  |  |  |
| 6        | 0       | 1      | 0       | 7     |  |  |  |
| 13       | 5       | 1      | 2       | 21    |  |  |  |
| 33       | 1       | 0      | 2       | 36    |  |  |  |
| 46       | 1       | 1      | 1       | 49    |  |  |  |
| 22       | 3       | 0      | 1       | 26    |  |  |  |
| 3        | 3       | 0      | 2       | 8     |  |  |  |
| 35       | 3       | 1      | 1       | 40    |  |  |  |
| 13       | 2       | 0      | 0       | 15    |  |  |  |
| 23       | 1       | 0      | 0       | 24    |  |  |  |
| 27       | 0       | 0      | 2       | 29    |  |  |  |
| 128      | 0       | 1      | 0       | 129   |  |  |  |
| 38       | 0       | 0      | 0       | 38    |  |  |  |
| 157      | 0       | 0      | 1       | 158   |  |  |  |
| 46       | 2       | 0      | 0       | 48    |  |  |  |
| 16       | 0       | 0      | 0       | 16    |  |  |  |
| 22       | 0       | 0      | 0       | 22    |  |  |  |
| 13       | 0       | 0      | 0       | 13    |  |  |  |
| 14       | 1       | 0      | 1       | 16    |  |  |  |
| 26       | 2       | 0      | 0       | 28    |  |  |  |
| 29       | 0       | 0      | 0       | 29    |  |  |  |
| 29       | 0       | 1      | 0       | 30    |  |  |  |
| 27       | 0       | 1      | 3       | 31    |  |  |  |
| 16       | 0       | 1      | 0       | 17    |  |  |  |
| 12       | 1       | 0      | 4       | 17    |  |  |  |
| 4        | 0       | 0      | 1       | 5     |  |  |  |
| 5        | 1       | 1      | 1       | 8     |  |  |  |
| 7        | 1       | 0      | 2       | 10    |  |  |  |
| 10       | 1       | 2      | 3       | 16    |  |  |  |
| 5        | 0       | 1      | 2       | 8     |  |  |  |
| 6        | 0       | 1      | 2       | 9     |  |  |  |
| 15       | 1       | 5      | 1       | 22    |  |  |  |
| 7        | 4       | 1      | 0       | 12    |  |  |  |
| 24       | 1       | 1      | 1       | 27    |  |  |  |
| 8        | 5       | 1      | 2       | 16    |  |  |  |
| 11       | 1       | 2      | 2       | 16    |  |  |  |
| 40       | 2       | 3      | 3       | 48    |  |  |  |
| 31       | 2       | 2      | 2       | 37    |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       | <b>ENTERING</b> |        |          |         |       |  |
|-------|-----------------|--------|----------|---------|-------|--|
|       | Dace            | Largo  | ENTERING |         |       |  |
|       | Vehicles        | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 11:15 | 30              | 0      | 0        | 2       | 32    |  |
| 11:30 | 20              | 0      | 0        | 4       | 24    |  |
| 11:45 | 29              | 1      | 1        | 4       | 35    |  |
| 12:00 | 40              | 0      | 0        | 2       | 42    |  |
| 12:15 | 70              | 2      | 0        | 1       | 73    |  |
| 12:30 | 26              | 2      | 0        | 3       | 31    |  |
| 12:45 | 26              | 4      | 0        | 2       | 32    |  |
| 13:00 | 18              | 1      | 1        | 3       | 23    |  |
| 13:15 | 14              | 2      | 1        | 0       | 17    |  |
| 13:30 | 14              | 3      | 1        | 2       | 20    |  |
| 13:45 | 18              | 0      | 1        | 1       | 20    |  |
| 14:00 | 20              | 0      | 0        | 2       | 22    |  |
| 14:15 | 23              | 3      | 1        | 3       | 30    |  |
| 14:30 | 12              | 0      | 1        | 1       | 14    |  |
| 14:45 | 11              | 2      | 2        | 2       | 17    |  |
| 15:00 | 17              | 1      | 0        | 5       | 23    |  |
| 15:15 | 18              | 0      | 1        | 2       | 21    |  |
| 15:30 | 5               | 0      | 1        | 1       | 7     |  |
| 15:45 | 10              | 0      | 0        | 1       | 11    |  |
| 16:00 | 3               | 0      | 1        | 0       | 4     |  |
| 16:15 | 20              | 1      | 0        | 3       | 24    |  |
| 16:30 | 23              | 0      | 0        | 0       | 23    |  |
| 16:45 | 42              | 0      | 2        | 2       | 46    |  |
| 17:00 | 21              | 0      | 2        | 0       | 23    |  |
| 17:15 | 69              | 0      | 1        | 3       | 73    |  |
| 17:30 | 126             | 0      | 0        | 2       | 128   |  |
| 17:45 | 239             | 0      | 0        | 1       | 240   |  |
| 18:00 | 127             | 0      | 0        | 1       | 128   |  |
| 18:15 | 150             | 0      | 0        | 3       | 153   |  |
| 18:30 | 29              | 2      | 1        | 1       | 33    |  |
| 18:45 | 12              | 0      | 2        | 0       | 14    |  |
| 19:00 | 3               | 1      | 0        | 2       | 6     |  |
| 19:15 | 1               | 0      | 0        | 2       | 3     |  |
| 19:30 | 3               | 0      | 0        | 2       | 5     |  |
| 19:45 | 2               | 0      | 2        | 1       | 5     |  |
| 20:00 | 3               | 0      | 1        | 0       | 4     |  |
| 20:15 | 6               | 0      | 0        | 0       | 6     |  |
| 20:30 | 5               | 1      | 1        | 3       | 10    |  |
| 20:45 | 9               | 0      | 1        | 2       | 12    |  |
| 21:00 | 8               | 1      | 0        | 2       | 11    |  |
| 21:15 | 14              | 2      | 1        | 1       | 18    |  |
| 21:30 | 3               | 0      | 0        | 0       | 3     |  |
| 21:45 | 3               | 0      | 1        | 0       | 4     |  |
| 22:00 | 8               | 0      | 1        | 1       | 10    |  |
| 22:15 | 8               | 0      | 0        | 1       | 9     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 116      | 2      | 1       | 6       | 125   |
| 62       | 0      | 2       | 5       | 69    |
| 25       | 1      | 0       | 3       | 29    |
| 60       | 1      | 0       | 1       | 62    |
| 28       | 1      | 0       | 5       | 34    |
| 14       | 1      | 1       | 6       | 22    |
| 10       | 0      | 0       | 2       | 12    |
| 20       | 0      | 0       | 4       | 24    |
| 7        | 0      | 1       | 2       | 10    |
| 12       | 1      | 0       | 1       | 14    |
| 18       | 0      | 1       | 3       | 22    |
| 28       | 1      | 1       | 4       | 34    |
| 12       | 4      | 3       | 3       | 22    |
| 58       | 2      | 0       | 1       | 61    |
| 31       | 2      | 0       | 1       | 34    |
| 33       | 1      | 0       | 1       | 35    |
| 19       | 0      | 0       | 2       | 21    |
| 28       | 0      | 0       | 1       | 29    |
| 21       | 1      | 0       | 3       | 25    |
| 37       | 1      | 3       | 1       | 42    |
| 28       | 0      | 0       | 0       | 28    |
| 161      | 0      | 0       | 2       | 163   |
| 45       | 1      | 1       | 0       | 47    |
| 26       | 0      | 0       | 2       | 28    |
| 40       | 0      | 0       | 3       | 43    |
| 148      | 1      | 0       | 4       | 153   |
| 59       | 1      | 0       | 2       | 62    |
| 187      | 0      | 1       | 3       | 191   |
| 80       | 2      | 0       | 0       | 82    |
| 49       | 0      | 0       | 2       | 51    |
| 14       | 0      | 1       | 1       | 16    |
| 6        | 0      | 0       | 2       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 11       | 1      | 0       | 5       | 17    |
| 2        | 0      | 1       | 1       | 4     |
| 1        | 0      | 2       | 0       | 3     |
| 7        | 1      | 0       | 0       | 8     |
| 7        | 0      | 0       | 1       | 8     |
| 4        | 1      | 0       | 2       | 7     |
| 9        | 0      | 0       | 1       | 10    |
| 4        | 0      | 2       | 2       | 8     |
| 4        | 1      | 1       | 3       | 9     |
| 15       | 0      | 0       | 0       | 15    |
| 14       | 0      | 0       | 0       | 14    |
| 17       | 2      | 1       | 2       | 22    |
City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 15       | 0      | 0        | 0       | 15    |
| 22:45 | 25       | 0      | 2        | 2       | 29    |
| 23:00 | 27       | 0      | 0        | 0       | 27    |
| 23:15 | 51       | 0      | 1        | 1       | 53    |
| 23:30 | 32       | 0      | 0        | 3       | 35    |
| 23:45 | 2        | 0      | 0        | 2       | 4     |
|       | 2847     | 56     | 56       | 153     | 3112  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 3      | 0       | 4       | 15    |
| 10       | 1      | 2       | 1       | 14    |
| 60       | 0      | 0       | 2       | 62    |
| 51       | 2      | 1       | 7       | 61    |
| 17       | 0      | 2       | 3       | 22    |
| 11       | 0      | 1       | 0       | 12    |
| 2771     | 82     | 63      | 156     | 3072  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 0        | 0      | 0      | 1       | 1     |  |
| 0:15  | 0        | 1      | 1      | 2       | 4     |  |
| 0:30  | 0        | 1      | 0      | 2       | 3     |  |
| 0:45  | 0        | 2      | 1      | 0       | 3     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 2       | 2     |  |
| 1:30  | 0        | 0      | 0      | 1       | 1     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 3       | 3     |  |
| 2:15  | 0        | 0      | 0      | 1       | 1     |  |
| 2:30  | 0        | 0      | 1      | 1       | 2     |  |
| 2:45  | 0        | 0      | 0      | 2       | 2     |  |
| 3:00  | 0        | 0      | 0      | 1       | 1     |  |
| 3:15  | 0        | 1      | 0      | 2       | 3     |  |
| 3:30  | 1        | 0      | 0      | 1       | 2     |  |
| 3:45  | 0        | 0      | 1      | 0       | 1     |  |
| 4:00  | 0        | 0      | 1      | 1       | 2     |  |
| 4:15  | 1        | 0      | 0      | 0       | 1     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 1        | 0      | 0      | 1       | 2     |  |
| 5:00  | 3        | 0      | 1      | 2       | 6     |  |
| 5:15  | 0        | 0      | 0      | 0       | 0     |  |
| 5:30  | 0        | 0      | 0      | 1       | 1     |  |
| 5:45  | 0        | 0      | 1      | 0       | 1     |  |
| 6:00  | 0        | 0      | 1      | 3       | 4     |  |
| 6:15  | 0        | 0      | 1      | 1       | 2     |  |
| 6:30  | 0        | 0      | 0      | 2       | 2     |  |
| 6:45  | 0        | 1      | 0      | 3       | 4     |  |
| 7:00  | 0        | 0      | 0      | 4       | 4     |  |
| 7:15  | 0        | 0      | 1      | 3       | 4     |  |
| 7:30  | 0        | 0      | 1      | 2       | 3     |  |
| 7:45  | 2        | 1      | 6      | 10      | 19    |  |
| 8:00  | 0        | 0      | 0      | 0       | 0     |  |
| 8:15  | 0        | 0      | 0      | 0       | 0     |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |
| 8:45  | 2        | 2      | 1      | 1       | 6     |  |
| 9:00  | 2        | 1      | 2      | 3       | 8     |  |
| 9:15  | 3        | 0      | 4      | 5       | 12    |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 0        | 0      | 3      | 2       | 5     |  |
| 10:00 | 3        | 1      | 1      | 5       | 10    |  |
| 10:15 | 1        | 0      | 0      | 2       | 3     |  |
| 10:30 | 0        | 2      | 0      | 2       | 4     |  |
| 10:45 | 2        | 0      | 0      | 3       | 5     |  |
| 11:00 | 1        | 0      | 0      | 1       | 2     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 1       | 1       | 3     |
| 1        | 3      | 0       | 2       | 6     |
| 1        | 0      | 1       | 1       | 3     |
| 2        | 0      | 0       | 1       | 3     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 2       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 1       | 1       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 2        | 0      | 0       | 1       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 2       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 2       | 3     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 5       | 6       | 11    |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 1      | 0       | 1       | 3     |
| 2        | 0      | 2       | 3       | 7     |
| 0        | 0      | 2       | 2       | 4     |
| 3        | 0      | 1       | 1       | 5     |
| 0        | 0      | 1       | 0       | 1     |
| 3        | 1      | 2       | 4       | 10    |
| 0        | 1      | 1       | 0       | 2     |
| 1        | 0      | 0       | 4       | 5     |
| 0        | 2      | 0       | 3       | 5     |
| 0        | 0      | 2       | 4       | 6     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  | _      |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 1      | 2      | 5       | 8     |  |
| 11:30 | 0        | 1      | 2      | 2       | 5     |  |
| 11:45 | 1        | 0      | 0      | 4       | 5     |  |
| 12:00 | 0        | 1      | 0      | 3       | 4     |  |
| 12:15 | 1        | 0      | 3      | 4       | 8     |  |
| 12:30 | 0        | 3      | 1      | 1       | 5     |  |
| 12:45 | 0        | 3      | 4      | 0       | 7     |  |
| 13:00 | 1        | 0      | 1      | 3       | 5     |  |
| 13:15 | 2        | 1      | 1      | 3       | 7     |  |
| 13:30 | 4        | 1      | 4      | 0       | 9     |  |
| 13:45 | 0        | 0      | 0      | 2       | 2     |  |
| 14:00 | 0        | 1      | 3      | 2       | 6     |  |
| 14:15 | 0        | 0      | 0      | 2       | 2     |  |
| 14:30 | 0        | 2      | 0      | 4       | 6     |  |
| 14:45 | 3        | 1      | 1      | 2       | 7     |  |
| 15:00 | 1        | 0      | 0      | 4       | 5     |  |
| 15:15 | 3        | 0      | 1      | 3       | 7     |  |
| 15:30 | 1        | 0      | 0      | 4       | 5     |  |
| 15:45 | 0        | 0      | 1      | 2       | 3     |  |
| 16:00 | 1        | 0      | 0      | 1       | 2     |  |
| 16:15 | 0        | 1      | 2      | 1       | 4     |  |
| 16:30 | 1        | 0      | 0      | 0       | 1     |  |
| 16:45 | 2        | 0      | 0      | 3       | 5     |  |
| 17:00 | 0        | 0      | 0      | 1       | 1     |  |
| 17:15 | 1        | 0      | 1      | 0       | 2     |  |
| 17:30 | 0        | 0      | 1      | 1       | 2     |  |
| 17:45 | 1        | 0      | 1      | 0       | 2     |  |
| 18:00 | 0        | 0      | 0      | 1       | 1     |  |
| 18:15 | 0        | 0      | 0      | 1       | 1     |  |
| 18:30 | 0        | 0      | 0      | 1       | 1     |  |
| 18:45 | 0        | 0      | 0      | 6       | 6     |  |
| 19:00 | 0        | 0      | 1      | 1       | 2     |  |
| 19:15 | 0        | 0      | 1      | 1       | 2     |  |
| 19:30 | 0        | 0      | 1      | 1       | 2     |  |
| 19:45 | 0        | 0      | 1      | 5       | 6     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 2      | 1       | 3     |  |
| 20:30 | 1        | 1      | 0      | 1       | 3     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 2        | 1      | 1      | 0       | 4     |  |
| 21:15 | 2        | 0      | 1      | 2       | 5     |  |
| 21:30 | 1        | 0      | 2      | 0       | 3     |  |
| 21:45 | 1        | U      | U      | 1       | 2     |  |
| 22:00 | 0        |        | 1      | 1       | 3     |  |
| 22:15 | U        | U      | 1      | 1       | 2     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 1      | 1       | 4       | 7     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 3       | 4     |
| 1        | 0      | 2       | 3       | 6     |
| 0        | 0      | 1       | 6       | 7     |
| 1        | 3      | 0       | 1       | 5     |
| 0        | 1      | 0       | 5       | 6     |
| 1        | 0      | 3       | 4       | 8     |
| 2        | 0      | 1       | 3       | 6     |
| 0        | 1      | 1       | 4       | 6     |
| 3        | 1      | 2       | 1       | 7     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 5      | 1       | 5       | 11    |
| 0        | 2      | 1       | 4       | 7     |
| 2        | 0      | 1       | 2       | 5     |
| 5        | 1      | 1       | 3       | 10    |
| 3        | 0      | 1       | 3       | 7     |
| 1        | 1      | 2       | 0       | 4     |
| 1        | 3      | 0       | 3       | 7     |
| 1        | 0      | 3       | 2       | 6     |
| 1        | 1      | 1       | 0       | 3     |
| 0        | 0      | 1       | 0       | 1     |
| 3        | 0      | 0       | 2       | 5     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 3       | 3     |
| 1        | 0      | 0       | 2       | 3     |
| 1        | 0      | 1       | 2       | 4     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 1       | 3       | 4     |
| 0        | 0      | 0       | 5       | 5     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 1      | 1       | 1       | 3     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 4       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 1      | 1       | 2     |
| 22:45 | 0        | 0      | 1      | 0       | 1     |
| 23:00 | 0        | 0      | 0      | 1       | 1     |
| 23:15 | 0        | 0      | 0      | 0       | 0     |
| 23:30 | 0        | 0      | 0      | 0       | 0     |
| 23:45 | 0        | 0      | 0      | 3       | 3     |
|       | 52       | 32     | 71     | 162     | 317   |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 1      | 1      | 4       | 6     |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |
| 2        | 0      | 0      | 3       | 5     |  |  |  |
| 2        | 0      | 0      | 7       | 9     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 2        | 0      | 1      | 1       | 4     |  |  |  |
| 64       | 33     | 70     | 162     | 329   |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/20/2017 Wednesday

|               | ENTERING |        |        |         |       |  |
|---------------|----------|--------|--------|---------|-------|--|
|               | Pass     | Large  |        |         |       |  |
|               | Vehicles | 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      | 0       | 0     |  |
| 1:00          | 0        | 0      | 0      | 0       | 0     |  |
| 1:15          | 0        | 0      | 0      | 0       | 0     |  |
| 1:30          | 0        | 0      | 0      | 0       | 0     |  |
| 1:45          | 0        | 0      | 0      | 0       | 0     |  |
| 2:00          | 0        | 0      | 0      | 0       | 0     |  |
| 2:15          | 0        | 0      | 0      | 0       | 0     |  |
| 2:30          | 0        | 0      | 0      | 0       | 0     |  |
| 2:45          | 0        | 0      | 0      | 0       | 0     |  |
| 3:00          | 0        | 0      | 0      | 0       | 0     |  |
| 3:15          | 0        | 0      | 0      | 0       | 0     |  |
| 3:30          | 0        | 0      | 0      | 0       | 0     |  |
| 3:45          | 0        | 0      | 0      | 0       | 0     |  |
| 4:00          | 0        | 0      | 0      | 0       | 0     |  |
| 4:15          | 4        | 0      | 1      | 0       | 5     |  |
| 4.30          | 6        | 0      | 0      | 0       | 6     |  |
| 4.45          | 2        | 0      | 0      | 0       | 2     |  |
| 5.00          | 6        | 0      | 0      | 0       | 6     |  |
| 5.00          | 4        | 0      | 0      | 0       | 4     |  |
| 5:30          | 13       | 0      | 0      | 0       | 13    |  |
| 5:45          | 22       | 0      | 0      | 0       | 22    |  |
| 6.00          | 12       | 0      | 0      | 0       | 12    |  |
| 6.00          | 4        | 0      | 0      | 0       | 4     |  |
| 6:30          | 26       | 0      | 0      | 0       | 26    |  |
| 6:45          | 51       | 0      | 0      | 0       | 51    |  |
| 7.00          | 84       | 0      | 0      | 0       | 84    |  |
| 7.00          | 46       | 0      | 0      | 0       | 46    |  |
| 7.20          | 39       | 0      | 0      | 0       | 39    |  |
| 7.30          | 5        | 0      | 0      | 0       | 55    |  |
| ,,2<br>8.00   | 4        | 0      | 0      | 0       | 4     |  |
| 8.00          | 0        | 0      | 0      | 0       | -     |  |
| 8.20          | 0        | 0      | 0      | 0       | 0     |  |
| 8.30<br>8.45  | 0        | 0      | 0      | 0       | 0     |  |
| 9.00          | 0        | 0      | 0      | 0       | 0     |  |
| Q.15          | 0        | 0      | 0      | 0       | 0     |  |
| 0.30          | 0        | 0      | 0      | 0       | 0     |  |
| 9.30<br>Q./IE | 0        | 0      | 0      | 0       | 0     |  |
| 10.00         | 0        | 0      | 0      | 0       | 0     |  |
| 10.00         | 0        | 0      | 0      | 0       | 0     |  |
| 10.13         | 0        | 0      | 0      | 0       | 0     |  |
| 10.30         | 0        | 0      | 0      | 0       | 0     |  |
| 11.00         | 1        | 0      | 0      | 0       | 1     |  |
| 11.00         | 4        | 0      |        | 0       |       |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 15       | 0      | 0       | 0       | 15    |
| 15       | 0      | 0       | 0       | 15    |
| 35       | 0      | 0       | 0       | 35    |
| 19       | 0      | 0       | 0       | 19    |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 3       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 1       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 1        | 0      | 0      | 0       | 1     |  |
| 11:30 | 3        | 0      | 0      | 0       | 3     |  |
| 11:45 | 7        | 0      | 0      | 0       | 7     |  |
| 12:00 | 2        | 0      | 0      | 0       | 2     |  |
| 12:15 | 5        | 0      | 0      | 0       | 5     |  |
| 12:30 | 6        | 0      | 0      | 0       | 6     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 4        | 0      | 0      | 0       | 4     |  |
| 17:00 | 9        | 0      | 0      | 0       | 9     |  |
| 17:15 | 19       | 0      | 0      | 0       | 19    |  |
| 17:30 | 33       | 0      | 0      | 0       | 33    |  |
| 17:45 | 65       | 0      | 0      | 0       | 65    |  |
| 18:00 | 34       | 0      | 0      | 0       | 34    |  |
| 18:15 | 42       | 0      | 0      | 0       | 42    |  |
| 18:30 | 11       | 0      | 0      | 0       | 11    |  |
| 18:45 | 0        | 0      | 1      | 0       | 1     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21.45 | 0        | 0      | 0      | 0       | 0     |  |
| 22.00 | 0        | 0      | 0      | 0       | 0     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 12       | 0      | 0       | 0       | 12    |
| 10       | 0      | 0       | 0       | 10    |
| 9        | 0      | 0       | 0       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 14       | 0      | 1       | 0       | 15    |
| 32       | 0      | 0       | 0       | 32    |
| 25       | 0      | 0       | 0       | 25    |
| 53       | 0      | 0       | 0       | 53    |
| 21       | 0      | 0       | 0       | 21    |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 4       | 4     |
| 22:45 | 0        | 0      | 0        | 1       | 1     |
| 23:00 | 0        | 0      | 0        | 2       | 2     |
| 23:15 | 0        | 0      | 0        | 4       | 4     |
| 23:30 | 0        | 0      | 0        | 6       | 6     |
| 23:45 | 0        | 0      | 0        | 2       | 2     |
|       | 573      | 0      | 2        | 19      | 594   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 12      | 12    |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 407      | 2      | 10      | 25      | 444   |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/20/2017 Wednesday

| 1     |          |        |        |         | 1     |  |
|-------|----------|--------|--------|---------|-------|--|
|       | ENTERING |        |        |         |       |  |
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 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      | 0       | 0     |  |
| 1:00  | 0        | 0      | 0      | 0       | 0     |  |
| 1:15  | 0        | 0      | 0      | 0       | 0     |  |
| 1:30  | 0        | 0      | 0      | 0       | 0     |  |
| 1:45  | 0        | 0      | 0      | 0       | 0     |  |
| 2:00  | 0        | 0      | 0      | 0       | 0     |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |
| 2:30  | 0        | 0      | 0      | 0       | 0     |  |
| 2:45  | 0        | 0      | 0      | 0       | 0     |  |
| 3:00  | 0        | 0      | 0      | 0       | 0     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 0        | 0      | 0      | 0       | 0     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 2        | 0      | 0      | 0       | 2     |  |
| 4:15  | 4        | 0      | 0      | 0       | 4     |  |
| 4:30  | 8        | 0      | 0      | 0       | 8     |  |
| 4:45  | 16       | 0      | 0      | 0       | 16    |  |
| 5:00  | 11       | 0      | 0      | 0       | 11    |  |
| 5:15  | 8        | 0      | 0      | 0       | 8     |  |
| 5:30  | 14       | 0      | 0      | 0       | 14    |  |
| 5:45  | 23       | 0      | 0      | 0       | 23    |  |
| 6:00  | 28       | 0      | 0      | 0       | 28    |  |
| 6:15  | 19       | 0      | 0      | 0       | 19    |  |
| 6:30  | 52       | 1      | 0      | 0       | 53    |  |
| 6:45  | 112      | 0      | 0      | 0       | 112   |  |
| 7:00  | 140      | 0      | 0      | 0       | 140   |  |
| 7:15  | 87       | 0      | 0      | 0       | 87    |  |
| 7:30  | 58       | 0      | 0      | 0       | 58    |  |
| 7:45  | 6        | 0      | 0      | 0       | 6     |  |
| 8:00  | 3        | 0      | 0      | 0       | 3     |  |
| 8:15  | 1        | 0      | 0      | 0       | 1     |  |
| 8:30  | 0        | 0      | 0      | 0       | 0     |  |
| 8:45  | 0        | 0      | 0      | 0       | 0     |  |
| 9:00  | 0        | 0      | 0      | 0       | 0     |  |
| 9:15  | 0        | 0      | 0      | 0       | 0     |  |
| 9:30  | 0        | 0      | 0      | 0       | 0     |  |
| 9:45  | 0        | 0      | 0      | 0       | 0     |  |
| 10:00 | 1        | 0      | 0      | 0       | 1     |  |
| 10:15 | 0        | 0      | 0      | 0       | 0     |  |
| 10:30 | 0        | 0      | 0      | 0       | 0     |  |
| 10:45 | 1        | 0      | 0      | 0       | 1     |  |
| 11:00 | 4        | 0      | 0      | 0       | 4     |  |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 90       | 0      | 0      | 0       | 90    |  |  |
| 41       | 0      | 0      | 0       | 41    |  |  |
| 84       | 0      | 0      | 0       | 84    |  |  |
| 51       | 2      | 0      | 0       | 53    |  |  |
| 19       | 0      | 0      | 0       | 19    |  |  |
| 14       | 0      | 0      | 0       | 14    |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 19       | 2      | 0      | 0       | 21    |  |  |
| 16       | 0      | 0      | 0       | 16    |  |  |
| 26       | 0      | 0      | 0       | 26    |  |  |
| 16       | 0      | 0      | 0       | 16    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 12       | 0      | 0      | 0       | 12    |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/20/2017 Wednesday

|       | ENTEDING |            |        |         |       |  |
|-------|----------|------------|--------|---------|-------|--|
|       | Pass     | Pass Large |        |         |       |  |
|       | Vehicles | 2 Axle     | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 6        | 0          | 0      | 0       | 6     |  |
| 11:30 | 6        | 0          | 0      | 0       | 6     |  |
| 11:45 | 4        | 0          | 0      | 0       | 4     |  |
| 12:00 | 16       | 0          | 0      | 0       | 16    |  |
| 12:15 | 16       | 0          | 0      | 0       | 16    |  |
| 12:30 | 6        | 0          | 0      | 0       | 6     |  |
| 12:45 | 1        | 0          | 0      | 0       | 1     |  |
| 13:00 | 0        | 0          | 0      | 0       | 0     |  |
| 13:15 | 1        | 0          | 0      | 0       | 1     |  |
| 13:30 | 0        | 0          | 0      | 0       | 0     |  |
| 13:45 | 0        | 0          | 0      | 0       | 0     |  |
| 14:00 | 0        | 0          | 0      | 0       | 0     |  |
| 14:15 | 0        | 0          | 0      | 0       | 0     |  |
| 14:30 | 1        | 0          | 0      | 0       | 1     |  |
| 14:45 | 0        | 0          | 0      | 0       | 0     |  |
| 15:00 | 0        | 0          | 0      | 0       | 0     |  |
| 15:15 | 0        | 0          | 0      | 0       | 0     |  |
| 15:30 | 0        | 0          | 0      | 0       | 0     |  |
| 15:45 | 0        | 0          | 0      | 0       | 0     |  |
| 16:00 | 0        | 0          | 0      | 0       | 0     |  |
| 16:15 | 0        | 0          | 0      | 0       | 0     |  |
| 16:30 | 0        | 0          | 0      | 0       | 0     |  |
| 16:45 | 0        | 0          | 0      | 0       | 0     |  |
| 17:00 | 30       | 0          | 0      | 0       | 30    |  |
| 17:15 | 41       | 0          | 0      | 0       | 41    |  |
| 17:30 | 87       | 0          | 0      | 0       | 87    |  |
| 17:45 | 137      | 0          | 0      | 0       | 137   |  |
| 18:00 | 99       | 0          | 0      | 0       | 99    |  |
| 18:15 | 97       | 0          | 0      | 0       | 97    |  |
| 18:30 | 32       | 0          | 0      | 0       | 32    |  |
| 18:45 | 10       | 0          | 0      | 0       | 10    |  |
| 19:00 | 3        | 0          | 0      | 0       | 3     |  |
| 19:15 | 0        | 0          | 0      | 0       | 0     |  |
| 19:30 | 0        | 0          | 0      | 0       | 0     |  |
| 19:45 | 0        | 0          | 0      | 0       | 0     |  |
| 20:00 | 0        | 0          | 0      | 0       | 0     |  |
| 20:15 | 0        | 0          | 0      | 0       | 0     |  |
| 20:30 | 0        | 0          | 0      | 0       | 0     |  |
| 20:45 | 0        | 0          | 0      | 0       | 0     |  |
| 21:00 | 0        | 0          | 0      | 0       | 0     |  |
| 21:15 | 0        | 0          | 0      | 0       | 0     |  |
| 21:30 | 0        | 0          | 0      | 0       | 0     |  |
| 21:45 | 0        | 0          | 0      | 0       | 0     |  |
| 22:00 | 0        | 0          | 0      | 0       | 0     |  |
| 22:15 | 4        | 0          | 0      | 0       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 46       | 0      | 0       | 0       | 46    |
| 33       | 0      | 0       | 0       | 33    |
| 18       | 0      | 0       | 0       | 18    |
| 23       | 0      | 0       | 0       | 23    |
| 16       | 0      | 0       | 0       | 16    |
| 14       | 0      | 0       | 0       | 14    |
| 9        | 0      | 0       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 1      | 0       | 0       | 8     |
| ,<br>7   | 0      | 0       | 0       | 7     |
| ,<br>2   | 0      | 0       | 0       | 2     |
| 15       | 0      | 0       | 0       | 15    |
| 15       | 0      | 0       | 0       | 15    |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 11       | 0      | 0       | 0       | 11    |
| 8        | 0      | 0       | 0       | 8     |
| 39       | 0      | 0       | 0       | 39    |
| 13       | 0      | 0       | 0       | 13    |
| 16       | 0      | 0       | 0       | 16    |
| 14       | 0      | 0       | 0       | 14    |
| 61       | 0      | 0       | 0       | 61    |
| 43       | 0      | 0       | 0       | 43    |
| 77       | 0      | 0       | 0       | 77    |
| 49       | 0      | 0       | 0       | 49    |
| 20       | 1      | 0       | 0       | 21    |
| 13       | 0      | 0       | 0       | 13    |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 21       | 0      | 0       | 0       | 21    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 5        | 0      | 0        | 0       | 5     |
| 22:45 | 9        | 0      | 0        | 0       | 9     |
| 23:00 | 4        | 0      | 0        | 0       | 4     |
| 23:15 | 8        | 0      | 0        | 0       | 8     |
| 23:30 | 10       | 0      | 0        | 0       | 10    |
| 23:45 | 3        | 0      | 0        | 0       | 3     |
|       | 1235     | 1      | 0        | 0       | 1236  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 18       | 0      | 0       | 0       | 18    |
| 20       | 0      | 0       | 0       | 20    |
| 20       | 0      | 0       | 0       | 20    |
| 24       | 0      | 0       | 0       | 24    |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 1263     | 6      | 0       | 0       | 1269  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/20/2017 Wednesday

