

March 28, 2018

Mr. Craig Cruz
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

SUBJECT: 8TH ST. & HAVEN AV. WAREHOUSE TRIP GENERATION EVALUATION

Dear Mr. Craig Cruz:

The following letter summarizes the findings for the Trip Generation Evaluation prepared for the proposed 8th St. & Haven Av. Warehouse development (referred to as "Project") located west of Haven Avenue at Acadia Street in the City of Rancho Cucamonga.

EXISTING SETTING

EXISTING LAND USE

The site is currently occupied by TMT Industries (8978 Haven Avenue, Rancho Cucamonga, CA 91730) with normal business operations between the hours of 8:00 AM and 5:00 PM Monday through Friday. Offices are closed on Saturday and Sunday.

EXISTING TRIP GENERATION

To understand the amount of vehicular traffic currently generated by TMT Industries, traffic counts were conducted at the site access driveways on Tuesday, March, 20, 2018 (with a typical level of activity) over a 24-hour period. There were 2 driveways counts for the purposes of this evaluation: the primary driveway on 8th Street (on the north side of the site) and a secondary driveway at 8th Street and Acacia Street (western extension of Acacia Street). Based on the count data, the AM peak hour was identified between 7:45 and 8:45 AM and the PM peak hour was identified between 5:00 and 6:00 PM. Table 1 summarizes the trip generation for the existing land use based on the collected count data. The existing trip generation is shown in both actual vehicles and passenger car equivalent (PCE). The existing use currently generates a net total of 544 PCE trip-ends per day, 32 PCE AM peak hour trips and 51 PCE PM peak hour trips. The count data is provided in Attachment A.

TABLE 1: EXISTING TRIP GENERATION SUMMARY¹

Project	AM Peak Hour ²			PM Peak Hour ²			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Summary (Actual Vehicles)							
TMT Industries							
Passenger Cars:	12	1	13	4	4	8	164
Truck Trips:							
2-axle:	0	3	3	0	0	0	17
3-axle:	0	1	1	1	4	5	24
4+-axle:	1	3	4	7	4	11	102
- Net Truck Trips (Actual Trucks)	1	7	8	8	8	16	143
TOTAL NET TRIPS (Actual Vehicles)	13	8	21	12	12	24	307
Trip Generation Summary (PCE)							
TMT Industries							
Passenger Cars:	12	1	13	4	4	8	164
Truck Trips:							
2-axle:	0	5	5	0	0	0	26
3-axle:	0	2	2	2	8	10	48
4+-axle:	3	9	12	21	12	33	306
- Net Truck Trips (PCE)	3	16	19	23	20	43	380
TOTAL NET TRIPS (PCE)	15	17	32	27	24	51	544

¹ Trip Generation Source: Counts collected on Tuesday March, 20, 2018.

² AM peak hour = 7:45 - 8:45 AM; PM peak hour = 5:00 - 6:00 PM.

PROPOSED PROJECT

PROJECT DESCRIPTION

It is our understanding that the Project is proposed to include the development of 120,720 square feet of general warehouse use.

PROJECT TRIP GENERATION

The trip generation rates used for this assessment are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (10th Edition, 2017). The ITE Trip Generation Manual is a nationally recognized source for estimating site-specific trip generation.

Based on our understanding of the type of operations to likely occupy the future building space, the Warehousing land use (ITE Land Use Code 150) has been utilized for the purposes of this trip generation evaluation. Total truck mix percentage was obtained from the ITE Trip Generation Handbook (3rd Edition, 2017), which identifies an average of 20% of trucks for the warehousing land use. However, the ITE Trip Generation Handbook does not provide additional guidance on the mix of

trucks by axle type. As such, the City of Fontana’s Truck Trip Generation Study (August 2003) has been utilized to determine the mix of trucks, by axle type.

Lastly, PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in City’s traffic study guidelines. Trip generation rates for actual vehicles and with PCE factors are shown on Table 2.

