



September 30, 2019

Ms. Tania Chavez, Vice President
 Phelan Development Company
 450 Newport Center Drive, Suite 230
 Newport Beach, California 92660

Subject: 9th Street and Vineyard Avenue Warehouse, Rancho Cucamonga, California – Trip Generation Analysis

Dear Ms. Chavez:

Translutions, Inc. (Translutions) is pleased to provide this letter discussing the trip generation for the proposed 9th Street and Vineyard Avenue warehouse project. The project will include 236,534 square feet of warehousing uses and will be located west of Vineyard Avenue and north of 9th Street, in the City of Rancho Cucamonga. The site plan is illustrated in the attached figure.

TRIP GENERATION

Existing Trip Generation. The project site has several buildings currently occupied by the Roland's of California Wholesale Floral Supply and EMS Companies. These existing buildings will be demolished once the project is completed and will lead to a reduction of trips from the existing baseline conditions. Therefore, the existing trips for the existing buildings were subtracted from the proposed project trips to identify the net new trip generation. The existing trips were generated from traffic counts that were collected at the existing driveways. Table A shows the existing trip generation. Truck intensive uses are typically evaluated by converting truck trips to Passenger Car Equivalents (PCEs). Truck trips were converted to PCEs using conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. As shown in Table A below, the existing facility generates 44 a.m. peak hour PCE trips, 29 p.m. peak hour PCE trips, and 135 daily PCE trips.

Table A - Existing Trip Generation (Based on Survey Data)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Survey Data ¹								
Total Trips								
Passenger Cars		18	16	34	14	15	29	122
2-Axle Trucks		2	2	4	0	0	0	6
3-Axle Trucks		1	1	2	0	0	0	2
4-Axle+ Trucks		0	0	0	0	0	0	0
Total Vehicle Trips		21	19	40	14	15	29	130
Total PCE Trips								
Passenger Cars		18	16	34	14	15	29	122
Truck PCE								
2-Axle Trucks		3	3	6	0	0	0	9
3-Axle Trucks		2	2	4	0	0	0	4
4-Axle+ Trucks		0	0	0	0	0	0	0
Truck PCE		5	5	10	0	0	0	13
Total PCE		23	21	44	14	15	29	135

¹ Survey data collected in December 2018 by Counts Unlimited.

Project Trip Generation. Trip generation for the proposed project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition) and are based on Land Use 150 - "Warehousing". Truck intensive uses are typically evaluated by converting truck trips to Passenger Car Equivalents (PCEs). Truck trips were converted to PCEs using conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. Table B shows the trip generation for the project. As shown in

Table B below, the project is anticipated to generate 40 trips in the a.m. peak hour, 46 trips in the p.m. peak hour, and 411 daily trips, which translate to 53 PCE trips during the a.m. peak hour, 61 PCE trips during the p.m. peak hour, and 539 daily PCE trips.

Table B - Proposed Project Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates ¹	Per TSF	0.131	0.039	0.170	0.051	0.139	0.190	1.740
PCE Inbound/Outbound Splits		77%	23%	100%	27%	73%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%) ²		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor ³		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.104	0.031	0.135	0.041	0.110	0.151	1.385
2-Axle Trucks								
Recommended Mix (%) ²		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor ³		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.007	0.002	0.009	0.003	0.007	0.010	0.090
3-Axle Trucks								
Recommended Mix (%) ²		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor ³		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.012	0.004	0.016	0.005	0.013	0.018	0.161
4-Axle Trucks								
Recommended Mix (%) ²		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor ³		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.048	0.014	0.063	0.019	0.051	0.070	0.644
Warehouse Net PCE Rate		0.172	0.051	0.223	0.067	0.182	0.249	2.280
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	236.534 TSF							
Passenger Cars		25	7	32	10	26	36	327
2-Axle Trucks		1	0	1	1	1	2	14
3-Axle Trucks		2	0	2	0	2	2	19
4+ Axle Trucks		4	1	5	2	4	6	51
Total Vehicles		32	8	40	13	33	46	411
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		25	7	32	10	26	36	327
Truck PCE								
2-Axle Trucks		2	0	2	1	2	3	21
3-Axle Trucks		4	0	4	0	4	4	38
4+ Axle Trucks		12	3	15	6	12	18	153
Total Truck PCE		18	3	21	7	18	25	212
Total PCE		43	10	53	17	44	61	539

Notes: Per TSF = Per Thousand Square Feet

¹ Rates based on Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

² Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

³ Recommended PCE Factor per SBCTA.