|       | ENITEDING |        |        |         |       |  |
|-------|-----------|--------|--------|---------|-------|--|
|       | Daca      |        |        |         |       |  |
|       | Vehicles  | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 1         | 0      | 0      | 0       | 1     |  |
| 0:15  | 1         | 1      | 0      | 0       | 2     |  |
| 0:30  | 2         | 0      | 0      | 0       | 2     |  |
| 0:45  | 1         | 0      | 0      | 0       | 1     |  |
| 1:00  | 2         | 0      | 0      | 0       | 2     |  |
| 1:15  | 7         | 0      | 0      | 0       | 7     |  |
| 1:30  | 3         | 0      | 0      | 0       | 3     |  |
| 1:45  | 2         | 0      | 0      | 0       | 2     |  |
| 2:00  | 1         | 1      | 0      | 0       | 2     |  |
| 2:15  | 1         | 0      | 0      | 0       | 1     |  |
| 2:30  | 4         | 0      | 0      | 0       | 4     |  |
| 2:45  | 6         | 0      | 0      | 0       | 6     |  |
| 3:00  | 3         | 0      | 0      | 0       | 3     |  |
| 3:15  | 3         | 1      | 0      | 0       | 4     |  |
| 3:30  | 1         | 0      | 0      | 0       | 1     |  |
| 3:45  | 4         | 0      | 0      | 0       | 4     |  |
| 4:00  | 2         | 0      | 0      | 0       | 2     |  |
| 4:15  | 3         | 0      | 0      | 0       | 3     |  |
| 4:30  | 0         | 0      | 0      | 0       | 0     |  |
| 4:45  | 0         | 0      | 0      | 0       | 0     |  |
| 5:00  | 1         | 0      | 0      | 0       | 1     |  |
| 5:15  | 1         | 0      | 0      | 0       | 1     |  |
| 5:30  | 0         | 0      | 0      | 0       | 0     |  |
| 5:45  | 7         | 0      | 0      | 0       | 7     |  |
| 6:00  | 2         | 0      | 0      | 0       | 2     |  |
| 6:15  | 7         | 0      | 0      | 0       | 7     |  |
| 6:30  | 34        | 0      | 0      | 0       | 34    |  |
| 6:45  | 77        | 0      | 0      | 0       | 77    |  |
| 7:00  | 27        | 0      | 0      | 0       | 27    |  |
| 7:15  | 4         | 0      | 0      | 0       | 4     |  |
| 7:30  | 0         | 0      | 0      | 0       | 0     |  |
| 7:45  | 1         | 0      | 0      | 0       | 1     |  |
| 8:00  | 11        | 0      | 0      | 0       | 11    |  |
| 8:15  | 24        | 1      | 0      | 0       | 25    |  |
| 8:30  | 11        | 0      | 1      | 0       | 12    |  |
| 8:45  | 17        | 0      | 0      | 0       | 17    |  |
| 9:00  | 9         | 0      | 1      | 0       | 10    |  |
| 9:15  | 14        | 0      | 0      | 0       | 14    |  |
| 9:30  | 21        | 0      | 0      | 0       | 21    |  |
| 9:45  | 13        | 0      | 0      | 0       | 13    |  |
| 10:00 | 12        | 0      | 0      | 0       | 12    |  |
| 10:15 | 8         | 0      | 0      | 0       | 8     |  |
| 10:30 | 11        | 0      | 0      | 0       | 11    |  |
| 10:45 | 9         | 0      | 0      | 0       | 9     |  |
| 11:00 | 7         | 0      | 0      | 0       | 7     |  |

|          |        | EXITING |         |        |
|----------|--------|---------|---------|--------|
| Pass     | Large  |         |         |        |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL  |
| 5        | 0      | 0       | 0       | 5      |
| 1        | 1      | 0       | 0       | 2      |
| 1        | 0      | 0       | 0       | 1      |
| 1        | 0      | 0       | 0       | 1      |
| 3        | 1      | 0       | 0       | 4      |
| 2        | 0      | 0       | 0       | 2      |
| 5        | 0      | 0       | 0       | 5      |
| 2        | 0      | 0       | 0       | 2      |
| 12       | 0      | 0       | 0       | 12     |
| 11       | 0      | 0       | 0       | 11     |
| 11       | 0      | 0       | 0       | 11     |
| 6        | 0      | 0       | 0       | 6      |
| 43       | 0      | 0       | 0       | 43     |
| 3        | 0      | 0       | 0       | 3      |
| 36       | 0      | 0       | 0       | 36     |
| 29       | 1      | 0       | 0       | 30     |
| 10       | 0      | 0       | 0       | 10     |
| 4        | 0      | 0       | 0       | 4      |
| 6        | 0      | 0       | 0       | 6      |
| 7        | 0      | 1       | 0       | 8      |
| 16       | 0      | 0       | 0       | 16     |
| 4        | 0      | 0       | 0       | 4      |
| 9        | 0      | 0       | 0       | 9      |
| 4        | 0      | 0       | 0       | 4      |
| 3        | 0      | 0       | 0       | 3      |
| 4        | 0      | 0       | 0       | 4      |
| 5        | 0      | 0       | 0       | 5      |
| 7        | 0      | 0       | 0       | 7      |
| 9        | 0      | 0       | 0       | 9      |
| 7        | 0      | 0       | 0       | 7      |
| 6        | 0      | 0       | 0       | 6      |
| 1        | 0      | 0       | 0       | 1      |
| 3        | 0      | 0       | 0       | 3      |
| 3        | 1      | 0       | 0       | 4      |
| 6        | 0      | 0       | 0       | 6      |
| 1        | 0      | 0       | 0       | 1      |
| 2        | 0      | 0       | 0       | 2      |
| 1        | 0      | 0       | 0       | 1      |
| 3        | 2      | 0       | 0       | - 5    |
| 6        | 0      | 0       | 0       | 6      |
| 13       | 0      | 0       | 0       | 13     |
| 7        | 0      | 0       | 0       | 7      |
| 7        | 0      | 1       | 0       | ,<br>8 |
| 45       | 0      | 0       | 0       | 45     |
| -5       | 1      | 0       | 0       | 69     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 5        | 0      | 0      | 0       | 5     |
| 11:30 | 10       | 0      | 0      | 0       | 10    |
| 11:45 | 8        | 0      | 0      | 0       | 8     |
| 12:00 | 30       | 0      | 0      | 0       | 30    |
| 12:15 | 35       | 0      | 0      | 0       | 35    |
| 12:30 | 8        | 0      | 0      | 0       | 8     |
| 12:45 | 10       | 0      | 0      | 0       | 10    |
| 13:00 | 13       | 0      | 0      | 0       | 13    |
| 13:15 | 32       | 0      | 0      | 0       | 32    |
| 13:30 | 9        | 0      | 0      | 0       | 9     |
| 13:45 | 8        | 0      | 0      | 0       | 8     |
| 14:00 | 11       | 0      | 0      | 0       | 11    |
| 14:15 | 11       | 0      | 0      | 0       | 11    |
| 14:30 | 11       | 0      | 1      | 0       | 12    |
| 14:45 | 12       | 0      | 0      | 0       | 12    |
| 15:00 | 12       | 0      | 0      | 0       | 12    |
| 15:15 | 18       | 0      | 0      | 0       | 18    |
| 15:30 | 15       | 1      | 1      | 0       | 17    |
| 15:45 | 11       | 0      | 0      | 0       | 11    |
| 16:00 | 15       | 0      | 1      | 0       | 16    |
| 16:15 | 26       | 0      | 1      | 0       | 27    |
| 16:30 | 37       | 0      | 0      | 0       | 37    |
| 16:45 | 37       | 0      | 0      | 0       | 37    |
| 17:00 | 6        | 0      | 0      | 0       | 6     |
| 17:15 | 16       | 0      | 0      | 0       | 16    |
| 17:30 | 39       | 0      | 0      | 0       | 39    |
| 17:45 | 57       | 0      | 0      | 0       | 57    |
| 18:00 | 24       | 0      | 0      | 0       | 24    |
| 18:15 | 7        | 0      | 0      | 0       | 7     |
| 18:30 | , 1      | 0      | 0      | 0       | 1     |
| 18:45 | 0        | 0      | 0      | 0       | 0     |
| 19:00 | 3        | 0      | 0      | 0       | 3     |
| 19:15 | 4        | 0      | 0      | 0       | 4     |
| 19.10 | 0        | 0      | 0      | 0       | 0     |
| 19.30 | 5        | 0      | 0      | 0       | 5     |
| 20.40 | 9        | 0      | 0      | 0       | 9     |
| 20.00 | 2        | 0      | 0      | 0       | 2     |
| 20.13 | 6        | 0      | 0      | 0       | 6     |
| 20.30 | 9        | 0      | 0      | 0       | 9     |
| 20.43 | 13       | 0      | 0      | 0       | 13    |
| 21.00 | 11       | 0      | 0      | 0       | 11    |
| 21.13 | 1/       | 0      | 0      | 0       | 1/    |
| 21.30 | 12       | 0      | 0      | 0       | 12    |
| 21.40 | 0        | 0      | 0      | 0       | 0     |
| 22.00 | 2        | 0      | 0      | 0       | 2     |
| 22.13 | <u>~</u> | ~      | 5      | ~       | -     |

|          |        | EVITING |         | -     |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 14       | 0      | 0       | 0       | 14    |
| 12       | 0      | 0       | 0       | 12    |
| 7        | 0      | 1       | 0       | 8     |
| 15       | 0      | 0       | 0       | 15    |
| 24       | 1      | 0       | 0       | 25    |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 1      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 13       | 1      | 0       | 0       | 14    |
| 51       | 0      | 0       | 0       | 51    |
| 15       | 0      | 0       | 0       | 15    |
| 27       | 0      | 0       | 0       | 27    |
| 5        | 0      | 0       | 0       | 5     |
| 31       | 0      | 0       | 0       | 31    |
| 9        | 1      | 0       | 0       | 10    |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 42       | 0      | 0       | 0       | 42    |
| 13       | 0      | 0       | 0       | 13    |
| 7        | 0      | 0       | 0       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 91       | 0      | 0       | 0       | 91    |
| 38       | 0      | 0       | 0       | 38    |
| 48       | 0      | 0       | 0       | 48    |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 0      | 0       | 0       | 11    |
| 6        | 0      | 0       | 0       | 6     |
| 10       | 0      | 0       | 0       | 10    |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 13       | 0      | 0       | 0       | 13    |
|          | 0      | 0       | 0       |       |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 5        | 0      | 0        | 0       | 5     |
| 22:45 | 20       | 0      | 0        | 0       | 20    |
| 23:00 | 25       | 0      | 0        | 0       | 25    |
| 23:15 | 36       | 0      | 0        | 0       | 36    |
| 23:30 | 7        | 1      | 0        | 0       | 8     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 1092     | 6      | 6        | 0       | 1104  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 0      | 0       | 0       | 8     |
| 13       | 0      | 0       | 0       | 13    |
| 75       | 0      | 0       | 0       | 75    |
| 27       | 0      | 0       | 0       | 27    |
| 11       | 0      | 0       | 0       | 11    |
| 1        | 0      | 0       | 0       | 1     |
| 1186     | 11     | 3       | 0       | 1200  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/20/2017 Wednesday

|       | ENTERING |        |           |         |       |  |
|-------|----------|--------|-----------|---------|-------|--|
|       | Pacc     | Largo  | LINTERING |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle    | 4+ Axle | TOTAL |  |
| 0:00  | 1        | 0      | 0         | 1       | 2     |  |
| 0:15  | 1        | 2      | 1         | 2       | 6     |  |
| 0:30  | 2        | 1      | 0         | 2       | 5     |  |
| 0:45  | 1        | 2      | 1         | 0       | 4     |  |
| 1:00  | 2        | 0      | 0         | 0       | 2     |  |
| 1:15  | 7        | 0      | 0         | 2       | 9     |  |
| 1:30  | 3        | 0      | 0         | 1       | 4     |  |
| 1:45  | 2        | 0      | 0         | 0       | 2     |  |
| 2:00  | 1        | 1      | 0         | 3       | 5     |  |
| 2:15  | 2        | 0      | 0         | 1       | 3     |  |
| 2:30  | 4        | 0      | 1         | 1       | 6     |  |
| 2:45  | 6        | 0      | 0         | 2       | 8     |  |
| 3:00  | 3        | 0      | 0         | 1       | 4     |  |
| 3:15  | 3        | 2      | 0         | 2       | 7     |  |
| 3:30  | 2        | 0      | 0         | 1       | 3     |  |
| 3:45  | 4        | 0      | 1         | 0       | 5     |  |
| 4:00  | 4        | 0      | 1         | 1       | 6     |  |
| 4:15  | 12       | 0      | 1         | 0       | 13    |  |
| 4:30  | 14       | 0      | 0         | 0       | 14    |  |
| 4:45  | 19       | 0      | 0         | 1       | 20    |  |
| 5:00  | 21       | 0      | 1         | 2       | 24    |  |
| 5:15  | 13       | 0      | 0         | 0       | 13    |  |
| 5:30  | 27       | 0      | 0         | 1       | 28    |  |
| 5:45  | 52       | 0      | 1         | 0       | 53    |  |
| 6:00  | 42       | 0      | 1         | 3       | 46    |  |
| 6:15  | 30       | 0      | 1         | 1       | 32    |  |
| 6:30  | 112      | 1      | 0         | 2       | 115   |  |
| 6:45  | 240      | 1      | 0         | 3       | 244   |  |
| 7:00  | 251      | 0      | 0         | 4       | 255   |  |
| 7:15  | 137      | 0      | 1         | 3       | 141   |  |
| 7:30  | 97       | 0      | 1         | 2       | 100   |  |
| 7:45  | 14       | 1      | 6         | 10      | 31    |  |
| 8:00  | 18       | 0      | 0         | 0       | 18    |  |
| 8:15  | 25       | 1      | 0         | 0       | 26    |  |
| 8:30  | 11       | 0      | 1         | 0       | 12    |  |
| 8:45  | 19       | 2      | 1         | 1       | 23    |  |
| 9:00  | 11       | 1      | 3         | 3       | 18    |  |
| 9:15  | 17       | 0      | 4         | 5       | 26    |  |
| 9:30  | 21       | 0      | 0         | 0       | 21    |  |
| 9:45  | 13       | 0      | 3         | 2       | 18    |  |
| 10:00 | 16       | 1      | 1         | 5       | 23    |  |
| 10:15 | 9        | 0      | 0         | 2       | 11    |  |
| 10:30 | 11       | 2      | 0         | 2       | 15    |  |
| 10:45 | 12       | 0      | 0         | 3       | 15    |  |
| 11:00 | 16       | 0      | 0         | 1       | 17    |  |

|          |        | EXITING       |         |       |
|----------|--------|---------------|---------|-------|
| Pass     | Large  | Linite        |         |       |
| Vehicles | 2 Axle | 3 Axle        | 4+ Axle | τοται |
| 10       | 0      | 0             | 0       | 10    |
| 1        | 1      | 3             | 1       | 6     |
| 3        | 0      | 1             | 0       | 4     |
| 7        | 0      | 1             | 0       | 8     |
| 3        | 1      | 0             | 1       | 5     |
| 2        | 0      | 0             | 0       | 2     |
| 8        | 0      | 0             | 0       | 8     |
| 4        | 0      | 0             | 1       | 5     |
| 27       | 1      | 1             | 1       | 30    |
| 28       | 3      | 0             | 2       | 33    |
| 20       | 0      | 1             | 1       | 22    |
| 12       | 0      | 0             | 1       | 13    |
| 45       | 0      | 1             | 0       | 46    |
| 3        | 0      | 0             | 1       | 4     |
| 41       | 0      | 0             | 0       | 41    |
| 38       | 1      | 2             | 0       | 41    |
| 17       | 0      | 0             | 0       | 17    |
| 9        | 0      | 1             | 1       | 11    |
| 111      | 0      | 1             | -       | 112   |
| 65       | 0      | 1             | 1       | 67    |
| 137      | 0      | 0             | 0       | 137   |
| 75       | 2      | 1             | 0       | 70    |
| 37       | 0      | 0             | 1       | 38    |
| 22       | 0      | 0             | 1       | 23    |
| 19       | 0      | 2             | 2       | 23    |
| 12       | 0      | 1             | 0       | 13    |
| 29       | 2      | 0             | 0       | 31    |
| 30       | 1      | 0             | 2       | 33    |
| 42       | 0      | 2             | 0       | ΔΔ    |
| 27       | 0      | 0             | 0       | 27    |
| 20       | 0      | 1             | 1       | 27    |
| 7        | 0      | 5             | 6       | 18    |
| ,<br>Д   | 0      | 0             | 0       | 4     |
| 7        | 1      | 1             | 0       | 9     |
| 7        | 0      | 1             | 0       | 8     |
| ,<br>,   | 1      | 0             | 1       | 5     |
| 4        | 0      | 2             | 3       | 9     |
| 2        | 0      | 2             | 2       | 8     |
| 7        | 2      | 4             | 1       | 14    |
| , 10     | 0      | 1             | 0       | 11    |
| 18       | 1      | <u>े</u><br>२ | 4       | 26    |
| 10       | 1      | 1             | 0       | 17    |
| 10       | 0      | 1             | 4       | 15    |
| 54       | 2      | 0             | ्र<br>२ | 59    |
| 82       | 2      | 2             | 4       | 90    |
| J 22     | -      | -             | -       |       |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 12       | 1      | 2      | 5       | 20    |
| 11:30 | 19       | 1      | 2      | 2       | 24    |
| 11:45 | 20       | 0      | 0      | 4       | 24    |
| 12:00 | 48       | 1      | 0      | 3       | 52    |
| 12:15 | 57       | 0      | 3      | 4       | 64    |
| 12:30 | 20       | 3      | 1      | 1       | 25    |
| 12:45 | 11       | 3      | 4      | 0       | 18    |
| 13:00 | 14       | 0      | 1      | 3       | 18    |
| 13:15 | 35       | 1      | 1      | 3       | 40    |
| 13:30 | 13       | 1      | 4      | 0       | 18    |
| 13:45 | 8        | 0      | 0      | 2       | 10    |
| 14:00 | 11       | 1      | 3      | 2       | 17    |
| 14:15 | 11       | 0      | 0      | 2       | 13    |
| 14:30 | 12       | 2      | 1      | 4       | 19    |
| 14:45 | 15       | 1      | 1      | 2       | 19    |
| 15:00 | 13       | 0      | 0      | 4       | 17    |
| 15:15 | 21       | 0      | 1      | 3       | 25    |
| 15:30 | 16       | 1      | 1      | 4       | 22    |
| 15:45 | 11       | 0      | 1      | 2       | 14    |
| 16:00 | 16       | 0      | 1      | 1       | 18    |
| 16:15 | 26       | 1      | 3      | 1       | 31    |
| 16:30 | 38       | 0      | 0      | 0       | 38    |
| 16:45 | 43       | 0      | 0      | 3       | 46    |
| 17:00 | 45       | 0      | 0      | 1       | 46    |
| 17:15 | 77       | 0      | 1      | 0       | 78    |
| 17:30 | 159      | 0      | 1      | 1       | 161   |
| 17:45 | 260      | 0      | 1      | 0       | 261   |
| 18:00 | 157      | 0      | 0      | 1       | 158   |
| 18:15 | 146      | 0      | 0      | 1       | 147   |
| 18:30 | 44       | 0      | 0      | 1       | 45    |
| 18:45 | 10       | 0      | 1      | 6       | 17    |
| 19:00 | 6        | 0      | 1      | 1       | 8     |
| 19:15 | 4        | 0      | 1      | 1       | 6     |
| 19:30 | 0        | 0      | 1      | 1       | 2     |
| 19:45 | 5        | 0      | 1      | 5       | 11    |
| 20:00 | 9        | 0      | 0      | 0       | 9     |
| 20:15 | 2        | 0      | 2      | 1       | 5     |
| 20:30 | 7        | 1      | 0      | 1       | 9     |
| 20:45 | 9        | 0      | 0      | 0       | 9     |
| 21:00 | 15       | 1      | 1      | 0       | 17    |
| 21:15 | 13       | 0      | 1      | 2       | 16    |
| 21:30 | 15       | 0      | 2      | 0       | 17    |
| 21:45 | 13       | 0      | 0      | 1       | 14    |
| 22:00 | 0        | 1      | 1      | 1       | 3     |
| 22:15 | 6        | 0      | 1      | 1       | 8     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 73       | 1      | 1       | 4       | 79    |
| 55       | 0      | 0       | 1       | 56    |
| 35       | 0      | 1       | 3       | 39    |
| 46       | 0      | 2       | 3       | 51    |
| 43       | 1      | 1       | 6       | 51    |
| 22       | 3      | 0       | 1       | 26    |
| 16       | 1      | 0       | 5       | 22    |
| 9        | 0      | 3       | 4       | 16    |
| 12       | 0      | 1       | 3       | 16    |
| 8        | 2      | 1       | 4       | 15    |
| 18       | 2      | 2       | 1       | 23    |
| 12       | 0      | 1       | 3       | 16    |
| 16       | 6      | 1       | 5       | 28    |
| 69       | 2      | 1       | 4       | 76    |
| 35       | 0      | 1       | 2       | 38    |
| 50       | 1      | 1       | 3       | 55    |
| 14       | 0      | 1       | 3       | 18    |
| 44       | 1      | 2       | 0       | 47    |
| 15       | 4      | 0       | 3       | 22    |
| 18       | 0      | 3       | 2       | 23    |
| 17       | 1      | 2       | 0       | 20    |
| 88       | 0      | 1       | 0       | 89    |
| 31       | 0      | 0       | 2       | 33    |
| 27       | 0      | 0       | 2       | 29    |
| 36       | 0      | 1       | 3       | 40    |
| 185      | 0      | 0       | 2       | 187   |
| 107      | 0      | 1       | 2       | 110   |
| 179      | 0      | 0       | 1       | 180   |
| 77       | 0      | 1       | 3       | 81    |
| 43       | 1      | 0       | 5       | 49    |
| 24       | 0      | 0       | 2       | 26    |
| 21       | 0      | 3       | 1       | 25    |
| 9        | 0      | 1       | 1       | 11    |
| 2        | 1      | 1       | 1       | 5     |
| 6        | 0      | 1       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 1       | 0       | 5     |
| 6        | 0      | 0       | 1       | 7     |
| 3        | 0      | 0       | 3       | 6     |
| 4        | 0      | 0       | 2       | 6     |
| 6        | 1      | 0       | 0       | 7     |
| 4        | 1      | 0       | 5       | 10    |
| 12       | 0      | 0       | 2       | 14    |
| 21       | 0      | 1       | 1       | 23    |
| 28       | 0      | 0       | 0       | 28    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 10       | 0      | 1        | 5       | 16    |
| 22:45 | 29       | 0      | 1        | 1       | 31    |
| 23:00 | 29       | 0      | 0        | 3       | 32    |
| 23:15 | 44       | 0      | 0        | 4       | 48    |
| 23:30 | 17       | 1      | 0        | 6       | 24    |
| 23:45 | 3        | 0      | 0        | 5       | 8     |
|       | 2952     | 39     | 79       | 181     | 3251  |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 26       | 1       | 1      | 4       | 32    |  |  |  |
| 33       | 0       | 0      | 7       | 40    |  |  |  |
| 97       | 0       | 0      | 7       | 104   |  |  |  |
| 53       | 0       | 0      | 19      | 72    |  |  |  |
| 18       | 0       | 0      | 3       | 21    |  |  |  |
| 9        | 0       | 1      | 2       | 12    |  |  |  |
| 2920     | 52      | 83     | 187     | 3242  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 0      | 0      | 0       | 1     |
| 0:15  | 0        | 0      | 0      | 2       | 2     |
| 0:30  | 0        | 0      | 0      | 2       | 2     |
| 0:45  | 1        | 5      | 0      | 7       | 13    |
| 1:00  | 0        | 1      | 3      | 0       | 4     |
| 1:15  | 0        | 2      | 0      | 2       | 4     |
| 1:30  | 1        | 0      | 0      | 1       | 2     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 1      | 1       | 2     |
| 2:15  | 1        | 0      | 1      | 1       | 3     |
| 2:30  | 0        | 1      | 0      | 1       | 2     |
| 2:45  | 0        | 0      | 0      | 1       | 1     |
| 3:00  | 1        | 0      | 0      | 1       | 2     |
| 3:15  | 0        | 1      | 0      | 1       | 2     |
| 3:30  | 0        | 0      | 0      | 2       | 2     |
| 3:45  | 0        | 0      | 0      | 1       | 1     |
| 4:00  | 0        | 0      | 0      | 1       | 1     |
| 4:15  | 1        | 0      | 0      | 0       | 1     |
| 4:30  | 1        | 0      | 0      | 1       | 2     |
| 4:45  | 2        | 0      | 0      | 0       | 2     |
| 5:00  | 1        | 0      | 0      | 0       | 1     |
| 5:15  | 0        | 0      | 0      | 4       | 4     |
| 5:30  | 1        | 0      | 0      | 0       | 1     |
| 5:45  | 0        | 0      | 0      | 0       | 0     |
| 6:00  | 0        | 0      | 0      | 3       | 3     |
| 6:15  | 0        | 0      | 0      | 1       | 1     |
| 6:30  | 0        | 1      | 0      | 4       | 5     |
| 6:45  | 0        | 0      | 0      | 0       | 0     |
| 7:00  | 1        | 0      | 0      | 3       | 4     |
| 7:15  | 0        | 0      | 0      | 2       | 2     |
| 7:30  | 0        | 0      | 0      | 2       | 2     |
| 7:45  | 0        | 0      | 1      | 1       | 2     |
| 8:00  | 2        | 1      | 0      | 2       | 5     |
| 8:15  | 2        | 0      | 1      | 4       | 7     |
| 8:30  | 2        | 0      | 0      | 1       | 3     |
| 8:45  | 3        | 0      | 1      | 1       | 5     |
| 9:00  | 5        | 1      | 2      | 4       | 12    |
| 9:15  | 1        | 0      | 0      | 0       | 1     |
| 9:30  | 5        | 1      | 2      | 4       | 12    |
| 9:45  | 7        | 0      | 2      | 3       | 12    |
| 10:00 | 1        | 1      | 2      | 5       | 9     |
| 10:15 | 4        | 2      | 0      | 3       | 9     |
| 10:30 | 9        | 3      | 3      | 2       | 17    |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 0      | 1      | 1       | 2     |

|          |        | EXITING        |         |       |
|----------|--------|----------------|---------|-------|
| Pass     | Large  |                |         |       |
| Vehicles | 2 Axle | 3 Axle         | 4+ Axle | TOTAL |
| 0        | 0      | 1              | 0       | 1     |
| 0        | 0      | 1              | 1       | 2     |
| 0        | 0      | 0              | 1       | 1     |
| 0        | 0      | 0              | 1       | 1     |
| 1        | 0      | 0              | 0       | 1     |
| 2        | 1      | 3              | 1       | 7     |
| 1        | 0      | 1              | 0       | 2     |
| 0        | 0      | 0              | 0       | 0     |
| 1        | 0      | 1              | 0       | 2     |
| 1        | 4      | 0              | 5       | 10    |
| 0        | 0      | 0              | 1       | 1     |
| 2        | 0      | 0              | 1       | 3     |
| 1        | 0      | 0              | 0       | 1     |
| 2        | 0      | 0              | 1       | 3     |
| 0        | 0      | 0              | 2       | 2     |
| 0        | 0      | 0              | 1       | 1     |
| 0        | 0      | 1              | 1       | 2     |
| 4        | 2      | 0              | 0       | 6     |
| 0        | 0      | 1              | 0       | 1     |
| 2        | 0      | 1              | 1       | 4     |
| 1        | 0      | 0              | 0       | 1     |
| 0        | 0      | 0              | 0       | 0     |
| 0        | 0      | 0              | 0       | 0     |
| 1        | 0      | 0              | 0       | 1     |
| 0        | 0      | 0              | 0       | 0     |
| 0        | 0      | 0              | 0       | 0     |
| 1        | 0      | 1              | 3       | 5     |
| 0        | 0      | 0              | 0       | 0     |
| 2        | 1      | 0              | 1       | 4     |
| 0        | 0      | 1              | 4       | 5     |
| 0        | 0      | 2              | 5       | 7     |
| 0        | 0      | 1              | 0       | 1     |
| 1        | 0      | 0              | 1       | 2     |
| 1        | 0      | 0              | 1       | 2     |
| 2        | 0      | 0              | 2       | 4     |
| 5        | 1      | 0              | 1       | 7     |
| 4        | 0      | 0              | 5       | 9     |
| 0        | 1      | 0              | 1       | 2     |
| 5        | 0      | 1              | -       | 7     |
| 7        | 0      | 1              | 1       | 9     |
| 2        | 1      | 2              | 3       | 8     |
| 1        | 0      | 2              | 2       | 5     |
| 7        | 6      | 1              | 5       | 19    |
| '        | 0      | 1 <sup>±</sup> |         | 5     |
| 0        | Ο      | 0              | 0       | 0     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |           |         |        |  |
|-------|----------|--------|-----------|---------|--------|--|
|       | Pass     | Largo  | LINTERING |         |        |  |
|       | Vehicles | 2 Axle | 3 Axle    | 4+ Axle | TOTAL  |  |
| 11:15 | 1        | 0      | 1         | 2       | 4      |  |
| 11:30 | 0        | 1      | 1         | 1       | 3      |  |
| 11:45 | 1        | 2      | 0         | 4       | 7      |  |
| 12:00 | 0        | 0      | 3         | 1       | 4      |  |
| 12:15 | 0        | 0      | 0         | 6       | 6      |  |
| 12:30 | 1        | 1      | 0         | 0       | 2      |  |
| 12:45 | 0        | 4      | 1         | 1       | 6      |  |
| 13:00 | 1        | 1      | 1         | 0       | 3      |  |
| 13:15 | 3        | 2      | 1         | 1       | 7      |  |
| 13:30 | 1        | 0      | 1         | 5       | 7      |  |
| 13:45 | 1        | 1      | 3         | 2       | 7      |  |
| 14:00 | 1        | 1      | 1         | 1       | 4      |  |
| 14:15 | 0        | 0      | 0         | 0       | 0      |  |
| 14:30 | 4        | 2      | 2         | 2       | 10     |  |
| 14:45 | 0        | 2      | 1         | 4       | 7      |  |
| 15:00 | 6        | 1      | 0         | 3       | 10     |  |
| 15:15 | 1        | 0      | 0         | 0       | 1      |  |
| 15:30 | 1        | 0      | 0         | 0       | 1      |  |
| 15:45 | 0        | 0      | 1         | 1       | 2      |  |
| 16:00 | 0        | 0      | 1         | 1       | 2      |  |
| 16:15 | 0        | 0      | 1         | 2       | 3      |  |
| 16:30 | 2        | 0      | 0         | 0       | 2      |  |
| 16:45 | 3        | 0      | 0         | 3       | 6      |  |
| 17:00 | 0        | 0      | 0         | 3       | 3      |  |
| 17:15 | 0        | 0      | 0         | 5       | 5      |  |
| 17:30 | 0        | 0      | 0         | 1       | 1      |  |
| 17:45 | 1        | 0      | 0         | 4       | 5      |  |
| 18:00 | 0        | 0      | 0         | 2       | 2      |  |
| 18:15 | 0        | 0      | 1         | 0       | 1      |  |
| 18:30 | 0        | 0      | 2         | 0       | 2      |  |
| 18:45 | 1        | 0      | 1         | 0       | 2      |  |
| 19:00 | 0        | 0      | 0         | 3       | 3      |  |
| 19:15 | 1        | 0      | 1         | 3       | 5      |  |
| 19:30 | 0        | 0      | 2         | 0       | 2      |  |
| 19:45 | 0        | 0      | 1         | 1       | 2      |  |
| 20:00 | U        | U      | 0         | 1       | 1      |  |
| 20:15 | U        | 1      | 0         | 1       | 2      |  |
| 20:30 | 0        | 0      | 1         | 3<br>2  | 5      |  |
| 20:45 | U        | 0      | 1         | 2       | 3      |  |
| 21:00 | 4<br>F   |        | 1         | 3<br>1  | 9      |  |
| 21:15 | 2        | 0      | 1         | 2       | ð<br>F |  |
| 21:30 | 3<br>1   | 0      | 0         | 2       | 5      |  |
| 21:45 | 2        | 0      | 1         | 1       | 4      |  |
| 22.00 | 0        | 0      | 1         | 1<br>0  |        |  |
| 22.13 |          |        | -         |         | -      |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 4       | 4     |
| 1        | 0      | 0       | 1       | 2     |
| 1        | 1      | 2       | 2       | 6     |
| 1        | 2      | 0       | 2       | 5     |
| 0        | 0      | 2       | 4       | 6     |
| 0        | 0      | 1       | 4       | 5     |
| 1        | 1      | 1       | 1       | 4     |
| 1        | 0      | 0       | 2       | 3     |
| 1        | 1      | 1       | 1       | 4     |
| 1        | 0      | 1       | 3       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 1        | 1      | 4       | 3       | 9     |
| 1        | 7      | 4       | 4       | 16    |
| 4        | 1      | 0       | 0       | 5     |
| 0        | 1      | 1       | 1       | 3     |
| 6        | 3      | 2       | 4       | 15    |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 1      | 0       | 2       | 5     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 3        | 0      | 2       | 0       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 4        | 0      | 0       | 5       | 9     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 5       | 6     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 1      | 0       | 4       | 5     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 1       | 2       | 4     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 1       | 2       | 3     |
| 0        | 0      | 2       | 3       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 1      | 2       | 3       | 7     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 1      | 0       | 2       | 3     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/21/2017 Thursday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
|   |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 0        | 0      | 1        | 0       | 1     |
|   | 22:45 | 0        | 0      | 0        | 0       | 0     |
|   | 23:00 | 0        | 0      | 0        | 1       | 1     |
|   | 23:15 | 1        | 0      | 0        | 0       | 1     |
|   | 23:30 | 0        | 0      | 0        | 0       | 0     |
|   | 23:45 | 0        | 0      | 0        | 0       | 0     |
| Ì |       | 98       | 40     | 57       | 153     | 348   |