TABLE 2: TRIP GENERATION RATES

Land Use	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates (Actual Vehicles)¹									
Warehouse ^{3,4}	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
	Passenger Cars (80.00%)		0.105	0.031	0.136	0.041	0.111	0.152	1.392
	2-Axle Trucks (3.34%)		0.004	0.001	0.005	0.002	0.005	0.007	0.058
	3-Axle Trucks (4.14%)		0.005	0.002	0.007	0.002	0.006	0.008	0.072
	4-Axle+ Trucks (12.52%)		0.016	0.005	0.021	0.006	0.017	0.023	0.218
Trip Generation Rates (PCE)¹									
Warehouse ^{3,4}	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
	Passenger Cars (80.00%)		0.105	0.031	0.136	0.041	0.111	0.152	1.392
	2-Axle Trucks (3.34%) (PCE = 1.5) ⁵		0.006	0.002	0.008	0.003	0.008	0.011	0.087
	3-Axle Trucks (4.14%) (PCE = 2.0) ⁵		0.010	0.004	0.014	0.004	0.012	0.016	0.144
	4-Axle+ Trucks (12.52%) (PCE = 3.0) ⁵		0.048	0.015	0.063	0.018	0.051	0.069	0.654

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet

³ Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Handbook, Third Edition (September 2017).

⁴ Truck Mix Source: Fontana Truck Trip Generation Study, August 2003 (Land Use 150).

⁵ PCE rates are per San Bernardino County Transportation Authority (SBCTA).

As shown on Table 3, the proposed Project is anticipated to generate a net total of 275 PCE trip-ends per day, 27 PCE AM peak hour trips and 28 PCE PM peak hour trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Project	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Summary (Actual Vehicles)									
8th and Haven Warehouse	120.720	TSF							
Passenger Cars:			13	4	17	5	13	18	168
Truck Trips:									
2-axle:			0	0	0	0	1	1	7
3-axle:			1	0	1	0	1	1	9
4+-axle:			2	1	3	1	2	3	26
- Net Truck Trips (Actual Trucks)			3	1	4	1	4	5	42
TOTAL NET TRIPS (Actual Vehicles)²			16	5	21	6	17	23	210
Trip Generation Summary (PCE)									
8th and Haven Warehouse	120.720	TSF							
Passenger Cars:			13	4	17	5	13	18	168
Truck Trips:									
2-axle:			1	0	1	0	1	1	11
3-axle:			1	0	1	0	1	1	17
4+-axle:			6	2	8	2	6	8	79
- Net Truck Trips (PCE)			8	2	10	2	8	10	107
TOTAL NET TRIPS (PCE)²			21	6	27	7	21	28	275

¹ TSF = thousand square feet

² TOTAL NET TRIPS (Actual Vehicles/PCE) = Passenger Cars + Net Truck Trips (Actual Vehicles/PCE).

TRIP GENERATION COMPARISON

Table 4 shows the trip generation comparison between the currently proposed Project and the existing TMT Industries use. Based on a comparison of PCE trips, the proposed Project would generate 5 fewer net PCE trips in the AM peak hour, 23 fewer net PCE trips in the PM peak hour, and 269 fewer net PCE trip-ends per day.

TABLE 4: TRIP GENERATION COMPARISON

Project	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Summary (Actual Vehicles)							
Proposed Project	16	5	21	6	17	23	210
Existing Use	13	8	21	12	12	24	307
VARIANCE (Actual Vehicles)	3	-3	0	-6	5	-1	-97
Trip Generation Summary (PCE)							
Proposed Project	21	6	27	7	21	28	275
Existing Use	15	17	32	27	24	51	544
VARIANCE (PCE)	6	-11	-5	-20	-3	-23	-269

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As the development of the proposed Project is anticipated to result in a net reduction in vehicle trips as compared to the existing TMT Industries use, additional traffic analysis has not been recommended. If you have any questions, please contact me directly at (949) 336-5982.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Senior Associate

ATTACHMENT A

DRIVEWAY COUNTS: MARCH 20, 2018



City: Rancho Cucamonga
 Location: 8th Street/South Driveway
 Date: 3/20/2018
 Count Type: Driveway Class

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	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	1	0	0	0	1
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	1	0	0	0	1
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	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	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	1	0	0	1
10:00	0	0	0	1	1
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
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	1	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	0	0
13:45	0	0	0	0	0
14:00	0	0	0	1	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	0	0	0	1	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	1	1
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	1	1
18:30	0	0	0	1	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	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
22:30	0	0	0	0	0
22:45	0	0	0	0	0
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	0	0
TOTAL	4	1	0	11	16

