

**DATE:** January 3, 2023  
**TO:** Jaime Maciel-Carrera, City of Ontario  
**FROM:** Charlene So, Urban Crossroads  
**JOB NO:** 14539-03 TG Memo



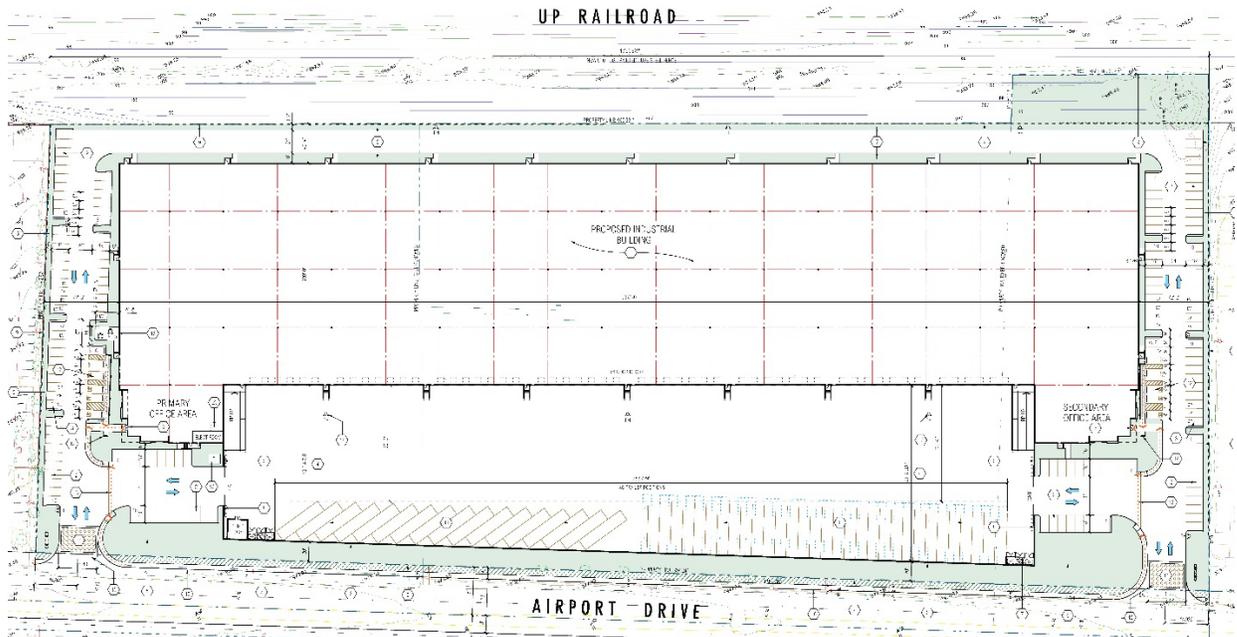
## **IE DISTRIBUTION CENTER #14 TRIP GENERATION ASSESSMENT**

Urban Crossroads, Inc. is pleased to submit the following responses to the Trip Generation Assessment for the proposed IE Distribution Center #14 development (**Project**), which is located at 5355 E. Airport Drive in the City of Ontario. This letter describes the proposed Project trip generation and determines whether any traffic operations analysis is required based on the County's Transportation Impact Study Guidelines (July 9, 2019, referred to as **City Guidelines**) as the City does not have their own level of service (LOS) guidelines.

### **PROPOSED PROJECT**

It is our understanding that the Project consists of a single 270,377 square foot warehouse building. The proposed Project has been evaluated assuming a mix of warehousing (243,303 square feet or 90% of the total square footage) and high-cube cold storage use (27,034 square feet or 10% of the total square footage). The Project site is currently occupied and operating as a grain processing company and corn storage and distribution facility within warehousing space totaling 41,780 square feet. There are two driveways on Airport Drive. A preliminary site plan for the proposed Project is shown in Exhibit 1.

### EXHIBIT 1: PRELIMINARY SITE PLAN



### TRIP GENERATION

#### EXISTING TRAFFIC

The Project site is currently occupied and operating as a grain processing company and corn storage and distribution facility within warehousing space totaling 41,780 square feet. In an effort to understand the existing traffic associated with the current use, traffic counts were collected at the driveways on Tuesday, March 1, 2022 through Thursday, March 3, 2022. Attachment A includes the driveway count data. Table 1 summarizes the trip generation by day and the average existing trip generation based on the count data collected over two days. The existing site currently generates an average of 316 two-way trips per day, with 30 trips during the AM peak hour and 2 trips during the PM peak hour (in actual vehicles).