|          |        | EVITING |         |       |
|----------|--------|---------|---------|-------|
|          |        | EXITING |         |       |
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 3       | 3     |
| 2        | 0      | 0       | 1       | 3     |
| 0        | 2      | 0       | 3       | 5     |
| 0        | 0      | 0       | 3       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 95       | 42     | 54      | 154     | 345   |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 8        | 1      | 0      | 0       | 9     |
| 4:30  | 2        | 0      | 0      | 0       | 2     |
| 4:45  | 4        | 0      | 0      | 0       | 4     |
| 5:00  | 7        | 0      | 0      | 0       | 7     |
| 5:15  | 4        | 0      | 0      | 0       | 4     |
| 5:30  | 16       | 0      | 0      | 0       | 16    |
| 5:45  | 26       | 0      | 0      | 0       | 26    |
| 6:00  | 5        | 0      | 0      | 0       | 5     |
| 6:15  | 6        | 0      | 0      | 0       | 6     |
| 6:30  | 39       | 0      | 0      | 0       | 39    |
| 6:45  | 70       | 0      | 0      | 0       | 70    |
| 7:00  | 57       | 0      | 0      | 0       | 57    |
| 7:15  | 59       | 0      | 0      | 0       | 59    |
| 7:30  | 19       | 0      | 0      | 0       | 19    |
| 7:45  | 7        | 0      | 0      | 0       | 7     |
| 8:00  | 1        | 0      | 0      | 0       | 1     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 4        | U      | U      | U       | 4     |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 17       | 0       | 0      | 0       | 17    |  |  |  |
| 14       | 0       | 0      | 0       | 14    |  |  |  |
| 38       | 0       | 0      | 0       | 38    |  |  |  |
| 14       | 0       | 0      | 0       | 14    |  |  |  |
| 10       | 0       | 0      | 0       | 10    |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 7        | 0       | 0      | 0       | 7     |  |  |  |
| 7        | 0       | 0      | 0       | 7     |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 2      | 0       | 2     |  |  |  |
| 0        | 0       | 2      | 0       | 2     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 3        | 0      | 0      | 0       | 3     |
| 11:30 | 3        | 0      | 0      | 0       | 3     |
| 11:45 | 6        | 0      | 0      | 0       | 6     |
| 12:00 | 0        | 0      | 0      | 0       | 0     |
| 12:15 | 4        | 0      | 0      | 0       | 4     |
| 12:30 | 6        | 0      | 0      | 0       | 6     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 4        | 0      | 0      | 0       | 4     |
| 17:00 | 9        | 0      | 0      | 0       | 9     |
| 17:15 | 20       | 0      | 0      | 0       | 20    |
| 17:30 | 36       | 0      | 0      | 0       | 36    |
| 17:45 | 65       | 0      | 0      | 0       | 65    |
| 18:00 | 34       | 0      | 0      | 0       | 34    |
| 18:15 | 43       | 0      | 0      | 0       | 43    |
| 18:30 | 12       | 0      | 0      | 0       | 12    |
| 18:45 | 0        | 0      | 1      | 0       | 1     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 0        | 0      | 0      | 0       | 0     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 14       | 0      | 0       | 0       | 14    |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 10       | 0      | 0       | 0       | 10    |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 14       | 0      | 1       | 0       | 15    |
| 31       | 0      | 0       | 0       | 31    |
| 25       | 0      | 0       | 0       | 25    |
| 53       | 0      | 0       | 0       | 53    |
| 21       | 0      | 0       | 0       | 21    |
| 12       | 0      | 0       | 0       | 12    |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 6        | 0      | 0      | 0       | 6     |
| 22:45 | 1        | 0      | 0      | 0       | 1     |
| 23:00 | 2        | 0      | 0      | 0       | 2     |
| 23:15 | 4        | 0      | 0      | 0       | 4     |
| 23:30 | 6        | 0      | 0      | 0       | 6     |
| 23:45 | 2        | 0      | 0      | 0       | 2     |
|       | 600      | 1      | 1      | 0       | 602   |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |  |
| 437      | 0      | 11     | 0       | 448   |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 0      | 0      | 0       | 1     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 0        | 0      | 0      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 1        | 0      | 0      | 0       | 1     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 1        | 0      | 0      | 0       | 1     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 6        | 0      | 0      | 0       | 6     |
| 4:30  | 6        | 0      | 0      | 0       | 6     |
| 4:45  | 19       | 0      | 0      | 0       | 19    |
| 5:00  | 8        | 0      | 0      | 0       | 8     |
| 5:15  | 12       | 0      | 0      | 0       | 12    |
| 5:30  | 7        | 0      | 0      | 0       | 7     |
| 5:45  | 25       | 0      | 0      | 0       | 25    |
| 6:00  | 18       | 1      | 0      | 0       | 19    |
| 6:15  | 13       | 1      | 0      | 0       | 14    |
| 6:30  | 55       | 0      | 0      | 0       | 55    |
| 6:45  | 117      | 1      | 0      | 0       | 118   |
| 7:00  | 70       | 0      | 0      | 0       | 70    |
| 7:15  | 103      | 0      | 0      | 0       | 103   |
| 7:30  | 26       | 0      | 0      | 0       | 26    |
| 7:45  | 17       | 0      | 0      | 0       | 17    |
| 8:00  | 3        | 0      | 0      | 0       | 3     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 1        | 0      | 0      | 0       | 1     |
| 11:00 | 4        | 0      | 0      | 0       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 1      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 14       | 0      | 0       | 0       | 14    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 16       | 0      | 0       | 0       | 16    |
| 11       | 0      | 0       | 0       | 11    |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 15       | 0      | 0       | 0       | 15    |
| 85       | 0      | 0       | 0       | 85    |
| 27       | 0      | 0       | 0       | 27    |
| 75       | 1      | 0       | 0       | 76    |
| 37       | 1      | 0       | 0       | 38    |
| 13       | 0      | 0       | 0       | 13    |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 1      | 0       | 0       | 7     |
| 15       | 1      | 0       | 0       | 16    |
| 10       | 1      | 0       | 0       | 11    |
| 18       | 0      | 0       | 0       | 18    |
| 7        | 0      | 0       | 0       | 7     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 16       | 0      | 0       | 0       | 16    |
| 7        | 0      | 0       | 0       | 7     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/21/2017 Thursday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 4        | 1      | 0      | 0       | 5     |
| 11:30 | 2        | 0      | 0      | 0       | 2     |
| 11:45 | 9        | 0      | 0      | 0       | 9     |
| 12:00 | 10       | 0      | 0      | 0       | 10    |
| 12:15 | 9        | 0      | 0      | 0       | 9     |
| 12:30 | 1        | 0      | 0      | 0       | 1     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 2        | 0      | 0      | 0       | 2     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 1        | 0      | 0      | 0       | 1     |
| 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      | 0       | 0     |
| 14:45 | 1        | 0      | 0      | 0       | 1     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 1        | 0      | 0      | 0       | 1     |
| 15:30 | 1        | 0      | 0      | 0       | 1     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 1        | 0      | 0      | 0       | 1     |
| 16:45 | 2        | 0      | 0      | 0       | 2     |
| 17:00 | 24       | 0      | 0      | 0       | 24    |
| 17:15 | 54       | 0      | 0      | 0       | 54    |
| 17:30 | 70       | 0      | 0      | 0       | 70    |
| 17:45 | 102      | 0      | 0      | 0       | 102   |
| 18:00 | 78       | 0      | 0      | 0       | 78    |
| 18:15 | 81       | 0      | 0      | 0       | 81    |
| 18:30 | 12       | 0      | 0      | 0       | 12    |
| 18:45 | 1        | 0      | 0      | 0       | 1     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 2        | 0      | 0      | 0       | 2     |
| 22:15 | 5        | 0      | 0      | 0       | 5     |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 16       | 0      | 0      | 0       | 16    |  |  |
| 8        | 1      | 0      | 0       | 9     |  |  |
| 18       | 0      | 0      | 0       | 18    |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 12       | 0      | 0      | 0       | 12    |  |  |
| 6        | 1      | 0      | 0       | 7     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 18       | 0      | 0      | 0       | 18    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 32       | 0      | 0      | 0       | 32    |  |  |
| 14       | 0      | 0      | 0       | 14    |  |  |
| 17       | 0      | 0      | 0       | 17    |  |  |
| 42       | 1      | 0      | 0       | 43    |  |  |
| 54       | 1      | 0      | 0       | 55    |  |  |
| 50       | 0      | 0      | 0       | 50    |  |  |
| 71       | 0      | 0      | 0       | 71    |  |  |
| 16       | 1      | 0      | 0       | 17    |  |  |
| 10       | 1      | 0      | 0       | 11    |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 22:30 | 2        | 0      | 0      | 0       | 2     |  |
| 22:45 | 3        | 0      | 0      | 0       | 3     |  |
| 23:00 | 2        | 0      | 0      | 0       | 2     |  |
| 23:15 | 2        | 0      | 0      | 0       | 2     |  |
| 23:30 | 10       | 0      | 0      | 0       | 10    |  |
| 23:45 | 0        | 0      | 0      | 0       | 0     |  |
|       | 1006     | 4      | 0      | 0       | 1010  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 10       | 0      | 0       | 0       | 10    |
| 12       | 0      | 0       | 0       | 12    |
| 19       | 0      | 0       | 0       | 19    |
| 14       | 0      | 0       | 0       | 14    |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 1070     | 12     | 0       | 0       | 1082  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 6        | 0      | 0      | 0       | 6     |  |
| 0:15  | 4        | 0      | 0      | 0       | 4     |  |
| 0:30  | 1        | 0      | 0      | 0       | 1     |  |
| 0:45  | 2        | 0      | 0      | 0       | 2     |  |
| 1:00  | 1        | 0      | 0      | 0       | 1     |  |
| 1:15  | 2        | 0      | 0      | 0       | 2     |  |
| 1:30  | 2        | 0      | 0      | 0       | 2     |  |
| 1:45  | 1        | 0      | 0      | 0       | 1     |  |
| 2:00  | 2        | 0      | 0      | 0       | 2     |  |
| 2:15  | 1        | 0      | 0      | 0       | 1     |  |
| 2:30  | 5        | 0      | 0      | 0       | 5     |  |
| 2:45  | 3        | 0      | 0      | 0       | 3     |  |
| 3:00  | 4        | 0      | 0      | 0       | 4     |  |
| 3:15  | 7        | 0      | 0      | 0       | 7     |  |
| 3:30  | 2        | 0      | 0      | 0       | 2     |  |
| 3:45  | 0        | 0      | 0      | 0       | 0     |  |
| 4:00  | 1        | 0      | 0      | 0       | 1     |  |
| 4:15  | 3        | 0      | 0      | 0       | 3     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 0        | 0      | 0      | 0       | 0     |  |
| 5:00  | 1        | 0      | 0      | 0       | 1     |  |
| 5:15  | 2        | 0      | 0      | 0       | 2     |  |
| 5:30  | 2        | 0      | 0      | 0       | 2     |  |
| 5:45  | 10       | 0      | 0      | 0       | 10    |  |
| 6:00  | 1        | 0      | 0      | 0       | 1     |  |
| 6:15  | 2        | 0      | 0      | 0       | 2     |  |
| 6:30  | 22       | 0      | 0      | 0       | 22    |  |
| 6:45  | 55       | 0      | 0      | 0       | 55    |  |
| 7:00  | 21       | 0      | 0      | 0       | 21    |  |
| 7:15  | 3        | 0      | 0      | 0       | 3     |  |
| 7:30  | 3        | 1      | 0      | 0       | 4     |  |
| 7:45  | 2        | 0      | 0      | 0       | 2     |  |
| 8:00  | 19       | 0      | 0      | 0       | 19    |  |
| 8:15  | 21       | 0      | 0      | 0       | 21    |  |
| 8:30  | 24       | 0      | 0      | 0       | 24    |  |
| 8:45  | 18       | 0      | 0      | 0       | 18    |  |
| 9:00  | 16       | 0      | 0      | 0       | 16    |  |
| 9:15  | 21       | 0      | 0      | 0       | 21    |  |
| 9:30  | 18       | 0      | 0      | 0       | 18    |  |
| 9:45  | 29       | 0      | 0      | 0       | 29    |  |
| 10:00 | 8        | 0      | 0      | 0       | 8     |  |
| 10:15 | 12       | 0      | 0      | 0       | 12    |  |
| 10:30 | 16       | 1      | 0      | 0       | 17    |  |
| 10:45 | 14       | 0      | 0      | 0       | 14    |  |
| 11:00 | 2        | 0      | 0      | 0       | 2     |  |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 16       | 0      | 0      | 0       | 16    |  |  |
| 31       | 0      | 0      | 0       | 31    |  |  |
| 18       | 0      | 0      | 0       | 18    |  |  |
| 7        | 2      | 0      | 0       | 9     |  |  |
| 20       | 0      | 0      | 0       | 20    |  |  |
| 18       | 1      | 0      | 0       | 19    |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 31       | 1      | 0      | 0       | 32    |  |  |
| 25       | 0      | 0      | 0       | 25    |  |  |
| 19       | 0      | 0      | 0       | 19    |  |  |
| 12       | 0      | 0      | 0       | 12    |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |
| 3        | 1      | 0      | 0       | 4     |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 10       | 0      | 0      | 0       | 10    |  |  |
| 9        | 0      | 0      | 0       | 9     |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/21/2017 Thursday

|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
|-------|------------------|-----------------|--------|---------|-------|--|
| 11:15 | 3                | 0               | 0      | 0       | 3     |  |
| 11:30 | 5                | 0               | 0      | 0       | 5     |  |
| 11:45 | 5                | 0               | 0      | 0       | 5     |  |
| 12:00 | 26               | 0               | 0      | 0       | 26    |  |
| 12:15 | 50               | 0               | 0      | 0       | 50    |  |
| 12:30 | 20               | 0               | 0      | 0       | 20    |  |
| 12:45 | 13               | 0               | 0      | 0       | 13    |  |
| 13:00 | 18               | 0               | 0      | 0       | 18    |  |
| 13:15 | 22               | 1               | 0      | 0       | 23    |  |
| 13:30 | 15               | 0               | 0      | 0       | 15    |  |
| 13:45 | 25               | 0               | 0      | 0       | 25    |  |
| 14:00 | 14               | 0               | 0      | 0       | 14    |  |
| 14:15 | 8                | 0               | 0      | 0       | 8     |  |
| 14:30 | 8                | 0               | 0      | 0       | 8     |  |
| 14:45 | 9                | 0               | 1      | 0       | 10    |  |
| 15:00 | 12               | 0               | 1      | 0       | 13    |  |
| 15:15 | 10               | 1               | 0      | 0       | 11    |  |
| 15:30 | 8                | 0               | 0      | 0       | 8     |  |
| 15:45 | 8                | 0               | 0      | 0       | 8     |  |
| 16:00 | 9                | 0               | 0      | 0       | 9     |  |
| 16:15 | 18               | 0               | 0      | 0       | 18    |  |
| 16:30 | 24               | 0               | 0      | 0       | 24    |  |
| 16:45 | 25               | 0               | 0      | 0       | 25    |  |
| 17:00 | 9                | 0               | 0      | 0       | 9     |  |
| 17:15 | 16               | 0               | 0      | 0       | 16    |  |
| 17:30 | 29               | 0               | 0      | 0       | 29    |  |
| 17:45 | 55               | 0               | 0      | 0       | 55    |  |
| 18:00 | 19               | 0               | 0      | 0       | 19    |  |
| 18:15 | 6                | 0               | 0      | 0       | 6     |  |
| 18:30 | 1                | 0               | 0      | 0       | 1     |  |
| 18:45 | 1                | 0               | 0      | 0       | 1     |  |
| 19:00 | 3                | 0               | 0      | 0       | 3     |  |
| 19:15 | 10               | 0               | 1      | 0       | 11    |  |
| 19:30 | 6                | 0               | 0      | 0       | 6     |  |
| 19:45 | 8                | 0               | 0      | 0       | 8     |  |
| 20:00 | 3                | 0               | 0      | 0       | 3     |  |
| 20:15 | 2                | 0               | 0      | 0       | 2     |  |
| 20:30 | 8                | 0               | 0      | 0       | 8     |  |
| 20:45 | 10               | 0               | 0      | 0       | 10    |  |
| 21:00 | 11               | 0               | 0      | 0       | 11    |  |
| 21:15 | 28               | 0               | 0      | 0       | 28    |  |
| 21:30 | 9                | 0               | 0      | 0       | 9     |  |
| 21:45 | 6                | 1               | 0      | 0       | 7     |  |
| 22:00 | 6                | 0               | 0      | 0       | 6     |  |
| 22:15 | 1                | 0               | 0      | 0       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 0      | 0       | 0       | 8     |
| 61       | 1      | 0       | 1       | 63    |
| 20       | 0      | 0       | 0       | 20    |
| 28       | 0      | 0       | 0       | 28    |
| 13       | 0      | 0       | 0       | 13    |
| 12       | 0      | 0       | 0       | 12    |
| 14       | 0      | 0       | 0       | 14    |
| 16       | 0      | 0       | 0       | 16    |
| 13       | 0      | 0       | 0       | 13    |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 16       | 0      | 0       | 0       | 16    |
| 13       | 0      | 0       | 0       | 13    |
| 23       | 0      | 0       | 0       | 23    |
| 3        | 0      | 0       | 0       | 3     |
| 10       | 0      | 0       | 0       | 10    |
| 12       | 0      | 0       | 0       | 12    |
| 14       | 0      | 0       | 0       | 14    |
| 18       | 0      | 0       | 0       | 18    |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 23       | 0      | 0       | 0       | 23    |
| 16       | 0      | 0       | 0       | 16    |
| 10       | 0      | 0       | 0       | 10    |
| 10       | 0      | 0       | 0       | 10    |
| 37       | 0      | 0       | 0       | 37    |
| 46       | 0      | 0       | 0       | 46    |
| 38       | 0      | 0       | 0       | 38    |
| 13       | 0      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 13       | 0      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/21/2017 Thursday

|   |       |          | ENTERING |        |         |       |  |  |
|---|-------|----------|----------|--------|---------|-------|--|--|
|   |       | Pass     | Large    |        |         |       |  |  |
|   |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
|   | 22:30 | 8        | 0        | 0      | 0       | 8     |  |  |
|   | 22:45 | 12       | 0        | 0      | 0       | 12    |  |  |
|   | 23:00 | 22       | 0        | 0      | 0       | 22    |  |  |
|   | 23:15 | 57       | 1        | 0      | 0       | 58    |  |  |
|   | 23:30 | 15       | 0        | 0      | 0       | 15    |  |  |
|   | 23:45 | 1        | 0        | 0      | 0       | 1     |  |  |
| Ì |       | 1106     | 6        | 3      | 0       | 1115  |  |  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 1        | 1      | 0      | 0       | 2     |  |  |  |
| 81       | 0      | 0      | 0       | 81    |  |  |  |
| 33       | 0      | 0      | 0       | 33    |  |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |  |
| 1166     | 7      | 0      | 1       | 1174  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/21/2017 Thursday

|       | ENTERING |        |           |         |       |  |
|-------|----------|--------|-----------|---------|-------|--|
|       | Pass     | Largo  | LINTERING |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle    | 4+ Axle | TOTAL |  |
| 0:00  | 8        | 0      | 0         | 0       | 8     |  |
| 0:15  | 4        | 0      | 0         | 2       | 6     |  |
| 0:30  | 1        | 0      | 0         | 2       | 3     |  |
| 0:45  | 3        | 5      | 0         | 7       | 15    |  |
| 1:00  | 1        | 1      | 3         | 0       | 5     |  |
| 1:15  | 2        | 2      | 0         | 2       | 6     |  |
| 1:30  | 3        | 0      | 0         | 1       | 4     |  |
| 1:45  | 1        | 0      | 0         | 0       | 1     |  |
| 2:00  | 2        | 0      | 1         | 1       | 4     |  |
| 2:15  | 3        | 0      | 1         | 1       | 5     |  |
| 2:30  | 5        | 1      | 0         | 1       | 7     |  |
| 2:45  | 4        | 0      | 0         | 1       | 5     |  |
| 3:00  | 5        | 0      | 0         | 1       | 6     |  |
| 3:15  | 7        | 1      | 0         | 1       | 9     |  |
| 3:30  | 2        | 0      | 0         | 2       | 4     |  |
| 3:45  | 0        | 0      | 0         | 1       | 1     |  |
| 4:00  | 2        | 0      | 0         | 1       | 3     |  |
| 4:15  | 18       | 1      | 0         | 0       | 19    |  |
| 4:30  | 9        | 0      | 0         | 1       | 10    |  |
| 4:45  | 25       | 0      | 0         | 0       | 25    |  |
| 5:00  | 17       | 0      | 0         | 0       | 17    |  |
| 5:15  | 18       | 0      | 0         | 4       | 22    |  |
| 5:30  | 26       | 0      | 0         | 0       | 26    |  |
| 5:45  | 61       | 0      | 0         | 0       | 61    |  |
| 6:00  | 24       | 1      | 0         | 3       | 28    |  |
| 6:15  | 21       | 1      | 0         | 1       | 23    |  |
| 6:30  | 116      | 1      | 0         | 4       | 121   |  |
| 6:45  | 242      | 1      | 0         | 0       | 243   |  |
| 7:00  | 149      | 0      | 0         | 3       | 152   |  |
| 7:15  | 165      | 0      | 0         | 2       | 167   |  |
| 7:30  | 48       | 1      | 0         | 2       | 51    |  |
| 7:45  | 26       | 0      | 1         | 1       | 28    |  |
| 8:00  | 25       | 1      | 0         | 2       | 28    |  |
| 8:15  | 23       | 0      | 1         | 4       | 28    |  |
| 8:30  | 26       | 0      | 0         | 1       | 27    |  |
| 8:45  | 21       | 0      | 1         | 1       | 23    |  |
| 9:00  | 21       | 1      | 2         | 4       | 28    |  |
| 9:15  | 22       | 0      | 0         | 0       | 22    |  |
| 9:30  | 23       | 1      | 2         | 4       | 30    |  |
| 9:45  | 36       | 0      | 2         | 3       | 41    |  |
| 10:00 | 9        | 1      | 2         | 5       | 17    |  |
| 10:15 | 16       | 2      | 0         | 3       | 21    |  |
| 10:30 | 25       | 4      | 3         | 2       | 34    |  |
| 10:45 | 15       | 0      | 0         | 0       | 15    |  |
| 11:00 | 10       | 0      | 1         | 1       | 12    |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 10       | 0      | 1       | 0       | 11    |
| 12       | 0      | 1       | 1       | 14    |
| 13       | 0      | 0       | 1       | 14    |
| 4        | 1      | 0       | 1       | 6     |
| 13       | 0      | 0       | 0       | 13    |
| 18       | 1      | 3       | 1       | 23    |
| 47       | 0      | 1       | 0       | 48    |
| 22       | 0      | 0       | 0       | 22    |
| 15       | 2      | 1       | 0       | 18    |
| 43       | 4      | 0       | 5       | 52    |
| 30       | 1      | 0       | 1       | 32    |
| 24       | 0      | 0       | 1       | 25    |
| 37       | 1      | 0       | 0       | 38    |
| 27       | 0      | 0       | 1       | 28    |
| 25       | 0      | 0       | 2       | 27    |
| 17       | 0      | 0       | 1       | 18    |
| 16       | 0      | 1       | 1       | 18    |
| 23       | 2      | 0       | 0       | 25    |
| 111      | 0      | 1       | 0       | 112   |
| 50       | 0      | 1       | 1       | 52    |
| 129      | 1      | 0       | 0       | 130   |
| 58       | 1      | 0       | 0       | 59    |
| 32       | 0      | 0       | 0       | 32    |
| 16       | 0      | 0       | 0       | 16    |
| 14       | 0      | 0       | 0       | 14    |
| 13       | 1      | 0       | 0       | 14    |
| 26       | 1      | 1       | 3       | 31    |
| 25       | 1      | 0       | 0       | 26    |
| 34       | 1      | 0       | 1       | 36    |
| 19       | 0      | 1       | 4       | 24    |
| 10       | 0      | 2       | 5       | 17    |
| 7        | 0      | 1       | 0       | 8     |
| 15       | 0      | 0       | 1       | 16    |
| 3        | 0      | 1       | 1       | 5     |
| 6        | 0      | 1       | 2       | 9     |
| 10       | 1      | 0       | 1       | 12    |
| 8        | 0      | 0       | 5       | 13    |
| 1        | 1      | 2       | 1       | 5     |
| 10       | 1      | 3       | 1       | 15    |
| 12       | 0      | 2       | 1       | 15    |
| 19       | 1      | 2       | 3       | 25    |
| 9        | 0      | 2       | 2       | 13    |
| 14       | 6      | 1       | 5       | 26    |
| 29       | 0      | 0       | 0       | 29    |
| 21       | 1      | 0       | 3       | 25    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 11       | 1      | 1      | 2       | 15    |  |
| 11:30 | 10       | 1      | 1      | 1       | 13    |  |
| 11:45 | 21       | 2      | 0      | 4       | 27    |  |
| 12:00 | 36       | 0      | 3      | 1       | 40    |  |
| 12:15 | 63       | 0      | 0      | 6       | 69    |  |
| 12:30 | 28       | 1      | 0      | 0       | 29    |  |
| 12:45 | 13       | 4      | 1      | 1       | 19    |  |
| 13:00 | 21       | 1      | 1      | 0       | 23    |  |
| 13:15 | 25       | 3      | 1      | 1       | 30    |  |
| 13:30 | 17       | 0      | 1      | 5       | 23    |  |
| 13:45 | 26       | 1      | 3      | 2       | 32    |  |
| 14:00 | 15       | 1      | 1      | 1       | 18    |  |
| 14:15 | 8        | 0      | 0      | 0       | 8     |  |
| 14:30 | 12       | 2      | 2      | 2       | 18    |  |
| 14:45 | 10       | 2      | 2      | 4       | 18    |  |
| 15:00 | 18       | 1      | 1      | 3       | 23    |  |
| 15:15 | 12       | 1      | 0      | 0       | 13    |  |
| 15:30 | 10       | 0      | 0      | 0       | 10    |  |
| 15:45 | 8        | 0      | 1      | 1       | 10    |  |
| 16:00 | 9        | 0      | 1      | 1       | 11    |  |
| 16:15 | 18       | 0      | 1      | 2       | 21    |  |
| 16:30 | 27       | 0      | 0      | 0       | 27    |  |
| 16:45 | 34       | 0      | 0      | 3       | 37    |  |
| 17:00 | 42       | 0      | 0      | 3       | 45    |  |
| 17:15 | 90       | 0      | 0      | 5       | 95    |  |
| 17:30 | 135      | 0      | 0      | 1       | 136   |  |
| 17:45 | 223      | 0      | 0      | 4       | 227   |  |
| 18:00 | 131      | 0      | 0      | 2       | 133   |  |
| 18:15 | 130      | 0      | 1      | 0       | 131   |  |
| 18:30 | 25       | 0      | 2      | 0       | 27    |  |
| 18:45 | 3        | 0      | 2      | 0       | 5     |  |
| 19:00 | 3        | 0      | 0      | 3       | 6     |  |
| 19:15 | 11       | 0      | 2      | 3       | 16    |  |
| 19:30 | 6        | 0      | 2      | 0       | 8     |  |
| 19:45 | 8        | 0      | 1      | 1       | 10    |  |
| 20:00 | 3        | 0      | 0      | 1       | 4     |  |
| 20:15 | 2        | 1      | 0      | 1       | 4     |  |
| 20:30 | 8        | 0      | 2      | 3       | 13    |  |
| 20:45 | 10       | 0      | 1      | 2       | 13    |  |
| 21:00 | 15       | 1      | 1      | 3       | 20    |  |
| 21:15 | 33       | 0      | 1      | 2       | 36    |  |
| 21:30 | 12       | 0      | 0      | 2       | 14    |  |
| 21:45 | 8        | 1      | 2      | 0       | 11    |  |
| 22:00 | 8        | 0      | 1      | 1       | 10    |  |
| 22:15 | 6        | 0      | 1      | 0       | 7     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 35       | 0      | 0       | 4       | 39    |
| 86       | 1      | 0       | 2       | 89    |
| 37       | 2      | 2       | 2       | 43    |
| 53       | 2      | 0       | 2       | 57    |
| 27       | 0      | 2       | 4       | 33    |
| 26       | 0      | 1       | 4       | 31    |
| 22       | 2      | 1       | 1       | 26    |
| 29       | 0      | 0       | 2       | 31    |
| 17       | 1      | 1       | 1       | 20    |
| 20       | 0      | 1       | 3       | 24    |
| 13       | 0      | 1       | 0       | 14    |
| 22       | 1      | 4       | 3       | 30    |
| 18       | 7      | 4       | 4       | 33    |
| 39       | 1      | 0       | 0       | 40    |
| 13       | 1      | 1       | 1       | 16    |
| 31       | 3      | 2       | 4       | 40    |
| 19       | 0      | 0       | 0       | 19    |
| 42       | 1      | 0       | 2       | 45    |
| 25       | 0      | 0       | 3       | 28    |
| 16       | 0      | 1       | 0       | 17    |
| 20       | 0      | 3       | 0       | 23    |
| 62       | 0      | 0       | 1       | 63    |
| 36       | 0      | 0       | 5       | 41    |
| 31       | 0      | 0       | 0       | 31    |
| 66       | 1      | 2       | 5       | 74    |
| 122      | 1      | 0       | 3       | 126   |
| 121      | 0      | 0       | 0       | 121   |
| 162      | 0      | 0       | 2       | 164   |
| 50       | 2      | 0       | 4       | 56    |
| 28       | 1      | 0       | 1       | 30    |
| 13       | 0      | 0       | 1       | 14    |
| 12       | 0      | 2       | 2       | 16    |
| 8        | 0      | 0       | 3       | 11    |
| 7        | 0      | 0       | 2       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 2       | 5     |
| 4        | 0      | 1       | 2       | 7     |
| 7        | 0      | 1       | 2       | 10    |
| 5        | 0      | 2       | 3       | 10    |
| 12       | 0      | 0       | 0       | 12    |
| 6        | 1      | 3       | 3       | 13    |
| 11       | 0      | 0       | 0       | 11    |
| 14       | 0      | 1       | 1       | 16    |
| 26       | 0      | 0       | 3       | 29    |
| 14       | 1      | 0       | 2       | 17    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/21/2017 Thursday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 16       | 0      | 1        | 0       | 17    |
| 22:45 | 16       | 0      | 0        | 0       | 16    |
| 23:00 | 26       | 0      | 0        | 1       | 27    |
| 23:15 | 64       | 1      | 0        | 0       | 65    |
| 23:30 | 31       | 0      | 0        | 0       | 31    |
| 23:45 | 3        | 0      | 0        | 0       | 3     |
|       | 2810     | 51     | 61       | 153     | 3075  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 16       | 0      | 0       | 3       | 19    |
| 20       | 1      | 0       | 1       | 22    |
| 105      | 2      | 0       | 3       | 110   |
| 60       | 0      | 0       | 3       | 63    |
| 22       | 0      | 0       | 0       | 22    |
| 11       | 0      | 0       | 0       | 11    |
| 2768     | 61     | 65      | 155     | 3049  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 1       | 1     |
| 0:15  | 0        | 0      | 1      | 0       | 1     |
| 0:30  | 0        | 1      | 0      | 1       | 2     |
| 0:45  | 0        | 0      | 1      | 1       | 2     |
| 1:00  | 0        | 1      | 0      | 1       | 2     |
| 1:15  | 0        | 1      | 0      | 1       | 2     |
| 1:30  | 1        | 0      | 0      | 1       | 2     |
| 1:45  | 0        | 0      | 0      | 4       | 4     |
| 2:00  | 2        | 1      | 2      | 2       | 7     |
| 2:15  | 0        | 0      | 1      | 3       | 4     |
| 2:30  | 0        | 0      | 1      | 0       | 1     |
| 2:45  | 0        | 0      | 1      | 2       | 3     |
| 3:00  | 0        | 0      | 0      | 3       | 3     |
| 3:15  | 0        | 1      | 0      | 1       | 2     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 0        | 0      | 0      | 1       | 1     |
| 4:30  | 0        | 0      | 0      | 1       | 1     |
| 4:45  | 2        | 0      | 0      | 0       | 2     |
| 5:00  | 0        | 0      | 0      | 1       | 1     |
| 5:15  | 0        | 0      | 0      | 1       | 1     |
| 5:30  | 0        | 0      | 0      | 0       | 0     |
| 5:45  | 0        | 0      | 0      | 1       | 1     |
| 6:00  | 0        | 0      | 0      | 1       | 1     |
| 6:15  | 0        | 0      | 2      | 0       | 2     |
| 6:30  | 0        | 0      | 0      | 1       | 1     |
| 6:45  | 0        | 0      | 0      | 0       | 0     |
| 7:00  | 0        | 0      | 0      | 0       | 0     |
| 7:15  | 0        | 0      | 0      | 3       | 3     |
| 7:30  | 0        | 0      | 0      | 3       | 3     |
| 7:45  | 0        | 0      | 0      | 0       | 0     |
| 8:00  | 0        | 2      | 1      | 2       | 5     |
| 8:15  | 0        | 1      | 0      | 1       | 2     |
| 8:30  | 1        | 0      | 0      | 2       | 3     |
| 8:45  | 2        | 0      | 0      | 0       | 2     |
| 9:00  | 2        | 0      | 1      | 0       | 3     |
| 9:15  | 1        | 0      | 2      | 0       | 3     |
| 9:30  | 0        | 1      | 0      | 2       | 3     |
| 9:45  | 1        | 1      | 3      | 0       | 5     |
| 10:00 | 0        | 1      | 1      | 4       | 6     |
| 10:15 | 1        | 0      | 0      | 3       | 4     |
| 10:30 | 1        | 0      | 1      | 1       | 3     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 0        | 2      | 0      | 2       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 3       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 3      | 1       | 0       | 4     |
| 1        | 1      | 1       | 2       | 5     |
| 0        | 0      | 1       | 2       | 3     |
| 2        | 0      | 1       | 0       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 1      | 2       | 3       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 2       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 3       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 1      | 0       | 3       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 1      | 1       | 0       | 2     |
| 1        | 1      | 1       | 0       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 2      | 1       | 1       | 4     |
| 0        | 0      | 1       | 3       | 4     |
| 2        | 2      | 0       | 6       | 10    |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 2       | 5     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 0        | 0      | 1      | 1       | 2     |  |
| 11:30 | 0        | 0      | 4      | 0       | 4     |  |
| 11:45 | 1        | 0      | 1      | 2       | 4     |  |
| 12:00 | 0        | 0      | 0      | 1       | 1     |  |
| 12:15 | 0        | 2      | 0      | 0       | 2     |  |
| 12:30 | 0        | 3      | 0      | 0       | 3     |  |
| 12:45 | 1        | 0      | 0      | 0       | 1     |  |
| 13:00 | 0        | 1      | 1      | 1       | 3     |  |
| 13:15 | 0        | 1      | 0      | 1       | 2     |  |
| 13:30 | 0        | 1      | 1      | 0       | 2     |  |
| 13:45 | 0        | 0      | 0      | 1       | 1     |  |
| 14:00 | 0        | 0      | 1      | 1       | 2     |  |
| 14:15 | 1        | 1      | 1      | 2       | 5     |  |
| 14:30 | 0        | 0      | 0      | 1       | 1     |  |
| 14:45 | 0        | 0      | 0      | 4       | 4     |  |
| 15:00 | 0        | 1      | 0      | 1       | 2     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 1      | 5       | 6     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 1      | 2       | 3     |  |
| 16:15 | 2        | 0      | 3      | 2       | 7     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 1        | 0      | 0      | 2       | 3     |  |
| 17:00 | 0        | 0      | 0      | 1       | 1     |  |
| 17:15 | 1        | 0      | 0      | 0       | 1     |  |
| 17:30 | 0        | 0      | 1      | 1       | 2     |  |
| 17:45 | 2        | 0      | 1      | 1       | 4     |  |
| 18:00 | 0        | 0      | 0      | 0       | 0     |  |
| 18:15 | 0        | 0      | 0      | 0       | 0     |  |
| 18:30 | 0        | 0      | 1      | 0       | 1     |  |
| 18:45 | 0        | 0      | 1      | 0       | 1     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 3       | 3     |  |
| 19:30 | 0        | 0      | 0      | 1       | 1     |  |
| 19:45 | 0        | 0      | 3      | 0       | 3     |  |
| 20:00 | 0        | 0      | 2      | 1       | 3     |  |
| 20:15 | 0        | 1      | 0      | 0       | 1     |  |
| 20:30 | 0        | 0      | 0      | 1       | 1     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 1        | 0      | 0      | 1       | 2     |  |
| 21:15 | 5        | 0      | 3      | 0       | 8     |  |
| 21:30 | 1        | 0      | 3      | 0       | 4     |  |
| 21:45 | 1        | 0      | 1      | 0       | 2     |  |
| 22:00 | 1        | 0      | 0      | 1       | 2     |  |
| 22:15 | 0        | 0      | 0      | 1       | 1     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 2       | 3     |
| 1        | 1      | 1       | 0       | 3     |
| 0        | 0      | 1       | 4       | 5     |
| 0        | 0      | 0       | 4       | 4     |
| 0        | 0      | 0       | 3       | 3     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 1      | 0       | 1       | 2     |
| 1        | 0      | 1       | 3       | 5     |
| 2        | 5      | 1       | 3       | 11    |
| 1        | 0      | 1       | 0       | 2     |
| 1        | 0      | 3       | 2       | 6     |
| 1        | 0      | 3       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 1      | 1       | 4       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 2       | 0       | 2     |
| 1        | 0      | 2       | 2       | 5     |
| - 0      | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 1       | 3       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 2       | 1       | 3     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 3       | 1       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 0       | 2       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 0        | 0      | 2       | 0       | 2     |
| 2        | 0      | 0       | 2       | 5     |
| -        | 0      | 0       | 1       | 1     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/23/2017 Saturday