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	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	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	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
11:15	0	0	0	0	0
11:30	1	0	0	0	1
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	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	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	1	1
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
22:30	0	0	0	0	0
22:45	0	0	0	0	0
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	0	0
TOTAL	2	0	1	3	6

City: Rancho Cucamonga
 Location: North Driveway and 8th Street
 Date: 3/20/2018
 Count Type: Driveway Class

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	0	0	0	1	1
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	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	2	0	0	0	2
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	3	0	0	0	3
5:15	2	0	0	0	2
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	1	0	0	1	2
6:30	3	0	0	0	3
6:45	2	0	0	0	2
7:00	5	0	0	0	5
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	4	0	0	0	4
8:00	3	0	0	0	3
8:15	3	0	0	1	4
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	2	0	0	0	2
9:15	1	1	0	1	3
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	1	0	0	1	2
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	1	1
11:15	0	0	0	0	0
11:30	0	1	1	0	2
11:45	1	0	0	0	1
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	3	0	1	1	5
12:45	0	0	0	1	1
13:00	3	0	0	0	3
13:15	2	0	0	0	2
13:30	2	0	0	0	2
13:45	2	0	0	1	3
14:00	3	1	1	1	6
14:15	0	0	0	1	1
14:30	1	0	1	1	3
14:45	0	0	0	0	0
15:00	3	0	0	0	3
15:15	2	0	0	0	2
15:30	3	0	1	2	6
15:45	1	1	1	0	3
16:00	0	0	0	1	1
16:15	0	0	1	1	2
16:30	1	0	1	1	3
16:45	0	0	0	0	0
17:00	3	0	0	0	3
17:15	0	0	0	1	1
17:30	0	0	1	4	5
17:45	1	0	0	2	3
18:00	0	0	0	2	2
18:15	0	0	0	0	0
18:30	0	1	0	1	2
18:45	0	0	0	3	3
19:00	0	0	0	2	2
19:15	0	0	0	1	1
19:30	0	1	0	1	2
19:45	1	0	0	1	2
20:00	0	1	0	0	1
20:15	0	0	0	1	1
20:30	2	0	0	0	2
20:45	0	0	0	0	0
21:00	1	0	0	2	3
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	1	0	1
22:15	0	0	0	0	0
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	1	1
23:30	0	0	0	0	0
23:45	0	0	1	1	2
TOTAL	81	7	11	42	141

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	1	2
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	1	1
4:00	0	0	0	2	2
4:15	0	0	1	0	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	0	0	1	1	2
5:15	1	0	1	1	3
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	0	0
7:15	0	0	1	0	1
7:30	0	0	1	0	1
7:45	1	0	0	0	1
8:00	0	0	0	2	2
8:15	0	2	0	0	2
8:30	0	1	1	1	3
8:45	3	0	0	0	3
9:00	0	0	0	0	0
9:15	0	0	0	1	1
9:30	0	0	0	2	2
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	2	1	0	1	4
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	2	0	0	0	2
12:00	3	1	0	0	4
12:15	1	0	0	1	2
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	1	1	0	2	4
13:15	0	0	0	1	1
13:30	2	0	0	0	2
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	3	0	0	0	3
14:30	0	0	2	1	3
14:45	3	0	0	1	4
15:00	1	0	0	1	2
15:15	1	0	0	0	1
15:30	4	0	0	2	6
15:45	1	2	0	0	3
16:00	7	0	0	0	7
16:15	2	0	0	0	2
16:30	2	0	0	0	2
16:45	2	0	0	0	2
17:00	1	0	0	3	4
17:15	2	0	0	1	3
17:30	1	0	3	0	4
17:45	0	0	0	0	0
18:00	1	0	0	2	3
18:15	1	0	0	2	3
18:30	1	0	0	1	2
18:45	1	0	0	0	1
19:00	6	0	0	0	6
19:15	4	0	0	0	4
19:30	0	0	0	1	1
19:45	0	0	0	1	1
20:00	4	0	0	1	5
20:15	0	0	0	2	2
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	1	0	1	0	2
21:30	0	0	0	1	1
21:45	0	0	0	1	1
22:00	0	0	0	0	0
22:15	1	0	0	0	1
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	2	0	0	0	2
TOTAL	77	9	12	46	144