**TABLE 1: EXISTING TRIP GENERATION SUMMARY**

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Average Existing Trip Generation							
Passenger Cars:	11	7	18	0	1	1	209
2-axle Trucks:	2	2	4	0	0	0	17
3-axle Trucks:	0	0	0	0	0	0	6
4+-axle Trucks:	3	4	8	1	0	1	84
Total Truck Trips:	6	6	12	1	0	1	107
<b>Total Trips<sup>1</sup></b>	<b>17</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>316</b>

<sup>1</sup> Total Trips = Passenger Cars + Truck Trips.

## **PROPOSED PROJECT**

It is our understanding that the Project consists of a single 270,377 square foot warehouse building. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition, 2021) was used for the proposed uses. Table 2 summarizes the trip generation rates. For purposes of this assessment, the following land uses and vehicle mixes have been utilized:

- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 243,303 square feet (90% of the total square footage). A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 27,034 square feet (10% of the total square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

**TABLE 2: TRIP GENERATION RATES**

Land Use	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Actual Vehicle Trip Generation Rates</b>									
Warehousing <sup>1,3</sup>	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks			0.007	0.006	0.013	0.010	0.009	0.019	0.376
High-Cube Cold Storage Warehouse <sup>1,3</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks			0.005	0.011	0.016	0.008	0.008	0.016	0.407

<sup>1</sup> Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

Passenger car equivalent (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 the County's Guidelines (City's Guidelines do not specify the factors).

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project are summarized on Table 3 for actual vehicles and on Table 4 for PCE. Any intersection operations analysis for a project would need to utilize the PCE trip generation consistent with the City's Guidelines. The proposed Project is anticipated to generate 476 vehicle trip-ends per day with 42 AM peak hour trips and 46 PM peak hour trips (actual vehicles). In comparison the Project is anticipated to generate 732 PCE vehicle trip-ends per day with 49 PCE AM peak hour trips and 57 PCE PM peak hour trips.

**TABLE 3: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>								
Warehousing	243.339 TSF							
Passenger Cars:		29	7	36	8	28	36	270
2-axle Trucks:		0	0	0	1	0	1	24
3-axle Trucks:		0	1	1	1	1	2	30
4+-axle Trucks:		2	1	3	2	2	4	92
Total Truck Trips (Actual Vehicles):		2	2	4	4	3	7	146
Warehousing Trips (Actual Vehicles) <sup>2</sup>		31	9	40	12	31	43	416
High-Cube Cold Storage	27.038 TSF							
Passenger Cars:		2	0	2	1	2	3	38
2-axle Trucks:		0	0	0	0	0	0	8
3-axle Trucks:		0	0	0	0	0	0	2
4+-axle Trucks:		0	0	0	0	0	0	12
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	22
Cold Storage Trips (Actual Vehicles) <sup>2</sup>		2	0	2	1	2	3	60
Passenger Cars		31	7	38	9	30	39	308
Trucks		2	2	4	4	3	7	168
<b>Total Project Trips (Actual Vehicles)<sup>2</sup></b>		<b>33</b>	<b>9</b>	<b>42</b>	<b>13</b>	<b>33</b>	<b>46</b>	<b>476</b>

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips.

**TABLE 4: PROJECT TRIP GENERATION SUMMARY (PCE)**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE):								
Warehousing	243.339 TSF							
Passenger Cars:		29	7	36	8	28	36	270
2-axle Trucks (PCE = 1.5):		0	0	0	2	0	2	36
3-axle Trucks (PCE = 2.0):		0	2	2	2	2	4	60
4+-axle Trucks (PCE = 3.0):		6	3	9	6	6	12	276
Total Truck Trips (PCE):		6	5	11	10	8	18	372
Warehousing Trips (PCE) <sup>2</sup>		35	12	47	18	36	54	642
High-Cube Cold Storage								
High-Cube Cold Storage	27.038 TSF							
Passenger Cars:		2	0	2	1	2	3	38
2-axle Trucks (PCE = 1.5):		0	0	0	0	0	0	12
3-axle Trucks (PCE = 2.0):		0	0	0	0	0	0	4
4+-axle Trucks (PCE = 3.0):		0	0	0	0	0	0	36
Total Truck Trips (PCE):		0	0	0	0	0	0	52
Cold Storage Trips (PCE) <sup>2</sup>		2	0	2	1	2	3	90
Passenger Cars		31	7	38	9	30	39	308
Trucks		6	5	11	10	8	18	424
<b>Total Project Trips (PCE)<sup>2</sup></b>		<b>37</b>	<b>12</b>	<b>49</b>	<b>19</b>	<b>38</b>	<b>57</b>	<b>732</b>

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips.