|   |       |          |        | ENTERING |         |       |
|---|-------|----------|--------|----------|---------|-------|
|   |       | Pass     | Large  |          |         |       |
| _ |       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
|   | 22:30 | 0        | 0      | 1        | 0       | 1     |
| ſ | 22:45 | 0        | 0      | 0        | 0       | 0     |
|   | 23:00 | 0        | 0      | 0        | 1       | 1     |
|   | 23:15 | 0        | 0      | 0        | 1       | 1     |
| ſ | 23:30 | 0        | 0      | 1        | 0       | 1     |
| ſ | 23:45 | 0        | 0      | 0        | 3       | 3     |
| Ī |       | 33       | 24     | 51       | 95      | 203   |

|          |        | EVITING |         |       |
|----------|--------|---------|---------|-------|
|          |        | EXITING |         |       |
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 1       | 2     |
| 3        | 0      | 0       | 5       | 8     |
| 2        | 0      | 0       | 1       | 3     |
| 0        | 0      | 1       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 46       | 22     | 45      | 104     | 217   |

City of San Bernardino **Driveway Counts** 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/23/2017 Saturday

|               | ENTERING |        |        |         |       |  |
|---------------|----------|--------|--------|---------|-------|--|
|               | Pass     | Large  |        |         |       |  |
|               | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00          | 1        | 0      | 0      | 0       | 1     |  |
| 0:15          | 0        | 0      | 0      | 0       | 0     |  |
| 0:30          | 0        | 0      | 0      | 0       | 0     |  |
| 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      | 0       | 0     |  |
| 1:45          | 0        | 0      | 0      | 0       | 0     |  |
| 2:00          | 0        | 0      | 0      | 0       | 0     |  |
| 2:15          | 0        | 0      | 0      | 0       | 0     |  |
| 2:30          | 0        | 0      | 0      | 0       | 0     |  |
| 2:45          | 0        | 0      | 0      | 0       | 0     |  |
| 3:00          | 0        | 0      | 0      | 0       | 0     |  |
| 3:15          | 0        | 0      | 0      | 0       | 0     |  |
| 3:30          | 0        | 0      | 0      | 0       | 0     |  |
| 3:45          | 0        | 0      | 0      | 0       | 0     |  |
| 4:00          | 1        | 0      | 0      | 0       | 1     |  |
| 4:15          | 2        | 0      | 0      | 0       | 2     |  |
| 4:30          | 1        | 1      | 0      | 0       | 2     |  |
| 4:45          | 9        | 0      | 0      | 0       | 9     |  |
| 5:00          | 7        | 0      | 0      | 0       | 7     |  |
| 5:15          | 5        | 0      | 0      | 0       | 5     |  |
| 5:30          | 14       | 0      | 0      | 0       | 14    |  |
| 5:45          | 33       | 0      | 0      | 0       | 33    |  |
| 6:00          | 5        | 0      | 0      | 0       | 5     |  |
| 6:15          | 11       | 0      | 0      | 0       | 11    |  |
| 6:30          | 13       | 0      | 0      | 0       | 13    |  |
| 6:45          | 34       | 0      | 0      | 0       | 34    |  |
| 7:00          | 22       | 1      | 0      | 0       | 23    |  |
| 7:15          | 36       | 0      | 0      | 0       | 36    |  |
| 7:30          | 5        | 0      | 0      | 0       | 5     |  |
| /:45          | 1        | 0      | 0      | 0       | 1     |  |
| 8:00          | 1        | 0      | 0      | 0       | 1     |  |
| 8:15          | 0        | 0      | 0      | 0       | 0     |  |
| 8:30          | 0        | 0      | 0      | 0       | 0     |  |
| 0.45          | 0        | 0      | 0      | 0       | 0     |  |
| 9.00          | 0        | 0      | 0      | 0       | 0     |  |
| 9:12          | 0        | 0      | 0      | 0       | 0     |  |
| 9.30          | 0        | 0      | 0      | 0       | 0     |  |
| 9.45<br>10·00 | 0        | 0      | 0      | 0       | 0     |  |
| 10.00         | 0        | 0      | 0      | 0       | 0     |  |
| 10.13         | 0        | 0      | 0      | 0       | 0     |  |
| 10:30         | 0        | 0      | 0      | 0       | 0     |  |
| 11:00         | 5        | 0      | 0      | 0       | 5     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 8        | 0      | 0       | 0       | 8     |
| 8        | 0      | 0       | 0       | 8     |
| 29       | 0      | 0       | 0       | 29    |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |

City of San Bernardino **Driveway Counts** 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/23/2017 Saturday

| 1     |          |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | ENTERING |        |        |         |       |  |
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 3        | 0      | 0      | 0       | 3     |  |
| 11:30 | 4        | 0      | 0      | 0       | 4     |  |
| 11:45 | 5        | 0      | 0      | 0       | 5     |  |
| 12:00 | 2        | 0      | 0      | 0       | 2     |  |
| 12:15 | 10       | 0      | 0      | 0       | 10    |  |
| 12:30 | 2        | 0      | 0      | 0       | 2     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 0        | 0      | 0      | 0       | 0     |  |
| 16:45 | 0        | 0      | 0      | 0       | 0     |  |
| 17:00 | 7        | 0      | 0      | 0       | 7     |  |
| 17:15 | 9        | 0      | 0      | 0       | 9     |  |
| 17:30 | 19       | 0      | 0      | 0       | 19    |  |
| 17:45 | 27       | 0      | 0      | 0       | 27    |  |
| 18:00 | 22       | 0      | 0      | 0       | 22    |  |
| 18:15 | 25       | 0      | 0      | 0       | 25    |  |
| 18:30 | 11       | 0      | 1      | 0       | 12    |  |
| 18:45 | 3        | 0      | 0      | 0       | 3     |  |
| 19:00 | 1        | 0      | 0      | 0       | 1     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 0        | 0      | 0      | 0       | 0     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 2        | 0      | 0      | 0       | 2     |  |
| 22:15 | 1        | 0      | 0      | 0       | 1     |  |

|          |        | EXITING |         | -     |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 1      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 8        | 0      | 0       | 0       | 8     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 1       | 0       | 8     |
| 36       | 0      | 0       | 0       | 36    |
| 9        | 0      | 0       | 0       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 2       | 0       | 2     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/23/2017 Saturday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 2        | 0      | 0        | 0       | 2     |
| 22:45 | 1        | 0      | 0        | 0       | 1     |
| 23:00 | 2        | 0      | 0        | 0       | 2     |
| 23:15 | 4        | 0      | 0        | 0       | 4     |
| 23:30 | 3        | 0      | 0        | 0       | 3     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 372      | 2      | 1        | 0       | 375   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 0        | 0      | 0       | 0       | 0     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 7        | 0      | 0       | 0       | 7     |
| 10       | 0      | 0       | 0       | 10    |
| 1        | 0      | 0       | 0       | 1     |
| 275      | 1      | 8       | 0       | 284   |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/23/2017 Saturday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 0      | 0       | 0     |
| 0:15  | 1        | 0      | 0      | 0       | 1     |
| 0:30  | 0        | 0      | 0      | 0       | 0     |
| 0:45  | 2        | 0      | 0      | 0       | 2     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 5        | 0      | 0      | 0       | 5     |
| 4:30  | 6        | 0      | 0      | 0       | 6     |
| 4:45  | 10       | 0      | 0      | 0       | 10    |
| 5:00  | 5        | 0      | 0      | 0       | 5     |
| 5:15  | 8        | 0      | 0      | 0       | 8     |
| 5:30  | 12       | 0      | 0      | 0       | 12    |
| 5:45  | 28       | 0      | 0      | 0       | 28    |
| 6:00  | 12       | 0      | 0      | 0       | 12    |
| 6:15  | 16       | 0      | 0      | 0       | 16    |
| 6:30  | 39       | 0      | 0      | 0       | 39    |
| 6:45  | 77       | 0      | 0      | 0       | 77    |
| 7:00  | 65       | 0      | 0      | 0       | 65    |
| 7:15  | 72       | 0      | 0      | 0       | 72    |
| 7:30  | 15       | 0      | 0      | 0       | 15    |
| 7:45  | 3        | 0      | 0      | 0       | 3     |
| 8:00  | 1        | 0      | 0      | 0       | 1     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 1        | 0      | 0      | 0       | 1     |
| 11:00 | 5        | 0      | 0      | 0       | 5     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 16       | 0      | 0       | 0       | 16    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 6        | 0      | 0       | 0       | 6     |
| 10       | 0      | 0       | 0       | 10    |
| 56       | 0      | 0       | 0       | 56    |
| 28       | 0      | 0       | 0       | 28    |
| 83       | 0      | 0       | 0       | 83    |
| 25       | 0      | 0       | 0       | 25    |
| 12       | 0      | 0       | 0       | 12    |
| 19       | 0      | 0       | 0       | 19    |
| 8        | 0      | 0       | 0       | 8     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 0       | 0       | 6     |
| 16       | 0      | 0       | 0       | 16    |
| 13       | 0      | 0       | 0       | 13    |
| 16       | 0      | 0       | 0       | 16    |
| 4        | 0      | 0       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 26       | 0      | 0       | 0       | 26    |
| 8        | 0      | 0       | 0       | 8     |
|          |        | -       |         | -     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/23/2017 Saturday

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|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 3        | 0      | 0      | 0       | 3     |
| 11:30 | 3        | 0      | 0      | 0       | 3     |
| 11:45 | 3        | 0      | 0      | 0       | 3     |
| 12:00 | 11       | 0      | 0      | 0       | 11    |
| 12:15 | 13       | 0      | 0      | 0       | 13    |
| 12:30 | 2        | 0      | 0      | 0       | 2     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 1        | 0      | 0      | 0       | 1     |
| 16:30 | 1        | 0      | 0      | 0       | 1     |
| 16:45 | 2        | 0      | 0      | 0       | 2     |
| 17:00 | 8        | 0      | 0      | 0       | 8     |
| 17:15 | 28       | 0      | 0      | 0       | 28    |
| 17:30 | 68       | 0      | 0      | 0       | 68    |
| 17:45 | 79       | 0      | 0      | 0       | 79    |
| 18:00 | 55       | 0      | 0      | 0       | 55    |
| 18:15 | 64       | 0      | 0      | 0       | 64    |
| 18:30 | 6        | 0      | 0      | 0       | 6     |
| 18:45 | 2        | 0      | 0      | 0       | 2     |
| 19:00 | 0        | 0      | 0      | 0       | 0     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 21:30 | 0        | 0      | 0      | 0       | 0     |
| 21:45 | 0        | 0      | 0      | 0       | 0     |
| 22:00 | 1        | 0      | 0      | 0       | 1     |
| 22:15 | 1        | 0      | 0      | 0       | 1     |

|          |        | EXITING |         |        |
|----------|--------|---------|---------|--------|
| Pass     | Large  |         |         |        |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL  |
| 7        | 0      | 0       | 0       | 7      |
| 8        | 0      | 0       | 0       | 8      |
| 5        | 0      | 0       | 0       | 5      |
| 25       | 0      | 0       | 0       | 25     |
| 4        | 0      | 0       | 0       | 4      |
| 7        | 0      | 0       | 0       | 7      |
| 1        | 0      | 0       | 0       | 1      |
| 1        | 0      | 0       | 0       | 1      |
| 3        | 0      | 0       | 0       | 3      |
| 12       | 0      | 0       | 0       | 12     |
| 4        | 0      | 0       | 0       | 4      |
| 20       | 0      | 0       | 0       | 20     |
| 7        | 0      | 0       | 0       | 7      |
| ,<br>12  | 0      | 0       | 0       | 12     |
| 8        | 0      | 0       | 0       | 8      |
| 8        | 0      | 0       | 0       | 0<br>0 |
| 5        | 0      | 0       | 0       | 0<br>E |
| J<br>11  | 0      | 0       | 0       |        |
| 2        | 0      | 0       | 0       | 2      |
| 12       | 0      | 0       | 0       | 12     |
| 2        | 0      | 0       | 0       | 15     |
| 21       | 0      | 0       | 0       | 21     |
| 51       | 0      | 0       | 0       | 51     |
| 10       | 0      | 0       | 0       | 10     |
| 10       | 0      | 0       | 0       | 10     |
| /        | 0      | 0       | 0       | /      |
| 41       | 0      | 0       | 0       | 41     |
| 21       | 0      | 0       | 0       | 21     |
| 27       | 0      | 0       | 0       | 27     |
| 37       | 0      | 0       | 0       | 37     |
| 12       | 0      | 0       | 0       | 12     |
| 2        | 0      | 0       | 0       | 2      |
| 1        | U      | 0       | 0       | 1      |
| U<br>1   | 0      | 0       | 0       | 0      |
| 1        | U      | 0       | 0       | 1      |
| 1        | U      | 0       | 0       | 1      |
| U        | 0      | 0       | 0       | 0      |
| U        | U      | 0       | 0       | 0      |
| 2        | U      | 0       | 0       | 2      |
| 1        | 0      | 0       | 0       | 1      |
| 3        | 0      | 0       | 0       | 3      |
| 1        | 0      | 0       | 0       | 1      |
| 0        | 0      | Ű       | 0       | 0      |
| 4        | 0      | 0       | 0       | 4      |
| 9        | 0      | 0       | 0       | 9      |
| 7        | 0      | 0       | 0       | 7      |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/23/2017 Saturday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  | 2.4.1    |         |       |
|       | venicies | Z Axie | 3 Axie   | 4+ Axie | TOTAL |
| 22:30 | 2        | 0      | 0        | 0       | 2     |
| 22:45 | 8        | 0      | 0        | 0       | 8     |
| 23:00 | 1        | 0      | 0        | 0       | 1     |
| 23:15 | 5        | 0      | 0        | 0       | 5     |
| 23:30 | 9        | 0      | 0        | 0       | 9     |
| 23:45 | 3        | 0      | 0        | 0       | 3     |
|       | 763      | 0      | 0        | 0       | 763   |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 12       | 0      | 0       | 0       | 12    |
| 17       | 0      | 0       | 0       | 17    |
| 25       | 0      | 0       | 0       | 25    |
| 10       | 0      | 0       | 0       | 10    |
| 4        | 0      | 0       | 0       | 4     |
| 915      | 0      | 0       | 0       | 915   |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  | _      |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 2        | 0      | 0      | 0       | 2     |  |
| 0:15  | 3        | 1      | 0      | 0       | 4     |  |
| 0:30  | 1        | 0      | 0      | 0       | 1     |  |
| 0:45  | 1        | 0      | 0      | 0       | 1     |  |
| 1:00  | 2        | 0      | 0      | 0       | 2     |  |
| 1:15  | 3        | 0      | 0      | 0       | 3     |  |
| 1:30  | 1        | 0      | 0      | 0       | 1     |  |
| 1:45  | 0        | 1      | 0      | 0       | 1     |  |
| 2:00  | 1        | 0      | 0      | 0       | 1     |  |
| 2:15  | 3        | 0      | 0      | 0       | 3     |  |
| 2:30  | 1        | 0      | 0      | 0       | 1     |  |
| 2:45  | 1        | 0      | 0      | 0       | 1     |  |
| 3:00  | 2        | 0      | 0      | 0       | 2     |  |
| 3:15  | 0        | 0      | 0      | 0       | 0     |  |
| 3:30  | 1        | 0      | 0      | 0       | 1     |  |
| 3:45  | 1        | 0      | 0      | 0       | 1     |  |
| 4:00  | 0        | 0      | 0      | 0       | 0     |  |
| 4:15  | 1        | 0      | 0      | 0       | 1     |  |
| 4:30  | 0        | 0      | 0      | 0       | 0     |  |
| 4:45  | 0        | 0      | 0      | 0       | 0     |  |
| 5:00  | 1        | 0      | 0      | 0       | 1     |  |
| 5:15  | 2        | 0      | 0      | 0       | 2     |  |
| 5:30  | 3        | 0      | 0      | 0       | 3     |  |
| 5:45  | 5        | 0      | 0      | 0       | 5     |  |
| 6:00  | 4        | 0      | 0      | 0       | 4     |  |
| 6:15  | 7        | 0      | 0      | 0       | 7     |  |
| 6:30  | 20       | 0      | 0      | 0       | 20    |  |
| 6:45  | 50       | 0      | 0      | 0       | 50    |  |
| 7:00  | 8        | 0      | 0      | 0       | 8     |  |
| 7:15  | 3        | 0      | 0      | 0       | 3     |  |
| 7:30  | 0        | 0      | 0      | 0       | 0     |  |
| 7:45  | 0        | 0      | 0      | 0       | 0     |  |
| 8:00  | 6        | 0      | 0      | 0       | 6     |  |
| 8:15  | 4        | 0      | 0      | 0       | 4     |  |
| 8:30  | 6        | 0      | 0      | 0       | 6     |  |
| 8:45  | 5        | 0      | 0      | 0       | 5     |  |
| 9:00  | 5        | 0      | 0      | 0       | 5     |  |
| 9:15  | 5        | 0      | 0      | 0       | 5     |  |
| 9:30  | 4        | 0      | 0      | 0       | 4     |  |
| 9:45  | 9        | 0      | 0      | 0       | 9     |  |
| 10:00 | 0        | 0      | 0      | 0       | 0     |  |
| 10:15 | 5        | 0      | 0      | 0       | 5     |  |
| 10:30 | 1        | 0      | 0      | 0       | 1     |  |
| 10:45 | 11       | 0      | 0      | 0       | 11    |  |
| 11:00 | 4        | 0      | 0      | 0       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 1      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| ,<br>1   | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 15       | 0      | 0       | 0       | 15    |
| 15       | 0      | 0       | 0       | 15    |
| 4        | 0      | 0       | 0       |       |
| 72       | 0      | 0       | 0       | 22    |
| 23<br>11 | 2      | 0       | 0       | 12    |
| 20       | 2<br>1 | 0       | 0       | 20    |
| 29       | 1      | 0       | 0       | 30    |
| Z3       | 0      | 0       | 0       | 23    |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 0       | 9     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 8        | 0      | 0       | 0       | 8     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 1      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 46       | 0      | 0       | 0       | 46    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/23/2017 Saturday

|       | ENTERING         |                 |        |         |       |  |
|-------|------------------|-----------------|--------|---------|-------|--|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 4                | 0               | 0      | 0       | 4     |  |
| 11:30 | 3                | 0               | 0      | 0       | 3     |  |
| 11:45 | 11               | 0               | 0      | 0       | 11    |  |
| 12:00 | 20               | 0               | 0      | 0       | 20    |  |
| 12:15 | 31               | 0               | 0      | 0       | 31    |  |
| 12:30 | 3                | 0               | 0      | 0       | 3     |  |
| 12:45 | 6                | 0               | 0      | 0       | 6     |  |
| 13:00 | 7                | 0               | 0      | 0       | 7     |  |
| 13:15 | 5                | 0               | 0      | 0       | 5     |  |
| 13:30 | 7                | 0               | 0      | 0       | 7     |  |
| 13:45 | 4                | 0               | 0      | 0       | 4     |  |
| 14:00 | 1                | 0               | 0      | 0       | 1     |  |
| 14:15 | 3                | 0               | 0      | 0       | 3     |  |
| 14:30 | 4                | 0               | 1      | 0       | 5     |  |
| 14:45 | 7                | 0               | 2      | 0       | 9     |  |
| 15:00 | 7                | 0               | 1      | 0       | 8     |  |
| 15:15 | 2                | 0               | 0      | 0       | 2     |  |
| 15:30 | 3                | 0               | 0      | 0       | 3     |  |
| 15:45 | 3                | 0               | 0      | 0       | 3     |  |
| 16:00 | 14               | 0               | 0      | 0       | 14    |  |
| 16:15 | 12               | 0               | 0      | 0       | 12    |  |
| 16:30 | 38               | 0               | 0      | 0       | 38    |  |
| 16:45 | 31               | 2               | 0      | 0       | 33    |  |
| 17:00 | 7                | 0               | 0      | 0       | 7     |  |
| 17:15 | 17               | 0               | 0      | 0       | 17    |  |
| 17:30 | 19               | 0               | 0      | 0       | 19    |  |
| 17:45 | 38               | 0               | 0      | 0       | 38    |  |
| 18:00 | 12               | 0               | 0      | 0       | 12    |  |
| 18:15 | 7                | 0               | 0      | 0       | 7     |  |
| 18:30 | 0                | 0               | 0      | 0       | 0     |  |
| 18:45 | 0                | 0               | 0      | 0       | 0     |  |
| 19:00 | 4                | 0               | 0      | 0       | 4     |  |
| 19:15 | 2                | 0               | 0      | 0       | 2     |  |
| 19:30 | 3                | 0               | 0      | 0       | 3     |  |
| 19:45 | 2                | 0               | 1      | 0       | 3     |  |
| 20:00 | 3                | 0               | 0      | 0       | 3     |  |
| 20:15 | 1                | 0               | 0      | 0       | 1     |  |
| 20:30 | 2                | 0               | 0      | 0       | 2     |  |
| 20:45 | 2                | 0               | 0      | 0       | 2     |  |
| 21:00 | 9                | 0               | 0      | 0       | 9     |  |
| 21:15 | 29               | 0               | 0      | 0       | 29    |  |
| 21:30 | 11               | 0               | 0      | 0       | 11    |  |
| 21:45 | 9                | 0               | 0      | 0       | 9     |  |
| 22:00 | 2                | 0               | 0      | 0       | 2     |  |
| 22:15 | 6                | 0               | 0      | 0       | 6     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 11       | 0      | 0       | 0       | 11    |
| 7        | 0      | 0       | 0       | 7     |
| 11       | 0      | 0       | 0       | 11    |
| 15       | 0      | 0       | 0       | 15    |
| 14       | 0      | 0       | 0       | 14    |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 7        | 0      | 0       | 0       | 7     |
| ,<br>12  | 0      | 0       | 0       | 12    |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 42       | 0      | 0       | 0       | 42    |
| 18       | 0      | 0       | 0       | 18    |
| 21       | 0      | 0       | 0       | 21    |
| 13       | 0      | 0       | 0       | 13    |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 1       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 1      | 0       | 0       | 10    |
| 3        | 1      | 0       | 0       | 4     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/23/2017 Saturday