City: Rancho Cucamonga
 Location: TOTAL DRIVEWAYS
 Date: 3/20/2018
 Count Type: Driveway Class

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	1	0	0	1	2
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	1	0	0	0	1
3:15	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	2	0	0	0	2
4:30	0	0	0	0	0
4:45	2	0	0	0	2
5:00	3	0	0	0	3
5:15	2	0	0	0	2
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	1	0	0	1	2
6:30	3	0	0	0	3
6:45	2	0	0	0	2
7:00	5	0	0	0	5
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	4	0	0	0	4
8:00	3	0	0	0	3
8:15	4	0	0	1	5
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	2	0	0	0	2
9:15	1	1	0	1	3
9:30	0	0	0	0	0
9:45	1	1	0	0	2
10:00	1	0	0	2	3
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	1	1
11:15	0	0	0	0	0
11:30	0	1	1	0	2
11:45	1	0	0	0	1
12:00	0	0	0	0	0
12:15	0	0	0	1	1
12:30	3	0	1	1	5
12:45	0	0	0	1	1
13:00	3	0	0	0	3
13:15	2	0	0	1	3
13:30	2	0	0	0	2
13:45	2	0	0	1	3
14:00	3	1	1	2	7
14:15	0	0	0	1	1
14:30	1	0	1	1	3
14:45	0	0	0	0	0
15:00	3	0	0	0	3
15:15	2	0	0	1	3
15:30	3	0	1	2	6
15:45	1	1	1	0	3
16:00	0	0	0	1	1
16:15	0	0	1	2	3
16:30	1	0	1	1	3
16:45	0	0	0	0	0
17:00	3	0	0	0	3
17:15	0	0	0	1	1
17:30	0	0	1	4	5
17:45	1	0	0	2	3
18:00	0	0	0	2	2
18:15	0	0	0	1	1
18:30	0	1	0	2	3
18:45	0	0	0	4	4
19:00	0	0	0	3	3
19:15	0	0	0	1	1
19:30	0	1	0	1	2
19:45	1	0	0	1	2
20:00	0	1	0	0	1
20:15	0	0	0	1	1
20:30	2	0	0	0	2
20:45	0	0	0	0	0
21:00	1	0	0	2	3
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	1	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	1	1	2
TOTAL	85	8	11	53	157

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	1	2
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	1	1
4:00	0	0	0	2	2
4:15	0	0	1	0	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	0	0	1	2	3
5:15	1	0	1	1	3
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	0	0
7:15	0	0	1	0	1
7:30	0	0	1	0	1
7:45	1	0	0	0	1
8:00	0	0	0	2	2
8:15	0	2	0	0	2
8:30	0	1	1	1	3
8:45	3	0	0	0	3
9:00	0	0	0	0	0
9:15	0	0	0	1	1
9:30	0	0	0	2	2
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	2	1	0	1	4
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	1	0	0	0	1
11:45	2	0	0	0	2
12:00	3	1	0	0	4
12:15	1	0	0	1	2
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	1	1	0	2	4
13:15	0	0	0	1	1
13:30	2	0	0	0	2
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	3	0	0	0	3
14:30	1	0	2	1	4
14:45	3	0	0	1	4
15:00	1	0	0	1	2
15:15	1	0	0	0	1
15:30	4	0	0	2	6
15:45	1	2	0	0	3
16:00	7	0	0	0	7
16:15	2	0	0	0	2
16:30	2	0	0	0	2
16:45	2	0	0	0	2
17:00	1	0	0	3	4
17:15	2	0	0	1	3
17:30	1	0	4	0	5
17:45	0	0	0	0	0
18:00	1	0	0	2	3
18:15	1	0	0	2	3
18:30	1	0	0	2	3
18:45	1	0	0	0	1
19:00	6	0	0	0	6
19:15	4	0	0	0	4
19:30	0	0	0	1	1
19:45	0	0	0	1	1
20:00	4	0	0	1	5
20:15	0	0	0	2	2
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	1	0	1	0	2
21:30	0	0	0	1	1
21:45	0	0	0	1	1
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	2	0	0	0	2
TOTAL	79	9	13	49	150