### **TRIP GENERATION COMPARISON**

Table 5 shows the trip generation comparison between the existing use and proposed Project and identifies the resulting net new trips. As shown, the Project is anticipated to generate 234 additional two-way trips per day with 1 net new AM peak hour trip and 53 net new PM peak hour trips as compared to the existing use.

**TABLE 5: TRIP GENERATION COMPARISON**

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	11	7	18	0	1	1	209
Trucks:	14	16	30	3	0	3	289
<b>Existing Trips (PCE)<sup>2</sup></b>	<b>25</b>	<b>23</b>	<b>48</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>498</b>
Proposed Project							
Passenger Cars:	31	7	38	9	30	39	308
Trucks:	6	5	11	10	8	18	424
<b>Total Project Trips (PCE)<sup>2</sup></b>	<b>37</b>	<b>12</b>	<b>49</b>	<b>19</b>	<b>38</b>	<b>57</b>	<b>732</b>
Passenger Cars:	20	0	20	9	29	38	99
Trucks:	-8	-11	-19	7	8	15	135
<b>Net New Project Trips (PCE)<sup>2</sup></b>	<b>12</b>	<b>-11</b>	<b>1</b>	<b>16</b>	<b>37</b>	<b>53</b>	<b>234</b>

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips.

## FINDINGS

The City's Guidelines identify a project could potentially require further analysis if it meets the following criteria:

- If a project generates more than 100 peak hour trips in either peak hour. This presumption is based on the assumption that projects that generate less than 100 peak hour trips typically do not affect LOS significantly once distributed to the local roadway network.
- The minimum area to be studied should include any intersection at which the proposed project would add 50 or more peak hour trips.

Even without taking any credit for the existing use (which currently generates nominal traffic), the proposed Project is anticipated to generate fewer than 100 peak hour trips. Furthermore, taking into consideration the distribution of traffic to the west and east on E. Airport Drive, the Project is anticipated to contribute fewer than 50 peak hour trips to any off-site intersection. As such, no traffic operations analysis has been recommended based on the findings of this trip generation assessment.

If you have any questions or comments, I can be reached at [cs@urbanxroads.com](mailto:cs@urbanxroads.com).

## ATTACHMENT A: DRIVEWAY COUNTS

**Table A-1**

**Summary of Weekday Peak Hour Driveway Counts**

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<b>Day 1: Tuesday, March 1, 2022</b>	<b>7-8 AM; 4-5 PM</b>						
Passenger Cars:	10	6	16	0	3	3	260
2-axle Trucks:	4	2	6	0	0	0	28
3-axle Trucks:	0	0	0	0	0	0	6
4+-axle Trucks:	3	5	8	1	0	1	79
Total Truck Trips:	7	7	14	1	0	1	113
<b>Total Trips<sup>1</sup></b>	<b>17</b>	<b>13</b>	<b>30</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>373</b>
<b>Day 2: Wednesday, March 2, 2022</b>	<b>7:30-8:30 AM; 5-6 PM</b>						
Passenger Cars:	9	6	15	0	0	0	154
2-axle Trucks:	2	1	3	0	0	0	7
3-axle Trucks:	0	0	0	0	0	0	7
4+-axle Trucks:	5	3	8	1	0	1	91
Total Truck Trips:	7	4	11	1	0	1	105
<b>Total Trips<sup>1</sup></b>	<b>16</b>	<b>10</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>259</b>
<b>Day 3: Thursday, March 3, 2022</b>	<b>8-9 AM; 5-6 PM</b>						
Passenger Cars:	15	8	23	0	0	0	214
2-axle Trucks:	1	2	3	0	0	0	16
3-axle Trucks:	1	0	1	0	0	0	5
4+-axle Trucks:	2	5	7	1	0	1	81
Total Truck Trips:	4	7	11	1	0	1	102
<b>Total Trips<sup>1</sup></b>	<b>19</b>	<b>15</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>316</b>

<sup>1</sup> Total Trips = Passenger Cars + Truck Trips.