|   |       |          | ENTERING |        |         |       |  |
|---|-------|----------|----------|--------|---------|-------|--|
|   |       | Pass     | Large    |        |         |       |  |
|   |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |
|   | 22:30 | 0        | 0        | 0      | 0       | 0     |  |
|   | 22:45 | 9        | 0        | 0      | 0       | 9     |  |
|   | 23:00 | 3        | 0        | 0      | 0       | 3     |  |
|   | 23:15 | 16       | 1        | 0      | 0       | 17    |  |
|   | 23:30 | 12       | 0        | 0      | 0       | 12    |  |
|   | 23:45 | 2        | 0        | 0      | 0       | 2     |  |
| Ì |       | 645      | 5        | 5      | 0       | 655   |  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 4        | 1      | 0      | 0       | 5     |  |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |  |
| 29       | 0      | 0      | 0       | 29    |  |  |  |  |
| 11       | 1      | 0      | 0       | 12    |  |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |  |
| 637      | 9      | 1      | 0       | 647   |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 3        | 0      | 0      | 1       | 4     |
| 0:15  | 4        | 1      | 1      | 0       | 6     |
| 0:30  | 1        | 1      | 0      | 1       | 3     |
| 0:45  | 4        | 0      | 1      | 1       | 6     |
| 1:00  | 2        | 1      | 0      | 1       | 4     |
| 1:15  | 3        | 1      | 0      | 1       | 5     |
| 1:30  | 2        | 0      | 0      | 1       | 3     |
| 1:45  | 0        | 1      | 0      | 4       | 5     |
| 2:00  | 3        | 1      | 2      | 2       | 8     |
| 2:15  | 3        | 0      | 1      | 3       | 7     |
| 2:30  | 1        | 0      | 1      | 0       | 2     |
| 2:45  | 1        | 0      | 1      | 2       | 4     |
| 3:00  | 2        | 0      | 0      | 3       | 5     |
| 3:15  | 0        | 1      | 0      | 1       | 2     |
| 3:30  | 1        | 0      | 0      | 0       | 1     |
| 3:45  | 1        | 0      | 0      | 0       | 1     |
| 4:00  | 3        | 0      | 0      | 0       | 3     |
| 4:15  | 8        | 0      | 0      | 1       | 9     |
| 4:30  | 7        | 1      | 0      | 1       | 9     |
| 4:45  | 21       | 0      | 0      | 0       | 21    |
| 5:00  | 13       | 0      | 0      | 1       | 14    |
| 5:15  | 15       | 0      | 0      | 1       | 16    |
| 5:30  | 29       | 0      | 0      | 0       | 29    |
| 5:45  | 66       | 0      | 0      | 1       | 67    |
| 6:00  | 21       | 0      | 0      | 1       | 22    |
| 6:15  | 34       | 0      | 2      | 0       | 36    |
| 6:30  | 72       | 0      | 0      | 1       | 73    |
| 6:45  | 161      | 0      | 0      | 0       | 161   |
| 7:00  | 95       | 1      | 0      | 0       | 96    |
| 7:15  | 111      | 0      | 0      | 3       | 114   |
| 7:30  | 20       | 0      | 0      | 3       | 23    |
| 7:45  | 4        | 0      | 0      | 0       | 4     |
| 8:00  | 8        | 2      | 1      | 2       | 13    |
| 8:15  | 4        | 1      | 0      | 1       | 6     |
| 8:30  | 7        | 0      | 0      | 2       | 9     |
| 8:45  | 7        | 0      | 0      | 0       | 7     |
| 9:00  | /        | 0      | 1      | 0       | 8     |
| 9:15  | 6        | 0      | 2      | 0       | 8     |
| 9:30  | 4        | 1      | 0      | 2       | /     |
| 9:45  | 10       | 1      | 3      | 0       | 14    |
| 10:00 | 0        | 1      | 1      | 4       | 6     |
| 10:15 | 6        | 0      | 0      | 3       | 9     |
| 10:30 | 12       | 0      |        | 1       | 4     |
| 11:45 | 14       | 0      | 0      | 0       | 12    |
| 11:00 | 14       | 2      | U      | ۷ ک     | 10    |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 14       | 1      | 1      | 1       | 17    |  |  |  |
| 7        | 0      | 2      | 0       | 9     |  |  |  |
| 26       | 0      | 0      | 0       | 26    |  |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |  |
| 3        | 0      | 0      | 3       | 6     |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |  |
| 19       | 3      | 1      | 0       | 23    |  |  |  |
| 28       | 1      | 1      | 2       | 32    |  |  |  |
| 10       | 0      | 1      | 2       | 13    |  |  |  |
| 10       | 0      | 1      | 0       | 11    |  |  |  |
| 25       | 0      | 1      | 1       | 27    |  |  |  |
| 13       | 2      | 0      | 1       | 16    |  |  |  |
| 33       | 2      | 2      | 3       | 40    |  |  |  |
| 27       | 0      | 0      | 0       | 27    |  |  |  |
| 12       | 0      | 0      | 2       | 14    |  |  |  |
| 20       | 0      | 0      | 0       | 20    |  |  |  |
| 70       | 0      | 0      | 1       | 71    |  |  |  |
| 41       | 0      | 0      | 0       | 41    |  |  |  |
| 122      | 0      | 0      | 2       | 124   |  |  |  |
| 34       | 0      | 0      | 1       | 35    |  |  |  |
| 20       | 0      | 0      | 0       | 20    |  |  |  |
| 27       | 0      | 0      | 0       | 27    |  |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |  |
| 3        | 0      | 1      | 1       | 5     |  |  |  |
| 9        | 0      | 0      | 1       | 10    |  |  |  |
| 33       | 0      | 0      | 0       | 33    |  |  |  |
| 19       | 0      | 0      | 1       | 20    |  |  |  |
| 28       | 0      | 0      | 3       | 31    |  |  |  |
| 8        | 0      | 0      | 1       | 9     |  |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |  |
| 2        | 0      | 1      | 1       | 4     |  |  |  |
| 2        | 0      | 1      | 0       | 3     |  |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |  |
| 5        | 1      | 1      | 3       | 10    |  |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |  |
| 4        | 2      | 2      | 0       | 8     |  |  |  |
| 2        | 1      | 1      | 0       | 4     |  |  |  |
| 3        | 0      | 1      | 1       | 5     |  |  |  |
| 2        | 2      | 1      | 1       | 6     |  |  |  |
| 2        | 0      | 1      | 3       | 6     |  |  |  |
| 3        | 2      | 0      | 6       | 11    |  |  |  |
| 32       | 0      | 0      | 0       | 32    |  |  |  |
| 57       | 0      | 0      | 2       | 59    |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/23/2017 Saturday

|       | ENTERING |        |        |         |         |
|-------|----------|--------|--------|---------|---------|
|       | Pass     | Large  |        |         |         |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL   |
| 11:15 | 10       | 0      | 1      | 1       | 12      |
| 11:30 | 10       | 0      | 4      | 0       | 14      |
| 11:45 | 20       | 0      | 1      | 2       | 23      |
| 12:00 | 33       | 0      | 0      | 1       | 34      |
| 12:15 | 54       | 2      | 0      | 0       | 56      |
| 12:30 | 7        | 3      | 0      | 0       | 10      |
| 12:45 | 7        | 0      | 0      | 0       | 7       |
| 13:00 | 7        | 1      | 1      | 1       | 10      |
| 13:15 | 5        | 1      | 0      | 1       | 7       |
| 13:30 | 7        | 1      | 1      | 0       | 9       |
| 13:45 | 4        | 0      | 0      | 1       | 5       |
| 14:00 | 1        | 0      | 1      | 1       | 3       |
| 14:15 | 4        | 1      | 1      | 2       | 8       |
| 14:30 | 4        | 0      | 1      | 1       | 6       |
| 14:45 | 7        | 0      | 2      | 4       | 13      |
| 15:00 | 7        | 1      | 1      | 1       | 10      |
| 15:15 | 2        | 0      | 0      | 0       | 2       |
| 15:30 | 3        | 0      | 1      | 5       | 9       |
| 15:45 | 3        | 0      | 0      | 0       | 3       |
| 16:00 | 14       | 0      | 1      | 2       | 17      |
| 16:15 | 15       | 0      | 3      | 2       | 20      |
| 16:30 | 39       | 0      | 0      | 0       | 39      |
| 16:45 | 34       | 2      | 0      | 2       | 38      |
| 17:00 | 22       | 0      | 0      | 1       | 23      |
| 17:15 | 55       | 0      | 0      | 0       | 55      |
| 17:30 | 106      | 0      | 1      | 1       | 108     |
| 17:45 | 146      | 0      | 1      | 1       | 148     |
| 18:00 | 89       | 0      | 0      | 0       | 89      |
| 18:15 | 96       | 0      | 0      | 0       | 96      |
| 18:30 | 17       | 0      | 2      | 0       | 19      |
| 18:45 | 5        | 0      | 1      | 0       | 6       |
| 19:00 | 5        | 0      | 0      | 0       | 5       |
| 19:15 | 2        | 0      | 0      | 3       | 5       |
| 19:30 | 3        | 0      | 0      | 1       | 4       |
| 19:45 | 2        | 0      | 4      | 0       | 6       |
| 20:00 | 3        | 0      | 2      | 1       | 6       |
| 20:15 | 1        | 1      | 0      | 0       | 2       |
| 20:30 | 2        | 0      | 0      | 1       | 3       |
| 20:45 | 2<br>10  | 0      | 0      | U       | 2<br>14 |
| 21:00 | 10       | 0      | 0      | 1       | 11      |
| 21:15 | 34<br>12 | 0      | 3      | 0       | 5/      |
| 21:30 | 12       | 0      | 3      | 0       | 15      |
| 21:45 | 10       | 0      | 1      | 0       | - 11    |
| 22:00 | 0<br>Q   | 0      | 0      | 1       | /<br>0  |
| 22.13 | 0        | 0      | U      | 1       | 3       |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 20       | 0      | 0       | 1       | 21    |
| 17       | 2      | 0       | 2       | 21    |
| 17       | 1      | 1       | 0       | 19    |
| 48       | 0      | 1       | 4       | 53    |
| 19       | 0      | 0       | 4       | 23    |
| 16       | 0      | 0       | 3       | 19    |
| 4        | 0      | 0       | 1       | 5     |
| 9        | 1      | 0       | 0       | 10    |
| 8        | 0      | 0       | 1       | 9     |
| 22       | 0      | 0       | 1       | 23    |
| 9        | 1      | 0       | 1       | 11    |
| 34       | 0      | 1       | 3       | 38    |
| 14       | 5      | 1       | 3       | 23    |
| 24       | 0      | 1       | 0       | 25    |
| 15       | 0      | 3       | 2       | 20    |
| 19       | 0      | 3       | 0       | 22    |
| 14       | 0      | 0       | 0       | 14    |
| 17       | 1      | 1       | 4       | 23    |
| 3        | 0      | 0       | 0       | 3     |
| 19       | 0      | 2       | 0       | 21    |
| 11       | 0      | 2       | 2       | 15    |
| 53       | 0      | 0       | 0       | 53    |
| 21       | 0      | 0       | 2       | 23    |
| 21       | 0      | 0       | 0       | 21    |
| 51       | 0      | 1       | 3       | 55    |
| 69       | 0      | 0       | 0       | 69    |
| 50       | 0      | 1       | 0       | 51    |
| 110      | 0      | 0       | 1       | 111   |
| 51       | 0      | 1       | 1       | 53    |
| 21       | 0      | 2       | 1       | 24    |
| 5        | 0      | 1       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 2       | 0       | 6     |
| 5        | 0      | 3       | 1       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 2       | 5     |
| 3        | 0      | 0       | 2       | 5     |
| 7        | 0      | 0       | 1       | 8     |
| 6        | 0      | 2       | 2       | 10    |
| 6        | 0      | 1       | 1       | 8     |
| 9        | 0      | 2       | 0       | 11    |
| 20       | 1      | 0       | 3       | 24    |
| 10       | 1      | 0       | 1       | 12    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/23/2017 Saturday

|       | ENTERING         |                 |        |         |       |
|-------|------------------|-----------------|--------|---------|-------|
|       | Pass<br>Vehicles | Large<br>2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 4                | 0               | 1      | 0       | 5     |
| 22:45 | 18               | 0               | 0      | 0       | 18    |
| 23:00 | 6                | 0               | 0      | 1       | 7     |
| 23:15 | 25               | 1               | 0      | 1       | 27    |
| 23:30 | 24               | 0               | 1      | 0       | 25    |
| 23:45 | 5                | 0               | 0      | 3       | 8     |
|       | 1813             | 31              | 57     | 95      | 1996  |

| EXITING  |        |        |         |       |  |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 9        | 1      | 0      | 0       | 10    |  |  |  |  |
| 20       | 0      | 0      | 1       | 21    |  |  |  |  |
| 53       | 0      | 0      | 5       | 58    |  |  |  |  |
| 45       | 1      | 0      | 1       | 47    |  |  |  |  |
| 25       | 0      | 1      | 1       | 27    |  |  |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |  |  |
| 1873     | 32     | 54     | 104     | 2063  |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/24/2017 Sunday

|       | ENTEDING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 0        | 0      | 1      | 2       | 3     |
| 0:15  | 0        | 0      | 0      | 0       | 0     |
| 0:30  | 0        | 2      | 1      | 2       | 5     |
| 0:45  | 0        | 1      | 1      | 1       | 3     |
| 1:00  | 0        | 1      | 1      | 2       | 4     |
| 1:15  | 0        | 0      | 1      | 2       | 3     |
| 1:30  | 0        | 0      | 1      | 0       | 1     |
| 1:45  | 0        | 0      | 1      | 1       | 2     |
| 2:00  | 0        | 0      | 1      | 4       | 5     |
| 2:15  | 0        | 0      | 2      | 5       | 7     |
| 2:30  | 0        | 0      | 0      | 1       | 1     |
| 2:45  | 0        | 0      | 2      | 1       | 3     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 1        | 0      | 0      | 1       | 2     |
| 3:30  | 0        | 0      | 0      | 1       | 1     |
| 3:45  | 0        | 0      | 0      | 2       | 2     |
| 4:00  | 0        | 0      | 0      | 1       | 1     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 1        | 0      | 0      | 0       | 1     |
| 4:45  | 1        | 0      | 1      | 1       | 3     |
| 5:00  | 0        | 0      | 0      | 1       | 1     |
| 5:15  | 1        | 0      | 0      | 0       | 1     |
| 5:30  | 0        | 0      | 1      | 0       | 1     |
| 5:45  | 0        | 0      | 0      | 2       | 2     |
| 6:00  | 0        | 0      | 0      | 0       | 0     |
| 6:15  | 0        | 0      | 0      | 0       | 0     |
| 6:30  | 0        | 0      | 1      | 0       | 1     |
| 6:45  | 0        | 0      | 1      | 2       | 3     |
| 7:00  | 0        | 0      | 0      | 0       | 0     |
| 7:15  | 0        | 0      | 1      | 0       | 1     |
| 7:30  | 0        | 1      | 0      | 5       | 6     |
| 7:45  | 0        | 0      | 0      | 0       | 0     |
| 8:00  | 0        | 0      | 0      | 2       | 2     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 1      | 1       | 2     |
| 9:00  | 1        | 0      | 0      | 2       | 3     |
| 9:15  | 0        | 0      | 3      | 1       | 4     |
| 9:30  | 1        | 0      | 0      | 2       | 3     |
| 9:45  | 0        | 0      | 2      | 2       | 4     |
| 10:00 | 5        | 0      | 1      | 2       | 8     |
| 10:15 | 0        | 0      | 0      | 1       | 1     |
| 10:30 | 0        | 0      | 0      | 1       | 1     |
| 10:45 | 0        | 0      | 2      | 2       | 4     |
| 11:00 | 0        | 0      | 1      | 3       | 4     |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 3        | 4      | 1      | 2       | 10    |  |  |  |
| 0        | 0      | 1      | 2       | 3     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 2        | 0      | 0      | 2       | 4     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 1        | 0      | 1      | 2       | 4     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 2        | 0      | 0      | 1       | 3     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 2      | 2       | 4     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 1      | 3      | 1       | 5     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 1        | 0      | 2      | 0       | 3     |  |  |  |
| - 1      | 1      | 1      | 3       | 6     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 3        | 0      | 0      | 5       | 8     |  |  |  |
| 0        | 0      | 1      | 2       | 1     |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 2      | 0       | 2     |
| 11:30 | 0        | 0      | 0      | 0       | 0     |
| 11:45 | 0        | 0      | 1      | 3       | 4     |
| 12:00 | 0        | 0      | 0      | 2       | 2     |
| 12:15 | 1        | 0      | 0      | 0       | 1     |
| 12:30 | 1        | 0      | 0      | 1       | 2     |
| 12:45 | 0        | 3      | 0      | 0       | 3     |
| 13:00 | 2        | 2      | 0      | 1       | 5     |
| 13:15 | 0        | 0      | 0      | 1       | 1     |
| 13:30 | 0        | 0      | 0      | 1       | 1     |
| 13:45 | 1        | 0      | 0      | 0       | 1     |
| 14:00 | 0        | 1      | 1      | 3       | 5     |
| 14:15 | 0        | 0      | 0      | 1       | 1     |
| 14:30 | 0        | 0      | 0      | 1       | 1     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 1       | 1     |
| 15:15 | 0        | 0      | 0      | 1       | 1     |
| 15:30 | 0        | 0      | 1      | 0       | 1     |
| 15:45 | 0        | 0      | 2      | 0       | 2     |
| 16:00 | 1        | 0      | 1      | 3       | 5     |
| 16:15 | 1        | 0      | 0      | 3       | 4     |
| 16:30 | 1        | 0      | 1      | 2       | 4     |
| 16:45 | 0        | 0      | 0      | 1       | 1     |
| 17:00 | 0        | 0      | 2      | 2       | 4     |
| 17:15 | 0        | 0      | 0      | 0       | 0     |
| 17:30 | 0        | 0      | 0      | 2       | 2     |
| 17:45 | 0        | 0      | 0      | 1       | 1     |
| 18:00 | 0        | 0      | 0      | 2       | 2     |
| 18:15 | 0        | 0      | 1      | 1       | 2     |
| 18:30 | 0        | 0      | 1      | 0       | 1     |
| 18:45 | 0        | 1      | 1      | 1       | 3     |
| 19.00 | 0        | 0      | 1      | 0       | 1     |
| 19.15 | 0        | 0      | 1      | 0       | 2     |
| 19.30 | 0        | 0      | 0      | 2       | 2     |
| 20.00 | 0        | 0      | 0      | 2       | 2     |
| 20.00 | 0        | 0      | 0      | 2       | 2     |
| 20.13 | 0        | 0      | 0      | 1       | 1     |
| 20.30 | 1        | 0      | 0      | 1       | 2     |
| 20.45 | 0        | 0      | 1      | 1       | 2     |
| 21.00 | 3        | 1      | 2      | 0       | 6     |
| 21:30 | 1        | 1      | 1      | 2       | 5     |
| 21:45 | 4        | 0      | 0      | 0       | 4     |
| 22:00 | 0        | 0      | 1      | 1       | 2     |
| 22:15 | 0        | 0      | 0      | 0       | 0     |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 1        | 0      | 0      | 5       | 6     |  |  |  |
| 1        | 0      | 0      | 4       | 5     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 5      | 1      | 2       | 8     |  |  |  |
| 1        | 0      | 0      | 2       | 3     |  |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |
| 1        | 0      | 0      | 0       | 1     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 2        | 0      | 0      | 1       | 3     |  |  |  |
| 2        | 0      | 0      | 0       | 2     |  |  |  |
| 0        | 0      | 2      | 2       | 4     |  |  |  |
| 0        | 0      | 0      | 3       | 3     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |  |
| 2        | 0      | 1      | 1       | 4     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 1        | 0      | 1      | 2       | 4     |  |  |  |
| 1        | 0      | 0      | 1       | 2     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 2      | 0       | 2     |  |  |  |
| 0        | 0      | 1      | 0       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 1       | 1     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 2        | 0      | 1      | 0       | 3     |  |  |  |
| 1        | 0      | 0      | 3       | 4     |  |  |  |
| 3        | 1      | 0      | 1       | 5     |  |  |  |
| 0        | 0      | 0      | 2       | 2     |  |  |  |
| 0        | 2      | 1      | 1       | 4     |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA WEST DRIVEWAY 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 0        | 0      | 0        | 1       | 1     |
| 22:45 | 0        | 0      | 1        | 0       | 1     |
| 23:00 | 0        | 0      | 0        | 2       | 2     |
| 23:15 | 0        | 0      | 0        | 1       | 1     |
| 23:30 | 0        | 0      | 0        | 3       | 3     |
| 23:45 | 0        | 0      | 0        | 0       | 0     |
|       | 28       | 14     | 48       | 109     | 199   |

| EVITING  |        |         |         |       |  |  |
|----------|--------|---------|---------|-------|--|--|
|          |        | EATTING |         |       |  |  |
| Pass     | Large  |         |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 3        | 0      | 0       | 4       | 7     |  |  |
| 0        | 0      | 0       | 4       | 4     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 0        | 0      | 1       | 0       | 1     |  |  |
| 0        | 0      | 0       | 0       | 0     |  |  |
| 45       | 14     | 40      | 93      | 192   |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/24/2017 Sunday

|               | ENTERING |        |        |         |       |
|---------------|----------|--------|--------|---------|-------|
|               | Pass     | Large  |        |         |       |
|               | Vehicles | 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      | 0       | 0     |
| 1:00          | 0        | 0      | 0      | 0       | 0     |
| 1:15          | 0        | 0      | 0      | 0       | 0     |
| 1:30          | 0        | 0      | 0      | 0       | 0     |
| 1:45          | 0        | 0      | 0      | 0       | 0     |
| 2:00          | 0        | 0      | 0      | 0       | 0     |
| 2:15          | 0        | 0      | 0      | 0       | 0     |
| 2:30          | 0        | 0      | 0      | 0       | 0     |
| 2:45          | 0        | 0      | 0      | 0       | 0     |
| 3:00          | 1        | 0      | 0      | 0       | 1     |
| 3:15          | 0        | 0      | 0      | 0       | 0     |
| 3:30          | 0        | 0      | 0      | 0       | 0     |
| 3:45          | 0        | 0      | 0      | 0       | 0     |
| 4:00          | 0        | 0      | 0      | 0       | 0     |
| 4:15          | 1        | 0      | 0      | 0       | 1     |
| 4:30          | 0        | 0      | 0      | 0       | 0     |
| 4:45          | 5        | 0      | 0      | 0       | 5     |
| 5:00          | 3        | 0      | 0      | 0       | 3     |
| 5:15          | 2        | 0      | 0      | 0       | 2     |
| 5:30          | 11       | 0      | 0      | 0       | 11    |
| 5:45          | 15       | 0      | 0      | 0       | 15    |
| 6:00          | 14       | 0      | 0      | 0       | 14    |
| 6:15          | 1        | 0      | 0      | 0       | 1     |
| 6:30          | 15       | 0      | 0      | 0       | 15    |
| 6:45          | 42       | 0      | 0      | 0       | 42    |
| 7:00          | 26       | 1      | 0      | 0       | 27    |
| 7:15          | 39       | 0      | 0      | 0       | 39    |
| 7:30          | 2        | 0      | 0      | 0       | 2     |
| 7.45<br>8.00  | 2        | 0      | 0      | 0       | 2     |
| 0.00<br>0.1 E | 0        | 0      | 0      | 0       | 0     |
| 8.10          | 0        | 0      | 0      | 0       | 0     |
| 0.30          | 0        | 0      | 0      | 0       | 0     |
| 9.00          | 0        | 0      | 0      | 0       | 0     |
| 9.00<br>Q·15  | 0        | 0      | 0      | 0       | 0     |
| 0.10          | 0        | 0      | 0      | 0       | 0     |
| 9.30          | 0        | 0      | 0      | 0       | 0     |
| 10·00         | 0        | 0      | 0      | 0       | 0     |
| 10:15         | 0        | 0      | 0      | 0       | 0     |
| 10:30         | 0        | 0      | 0      | 0       | 0     |
| 10:45         | 0        | 0      | 0      | 0       | 0     |
| 11:00         | 7        | 0      | 0      | 0       | 7     |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 14       | 0       | 0      | 0       | 14    |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 32       | 0       | 0      | 0       | 32    |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 10       | 0       | 0      | 0       | 10    |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 1        | 0       | 1      | 0       | 2     |  |  |  |
| 0        | 0       | 1      | 0       | 1     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |
| 3        | 0       | 0      | 0       | 3     |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 2        | 0      | 0      | 0       | 2     |
| 11:30 | 5        | 0      | 0      | 0       | 5     |
| 11:45 | 1        | 0      | 0      | 0       | 1     |
| 12:00 | 3        | 0      | 0      | 0       | 3     |
| 12:15 | 5        | 0      | 0      | 0       | 5     |
| 12:30 | 0        | 0      | 0      | 0       | 0     |
| 12:45 | 0        | 0      | 0      | 0       | 0     |
| 13:00 | 0        | 0      | 0      | 0       | 0     |
| 13:15 | 0        | 0      | 0      | 0       | 0     |
| 13:30 | 0        | 0      | 0      | 0       | 0     |
| 13:45 | 0        | 0      | 0      | 0       | 0     |
| 14:00 | 0        | 0      | 0      | 0       | 0     |
| 14:15 | 0        | 0      | 0      | 0       | 0     |
| 14:30 | 0        | 0      | 0      | 0       | 0     |
| 14:45 | 0        | 0      | 0      | 0       | 0     |
| 15:00 | 0        | 0      | 0      | 0       | 0     |
| 15:15 | 0        | 0      | 0      | 0       | 0     |
| 15:30 | 0        | 0      | 0      | 0       | 0     |
| 15:45 | 0        | 0      | 0      | 0       | 0     |
| 16:00 | 0        | 0      | 0      | 0       | 0     |
| 16:15 | 0        | 0      | 0      | 0       | 0     |
| 16:30 | 0        | 0      | 0      | 0       | 0     |
| 16:45 | 0        | 0      | 0      | 0       | 0     |
| 17:00 | 0        | 0      | 0      | 0       | 0     |
| 17:15 | 11       | 0      | 0      | 0       | 11    |
| 17:30 | 10       | 0      | 0      | 0       | 10    |
| 17:45 | 34       | 0      | 0      | 0       | 34    |
| 18:00 | 20       | 0      | 0      | 0       | 20    |
| 18:15 | 35       | 0      | 0      | 0       | 35    |
| 18:30 | 20       | 0      | 0      | 0       | 20    |
| 18:45 | 5        | 0      | 0      | 0       | 5     |
| 19:00 | 1        | 0      | 0      | 0       | 1     |
| 19:15 | 0        | 0      | 0      | 0       | 0     |
| 19:30 | 0        | 0      | 0      | 0       | 0     |
| 19:45 | 0        | 0      | 0      | 0       | 0     |
| 20:00 | 0        | 0      | 0      | 0       | 0     |
| 20:15 | 0        | 0      | 0      | 0       | 0     |
| 20:30 | 0        | 0      | 0      | 0       | 0     |
| 20:45 | 0        | 0      | 0      | 0       | 0     |
| 21:00 | 0        | 0      | 0      | 0       | 0     |
| 21:15 | 0        | 0      | 0      | 0       | 0     |
| 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      | 0       | 0     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | _       |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 1      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 8        | 0      | 0       | 0       | 8     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 25       | 0      | 0       | 0       | 25    |
| 4        | 0      | 0       | 0       | 4     |
| 35       | 0      | 0       | 0       | 35    |
| 27       | 0      | 0       | 0       | 27    |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 1       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE WEST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING         |       |          |   |       |
|-------|------------------|-------|----------|---|-------|
|       | Pass<br>Vohiclos | Large | 2 4 × 10 |   | τοται |
| 22.30 | 1                |       |          |   | 1     |
| 22:30 | 3                | 0     | 0        | 0 | 3     |
| 23:00 | 1                | 0     | 0        | 0 | 1     |
| 23:15 | 2                | 0     | 0        | 0 | 2     |
| 23:30 | 6                | 0     | 0        | 0 | 6     |
| 23:45 | 6                | 0     | 0        | 0 | 6     |
|       | 367              | 1     | 0        | 0 | 368   |

|          | EXITING |        |         |       |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |
| 0        | 0       | 0      | 0       | 0     |  |  |  |  |
| 4        | 0       | 0      | 0       | 4     |  |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |  |
| 7        | 0       | 0      | 0       | 7     |  |  |  |  |
| 1        | 0       | 0      | 0       | 1     |  |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |  |
| 278      | 1       | 5      | 0       | 284   |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 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      | 0       | 0     |
| 1:00  | 0        | 0      | 0      | 0       | 0     |
| 1:15  | 0        | 0      | 0      | 0       | 0     |
| 1:30  | 0        | 0      | 0      | 0       | 0     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 0        | 0      | 0      | 0       | 0     |
| 2:15  | 0        | 0      | 0      | 0       | 0     |
| 2:30  | 0        | 0      | 0      | 0       | 0     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 1        | 0      | 0      | 0       | 1     |
| 3:15  | 0        | 0      | 0      | 0       | 0     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 0        | 0      | 0      | 0       | 0     |
| 4:15  | 2        | 0      | 0      | 0       | 2     |
| 4:30  | 13       | 0      | 0      | 0       | 13    |
| 4:45  | 11       | 0      | 0      | 0       | 11    |
| 5:00  | 7        | 0      | 0      | 0       | 7     |
| 5:15  | 10       | 0      | 0      | 0       | 10    |
| 5:30  | 6        | 0      | 0      | 0       | 6     |
| 5:45  | 21       | 0      | 0      | 0       | 21    |
| 6:00  | 7        | 0      | 0      | 0       | 7     |
| 6:15  | 20       | 0      | 0      | 0       | 20    |
| 6:30  | 108      | 0      | 0      | 0       | 108   |
| 6:45  | 78       | 0      | 0      | 0       | 78    |
| 7:00  | 43       | 0      | 0      | 0       | 43    |
| 7:15  | 79       | 0      | 0      | 0       | 79    |
| 7:30  | 7        | 0      | 0      | 0       | 7     |
| 7:45  | 3        | 0      | 0      | 0       | 3     |
| 8:00  | 0        | 0      | 0      | 0       | 0     |
| 8:15  | 0        | 0      | 0      | 0       | 0     |
| 8:30  | 0        | 0      | 0      | 0       | 0     |
| 8:45  | 0        | 0      | 0      | 0       | 0     |
| 9:00  | 0        | 0      | 0      | 0       | 0     |
| 9:15  | 0        | 0      | 0      | 0       | 0     |
| 9:30  | 0        | 0      | 0      | 0       | 0     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 0        | 0      | 0      | 0       | 0     |
| 10:15 | 0        | 0      | 0      | 0       | 0     |
| 10:30 | 0        | 0      | 0      | 0       | 0     |
| 10:45 | 0        | 0      | 0      | 0       | 0     |
| 11:00 | 2        | 0      | 0      | 0       | 2     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 23       | 0      | 0       | 0       | 23    |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 0       | 0       | 4     |
| 59       | 0      | 0       | 0       | 59    |
| 23       | 0      | 0       | 0       | 23    |
| 76       | 0      | 0       | 0       | 76    |
| 26       | 0      | 0       | 0       | 26    |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 25       | 0      | 0       | 0       | 25    |
| 17       | 0      | 0       | 0       | 17    |
| 7        | 0      | 0       | 0       | 7     |
| 14       | 0      | 0       | 0       | 14    |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 24       | 0      | 0       | 0       | 24    |
| 11       | 0      | 0       | 0       | 11    |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 2        | 0      | 0      | 0       | 2     |  |
| 11:30 | 2        | 0      | 0      | 0       | 2     |  |
| 11:45 | 5        | 0      | 0      | 0       | 5     |  |
| 12:00 | 10       | 0      | 0      | 0       | 10    |  |
| 12:15 | 11       | 0      | 0      | 0       | 11    |  |
| 12:30 | 1        | 0      | 0      | 0       | 1     |  |
| 12:45 | 0        | 0      | 0      | 0       | 0     |  |
| 13:00 | 0        | 0      | 0      | 0       | 0     |  |
| 13:15 | 0        | 0      | 0      | 0       | 0     |  |
| 13:30 | 0        | 0      | 0      | 0       | 0     |  |
| 13:45 | 0        | 0      | 0      | 0       | 0     |  |
| 14:00 | 0        | 0      | 0      | 0       | 0     |  |
| 14:15 | 0        | 0      | 0      | 0       | 0     |  |
| 14:30 | 0        | 0      | 0      | 0       | 0     |  |
| 14:45 | 0        | 0      | 0      | 0       | 0     |  |
| 15:00 | 0        | 0      | 0      | 0       | 0     |  |
| 15:15 | 0        | 0      | 0      | 0       | 0     |  |
| 15:30 | 0        | 0      | 0      | 0       | 0     |  |
| 15:45 | 0        | 0      | 0      | 0       | 0     |  |
| 16:00 | 0        | 0      | 0      | 0       | 0     |  |
| 16:15 | 0        | 0      | 0      | 0       | 0     |  |
| 16:30 | 1        | 0      | 0      | 0       | 1     |  |
| 16:45 | 1        | 0      | 0      | 0       | 1     |  |
| 17:00 | 19       | 0      | 0      | 0       | 19    |  |
| 17:15 | 36       | 0      | 0      | 0       | 36    |  |
| 17:30 | 60       | 0      | 0      | 0       | 60    |  |
| 17:45 | 74       | 0      | 0      | 0       | 74    |  |
| 18:00 | 70       | 0      | 0      | 0       | 70    |  |
| 18:15 | 74       | 0      | 0      | 0       | 74    |  |
| 18:30 | 11       | 0      | 0      | 0       | 11    |  |
| 18:45 | 0        | 0      | 0      | 0       | 0     |  |
| 19:00 | 0        | 0      | 0      | 0       | 0     |  |
| 19:15 | 0        | 0      | 0      | 0       | 0     |  |
| 19:30 | 0        | 0      | 0      | 0       | 0     |  |
| 19:45 | 0        | 0      | 0      | 0       | 0     |  |
| 20:00 | 0        | 0      | 0      | 0       | 0     |  |
| 20:15 | 0        | 0      | 0      | 0       | 0     |  |
| 20:30 | 0        | 0      | 0      | 0       | 0     |  |
| 20:45 | 0        | 0      | 0      | 0       | 0     |  |
| 21:00 | 3        | 0      | 0      | 0       | 3     |  |
| 21:15 | 0        | 0      | 0      | 0       | 0     |  |
| 21:30 | 0        | 0      | 0      | 0       | 0     |  |
| 21:45 | 0        | 0      | 0      | 0       | 0     |  |
| 22:00 | 5        | 0      | 0      | 0       | 5     |  |
| 22:15 | 4        | 0      | 0      | 0       | 4     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 0       | 0       | 5     |
| 19       | 0      | 0       | 0       | 19    |
| 9        | 0      | 0       | 0       | 9     |
| 26       | 0      | 0       | 0       | 26    |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 0       | 0       | 7     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 7        | 0      | 0       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 8        | 0      | 0       | 0       | 8     |
| 24       | 0      | 0       | 0       | 24    |
| 6        | 0      | 0       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 7        | 0      | 0       | 0       | 7     |
| 52       | 0      | 0       | 0       | 52    |
| 23       | 0      | 0       | 0       | 23    |
| 76       | 0      | 0       | 0       | 76    |
| 35       | 0      | 0       | 0       | 35    |
| 13       | 0      | 0       | 0       | 13    |
| 5        | 0      | 0       | 0       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 11       | 0      | 0       | 0       | 11    |
| 13       | 0      | 0       | 0       | 13    |
| 6        | 0      | 0       | 0       | 6     |
|          |        |         |         |       |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA MIDDLE EAST DRIVEWAY 9/24/2017 Sunday