Net New Project Trip Generation. Since the existing buildings will be demolished once the project is completed, these trips were subtracted from the proposed project trip generation to obtain the net new trip generation. Table C shows the net trip generation of the proposed project. As shown in Table C, the project is anticipated to generate 9 net new a.m. peak hour PCE trips, 32 net new p.m. peak hour PCE trips, and 404 net new daily PCE trips.

Table C - Project Trip Generation Summary

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Warehouse¹							
Passenger Cars	25	7	32	10	26	36	327
Total Truck PCEs	18	3	21	7	18	25	212
Total PCEs	43	10	53	17	44	61	539
Existing Facility²							
Passenger Cars	18	16	34	14	15	29	122
Total Truck PCEs	5	5	10	0	0	0	13
Total PCEs	23	21	44	14	15	29	135
Total Net New Trip Generation	20	-11	9	3	29	32	404

¹ Rates based on Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.). Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003. Recommended PCE Factor per SBCTA.

² Trip generation for the a.m. peak hour, p.m. peak hour, and daily is based on survey data collected in December 2018.

CONCLUSION

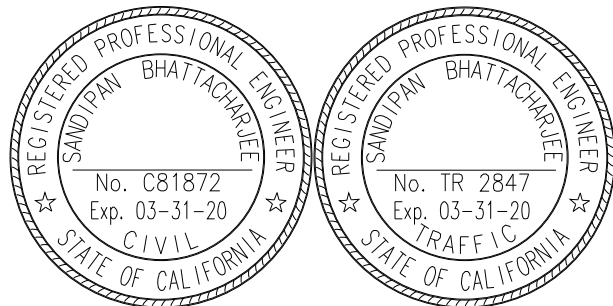
The City of Rancho Cucamonga requires a traffic study if the trip generation of a project is more than 50 trips during a peak hour. Based on the above calculations, the project is forecast to generate 9 net PCE trips during the a.m. peak hour, 32 net PCE trips during the p.m. peak hour, and 404 net daily PCE trips. Since the trip generation of the project is less than 50 trips during any peak hour, it is our professional opinion that a traffic study should not be required and that the project impacts are anticipated to be less than significant.

We hope you will find this information helpful. Should you have any questions, please don't hesitate to call me at (949) 232-7954.

Sincerely,

translutions, Inc.
Sandipan Bhattacharjee

Sandipan Bhattacharjee, P.E., T.E., AICP, ENV SP
Principal





City: Rancho Cucamonga
 Location: West Driveway on 9th Street
 Date: Tuesday 12/11/2018
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	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	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	2	0	0	0	2
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	3	0	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	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	1	0	0	0	1
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	1	0	0	0	1

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



City: Rancho Cucamonga
 Location: West Driveway on 9th Street
 Date: Tuesday 12/11/2018
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
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	2	0	0	0	2
16:15	1	0	0	0	1
16:30	3	0	0	0	3
16:45	2	0	0	0	2
17:00	2	0	0	0	2
17:15	2	0	0	0	2
17:30	4	0	0	0	4
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	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	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	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	30	0	0	0	30

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	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	6	0	0	0	6
17:00	1	0	0	0	1
17:15	1	0	0	0	1
17:30	4	0	0	0	4
17:45	6	0	0	0	6
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	1	0	0	0	1
22:00	1	0	0	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	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	51	2	1	0	54

City: Rancho Cucamonga
 Location: East Driveway on 9th Street
 Date: Tuesday 12/11/2018
 Count Type: Driveway Classification

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

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

City: Rancho Cucamonga
 Location: East Driveway on 9th Street
 Date: Tuesday 12/11/2018
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	1	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	2	0	0	0	2
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
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	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
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
TOTAL	31	3	1	0	35

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	1	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	2	0	0	0	2
17:00	0	0	0	0	0
17:15	1	0	0	0	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
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
TOTAL	10	1	0	0	11

City: Rancho Cucamonga
 Location: TOTAL DRIVEWAYS
 Date: Tuesday 12/11/2018
 Count Type: Driveway Classification

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

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

City: Rancho Cucamonga
 Location: TOTAL DRIVEWAYS
 Date: Tuesday 12/11/2018
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	0	1	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	4	0	0	0	4
16:15	1	0	0	0	1
16:30	4	0	0	0	4
16:45	2	0	0	0	2
17:00	6	0	0	0	6
17:15	2	0	0	0	2
17:30	4	0	0	0	4
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	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	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	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	61	3	1	0	65

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	0	2
12:15	0	0	0	0	0
12:30	1	1	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	2	0	0	0	2
16:45	8	0	0	0	8
17:00	1	0	0	0	1
17:15	2	0	0	0	2
17:30	4	0	0	0	4
17:45	6	0	0	0	6
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	1	0	0	0	1
22:00	1	0	0	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	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	61	3	1	0	65