|   |       |          | ENTERING |        |         |       |  |  |
|---|-------|----------|----------|--------|---------|-------|--|--|
|   |       | Pass     | Large    |        |         |       |  |  |
|   |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
| ĺ | 22:30 | 2        | 0        | 0      | 0       | 2     |  |  |
| ĺ | 22:45 | 7        | 0        | 0      | 0       | 7     |  |  |
| ĺ | 23:00 | 3        | 0        | 0      | 0       | 3     |  |  |
| ĺ | 23:15 | 9        | 0        | 0      | 0       | 9     |  |  |
| ĺ | 23:30 | 10       | 0        | 0      | 0       | 10    |  |  |
| ĺ | 23:45 | 4        | 0        | 0      | 0       | 4     |  |  |
| Ĩ |       | 842      | 0        | 0      | 0       | 842   |  |  |

|          | EXITING |        |         |       |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 13       | 0       | 0      | 0       | 13    |  |  |  |  |  |
| 12       | 0       | 0      | 0       | 12    |  |  |  |  |  |
| 22       | 0       | 0      | 0       | 22    |  |  |  |  |  |
| 27       | 0       | 0      | 0       | 27    |  |  |  |  |  |
| 7        | 0       | 0      | 0       | 7     |  |  |  |  |  |
| 8        | 0       | 0      | 0       | 8     |  |  |  |  |  |
| 870      | 0       | 0      | 0       | 870   |  |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 3        | 0      | 0      | 0       | 3     |
| 0:15  | 2        | 0      | 0      | 0       | 2     |
| 0:30  | 2        | 0      | 0      | 0       | 2     |
| 0:45  | 1        | 0      | 0      | 0       | 1     |
| 1:00  | 5        | 1      | 0      | 0       | 6     |
| 1:15  | 5        | 1      | 0      | 0       | 6     |
| 1:30  | 4        | 0      | 0      | 0       | 4     |
| 1:45  | 0        | 0      | 0      | 0       | 0     |
| 2:00  | 3        | 0      | 0      | 0       | 3     |
| 2:15  | 3        | 0      | 0      | 0       | 3     |
| 2:30  | 8        | 0      | 0      | 0       | 8     |
| 2:45  | 0        | 0      | 0      | 0       | 0     |
| 3:00  | 0        | 0      | 0      | 0       | 0     |
| 3:15  | 3        | 0      | 0      | 0       | 3     |
| 3:30  | 0        | 0      | 0      | 0       | 0     |
| 3:45  | 0        | 0      | 0      | 0       | 0     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 0        | 0      | 0      | 0       | 0     |
| 4:30  | 0        | 0      | 0      | 0       | 0     |
| 4:45  | 3        | 0      | 0      | 0       | 3     |
| 5:00  | 2        | 0      | 0      | 0       | 2     |
| 5:15  | 1        | 0      | 0      | 0       | 1     |
| 5:30  | 1        | 0      | 0      | 0       | 1     |
| 5:45  | 7        | 0      | 0      | 0       | 7     |
| 6:00  | 2        | 0      | 0      | 0       | 2     |
| 6:15  | 3        | 0      | 0      | 0       | 3     |
| 6:30  | 21       | 1      | 0      | 0       | 22    |
| 6:45  | 57       | 0      | 0      | 0       | 57    |
| 7:00  | 22       | 0      | 0      | 0       | 22    |
| 7:15  | 6        | 0      | 0      | 0       | 6     |
| 7:30  | 1        | 0      | 0      | 0       | 1     |
| 7:45  | 3        | 0      | 0      | 0       | 3     |
| 8:00  | 11       | 0      | 0      | 0       | 11    |
| 8:15  | 7        | 0      | 0      | 0       | 7     |
| 8:30  | 3        | 0      | 0      | 0       | 3     |
| 8:45  | 9        | 0      | 0      | 0       | 9     |
| 9:00  | 3        | 0      | 0      | 0       | 3     |
| 9:15  | 2        | 1      | 0      | 0       | 3     |
| 9:30  | 6        | 0      | 0      | 0       | 6     |
| 9:45  | 0        | 0      | 0      | 0       | 0     |
| 10:00 | 3        | 0      | 0      | 0       | 3     |
| 10:15 | 7        | 0      | 0      | 0       | 7     |
| 10:30 | 8        | 0      | 0      | 0       | 8     |
| 10:45 | 13       | 0      | 0      | 0       | 13    |
| 11:00 | 5        | 0      | 0      | 0       | 5     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 4        | 0      | 0       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 4        | 0      | 1       | 0       | 5     |
| 0        | 0      | 0       | 0       | 0     |
| 6        | 0      | 0       | 0       | 6     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 28       | 0      | 0       | 0       | 28    |
| 13       | 0      | 0       | 0       | 13    |
| 0        | 0      | 0       | 0       | 0     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 9        | 1      | 0       | 0       | 10    |
| 64       | 0      | 0       | 0       | 64    |
| 15       | 1      | 0       | 0       | 16    |
| 6        | 0      | 0       | 0       | 6     |
| 11       | 0      | 0       | 0       | 11    |
| 4        | 0      | 0       | 0       | 4     |
| 16       | 0      | 0       | 0       | 16    |
| 9        | 0      | 0       | 0       | 9     |
| 6        | 0      | 0       | 0       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 4        | 0      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 1      | 0       | 0       | 4     |
| 5        | 0      | 0       | 0       | 5     |
| 10       | 0      | 0       | 0       | 10    |
| 7        | 0      | 0       | 0       | 7     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 1      | 0       | 0       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 1        | 0      | 0       | 0       | 1     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 0       | 0       | 0     |
| 8        | 0      | 0       | 0       | 8     |
| 6        | 0      | 0       | 0       | 6     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 0        | 0      | 0      | 0       | 0     |
| 11:30 | 6        | 0      | 0      | 0       | 6     |
| 11:45 | 3        | 0      | 0      | 0       | 3     |
| 12:00 | 35       | 0      | 0      | 0       | 35    |
| 12:15 | 36       | 0      | 0      | 0       | 36    |
| 12:30 | 22       | 0      | 0      | 0       | 22    |
| 12:45 | 8        | 0      | 0      | 0       | 8     |
| 13:00 | 7        | 0      | 0      | 0       | 7     |
| 13:15 | 5        | 0      | 0      | 0       | 5     |
| 13:30 | 13       | 0      | 0      | 0       | 13    |
| 13:45 | 3        | 0      | 0      | 0       | 3     |
| 14:00 | 4        | 0      | 0      | 0       | 4     |
| 14:15 | 1        | 0      | 1      | 0       | 2     |
| 14:30 | 5        | 0      | 0      | 0       | 5     |
| 14:45 | 3        | 0      | 0      | 0       | 3     |
| 15:00 | 4        | 0      | 0      | 0       | 4     |
| 15:15 | 3        | 0      | 0      | 0       | 3     |
| 15:30 | 7        | 0      | 0      | 0       | 7     |
| 15:45 | 6        | 0      | 0      | 0       | 6     |
| 16:00 | 15       | 0      | 0      | 0       | 15    |
| 16:15 | 14       | 0      | 0      | 0       | 14    |
| 16:30 | 44       | 0      | 0      | 0       | 44    |
| 16:45 | 36       | 0      | 0      | 0       | 36    |
| 17:00 | 5        | 0      | 0      | 0       | 5     |
| 17:15 | 15       | 0      | 0      | 0       | 15    |
| 17:30 | 36       | 0      | 0      | 0       | 36    |
| 17:45 | 57       | 0      | 0      | 0       | 57    |
| 18:00 | 10       | 0      | 0      | 0       | 10    |
| 18:15 | 7        | 0      | 0      | 0       | 7     |
| 18:30 | 0        | 0      | 0      | 0       | 0     |
| 18:45 | 1        | 0      | 0      | 0       | 1     |
| 19:00 | 2        | 0      | 0      | 0       | 2     |
| 19:15 | 5        | 0      | 0      | 0       | 5     |
| 19:30 | 3        | 0      | 0      | 0       | 3     |
| 19:45 | 3        | 0      | 0      | 0       | 3     |
| 20:00 | 1        | 0      | 0      | 0       | 1     |
| 20:15 | 7        | 0      | 0      | 0       | 7     |
| 20:30 | 2        | 0      | 0      | 0       | 2     |
| 20:45 | 5        | 0      | 0      | 0       | 5     |
| 21:00 | 13       | 0      | 0      | 0       | 13    |
| 21:15 | 29       | 0      | 0      | 0       | 29    |
| 21:30 | 16       | 0      | 0      | 0       | 16    |
| 21:45 | 7        | 1      | 0      | 0       | 8     |
| 22:00 | 1        | 0      | 0      | 0       | 1     |
| 22:15 | 4        | 0      | 0      | 0       | 4     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 0      | 0       | 0       | 1     |
| 7        | 0      | 0       | 0       | 7     |
| 4        | 0      | 0       | 0       | 4     |
| 78       | 0      | 0       | 0       | 78    |
| 0        | 0      | 0       | 0       | 0     |
| 11       | 0      | 0       | 0       | 11    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 10       | 0      | 0       | 0       | 10    |
| 4        | 0      | 0       | 0       | 4     |
| 9        | 0      | 0       | 0       | 9     |
| 2        | 0      | 0       | 0       | 2     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 0       | 0       | 4     |
| 6        | 0      | 0       | 0       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 0       | 0       | 8     |
| 9        | 0      | 0       | 0       | 9     |
| 5        | 0      | 0       | 0       | 5     |
| 8        | 0      | 0       | 0       | 8     |
| 68       | 0      | 0       | 0       | 68    |
| 47       | 0      | 0       | 0       | 47    |
| 9        | 0      | 0       | 0       | 9     |
| 26       | 0      | 0       | 0       | 26    |
| 12       | 0      | 0       | 0       | 12    |
| 32       | 0      | 0       | 0       | 32    |
| 13       | 0      | 0       | 0       | 13    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 0       | 0       | 2     |
| 1        | 0      | 0       | 0       | 1     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 3        | 0      | 0       | 0       | 3     |
| 2        | 0      | 0       | 0       | 2     |
| 5        | 0      | 0       | 0       | 5     |
| 6        | 0      | 0       | 0       | 6     |
| 11       | 0      | 0       | 0       | 11    |
| 3        | 1      | 0       | 0       | 4     |
| -        | _      |         | -       | -     |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA EAST DRIVEWAY 9/24/2017 Sunday

|   |       |          | ENTERING |        |         |       |  |  |
|---|-------|----------|----------|--------|---------|-------|--|--|
|   |       | Pass     | Large    |        |         |       |  |  |
|   |       | Vehicles | 2 Axle   | 3 Axle | 4+ Axle | TOTAL |  |  |
|   | 22:30 | 5        | 0        | 0      | 0       | 5     |  |  |
|   | 22:45 | 10       | 0        | 0      | 0       | 10    |  |  |
|   | 23:00 | 23       | 0        | 0      | 0       | 23    |  |  |
|   | 23:15 | 34       | 0        | 0      | 0       | 34    |  |  |
|   | 23:30 | 7        | 2        | 0      | 0       | 9     |  |  |
|   | 23:45 | 1        | 1        | 0      | 0       | 2     |  |  |
| Ì |       | 835      | 8        | 1      | 0       | 844   |  |  |

|          | EXITING |        |         |       |  |  |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|--|--|
| Pass     | Large   |        |         |       |  |  |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |  |  |
| 7        | 1       | 0      | 0       | 8     |  |  |  |  |  |
| 5        | 0       | 0      | 0       | 5     |  |  |  |  |  |
| 76       | 1       | 0      | 0       | 77    |  |  |  |  |  |
| 25       | 0       | 0      | 0       | 25    |  |  |  |  |  |
| 9        | 0       | 0      | 0       | 9     |  |  |  |  |  |
| 8        | 0       | 0      | 0       | 8     |  |  |  |  |  |
| 855      | 7       | 1      | 0       | 863   |  |  |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 3        | 0      | 1      | 2       | 6     |
| 0:15  | 2        | 0      | 0      | 0       | 2     |
| 0:30  | 2        | 2      | 1      | 2       | 7     |
| 0:45  | 1        | 1      | 1      | 1       | 4     |
| 1:00  | 5        | 2      | 1      | 2       | 10    |
| 1:15  | 5        | 1      | 1      | 2       | 9     |
| 1:30  | 4        | 0      | 1      | 0       | 5     |
| 1:45  | 0        | 0      | 1      | 1       | 2     |
| 2:00  | 3        | 0      | 1      | 4       | 8     |
| 2:15  | 3        | 0      | 2      | 5       | 10    |
| 2:30  | 8        | 0      | 0      | 1       | 9     |
| 2:45  | 0        | 0      | 2      | 1       | 3     |
| 3:00  | 2        | 0      | 0      | 0       | 2     |
| 3:15  | 4        | 0      | 0      | 1       | 5     |
| 3:30  | 0        | 0      | 0      | 1       | 1     |
| 3:45  | 0        | 0      | 0      | 2       | 2     |
| 4:00  | 1        | 0      | 0      | 1       | 2     |
| 4:15  | 3        | 0      | 0      | 0       | 3     |
| 4:30  | 14       | 0      | 0      | 0       | 14    |
| 4:45  | 20       | 0      | 1      | 1       | 22    |
| 5:00  | 12       | 0      | 0      | 1       | 13    |
| 5:15  | 14       | 0      | 0      | 0       | 14    |
| 5:30  | 18       | 0      | 1      | 0       | 19    |
| 5:45  | 43       | 0      | 0      | 2       | 45    |
| 6:00  | 23       | 0      | 0      | 0       | 23    |
| 6:15  | 24       | 0      | 0      | 0       | 24    |
| 6:30  | 144      | 1      | 1      | 0       | 146   |
| 6:45  | 177      | 0      | 1      | 2       | 180   |
| 7:00  | 91       | 1      | 0      | 0       | 92    |
| 7:15  | 124      | 0      | 1      | 0       | 125   |
| 7:30  | 19       | 1      | 0      | 5       | 25    |
| 7:45  | 8        | 0      | 0      | 0       | 8     |
| 8:00  | 11       | 0      | 0      | 2       | 13    |
| 8:15  | 7        | 0      | 0      | 0       | 7     |
| 8:30  | 3        | 0      | 0      | 0       | 3     |
| 8:45  | 9        | 0      | 1      | 1       | 11    |
| 9:00  | 4        | 0      | 0      | 2       | 6     |
| 9:15  | 2        | 1      | 3      | 1       | 7     |
| 9:30  | 7        | 0      | 0      | 2       | 9     |
| 9:45  | 0        | 0      | 2      | 2       | 4     |
| 10:00 | 8        | 0      | 1      | 2       | 11    |
| 10:15 | 7        | 0      | 0      | 1       | 8     |
| 10:30 | 8        | 0      | 0      | 1       | 9     |
| 10:45 | 13       | 0      | 2      | 2       | 17    |
| 11:00 | 14       | 0      | 1      | 3       | 18    |

| EXITING  |        |        |         |       |  |  |
|----------|--------|--------|---------|-------|--|--|
| Pass     | Large  |        |         |       |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |
| 8        | 0      | 1      | 0       | 9     |  |  |
| 3        | 0      | 1      | 0       | 4     |  |  |
| 6        | 0      | 2      | 0       | 8     |  |  |
| 0        | 0      | 0      | 0       | 0     |  |  |
| 7        | 0      | 0      | 0       | 7     |  |  |
| 2        | 0      | 1      | 0       | 3     |  |  |
| 4        | 0      | 0      | 0       | 4     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 11       | 0      | 0      | 0       | 11    |  |  |
| 56       | 4      | 1      | 2       | 63    |  |  |
| 19       | 0      | 1      | 2       | 22    |  |  |
| 5        | 0      | 0      | 0       | 5     |  |  |
| 3        | 0      | 0      | 0       | 3     |  |  |
| 6        | 0      | 0      | 2       | 8     |  |  |
| 14       | 1      | 0      | 2       | 17    |  |  |
| 69       | 0      | 0      | 1       | 70    |  |  |
| 17       | 1      | 1      | 0       | 19    |  |  |
| 11       | 0      | 0      | 2       | 13    |  |  |
| 84       | 0      | 1      | 1       | 86    |  |  |
| 31       | 0      | 1      | 0       | 32    |  |  |
| 124      | 0      | 0      | 1       | 125   |  |  |
| 40       | 0      | 1      | 2       | 43    |  |  |
| 15       | 0      | 0      | 0       | 15    |  |  |
| 10       | 0      | 0      | 1       | 11    |  |  |
| 13       | 0      | 0      | 0       | 13    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 33       | 1      | 1      | 0       | 35    |  |  |
| 32       | 0      | 0      | 0       | 32    |  |  |
| 21       | 0      | 1      | 0       | 22    |  |  |
| 27       | 0      | 0      | 0       | 27    |  |  |
| 9        | 0      | 2      | 2       | 13    |  |  |
| 6        | 0      | 0      | 0       | 6     |  |  |
| 3        | 0      | 1      | 0       | 4     |  |  |
| 4        | 1      | 3      | 1       | 9     |  |  |
| 3        | 0      | 1      | 0       | 4     |  |  |
| 3        | 0      | 2      | 0       | 5     |  |  |
| 5        | 1      | 1      | 1       | 8     |  |  |
| 0        | 0      | 1      | 1       | 2     |  |  |
| 4        | 0      | 0      | 1       | 5     |  |  |
| 1        | 0      | 2      | 0       | 3     |  |  |
| 4        | 1      | 1      | 3       | 9     |  |  |
| 2        | 0      | 0      | 1       | 3     |  |  |
| 1        | 0      | 1      | 0       | 2     |  |  |
| 38       | 0      | 0      | 5       | 43    |  |  |
| 18       | 0      | 1      | 3       | 22    |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/24/2017 Sunday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 11:15 | 4        | 0      | 2      | 0       | 6     |
| 11:30 | 13       | 0      | 0      | 0       | 13    |
| 11:45 | 9        | 0      | 1      | 3       | 13    |
| 12:00 | 48       | 0      | 0      | 2       | 50    |
| 12:15 | 53       | 0      | 0      | 0       | 53    |
| 12:30 | 24       | 0      | 0      | 1       | 25    |
| 12:45 | 8        | 3      | 0      | 0       | 11    |
| 13:00 | 9        | 2      | 0      | 1       | 12    |
| 13:15 | 5        | 0      | 0      | 1       | 6     |
| 13:30 | 13       | 0      | 0      | 1       | 14    |
| 13:45 | 4        | 0      | 0      | 0       | 4     |
| 14:00 | 4        | 1      | 1      | 3       | 9     |
| 14:15 | 1        | 0      | 1      | 1       | 3     |
| 14:30 | 5        | 0      | 0      | 1       | 6     |
| 14:45 | 3        | 0      | 0      | 0       | 3     |
| 15:00 | 4        | 0      | 0      | 1       | 5     |
| 15:15 | 3        | 0      | 0      | 1       | 4     |
| 15:30 | 7        | 0      | 1      | 0       | 8     |
| 15:45 | 6        | 0      | 2      | 0       | 8     |
| 16:00 | 16       | 0      | 1      | 3       | 20    |
| 16:15 | 15       | 0      | 0      | 3       | 18    |
| 16:30 | 46       | 0      | 1      | 2       | 49    |
| 16:45 | 37       | 0      | 0      | 1       | 38    |
| 17:00 | 24       | 0      | 2      | 2       | 28    |
| 17:15 | 62       | 0      | 0      | 0       | 62    |
| 17:30 | 106      | 0      | 0      | 2       | 108   |
| 17:45 | 165      | 0      | 0      | 1       | 166   |
| 18:00 | 100      | 0      | 0      | 2       | 102   |
| 18:15 | 116      | 0      | 1      | 1       | 118   |
| 18:30 | 31       | 0      | 1      | 0       | 32    |
| 18:45 | 6        | 1      | 1      | 1       | 9     |
| 19:00 | 3        | 0      | 0      | 0       | 3     |
| 19:15 | 5        | 0      | 1      | 0       | 6     |
| 19:30 | 3        | 0      | 0      | 2       | 5     |
| 19:45 | 3        | 0      | 0      | 2       | 5     |
| 20:00 | 1        | 0      | 0      | 2       | 3     |
| 20:15 | 7        | 0      | 0      | 0       | 7     |
| 20:30 | 2        | 0      | 0      | 1       | 3     |
| 20:45 | 6        | 0      | 0      | 1       | 7     |
| 21:00 | 16       | 0      | 1      | 1       | 18    |
| 21:15 | 32       | 1      | 2      | 0       | 35    |
| 21:30 | 17       | 1      | 1      | 2       | 21    |
| 21:45 | 11       | 1      | 0      | 0       | 12    |
| 22:00 | 7        | 0      | 1      | 1       | 9     |
| 22:15 | 8        | 0      | 0      | 0       | 8     |

|          | EXITING |        |         |       |  |  |  |
|----------|---------|--------|---------|-------|--|--|--|
| Pass     | Large   | EXTING |         |       |  |  |  |
| Vehicles | 2 Axle  | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 8        | 1       | 0      | 1       | 10    |  |  |  |
| 29       | 0       | 0      | 1       | 30    |  |  |  |
| 15       | 0       | 0      | 0       | 15    |  |  |  |
| 110      | 0       | 0      | 5       | 115   |  |  |  |
| 8        | 0       | 0      | 4       | 12    |  |  |  |
| 19       | 0       | 0      | 2       | 21    |  |  |  |
| 7        | 0       | 0      | 1       | 8     |  |  |  |
| 6        | 0       | 0      | 1       | 7     |  |  |  |
| 4        | 0       | 0      | 1       | 5     |  |  |  |
| 15       | 0       | 0      | 0       | 15    |  |  |  |
| 10       | 0       | 0      | 1       | 11    |  |  |  |
| 12       | 0       | 0      | 0       | 12    |  |  |  |
| 4        | 5       | 1      | 2       | 12    |  |  |  |
| 14       | 0       | 0      | 2       | 16    |  |  |  |
| 11       | 0       | 1      | 1       | 13    |  |  |  |
| 8        | 0       | 0      | 1       | 9     |  |  |  |
| 7        | 0       | 0      | 1       | 8     |  |  |  |
| 7        | 0       | 0      | 0       | 7     |  |  |  |
| 13       | 0       | 1      | 0       | 14    |  |  |  |
| 19       | 0       | 0      | 3       | 22    |  |  |  |
| 15       | 0       | 0      | 0       | 15    |  |  |  |
| 40       | 0       | 1      | 0       | 41    |  |  |  |
| 77       | 0       | 0      | 1       | 78    |  |  |  |
| 53       | 0       | 0      | 0       | 53    |  |  |  |
| 19       | 0       | 2      | 2       | 23    |  |  |  |
| 103      | 0       | 0      | 3       | 106   |  |  |  |
| 39       | 0       | 1      | 0       | 40    |  |  |  |
| 147      | 0       | 0      | 0       | 147   |  |  |  |
| 77       | 0       | 1      | 1       | 79    |  |  |  |
| 22       | 0       | 0      | 2       | 24    |  |  |  |
| 9        | 0       | 1      | 2       | 12    |  |  |  |
| 4        | 0       | 0      | 1       | 5     |  |  |  |
| 6        | 0       | 0      | 0       | 6     |  |  |  |
| 4        | 0       | 2      | 0       | 6     |  |  |  |
| 3        | 0       | 1      | 0       | 4     |  |  |  |
| 3        | 0       | 0      | 1       | 4     |  |  |  |
| 2        | 0       | 0      | 0       | 2     |  |  |  |
| 2        | 0       | 0      | 1       | 3     |  |  |  |
| 1        | 0       | 0      | 1       | 2     |  |  |  |
| 6        | 0       | 0      | 2       | 8     |  |  |  |
| 5        | 0       | 2      | 0       | 7     |  |  |  |
| 6        | 0       | 1      | 3       | 10    |  |  |  |
| 20       | 1       | 0      | 1       | 22    |  |  |  |
| 25       | 0       | 0      | 2       | 27    |  |  |  |
| 11       | 3       | 1      | 1       | 16    |  |  |  |

City of San Bernardino Driveway Counts 1910 E. Central Avenue, San Bernardino, CA TOTAL DRIVEWAYS 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 8        | 0      | 0        | 1       | 9     |
| 22:45 | 20       | 0      | 1        | 0       | 21    |
| 23:00 | 27       | 0      | 0        | 2       | 29    |
| 23:15 | 45       | 0      | 0        | 1       | 46    |
| 23:30 | 23       | 2      | 0        | 3       | 28    |
| 23:45 | 11       | 1      | 0        | 0       | 12    |
|       | 2072     | 23     | 49       | 109     | 2253  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 20       | 1      | 0       | 0       | 21    |
| 24       | 0      | 0       | 4       | 28    |
| 104      | 1      | 0       | 4       | 109   |
| 59       | 0      | 0       | 0       | 59    |
| 17       | 0      | 1       | 0       | 18    |
| 18       | 0      | 0       | 0       | 18    |
| 2048     | 22     | 46      | 93      | 2209  |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 5        | 4      | 2      | 2       | 13    |  |
| 0:15  | 0        | 1      | 1      | 0       | 2     |  |
| 0:30  | 1        | 1      | 3      | 2       | 7     |  |
| 0:45  | 0        | 5      | 1      | 1       | 7     |  |
| 1:00  | 1        | 3      | 4      | 3       | 11    |  |
| 1:15  | 4        | 6      | 0      | 4       | 14    |  |
| 1:30  | 0        | 14     | 0      | 3       | 17    |  |
| 1:45  | 3        | 20     | 1      | 1       | 25    |  |
| 2:00  | 5        | 22     | 1      | 0       | 28    |  |
| 2:15  | 1        | 15     | 2      | 0       | 18    |  |
| 2:30  | 3        | 15     | 2      | 0       | 20    |  |
| 2:45  | 3        | 3      | 1      | 0       | 7     |  |
| 3:00  | 3        | 3      | 2      | 1       | 9     |  |
| 3:15  | 1        | 1      | 0      | 2       | 4     |  |
| 3:30  | 1        | 1      | 0      | 2       | 4     |  |
| 3:45  | 2        | 0      | 0      | 1       | 3     |  |
| 4:00  | 2        | 0      | 1      | 0       | 3     |  |
| 4:15  | 2        | 1      | 2      | 1       | 6     |  |
| 4:30  | 1        | 1      | 0      | 2       | 4     |  |
| 4:45  | 1        | 1      | 1      | 0       | 3     |  |
| 5:00  | 1        | 1      | 1      | 1       | 4     |  |
| 5:15  | 1        | 0      | 0      | 3       | 4     |  |
| 5:30  | 4        | 0      | 0      | 5       | 9     |  |
| 5:45  | 16       | 0      | 0      | 2       | 18    |  |
| 6:00  | 10       | 0      | 1      | 0       | 11    |  |
| 6:15  | 15       | 0      | 0      | 1       | 16    |  |
| 6:30  | 49       | 0      | 0      | 0       | 49    |  |
| 6:45  | 74       | 0      | 0      | 2       | 76    |  |
| 7:00  | 27       | 1      | 0      | 2       | 30    |  |
| 7:15  | 7        | 0      | 1      | 1       | 9     |  |
| 7:30  | 4        | 1      | 3      | 1       | 9     |  |
| 7:45  | 6        | 0      | 0      | 1       | 7     |  |
| 8:00  | 8        | 0      | 0      | 1       | 9     |  |
| 8:15  | 5        | 2      | 2      | 1       | 10    |  |
| 8:30  | 6        | 0      | 0      | 1       | 7     |  |
| 8:45  | 6        | 2      | 1      | 3       | 12    |  |
| 9:00  | 7        | 0      | 2      | 0       | 9     |  |
| 9:15  | 2        | 1      | 0      | 1       | 4     |  |
| 9:30  | 12       | 1      | 1      | 1       | 15    |  |
| 9:45  | 17       | 1      | 0      | 2       | 20    |  |
| 10:00 | 4        | 0      | 1      | 2       | 7     |  |
| 10:15 | 3        | 1      | 0      | 0       | 4     |  |
| 10:30 | 4        | 0      | 0      | 2       | 6     |  |
| 10:45 | 9        | 0      | 3      | 2       | 14    |  |
| 11:00 | 8        | 1      | 3      | 1       | 13    |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 2       | 1       | 5     |
| 3        | 5      | 0       | 1       | 9     |
| 2        | 9      | 1       | 4       | 16    |
| 2        | 5      | 0       | 4       | 11    |
| 3        | 1      | 1       | 2       | 7     |
| 2        | 4      | 1       | 2       | 9     |
| 2        | 2      | 2       | 0       | 6     |
| 1        | 1      | 1       | 1       | 4     |
| 5        | 0      | 2       | 8       | 15    |
| 8        | 1      | 1       | 1       | 11    |
| 22       | 9      | 2       | 3       | 36    |
| 37       | 9      | 1       | 5       | 52    |
| 18       | 19     | 0       | 3       | 40    |
| 10       | 21     | 0       | 0       | 31    |
| 14       | 21     | 2       | 1       | 38    |
| 8        | 18     | 2       | 2       | 30    |
| 11       | 7      | 0       | 0       | 18    |
| 0        | 1      | 1       | 0       | 2     |
| 17       | 0      | 0       | 0       | 17    |
| 6        | 2      | 0       | 1       | 9     |
| 6        | 1      | 2       | 1       | 10    |
| 2        | 0      | 2       | 2       | 6     |
| 0        | 0      | 1       | 2       | 3     |
| 6        | 1      | 1       | 1       | 9     |
| 4        | 1      | 1       | 1       | 7     |
| 4        | 0      | 1       | 1       | 6     |
| 6        | 0      | 0       | 0       | 6     |
| 11       | 0      | 0       | 2       | 13    |
| 5        | 0      | 0       | 0       | 5     |
| 2        | 0      | 2       | 0       | 4     |
| 22       | 0      | 1       | 1       | 24    |
| 4        | 0      | 1       | 4       | 9     |
| 1        | 1      | 0       | 1       | 3     |
| 2        | 0      | 1       | 1       | 4     |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 2      | 2       | 2       | 7     |
| 9        | 0      | 4       | 1       | 14    |
| 2        | 0      | 0       | 1       | 3     |
| 3        | 0      | 2       | 0       | 5     |
| 5        | 1      | 0       | 1       | 7     |
| 13       | 0      | 0       | 0       | 13    |
| 4        | 1      | 1       | 2       | 8     |
| 2        | 1      | 0       | 1       | 4     |
| 11       | 0      | 3       | 0       | 14    |
| 15       | 1      | 2       | 1       | 19    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/19/2017 Tuesday

|       | ENTERING      |        |          |               |                 |
|-------|---------------|--------|----------|---------------|-----------------|
|       | Pass          | Large  |          |               |                 |
|       | Vehicles      | 2 Axle | 3 Axle   | 4+ Axle       | TOTAL           |
| 11:15 | 10            | 0      | 0        | 1             | 11              |
| 11:30 | 11            | 0      | 0        | 3             | 14              |
| 11:45 | 25            | 1      | 0        | 2             | 28              |
| 12:00 | 41            | 0      | 0        | 3             | 44              |
| 12:15 | 67            | 0      | 0        | 3             | 70              |
| 12:30 | 12            | 1      | 2        | 2             | 17              |
| 12:45 | 16            | 1      | 0        | 2             | 19              |
| 13:00 | 7             | 0      | 0        | 1             | 8               |
| 13:15 | 7             | 0      | 0        | 4             | 11              |
| 13:30 | 6             | 0      | 0        | 2             | 8               |
| 13:45 | 9             | 0      | 4        | 0             | 13              |
| 14:00 | 7             | 0      | 1        | 0             | 8               |
| 14:15 | 11            | 0      | 1        | 1             | 13              |
| 14:30 | 4             | 0      | 0        | 2             | 6               |
| 14:45 | 5             | 1      | 0        | 2             | 8               |
| 15:00 | 3             | 1      | 1        | 1             | 6               |
| 15:15 | 6             | 1      | 0        | 3             | 10              |
| 15:30 | 0             | 0      | 0        | 3             | 3               |
| 15:45 | 2             | 0      | 1        | 3             | 6               |
| 16:00 | 2             | 0      | 1        | 0             | 3               |
| 16:15 | 5             | 1      | 2        | 1             | 9               |
| 16:30 | 9             | 0      | 1        | 0             | 10              |
| 16:45 | 16            | 0      | 1        | 0             | 17              |
| 17:00 | 15            | 0      | 1        | 1             | 17              |
| 17:15 | 23            | 0      | 0        | 3             | 26              |
| 17:30 | 61            | 0      | 1        | 2             | 64              |
| 17:45 | 83            | 1      | 0        | 1             | 85              |
| 18:00 | 16            | 0      | 0        | 2             | 18              |
| 18:15 | 5             | 0      | 0        | 2             | 7               |
| 18:30 | 0             | 0      | 1        | 4             | 5               |
| 18:45 | 4             | 0      | 0        | 2             | 6               |
| 19:00 | 2             | 0      | 1        | 0             | 3               |
| 19:15 | 2             | 0      | 1        | 2             | 5               |
| 19:30 |               | 0      | 2        | 0             | 3               |
| 19:45 | 2             | 0      | 1        | U             | 3<br>C          |
| 20:00 | 3             | 1      | 2        | 1             | 0               |
| 20:15 | 1             | 1<br>2 | 3        | 1             | 0<br>E          |
| 20:30 | ۲<br>۲        | 2      | 1<br>2   | 1             | 0               |
| 20.45 |               | 2      | 2<br>1   | 4             |                 |
| 21.00 | <u>ک</u><br>1 | 2<br>0 | 1        | <u>∠</u><br>л | 0<br>1 <i>1</i> |
| 21.15 | 1<br>2        | 0<br>7 |          | 4             | 0               |
| 21.30 | 2             | 2      | 2        | 0             | 3<br>7          |
| 21.45 | <u>د</u>      | 2      | <u>۲</u> | 2             | 15              |
| 22:00 | 6             | 1      | 2        | 1             | 10              |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 64       | 1      | 0       | 1       | 66    |
| 40       | 0      | 0       | 3       | 43    |
| 16       | 0      | 0       | 0       | 16    |
| 9        | 0      | 1       | 0       | 10    |
| 22       | 2      | 0       | 0       | 24    |
| 7        | 2      | 0       | 2       | 11    |
| 4        | 1      | 2       | 4       | 11    |
| 15       | 0      | 1       | 1       | 17    |
| 9        | 0      | 1       | 1       | 11    |
| 5        | 0      | 0       | 1       | 6     |
| 4        | 1      | 1       | 4       | 10    |
| 8        | 0      | 0       | 3       | 11    |
| 7        | 0      | 2       | 2       | 11    |
| 15       | 0      | 0       | 0       | 15    |
| 13       | 0      | 0       | 1       | 14    |
| 15       | 0      | 2       | 2       | 19    |
| 17       | 0      | 0       | 0       | 17    |
| 3        | 1      | 1       | 2       | 7     |
| 11       | 1      | 1       | 5       | 18    |
| 11       | 0      | 0       | 1       | 12    |
| 13       | 0      | 1       | 3       | 17    |
| 83       | 0      | 2       | 3       | 88    |
| 42       | 0      | 0       | 1       | 43    |
| 20       | 1      | 0       | 0       | 21    |
| 9        | 0      | 0       | 1       | 10    |
| 28       | 0      | 1       | 1       | 30    |
| 25       | 1      | 2       | 0       | 28    |
| 26       | 0      | 1       | 0       | 27    |
| 24       | 0      | 0       | 0       | 24    |
| 4        | 0      | 0       | 4       | 8     |
| 7        | 0      | 0       | 1       | 8     |
| 2        | 0      | 4       | 0       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 4        | 0      | 1       | 2       | 7     |
| 0        | 0      | 0       | 2       | 2     |
| 1        | 0      | 3       | 2       | 6     |
| 5        | 0      | 0       | 3       | 8     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 0      | 1       | 1       | 6     |
| 3        | 0      | 0       | 0       | 3     |
| 3        | 1      | 0       | 2       | 6     |
| 1        | 0      | 0       | 3       | 4     |
| 1        | 0      | 1       | 0       | 2     |
| 5        | 1      | 0       | 2       | 8     |
| 14       | 7      | 1       | 2       | 24    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/19/2017 Tuesday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 10       | 1      | 0        | 2       | 13    |
| 22:45 | 37       | 6      | 3        | 0       | 46    |
| 23:00 | 58       | 6      | 0        | 1       | 65    |
| 23:15 | 54       | 8      | 2        | 1       | 65    |
| 23:30 | 5        | 7      | 2        | 0       | 14    |
| 23:45 | 0        | 3      | 2        | 0       | 5     |
|       | 1037     | 195    | 90       | 139     | 1461  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 3      | 0       | 7       | 12    |
| 1        | 4      | 3       | 2       | 10    |
| 111      | 5      | 0       | 3       | 119   |
| 37       | 1      | 1       | 2       | 41    |
| 13       | 1      | 0       | 3       | 17    |
| 1        | 0      | 1       | 2       | 4     |
| 1107     | 179    | 81      | 151     | 1518  |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 0:00  | 1        | 2      | 2      | 1       | 6     |
| 0:15  | 1        | 2      | 1      | 1       | 5     |
| 0:30  | 1        | 1      | 0      | 0       | 2     |
| 0:45  | 6        | 1      | 3      | 4       | 14    |
| 1:00  | 2        | 4      | 6      | 1       | 13    |
| 1:15  | 3        | 6      | 0      | 0       | 9     |
| 1:30  | 0        | 11     | 0      | 2       | 13    |
| 1:45  | 0        | 15     | 0      | 2       | 17    |
| 2:00  | 3        | 23     | 0      | 3       | 29    |
| 2:15  | 3        | 13     | 0      | 1       | 17    |
| 2:30  | 3        | 21     | 1      | 0       | 25    |
| 2:45  | 2        | 7      | 0      | 0       | 9     |
| 3:00  | 3        | 2      | 1      | 3       | 9     |
| 3:15  | 7        | 1      | 0      | 1       | 9     |
| 3:30  | 5        | 1      | 0      | 1       | 7     |
| 3:45  | 8        | 0      | 0      | 1       | 9     |
| 4:00  | 1        | 0      | 0      | 0       | 1     |
| 4:15  | 2        | 0      | 0      | 2       | 4     |
| 4:30  | 0        | 1      | 0      | 2       | 3     |
| 4:45  | 2        | 1      | 1      | 1       | 5     |
| 5:00  | 4        | 0      | 1      | 0       | 5     |
| 5:15  | 1        | 0      | 0      | 3       | 4     |
| 5:30  | 6        | 0      | 1      | 0       | 7     |
| 5:45  | 22       | 1      | 0      | 1       | 24    |
| 6:00  | 8        | 0      | 0      | 1       | 9     |
| 6:15  | 12       | 1      | 0      | 0       | 13    |
| 6:30  | 43       | 0      | 0      | 2       | 45    |
| 6:45  | 76       | 0      | 0      | 0       | 76    |
| 7:00  | 30       | 0      | 0      | 0       | 30    |
| 7:15  | 6        | 0      | 0      | 0       | 6     |
| 7:30  | 4        | 0      | 2      | 0       | 6     |
| 7:45  | 5        | 0      | 0      | 2       | 7     |
| 8:00  | 5        | 0      | 2      | 2       | 9     |
| 8:15  | 6        | 1      | 0      | 0       | 7     |
| 8:30  | 13       | 1      | 0      | 0       | 14    |
| 8:45  | 0        | 0      | 0      | 1       | 1     |
| 9:00  | 6        | 1      | 0      | 2       | 9     |
| 9:15  | 1        | 0      | 1      | 3       | 5     |
| 9:30  | 6        | 1      | 0      | 3       | 10    |
| 9:45  | 5        | 0      | 0      | 1       | 6     |
| 10:00 | 8        | 1      | 0      | 3       | 12    |
| 10:15 | 3        | 0      | 2      | 0       | 5     |
| 10:30 | 2        | 0      | 2      | 2       | 6     |
| 10:45 | 9        | 0      | 2      | 2       | 13    |
| 11:00 | 9        | 0      | 0      | 2       | 11    |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 0      | 1       | 2       | 11    |
| 1        | 5      | 0       | 0       | 6     |
| 3        | 11     | 1       | 2       | 17    |
| 2        | 7      | 0       | 2       | 11    |
| 0        | 3      | 0       | 2       | 5     |
| 1        | 1      | 0       | 2       | 4     |
| 9        | 1      | 0       | 1       | 11    |
| 2        | 0      | 0       | 0       | 2     |
| 13       | 1      | 1       | 1       | 16    |
| 11       | 0      | 0       | 9       | 20    |
| 10       | 1      | 1       | 0       | 12    |
| 19       | 1      | 0       | 0       | 20    |
| 26       | 22     | 1       | 7       | 56    |
| 15       | 10     | 1       | 3       | 29    |
| 63       | 32     | 0       | 1       | 96    |
| 26       | 24     | 4       | 1       | 55    |
| 18       | 16     | 0       | 0       | 34    |
| 5        | 8      | 1       | 0       | 14    |
| 21       | 2      | 1       | 1       | 25    |
| 7        | 1      | 1       | 1       | 10    |
| 15       | 0      | 3       | 3       | 21    |
| 5        | 1      | 1       | 0       | 7     |
| 5        | 0      | 2       | 0       | 7     |
| 3        | 0      | 1       | 0       | 4     |
| 5        | 0      | 0       | 2       | 7     |
| 5        | 0      | 4       | 1       | 10    |
| 9        | 0      | 0       | 0       | 9     |
| 11       | 0      | 0       | 1       | 12    |
| 14       | 0      | 0       | 0       | 14    |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 0       | 0       | 1     |
| 6        | 0      | 2       | 0       | 8     |
| 5        | 2      | 1       | 0       | 8     |
| 1        | 1      | 0       | 1       | 3     |
| 7        | 0      | 1       | 0       | 8     |
| 2        | 0      | 1       | 0       | 3     |
| 0        | 1      | 1       | 0       | 2     |
| 8        | 0      | 2       | 2       | 12    |
| 12       | 1      | 0       | 1       | 14    |
| 7        | 1      | 3       | 2       | 13    |
| 1        | 0      | 0       | 2       | 3     |
| 40       | 0      | 1       | 1       | 42    |
| 22       | 1      | 0       | 1       | 24    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/20/2017 Wednesday

|       |          |        | ENTERING |         |       |  |
|-------|----------|--------|----------|---------|-------|--|
|       | Pass     | Large  |          |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |
| 11:15 | 12       | 0      | 1        | 1       | 14    |  |
| 11:30 | 6        | 0      | 0        | 3       | 9     |  |
| 11:45 | 11       | 0      | 1        | 2       | 14    |  |
| 12:00 | 44       | 0      | 1        | 2       | 47    |  |
| 12:15 | 76       | 1      | 1        | 1       | 79    |  |
| 12:30 | 14       | 0      | 3        | 3       | 20    |  |
| 12:45 | 8        | 0      | 2        | 2       | 12    |  |
| 13:00 | 5        | 1      | 4        | 2       | 12    |  |
| 13:15 | 11       | 2      | 0        | 1       | 14    |  |
| 13:30 | 5        | 0      | 0        | 4       | 9     |  |
| 13:45 | 11       | 0      | 2        | 2       | 15    |  |
| 14:00 | 3        | 0      | 1        | 1       | 5     |  |
| 14:15 | 5        | 1      | 0        | 1       | 7     |  |
| 14:30 | 7        | 1      | 0        | 3       | 11    |  |
| 14:45 | 5        | 0      | 2        | 2       | 9     |  |
| 15:00 | 8        | 2      | 3        | 0       | 13    |  |
| 15:15 | 8        | 0      | 0        | 1       | 9     |  |
| 15:30 | 3        | 0      | 1        | 1       | 5     |  |
| 15:45 | 2        | 0      | 1        | 2       | 5     |  |
| 16:00 | 4        | 0      | 2        | 0       | 6     |  |
| 16:15 | 2        | 0      | 1        | 2       | 5     |  |
| 16:30 | 11       | 0      | 0        | 0       | 11    |  |
| 16:45 | 10       | 0      | 0        | 3       | 13    |  |
| 17:00 | 9        | 0      | 2        | 1       | 12    |  |
| 17:15 | 23       | 0      | 0        | 0       | 23    |  |
| 17:30 | 55       | 1      | 1        | 1       | 58    |  |
| 17:45 | 85       | 1      | 1        | 1       | 88    |  |
| 18:00 | 29       | 0      | 0        | 3       | 32    |  |
| 18:15 | 5        | 0      | 0        | 0       | 5     |  |
| 18:30 | 1        | 0      | 1        | 2       | 4     |  |
| 18:45 | 1        | 0      | 0        | 2       | 3     |  |
| 19:00 | 0        | 0      | 0        | 0       | 0     |  |
| 19:15 | 6        | 0      | 2        | 1       | 9     |  |
| 19:30 | 4        | 1      | 1        | 2       | 8     |  |
| 19:45 | 5        | 0      | 2        | 1       | 8     |  |
| 20:00 | 5        | 0      | 0        | 1       | 6     |  |
| 20:15 | 3        | 1      | 0        | 2       | 6     |  |
| 20:30 | 3        | 0      | 1        | 1       | 5     |  |
| 20:45 | 3        | 3      | 1        | 4       | 11    |  |
| 21:00 | 3        | 4      | 3        | 4       | 14    |  |
| 21:15 | 6        | 6      | 3        | 3       | 18    |  |
| 21:30 | 3        | 9      | 0        | 0       | 12    |  |
| 21:45 | 5        | 2      | 0        | 2       | 9     |  |
| 22:00 | 7        | 3      | 3        | 2       | 15    |  |
| 22:15 | 10       | 1      | 0        | 0       | 11    |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 24       | 1      | 1       | 2       | 28    |
| 13       | 0      | 1       | 1       | 15    |
| 8        | 0      | 0       | 1       | 9     |
| 12       | 1      | 0       | 0       | 13    |
| 17       | 0      | 2       | 0       | 19    |
| 15       | 0      | 2       | 2       | 19    |
| 5        | 0      | 3       | 4       | 12    |
| 8        | 0      | 2       | 3       | 13    |
| 10       | 0      | 3       | 1       | 14    |
| 6        | 1      | 1       | 4       | 12    |
| 4        | 0      | 1       | 0       | 5     |
| 7        | 0      | 1       | 1       | 9     |
| 7        | 0      | 0       | 0       | 7     |
| 34       | 1      | 4       | 2       | 41    |
| 17       | 2      | 2       | 1       | 22    |
| 14       | 0      | 1       | 3       | 18    |
| 7        | 1      | 0       | 5       | 13    |
| 18       | 0      | 0       | 2       | 20    |
| 4        | 1      | 1       | 0       | 6     |
| 8        | 0      | 1       | 3       | 12    |
| 5        | 0      | 0       | 4       | 9     |
| 11       | 1      | 0       | 0       | 12    |
| 10       | 0      | 2       | 2       | 14    |
| 19       | 0      | 0       | 1       | 20    |
| 9        | 0      | 1       | 0       | 10    |
| 43       | 0      | 3       | 1       | 47    |
| 27       | 1      | 0       | 0       | 28    |
| 25       | 0      | 1       | 1       | 27    |
| 16       | 1      | 1       | 1       | 19    |
| 6        | 0      | 2       | 3       | 11    |
| 6        | 0      | 0       | 1       | 7     |
| 8        | 0      | 0       | 0       | 8     |
| 2        | 0      | 2       | 0       | 4     |
| 1        | 1      | 0       | 2       | 4     |
| 6        | 2      | 0       | 2       | 10    |
| 4        | 0      | 1       | 3       | 8     |
| 5        | 0      | 2       | 0       | 7     |
| 7        | 0      | 0       | 2       | 9     |
| 4        | 1      | 0       | 1       | 6     |
| 0        | 0      | 1       | 2       | 3     |
| 1        | 0      | 4       | 0       | 5     |
| 12       | 0      | 0       | 1       | 13    |
| 3        | 0      | 0       | 1       | 4     |
| 16       | 3      | 0       | 2       | 21    |
| 10       | 6      | 0       | 5       | 21    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/20/2017 Wednesday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 20       | 1      | 1      | 1       | 23    |
| 22:45 | 24       | 4      | 1      | 1       | 30    |
| 23:00 | 61       | 8      | 1      | 0       | 70    |
| 23:15 | 51       | 5      | 1      | 0       | 57    |
| 23:30 | 14       | 11     | 2      | 2       | 29    |
| 23:45 | 6        | 2      | 1      | 0       | 9     |
|       | 1061     | 190    | 82     | 132     | 1465  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 14       | 10     | 0      | 6       | 30    |  |  |  |
| 16       | 5      | 0      | 1       | 22    |  |  |  |
| 69       | 2      | 2      | 3       | 76    |  |  |  |
| 20       | 1      | 0      | 0       | 21    |  |  |  |
| 16       | 0      | 0      | 1       | 17    |  |  |  |
| 3        | 1      | 0      | 1       | 5     |  |  |  |
| 1081     | 197    | 85     | 135     | 1498  |  |  |  |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 0:00  | 2        | 0      | 1      | 1       | 4     |  |
| 0:15  | 4        | 2      | 0      | 3       | 9     |  |
| 0:30  | 2        | 0      | 0      | 5       | 7     |  |
| 0:45  | 3        | 2      | 4      | 3       | 12    |  |
| 1:00  | 4        | 7      | 1      | 1       | 13    |  |
| 1:15  | 5        | 6      | 0      | 3       | 14    |  |
| 1:30  | 5        | 11     | 1      | 2       | 19    |  |
| 1:45  | 5        | 22     | 2      | 2       | 31    |  |
| 2:00  | 3        | 18     | 0      | 3       | 24    |  |
| 2:15  | 4        | 21     | 0      | 0       | 25    |  |
| 2:30  | 3        | 16     | 0      | 0       | 19    |  |
| 2:45  | 0        | 5      | 0      | 2       | 7     |  |
| 3:00  | 7        | 1      | 1      | 2       | 11    |  |
| 3:15  | 2        | 0      | 1      | 3       | 6     |  |
| 3:30  | 2        | 1      | 0      | 1       | 4     |  |
| 3:45  | 1        | 0      | 0      | 3       | 4     |  |
| 4:00  | 2        | 0      | 1      | 0       | 3     |  |
| 4:15  | 3        | 0      | 0      | 2       | 5     |  |
| 4:30  | 1        | 0      | 2      | 3       | 6     |  |
| 4:45  | 0        | 0      | 0      | 1       | 1     |  |
| 5:00  | 2        | 0      | 1      | 2       | 5     |  |
| 5:15  | 6        | 0      | 0      | 2       | 8     |  |
| 5:30  | 6        | 0      | 0      | 6       | 12    |  |
| 5:45  | 8        | 1      | 2      | 3       | 14    |  |
| 6:00  | 10       | 0      | 0      | 1       | 11    |  |
| 6:15  | 9        | 0      | 0      | 0       | 9     |  |
| 6:30  | 22       | 0      | 1      | 1       | 24    |  |
| 6:45  | 63       | 0      | 0      | 5       | 68    |  |
| 7:00  | 23       | 0      | 2      | 1       | 26    |  |
| 7:15  | 8        | 0      | 1      | 1       | 10    |  |
| 7:30  | 3        | 0      | 0      | 0       | 3     |  |
| 7:45  | 3        | 1      | 1      | 3       | 8     |  |
| 8:00  | 4        | 0      | 0      | 2       | 6     |  |
| 8:15  | 2        | 0      | 0      | 2       | 4     |  |
| 8:30  | 9        | 0      | 1      | 1       | 11    |  |
| 8:45  | 7        | 1      | 0      | 3       | 11    |  |
| 9:00  | 8        | 2      | 1      | 1       | 12    |  |
| 9:15  | 5        | 1      | 0      | 2       | 8     |  |
| 9:30  | 10       | 2      | 0      | 0       | 12    |  |
| 9:45  | 13       | 0      | 0      | 3       | 16    |  |
| 10:00 | 1        | 0      | 0      | 0       | 1     |  |
| 10:15 | 4        | 1      | 1      | 3       | 9     |  |
| 10:30 | 5        | 0      | 1      | 1       | 7     |  |
| 10:45 | 4        | 0      | 0      | 1       | 5     |  |
| 11:00 | 6        | 1      | 1      | 3       | 11    |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 7        | 2      | 2       | 3       | 14    |
| 5        | 5      | 0       | 1       | 11    |
| 3        | 7      | 1       | 4       | 15    |
| 1        | 4      | 0       | 3       | 8     |
| 4        | 9      | 3       | 1       | 17    |
| 6        | 6      | 0       | 1       | 13    |
| 24       | 1      | 0       | 2       | 27    |
| 12       | 1      | 0       | 2       | 15    |
| 10       | 0      | 1       | 6       | 17    |
| 11       | 0      | 3       | 1       | 15    |
| 10       | 10     | 0       | 3       | 23    |
| 6        | 17     | 0       | 5       | 28    |
| 18       | 30     | 0       | 0       | 48    |
| 21       | 28     | 1       | 0       | 50    |
| 17       | 22     | 2       | 2       | 43    |
| 15       | 5      | 0       | 2       | 22    |
| 12       | 1      | 3       | 1       | 17    |
| 3        | 0      | 0       | 0       | 3     |
| 9        | 0      | 1       | 0       | 10    |
| 4        | 2      | 1       | 2       | 9     |
| 11       | 0      | 3       | 0       | 14    |
| 1        | 0      | 0       | 3       | 4     |
| 10       | 0      | 1       | 3       | 14    |
| 0        | 0      | 2       | 1       | 3     |
| 3        | 0      | 2       | 1       | 6     |
| 3        | 0      | 0       | 1       | 4     |
| 6        | 0      | 0       | 1       | 7     |
| 15       | 0      | 0       | 0       | 15    |
| 9        | 0      | 1       | 1       | 11    |
| 3        | 0      | 2       | 2       | 7     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 0       | 0     |
| 2        | 1      | 0       | 0       | 3     |
| 1        | 0      | 1       | 1       | 3     |
| 3        | 0      | 0       | 2       | 5     |
| 2        | 1      | 3       | 1       | 7     |
| 1        | 0      | 0       | 2       | 3     |
| 6        | 1      | 3       | 1       | 11    |
| 3        | 1      | 1       | 3       | 8     |
| 8        | 0      | 1       | 0       | 9     |
| 17       | 1      | 0       | 0       | 18    |
| 3        | 2      | 2       | 0       | 7     |
| 13       | 2      | 0       | 1       | 16    |
| 14       | 0      | 1       | 4       | 19    |
| 18       | 0      | 0       | 0       | 18    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 5        | 0      | 0      | 1       | 6     |  |
| 11:30 | 16       | 1      | 0      | 4       | 21    |  |
| 11:45 | 22       | 0      | 1      | 1       | 24    |  |
| 12:00 | 51       | 0      | 3      | 3       | 57    |  |
| 12:15 | 63       | 1      | 1      | 2       | 67    |  |
| 12:30 | 8        | 0      | 1      | 2       | 11    |  |
| 12:45 | 6        | 0      | 0      | 3       | 9     |  |
| 13:00 | 6        | 1      | 0      | 2       | 9     |  |
| 13:15 | 9        | 0      | 0      | 2       | 11    |  |
| 13:30 | 10       | 0      | 0      | 2       | 12    |  |
| 13:45 | 6        | 0      | 1      | 1       | 8     |  |
| 14:00 | 8        | 0      | 2      | 1       | 11    |  |
| 14:15 | 3        | 0      | 1      | 2       | 6     |  |
| 14:30 | 2        | 0      | 0      | 2       | 4     |  |
| 14:45 | 2        | 1      | 1      | 2       | 6     |  |
| 15:00 | 5        | 0      | 1      | 0       | 6     |  |
| 15:15 | 0        | 1      | 2      | 1       | 4     |  |
| 15:30 | 3        | 0      | 0      | 2       | 5     |  |
| 15:45 | 2        | 0      | 0      | 2       | 4     |  |
| 16:00 | 2        | 1      | 0      | 3       | 6     |  |
| 16:15 | 2        | 0      | 1      | 3       | 6     |  |
| 16:30 | 5        | 1      | 2      | 1       | 9     |  |
| 16:45 | 10       | 0      | 0      | 3       | 13    |  |
| 17:00 | 7        | 0      | 2      | 1       | 10    |  |
| 17:15 | 16       | 1      | 2      | 1       | 20    |  |
| 17:30 | 56       | 0      | 0      | 3       | 59    |  |
| 17:45 | 83       | 1      | 0      | 5       | 89    |  |
| 18:00 | 15       | 0      | 0      | 1       | 16    |  |
| 18:15 | 5        | 0      | 1      | 2       | 8     |  |
| 18:30 | 4        | 0      | 0      | 4       | 8     |  |
| 18:45 | 2        | 0      | 1      | 2       | 5     |  |
| 19:00 | 0        | 0      | 0      | 2       | 2     |  |
| 19:15 | 0        | 0      | 0      | 2       | 2     |  |
| 19:30 | 2        | 0      | 0      | 3       | 5     |  |
| 19:45 | 3        | 0      | 0      | 5       | 8     |  |
| 20:00 | 2        | 0      | 0      | 0       | 2     |  |
| 20:15 | 1        | 0      | 0      | 2       | 3     |  |
| 20:30 | 2        | 1      | 3      | 2       | 8     |  |
| 20:45 | 3        | 2      | 3      | 3       | 11    |  |
| 21:00 | 3        | 4      | 1      | 3       | 11    |  |
| 21:15 | 1        | 6      | 1      | 6       | 14    |  |
| 21:30 | 6        | 8      | 1      | 1       | 16    |  |
| 21:45 | 4        | 3      | 0      | 3       | 10    |  |
| 22:00 | 5        | 1      | 2      | 0       | 8     |  |
| 22:15 | 7        | 1      | 1      | 2       | 11    |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 0      | 1       | 1       | 7     |
| 73       | 0      | 2       | 2       | 77    |
| 21       | 1      | 0       | 1       | 23    |
| 33       | 0      | 2       | 1       | 36    |
| 20       | 0      | 1       | 1       | 22    |
| 6        | 1      | 3       | 1       | 11    |
| 8        | 0      | 1       | 0       | 9     |
| 8        | 0      | 0       | 1       | 9     |
| 14       | 1      | 0       | 1       | 16    |
| 5        | 0      | 1       | 3       | 9     |
| 3        | 2      | 0       | 3       | 8     |
| 7        | 1      | 1       | 0       | 9     |
| 10       | 0      | 0       | 4       | 14    |
| 7        | 0      | 0       | 2       | 9     |
| 6        | 0      | 2       | 4       | 12    |
| 1        | 0      | 1       | 0       | 2     |
| 4        | 1      | 2       | 1       | 8     |
| 8        | 0      | 1       | 0       | 9     |
| 6        | 0      | 0       | 3       | 9     |
| 8        | 0      | 0       | 0       | 8     |
| 3        | 0      | 2       | 2       | 7     |
| 8        | 2      | 1       | 1       | 12    |
| 10       | 0      | 0       | 0       | 10    |
| 9        | 0      | 0       | 4       | 13    |
| 17       | 0      | 0       | 2       | 19    |
| 42       | 1      | 0       | 4       | 47    |
| 44       | 1      | 1       | 2       | 48    |
| 28       | 0      | 1       | 2       | 31    |
| 12       | 0      | 1       | 3       | 16    |
| 12       | 0      | 2       | 0       | 14    |
| 5        | 0      | 1       | 3       | 9     |
| 4        | 0      | 1       | 5       | 10    |
| 0        | 0      | 3       | 1       | 4     |
| 5        | 0      | 1       | 0       | 6     |
| 3        | 0      | 1       | 1       | 5     |
| 1        | 0      | 0       | 5       | 6     |
| 1        | 0      | 1       | 1       | 3     |
| 0        | 0      | 0       | 2       | 2     |
| 3        | 0      | 0       | 1       | 4     |
| 0        | 0      | 1       | 0       | 1     |
| 1        | 0      | 2       | 4       | 7     |
| 5        | 0      | 0       | 4       | 9     |
| 15       | 0      | 0       | 5       | 20    |
| 17       | 3      | 1       | 2       | 23    |
| 6        | 5      | 0       | 6       | 17    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/21/2017 Thursday

|       | ENTERING |        |        |         |       |
|-------|----------|--------|--------|---------|-------|
|       | Pass     | Large  |        |         |       |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |
| 22:30 | 9        | 7      | 0      | 0       | 16    |
| 22:45 | 33       | 7      | 0      | 3       | 43    |
| 23:00 | 62       | 6      | 1      | 1       | 70    |
| 23:15 | 64       | 8      | 2      | 1       | 75    |
| 23:30 | 9        | 6      | 0      | 3       | 18    |
| 23:45 | 6        | 2      | 0      | 1       | 9     |
|       | 955      | 193    | 65     | 194     | 1407  |

| EXITING  |        |        |         |       |  |  |  |
|----------|--------|--------|---------|-------|--|--|--|
| Pass     | Large  |        |         |       |  |  |  |
| Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |  |  |
| 1        | 6      | 0      | 3       | 10    |  |  |  |
| 28       | 6      | 0      | 6       | 40    |  |  |  |
| 59       | 3      | 0      | 2       | 64    |  |  |  |
| 16       | 6      | 1      | 0       | 23    |  |  |  |
| 9        | 0      | 0      | 1       | 10    |  |  |  |
| 8        | 0      | 0      | 0       | 8     |  |  |  |
| 976      | 199    | 80     | 169     | 1424  |  |  |  |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/23/2017 Saturday

|       |          |        | ENTERING |         |       |  |  |
|-------|----------|--------|----------|---------|-------|--|--|
|       | Pass     | Large  |          |         |       |  |  |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |  |  |
| 0:00  | 0        | 1      | 2        | 1       | 4     |  |  |
| 0:15  | 1        | 1      | 2        | 2       | 6     |  |  |
| 0:30  | 0        | 0      | 1        | 0       | 1     |  |  |
| 0:45  | 2        | 4      | 4        | 1       | 11    |  |  |
| 1:00  | 2        | 3      | 2        | 3       | 10    |  |  |
| 1:15  | 4        | 4      | 0        | 2       | 10    |  |  |
| 1:30  | 2        | 13     | 0        | 5       | 20    |  |  |
| 1:45  | 4        | 19     | 0        | 0       | 23    |  |  |
| 2:00  | 3        | 21     | 2        | 1       | 27    |  |  |
| 2:15  | 3        | 21     | 0        | 0       | 24    |  |  |
| 2:30  | 1        | 19     | 2        | 1       | 23    |  |  |
| 2:45  | 1        | 7      | 0        | 1       | 9     |  |  |
| 3:00  | 1        | 2      | 0        | 1       | 4     |  |  |
| 3:15  | 3        | 0      | 0        | 2       | 5     |  |  |
| 3:30  | 2        | 3      | 2        | 2       | 9     |  |  |
| 3:45  | 3        | 0      | 0        | 3       | 6     |  |  |
| 4:00  | 3        | 1      | 0        | 2       | 6     |  |  |
| 4:15  | 1        | 0      | 0        | 1       | 2     |  |  |
| 4:30  | 1        | 0      | 0        | 3       | 4     |  |  |
| 4:45  | 2        | 0      | 0        | 0       | 2     |  |  |
| 5:00  | 1        | 0      | 0        | 1       | 2     |  |  |
| 5:15  | 2        | 0      | 0        | 2       | 4     |  |  |
| 5:30  | 7        | 0      | 1        | 1       | 9     |  |  |
| 5:45  | 13       | 0      | 0        | 1       | 14    |  |  |
| 6:00  | 7        | 0      | 0        | 1       | 8     |  |  |
| 6:15  | 9        | 0      | 0        | 1       | 10    |  |  |
| 6:30  | 36       | 0      | 0        | 0       | 36    |  |  |
| 6:45  | 62       | 0      | 1        | 0       | 63    |  |  |
| 7:00  | 12       | 1      | 1        | 1       | 15    |  |  |
| 7:15  | 4        | 0      | 0        | 3       | 7     |  |  |
| 7:30  | 0        | 0      | 0        | 0       | 0     |  |  |
| 7:45  | 3        | 1      | 0        | 1       | 5     |  |  |
| 8:00  | 3        | 0      | 0        | 3       | 6     |  |  |
| 8:15  | 4        | 0      | 0        | 0       | 4     |  |  |
| 8:30  | 1        | 0      | 1        | 1       | 3     |  |  |
| 8:45  | 4        | 1      | 0        | 1       | 6     |  |  |
| 9:00  | 0        | 0      | 1        | 3       | 4     |  |  |
| 9:15  | 0        | 0      | 1        | 3       | 4     |  |  |
| 9:30  | 0        | 0      | 0        | 1       | 1     |  |  |
| 9:45  | 3        | 0      | 3        | 2       | 8     |  |  |
| 10:00 | 3        | 0      | 0        | 1       | 4     |  |  |
| 10:15 | 1        | 0      | 0        | 1       | 2     |  |  |
| 10:30 | 2        | 0      | 0        | 3       | 5     |  |  |
| 10:45 | 6        | 0      | 0        | 2       | 8     |  |  |
| 11:00 | 4        | 0      | 1        | 0       | 5     |  |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 1        | 7      | 0       | 1       | 9     |
| 3        | 6      | 0       | 0       | 9     |
| 1        | 9      | 0       | 1       | 11    |
| 1        | 5      | 0       | 2       | 8     |
| 2        | 2      | 1       | 1       | 6     |
| 5        | 2      | 0       | 3       | 10    |
| 3        | 1      | 0       | 1       | 5     |
| 3        | 1      | 2       | 1       | 7     |
| 7        | 0      | 1       | 2       | 10    |
| 5        | 1      | 1       | 5       | 12    |
| 11       | 1      | 1       | 1       | 14    |
| 1        | 2      | 1       | 3       | 7     |
| 33       | 19     | 0       | 9       | 61    |
| 25       | 26     | 2       | 1       | 54    |
| 25       | 26     | 1       | 2       | 54    |
| 15       | 24     | 1       | 1       | 41    |
| 13       | 4      | 3       | 1       | 21    |
| 8        | 8      | 1       | 2       | 19    |
| 13       | 0      | 1       | 0       | 14    |
| 2        | 0      | 1       | 0       | 3     |
| 12       | 0      | 1       | 1       | 14    |
| 4        | 0      | 1       | 0       | 5     |
| 8        | 0      | 3       | 0       | 11    |
| 6        | 0      | 1       | 0       | 7     |
| 6        | 0      | 0       | 0       | 6     |
| 7        | 0      | 1       | 0       | 8     |
| 10       | 0      | 2       | 0       | 12    |
| 8        | 0      | 1       | 0       | 9     |
| 4        | 0      | 0       | 0       | 4     |
| 4        | 0      | 0       | 1       | 5     |
| 3        | 0      | 1       | 0       | 4     |
| 2        | 0      | 0       | 0       | 2     |
| 0        | 0      | 1       | 1       | 2     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 0      | 0       | 2       | 6     |
| 2        | 0      | 1       | 2       | 5     |
| 1        | 0      | 2       | 0       | 3     |
| 1        | 0      | 1       | 0       | 2     |
| 2        | 0      | 0       | 2       | 4     |
| 3        | 0      | 1       | 3       | 7     |
| 1        | 0      | 2       | 1       | 4     |
| 0        | 0      | 0       | 0       | 0     |
| -        | 1      | 3       | 2       | 10    |
| 4        | 1      |         | _       |       |
| 4        | 0      | 1       | 0       | 4     |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/23/2017 Saturday

|       | ENTERING |        |        |         |       |  |
|-------|----------|--------|--------|---------|-------|--|
|       | Pass     | Large  |        |         |       |  |
|       | Vehicles | 2 Axle | 3 Axle | 4+ Axle | TOTAL |  |
| 11:15 | 4        | 0      | 0      | 3       | 7     |  |
| 11:30 | 5        | 0      | 1      | 1       | 7     |  |
| 11:45 | 15       | 0      | 1      | 1       | 17    |  |
| 12:00 | 55       | 0      | 2      | 2       | 59    |  |
| 12:15 | 59       | 0      | 0      | 0       | 59    |  |
| 12:30 | 10       | 0      | 0      | 2       | 12    |  |
| 12:45 | 7        | 0      | 0      | 2       | 9     |  |
| 13:00 | 1        | 0      | 0      | 1       | 2     |  |
| 13:15 | 4        | 0      | 1      | 1       | 6     |  |
| 13:30 | 2        | 0      | 0      | 0       | 2     |  |
| 13:45 | 3        | 1      | 2      | 0       | 6     |  |
| 14:00 | 2        | 0      | 0      | 1       | 3     |  |
| 14:15 | 1        | 0      | 0      | 2       | 3     |  |
| 14:30 | 3        | 1      | 0      | 0       | 4     |  |
| 14:45 | 2        | 0      | 0      | 0       | 2     |  |
| 15:00 | 2        | 1      | 2      | 4       | 9     |  |
| 15:15 | 0        | 0      | 1      | 2       | 3     |  |
| 15:30 | 2        | 0      | 1      | 2       | 5     |  |
| 15:45 | 1        | 0      | 1      | 2       | 4     |  |
| 16:00 | 2        | 0      | 0      | 0       | 2     |  |
| 16:15 | 6        | 0      | 0      | 2       | 8     |  |
| 16:30 | 9        | 0      | 4      | 1       | 14    |  |
| 16:45 | 13       | 0      | 0      | 0       | 13    |  |
| 17:00 | 13       | 0      | 0      | 1       | 14    |  |
| 17:15 | 29       | 0      | 1      | 1       | 31    |  |
| 17:30 | 55       | 0      | 1      | 1       | 57    |  |
| 17:45 | 62       | 0      | 2      | 0       | 64    |  |
| 18:00 | 6        | 0      | 0      | 3       | 9     |  |
| 18:15 | 4        | 0      | 0      | 1       | 5     |  |
| 18:30 | 0        | 0      | 0      | 2       | 2     |  |
| 18:45 | 3        | 1      | 3      | 1       | 8     |  |
| 19:00 | 1        | 0      | 2      | 1       | 4     |  |
| 19:15 | 1        | 0      | 0      | 0       | 1     |  |
| 19:30 | 4        | 0      | 0      | 1       | 5     |  |
| 19:45 | 5        | 0      | 4      | 0       | 9     |  |
| 20:00 | 2        | 0      | 2      | 0       | 4     |  |
| 20:15 | 1        | 1      | 0      | 1       | 3     |  |
| 20:30 | 3        | 2      | 0      | 1       | 6     |  |
| 20:45 | 2        | 3      | 1      | 2       | 8     |  |
| 21:00 | 1        | 4      | 4      | 2       | 11    |  |
| 21:15 | 2        | 9      | 3      | 0       | 14    |  |
| 21:30 | 4        | 6      | 4      | 1       | 15    |  |
| 21:45 | 1        | 5      | 2      | U       | 8     |  |
| 22:00 | 8        | 0      | 0      | 2       | 10    |  |
| 22:15 | 3        | 2      | 2      | 1       | 8     |  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 20       | 0      | 0       | 1       | 21    |
| 2        | 0      | 0       | 0       | 2     |
| 10       | 0      | 0       | 2       | 12    |
| 15       | 0      | 2       | 2       | 19    |
| 27       | 0      | 1       | 1       | 29    |
| 10       | 0      | 0       | 2       | 12    |
| 7        | 0      | 1       | 0       | 8     |
| 5        | 0      | 0       | 0       | 5     |
| 9        | 0      | 0       | 2       | 11    |
| 5        | 0      | 1       | 2       | 8     |
| 4        | 0      | 0       | 2       | 6     |
| 8        | 0      | 0       | 4       | 12    |
| 2        | 0      | 1       | 0       | 3     |
| 4        | 0      | 1       | 0       | 5     |
| 4        | 0      | 0       | 2       | 6     |
| 2        | 0      | 0       | 0       | 2     |
| 2        | 0      | 1       | 1       | 4     |
| 3        | 0      | 2       | 2       | 7     |
| 2        | 0      | 0       | 1       | 2     |
| 7        | 0      | 2       | 3       | 12    |
| , 1      | 0      | 1       | 0       | 2     |
| 13       | 0      | 1       | 2       | 16    |
| 6        | 0      | 0       | 1       | 7     |
| 5        | 0      | 1       | 3       | 9     |
| 58       | 0      | 1       | 0       | 59    |
| 35       | 0      | 1       | 1       | 37    |
| 20       | 0      | 0       | 1       | 21    |
| 18       | 0      | 0       | 0       | 18    |
| 8        | 0      | 2       | 1       | 11    |
| 2        | 0      | 0       | 1       | 3     |
| 1        | 0      | 1       | 1       | 3     |
| 1        | 0      | 2       | 2       | 5     |
| 5        | 0      | 0       | 1       | 6     |
| 1        | 0      | 0       | 3       | 4     |
| 7        | 0      | 7       | 0       | 14    |
| 7        | 0      | 0       | 2       | 9     |
| 7        | 0      | 0       | 1       | 8     |
| 2        | 2      | 0       | 1       | 5     |
| 2        | 0      | 0       | 1       | 3     |
| 5        | 0      | 2       | 1       | 8     |
| 3        | 0      | 1       | 0       | 4     |
| 3        | 0      | 2       | 0       | 5     |
| 9        | 0      | 0       | 2       | 11    |
| 16       | 5      | 1       | 4       | 26    |
| 3        | 5      | 0       | 4       | 12    |
City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/23/2017 Saturday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 6        | 1      | 4        | 0       | 11    |
| 22:45 | 20       | 2      | 0        | 1       | 23    |
| 23:00 | 35       | 10     | 0        | 2       | 47    |
| 23:15 | 51       | 8      | 2        | 1       | 62    |
| 23:30 | 6        | 1      | 1        | 1       | 9     |
| 23:45 | 4        | 2      | 2        | 1       | 9     |
|       | 766      | 182    | 83       | 121     | 1152  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 8        | 9      | 0       | 2       | 19    |
| 7        | 5      | 1       | 1       | 14    |
| 32       | 1      | 0       | 2       | 35    |
| 27       | 3      | 0       | 4       | 34    |
| 12       | 1      | 0       | 0       | 13    |
| 6        | 0      | 0       | 3       | 9     |
| 786      | 176    | 78      | 127     | 1167  |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/24/2017 Sunday

|       |          |        | FNTFRING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 0:00  | 3        | 3      | 1        | 0       | 7     |
| 0:15  | 3        | 2      | 1        | 4       | 10    |
| 0:30  | 3        | 2      | 1        | 3       | 9     |
| 0:45  | 1        | 2      | 4        | 1       | 8     |
| 1:00  | 2        | 5      | 3        | 4       | 14    |
| 1:15  | 2        | 7      | 1        | 2       | 12    |
| 1:30  | 3        | 12     | 0        | 2       | 17    |
| 1:45  | 2        | 20     | 0        | 0       | 22    |
| 2:00  | 6        | 14     | 1        | 0       | 21    |
| 2:15  | 2        | 7      | 3        | 1       | 13    |
| 2:30  | 2        | 11     | 0        | 1       | 14    |
| 2:45  | 0        | 4      | 1        | 0       | 5     |
| 3:00  | 0        | 4      | 0        | 0       | 4     |
| 3:15  | 2        | 0      | 0        | 3       | 5     |
| 3:30  | 3        | 0      | 0        | 4       | 7     |
| 3:45  | 4        | 1      | 2        | 3       | 10    |
| 4:00  | 2        | 0      | 0        | 1       | 3     |
| 4:15  | 2        | 0      | 0        | 1       | 3     |
| 4:30  | 1        | 0      | 1        | 1       | 3     |
| 4:45  | 2        | 0      | 1        | 2       | 5     |
| 5:00  | 2        | 0      | 0        | 0       | 2     |
| 5:15  | 2        | 0      | 0        | 3       | 5     |
| 5:30  | 4        | 0      | 0        | 2       | 6     |
| 5:45  | 11       | 0      | 0        | 0       | 11    |
| 6:00  | 6        | 0      | 0        | 1       | 7     |
| 6:15  | 10       | 1      | 1        | 3       | 15    |
| 6:30  | 31       | 1      | 0        | 3       | 35    |
| 6:45  | 72       | 0      | 0        | 1       | 73    |
| 7:00  | 16       | 1      | 0        | 3       | 20    |
| 7:15  | 3        | 0      | 0        | 1       | 4     |
| 7:30  | 2        | 0      | 0        | 0       | 2     |
| 7:45  | 3        | 0      | 0        | 2       | 5     |
| 8:00  | 0        | 0      | 1        | 0       | 1     |
| 8:15  | 1        | 0      | 1        | 1       | 3     |
| 8:30  | 2        | 0      | 1        | 0       | 3     |
| 8:45  | 0        | 0      | 0        | 2       | 2     |
| 9:00  | 1        | 1      | 0        | 2       | 4     |
| 9:15  | 1        | 0      | 0        | 1       | 2     |
| 9:30  | 0        | 0      | 1        | 2       | 3     |
| 9:45  | 5        | 0      | 1        | 2       | 8     |
| 10:00 | 2        | 0      | 0        | 2       | 4     |
| 10:15 | 0        | 0      | 0        | 0       | 0     |
| 10:30 | 4        | 0      | 0        | 1       | 5     |
| 10:45 | 1        | 0      | 0        | 0       | 1     |
| 11:00 | 3        | 0      | 0        | 2       | 5     |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 3        | 0      | 1       | 1       | 5     |
| 3        | 1      | 1       | 2       | 7     |
| 5        | 6      | 1       | 3       | 15    |
| 1        | 4      | 0       | 2       | 7     |
| 2        | 8      | 0       | 4       | 14    |
| 0        | 5      | 0       | 1       | 6     |
| 2        | 1      | 1       | 3       | 7     |
| 3        | 1      | 0       | 0       | 4     |
| 7        | 2      | 0       | 0       | 9     |
| 24       | 0      | 0       | 4       | 28    |
| 8        | 1      | 2       | 7       | 18    |
| 0        | 1      | 0       | 0       | 1     |
| 0        | 2      | 1       | 0       | 3     |
| 2        | 19     | 1       | 4       | 26    |
| 17       | 15     | 3       | 8       | 43    |
| 56       | 17     | 0       | 2       | 75    |
| 16       | 22     | 1       | 1       | 40    |
| 8        | 5      | 1       | 0       | 14    |
| 18       | 6      | 2       | 0       | 26    |
| 8        | 1      | 0       | 0       | 9     |
| 13       | 2      | 1       | 1       | 17    |
| 13       | 2      | 1       | 0       | 16    |
| 5        | 0      | 1       | 2       | 8     |
| 4        | 0      | 3       | 0       | 7     |
| 9        | 0      | 1       | 0       | 10    |
| 6        | 0      | 1       | 1       | 8     |
| 6        | 0      | 1       | 0       | 7     |
| 15       | 1      | 3       | 2       | 21    |
| 10       | 0      | 1       | 0       | 11    |
| 1        | 1      | 1       | 1       | 4     |
| 1        | 0      | 1       | 1       | 3     |
| 1        | 0      | 1       | 1       | 3     |
| 4        | 0      | 0       | 1       | 5     |
| 1        | 0      | 3       | 1       | 5     |
| 1        | 0      | 1       | 0       | 2     |
| 1        | 0      | 1       | 0       | 2     |
| 3        | 1      | 0       | 0       | 4     |
| 1        | 1      | 0       | 2       | 4     |
| 2        | 0      | 0       | 3       | 5     |
| 3        | 0      | 1       | 0       | 4     |
| 1        | 0      | 1       | 2       | 4     |
| 2        | 0      | 0       | 2       | 4     |
| 0        | 1      | 1       | 0       | 2     |
| 4        | 0      | 1       | 1       | 6     |
| 11       | 0      | 1       | 0       | 12    |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 11:15 | 2        | 0      | 2        | 0       | 4     |
| 11:30 | 5        | 0      | 1        | 1       | 7     |
| 11:45 | 20       | 0      | 0        | 1       | 21    |
| 12:00 | 31       | 0      | 0        | 3       | 34    |
| 12:15 | 79       | 0      | 1        | 3       | 83    |
| 12:30 | 13       | 0      | 0        | 0       | 13    |
| 12:45 | 4        | 0      | 0        | 0       | 4     |
| 13:00 | 2        | 0      | 0        | 0       | 2     |
| 13:15 | 0        | 0      | 2        | 4       | 6     |
| 13:30 | 0        | 0      | 1        | 1       | 2     |
| 13:45 | 8        | 0      | 0        | 0       | 8     |
| 14:00 | 0        | 0      | 0        | 1       | 1     |
| 14:15 | 1        | 0      | 0        | 2       | 3     |
| 14:30 | 0        | 0      | 1        | 1       | 2     |
| 14:45 | 1        | 0      | 1        | 1       | 3     |
| 15:00 | 2        | 0      | 0        | 1       | 3     |
| 15:15 | 1        | 0      | 0        | 3       | 4     |
| 15:30 | 2        | 0      | 1        | 5       | 8     |
| 15:45 | 2        | 0      | 3        | 0       | 5     |
| 16:00 | 1        | 0      | 1        | 0       | 2     |
| 16:15 | 6        | 0      | 0        | 1       | 7     |
| 16:30 | 3        | 0      | 2        | 2       | 7     |
| 16:45 | 8        | 0      | 4        | 1       | 13    |
| 17:00 | 21       | 0      | 0        | 0       | 21    |
| 17:15 | 36       | 0      | 0        | 1       | 37    |
| 17:30 | 55       | 0      | 0        | 0       | 55    |
| 17:45 | 86       | 0      | 0        | 1       | 87    |
| 18:00 | 14       | 0      | 0        | 1       | 15    |
| 18:15 | 3        | 0      | 2        | 1       | 6     |
| 18:30 | 1        | 0      | 2        | 2       | 5     |
| 18:45 | 1        | 0      | 1        | 0       | 2     |
| 19:00 | 2        | 1      | 0        | 2       | 5     |
| 19:15 | 4        | 0      | 2        | 0       | 6     |
| 19:30 | 1        | 0      | 2        | 0       | 3     |
| 19:45 | 3        | 1      | 1        | 0       | 5     |
| 20:00 | 3        | 0      | 3        | 1       | 7     |
| 20:15 | 3        | 0      | 0        | 0       | 3     |
| 20:30 | 1        | 1      | 2        | 0       | 4     |
| 20:45 | 3        | 2      | 1        | 0       | 6     |
| 21:00 | 2        | 4      | 1        | 1       | 8     |
| 21:15 | 1        | 8      | 1        | 4       | 14    |
| 21:30 | 1        | 4      | 1        | 3       | 9     |
| 21:45 | 5        | 4      | 1        | 0       | 10    |
| 22:00 | 5        | 3      | 2        | 2       | 12    |
| 22:15 | 8        | 2      | 1        | 1       | 12    |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  | Linite  |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 2        | 0      | 2       | 0       | 4     |
| 7        | 0      | 0       | 1       | 8     |
| 3        | 0      | 1       | 2       | 6     |
| 65       | 0      | 0       | 1       | 66    |
| 13       | 0      | 0       | 1       | 14    |
| 14       | 2      | 1       | 1       | 18    |
| 3        | 0      | 1       | 1       | 5     |
| 4        | 0      | 0       | 1       | 5     |
| 4        | 0      | 0       | 0       | 4     |
| 8        | 0      | 2       | 0       | 10    |
| 6        | 0      | 2       | 4       | 12    |
| 3        | 0      | 0       | 2       | 5     |
| 1        | 0      | 0       | 0       | 1     |
| 0        | 0      | 1       | 1       | 2     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 2       | 3     |
| 14       | 0      | 2       | 1       | 17    |
| 0        | 0      | 3       | 1       | 4     |
| 8        | 0      | 0       | 2       | 10    |
| 1        | 0      | 0       | 3       | 4     |
| 11       | 0      | 0       | 0       | 11    |
| 61       | 0      | 0       | 1       | 62    |
| 47       | 0      | 1       | 2       | 50    |
| 24       | 0      | 0       | 2       | 26    |
| 18       | 0      | 0       | 0       | 18    |
| 31       | 0      | 0       | 2       | 33    |
| 20       | 0      | 1       | 0       | 21    |
| 9        | 0      | 1       | 1       | 11    |
| 0        | 0      | 2       | 1       | 3     |
| 1        | 0      | 2       | 2       | 5     |
| 3        | 0      | 1       | 1       | 5     |
| 7        | 1      | 0       | 1       | 9     |
| 0        | 0      | 1       | 2       | 3     |
| 1        | 0      | 0       | 2       | 3     |
| 1        | 0      | 0       | 2       | 3     |
| 0        | 0      | 0       | 1       | 1     |
| 1        | 0      | 0       | 1       | 2     |
| 0        | 0      | 0       | 2       | 2     |
| 3        | 0      | 0       | 1       | 4     |
| 0        | 0      | 0       | 1       | 1     |
| 5        | 0      | 0       | 0       | 5     |
| 5        | 0      | 0       | 0       | 5     |
| 17       | 1      | 0       | 3       | 21    |
| 1        | 3      | 1       | 2       | 7     |

City of San Bernardino Driveway Counts 2020 E. Central Avenue, San Bernardino, CA MAIN DRIVEWAY 9/24/2017 Sunday

|       |          |        | ENTERING |         |       |
|-------|----------|--------|----------|---------|-------|
|       | Pass     | Large  |          |         |       |
|       | Vehicles | 2 Axle | 3 Axle   | 4+ Axle | TOTAL |
| 22:30 | 11       | 1      | 0        | 3       | 15    |
| 22:45 | 34       | 9      | 0        | 1       | 44    |
| 23:00 | 52       | 11     | 2        | 1       | 66    |
| 23:15 | 49       | 6      | 2        | 1       | 58    |
| 23:30 | 7        | 8      | 3        | 1       | 19    |
| 23:45 | 1        | 2      | 0        | 1       | 4     |
|       | 831      | 165    | 76       | 126     | 1198  |

|          |        | EXITING |         |       |
|----------|--------|---------|---------|-------|
| Pass     | Large  |         |         |       |
| Vehicles | 2 Axle | 3 Axle  | 4+ Axle | TOTAL |
| 5        | 7      | 0       | 5       | 17    |
| 7        | 5      | 0       | 7       | 19    |
| 91       | 7      | 0       | 2       | 100   |
| 22       | 0      | 0       | 2       | 24    |
| 3        | 0      | 0       | 0       | 3     |
| 1        | 0      | 0       | 0       | 1     |
| 854      | 152    | 66      | 135     | 1207  |

Trip Generation Data from Amazon Facility Location: Unknown

AR Sortable 650K FC - Non Peak Season

Average Weekday - Non Peak

Totsl

Average Weekday - Non Peak Trucks 5:30:00 PM 705 705 End 6:00:00 PM 4:30:00 AM 5:00:00 AM Total 3,125 ~ ∞ ∞  $\infty \infty \infty \infty \infty$ Start 7:00:00 AM 7:30:00 AM 6:00:00 PM 6:30:00 AM Out 353 353 1,563 ოო 4 4 44 4 4 4 4 4 Cars Average Weekday - Non Peak <u>-</u> 1,562 4 4 4 4 4 4 4 Headcount - Day Shift Headcount Night Shift Night Shift Outbound Day Shift Inbound Day Shift Outbound Night Shift Inbound 01:00 02:00 03:00 04:00 05:00 06:00 07:00 07:00 07:00 09:00 111:00 112:00 112:00 112:00 115:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 00:00

| Total  | 14    | 12    | 11    | 5     | 1     | 15    | 7     | 14    | 19    | 14    | 12    | 12    | 17    | 17    | 13    | 14    | 13    | 12    | 6     | 14    | 6     | 14    | 11    | 10    | 288 |
|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| In Out | 7     | 7     | 5     | 4     | 1     | 9     | ε     | 9     | 6     | 7     | 7     | с     | 6     | 11    | 7     | 8     | 8     | 9     | ю     | 7     | 4     | 7     | 9     | 4     | 144 |
|        | 7     | S     | 9     | 1     | 0     | 6     | 4     | 8     | 6     | 7     | 9     | 6     | 6     | 9     | 9     | 9     | ß     | 7     | 9     | 9     | ß     | 7     | 9     | 9     | 144 |
|        | 00:00 | 01:00 | 02:00 | 03:00 | 04:00 | 05:00 | 00:90 | 07:00 | 08:00 | 00:60 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 |     |

| _    |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Tota | 21    | 19    | 19    | 13    | 361   | 410   | 342   | 349   | 41    | 36    | 34    | 34    | 59    | 39    | 35    | 36    | 35    | 718   | 715   | 22    | 17    | 22    | 19    | 18    | 3,413 |
| Out  | 10    | 10    | 6     | 80    | 354   | 359   | 7     | 10    | 20    | 18    | 18    | 14    | 30    | 22    | 18    | 19    | 19    | 359   | 356   | 11    | ∞     | 11    | 10    | 8     | 1,707 |
| п    | 11    | 6     | 10    | 5     | 7     | 51    | 335   | 339   | 20    | 18    | 17    | 20    | 30    | 17    | 17    | 17    | 16    | 360   | 359   | 10    | 6     | 11    | 10    | 10    | 1,706 |
|      | 00:00 | 01:00 | 02:00 | 03:00 | 04:00 | 05:00 | 00:90 | 07:00 | 08:00 | 00:60 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 |       |

## PROPERTY OF HILLWOOD

AR Sortable 650K FC - Peak Season

1500 End 1500 5:30:00 PM 6:00:00 PM 4:30:00 AM 5:00:00 AM Total 14 14 16 16 765 713 7713 46 46 46 90 46 46 46 46 1,500 1,500 16 16 16 16 16 6,629 Start 7:00:00 AM 7:30:00 AM 6:00:00 PM 6:30:00 AM Out 3,313 ∞ ∞ ∞ ∞ ∞ Average Weekday - Peak <u>-</u> 3,316 ∞ ∞ ∞ ∞ ∞ Cars Headcount - Day Shift Headcount Night Shift Night Shift Outbound Day Shift Outbound Night Shift Inbound Day Shift Inbound 01:00 02:00 03:00 04:00 06:00 07:00 07:00 07:00 09:00 111:00 111:00 111:00 112:00 112:00 115:00 115:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 00:00

Average Weekday - Peak Trucks

Average Weekday - Peak Totsl

|       | Ч     | Out   | Total |
|-------|-------|-------|-------|
| 00:00 | 17    | 15    | 33    |
| 01:00 | 15    | 15    | 30    |
| 02:00 | 16    | 15    | 31    |
| 03:00 | 10    | 13    | 23    |
| 04:00 | 15    | 751   | 766   |
| 05:00 | 103   | 758   | 861   |
| 00:90 | 711   | 12    | 724   |
| 07:00 | 716   | 17    | 733   |
| 08:00 | 36    | 36    | 72    |
| 00:60 | 32    | 34    | 99    |
| 10:00 | 31    | 32    | 63    |
| 11:00 | 35    | 29    | 64    |
| 12:00 | 57    | 57    | 115   |
| 13:00 | 31    | 38    | 70    |
| 14:00 | 32    | 32    | 64    |
| 15:00 | 32    | 34    | 99    |
| 16:00 | 30    | 34    | 64    |
| 17:00 | 759   | 758   | 1,517 |
| 18:00 | 759   | 754   | 1,513 |
| 19:00 | 17    | 19    | 35    |
| 20:00 | 15    | 14    | 29    |
| 21:00 | 17    | 17    | 35    |
| 22:00 | 16    | 16    | 32    |
| 23:00 | 16    | 14    | 30    |
|       | 3,519 | 3,516 | 7,034 |

| _     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| Total | 19    | 16    | 15    | 7     | 1     | 21    | 11    | 20    | 26    | 20    | 17    | 18    | 25    | 24    | 18    | 20    | 18    | 17    | 13    | 19    | 13    | 19    | 16    | 14    | 405 |
| Out   | 6     | 6     | 7     | 5     | 1     | 8     | 4     | 6     | 13    | 11    | 6     | 9     | 12    | 15    | 6     | 11    | 11    | 80    | 4     | 11    | 9     | 6     | ∞     | 6     | 203 |
| ln    | 6     | 7     | 8     | 2     | 0     | 13    | 9     | 11    | 13    | 6     | 8     | 12    | 12    | 8     | 6     | 6     | 7     | 6     | 6     | 6     | 7     | 6     | ∞     | 8     | 203 |
|       | 00:00 | 01:00 | 02:00 | 03:00 | 04:00 | 05:00 | 00:90 | 07:00 | 08:00 | 00:60 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 |     |