City: Ontario  
 Location: 5255 E Airport - TOTAL  
 Date: 3/1/2022  
 Count Type: Classified Driveway Counts

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

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



City: Ontario  
 Location: 5255 E Airport - TOTAL  
 Date: 3/1/2022  
 Count Type: Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	8	1	0	1	10
12:15	5	0	0	0	5
12:30	4	1	0	0	5
12:45	1	0	0	3	4
13:00	5	1	0	0	6
13:15	3	1	1	0	5
13:30	5	0	0	1	6
13:45	5	0	1	1	7
14:00	3	0	0	0	3
14:15	3	1	0	0	4
14:30	5	0	0	0	5
14:45	3	0	0	0	3
15:00	2	0	0	1	3
15:15	3	0	0	0	3
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	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	0	0
18:15	0	0	1	0	1
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	1	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
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
<b>TOTAL</b>	<b>130</b>	<b>14</b>	<b>4</b>	<b>39</b>	<b>187</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	0	1	4
12:15	4	0	0	1	5
12:30	5	0	0	0	5
12:45	3	1	0	1	5
13:00	6	1	0	0	7
13:15	6	1	0	0	7
13:30	8	0	0	1	9
13:45	4	0	0	0	4
14:00	7	1	0	2	10
14:15	1	0	0	0	1
14:30	6	1	1	0	8
14:45	7	0	0	1	8
15:00	1	0	0	0	1
15:15	2	0	0	0	2
15:30	5	0	0	0	5
15:45	2	0	0	0	2
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	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	1	0	1
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	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
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
<b>TOTAL</b>	<b>130</b>	<b>14</b>	<b>2</b>	<b>40</b>	<b>186</b>



City: Ontario  
 Location: 5255 E Airport - TOTAL  
 Date: 3/2/2022  
 Count Type: Classified Driveway Counts

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

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



City: Ontario  
 Location: 5255 E Airport - TOTAL  
 Date: 3/2/2022  
 Count Type: Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	1	3
12:15	2	0	0	1	3
12:30	1	0	0	1	2
12:45	1	0	0	1	2
13:00	2	0	0	1	3
13:15	0	0	0	1	1
13:30	2	0	0	0	2
13:45	2	0	0	1	3
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	1	0	1	1	3
14:45	1	0	0	2	3
15:00	1	0	0	1	2
15:15	0	0	1	0	1
15:30	1	0	0	0	1
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	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	1	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
<b>TOTAL</b>	<b>76</b>	<b>3</b>	<b>5</b>	<b>45</b>	<b>129</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	2	3
12:15	5	0	0	2	7
12:30	0	0	0	2	2
12:45	2	0	0	0	2
13:00	4	0	0	1	5
13:15	2	0	0	0	2
13:30	3	0	0	0	3
13:45	3	0	0	0	3
14:00	1	0	0	0	1
14:15	3	0	0	0	3
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	4	0	1	0	5
15:30	4	0	0	1	5
15:45	4	0	0	2	6
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	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	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	2	0	0	0	2
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	1	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	0	0	0	0	0
<b>TOTAL</b>	<b>78</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>130</b>



City: Ontario  
 Location: 5255 E Airport - TOTAL  
 Date: 3/3/2022  
 Count Type: Classified Driveway Counts

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

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



City: Ontario  
 Location: 5255 E Airport - TOTAL  
 Date: 3/3/2022  
 Count Type: Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	1	5
12:15	6	0	0	1	7
12:30	3	0	0	1	4
12:45	4	0	1	0	5
13:00	1	0	0	2	3
13:15	3	1	0	1	5
13:30	5	0	0	0	5
13:45	1	0	0	0	1
14:00	3	0	0	0	3
14:15	1	1	0	1	3
14:30	2	0	0	0	2
14:45	1	0	0	1	2
15:00	1	0	0	0	1
15:15	0	0	0	0	0
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	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	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	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
<b>TOTAL</b>	<b>106</b>	<b>7</b>	<b>3</b>	<b>40</b>	<b>156</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	6	0	0	0	6
12:15	5	0	0	1	6
12:30	4	0	0	0	4
12:45	4	0	0	1	5
13:00	3	0	0	1	4
13:15	2	1	0	0	3
13:30	4	0	0	1	5
13:45	3	0	0	1	4
14:00	6	0	0	0	6
14:15	3	0	0	0	3
14:30	5	1	0	0	6
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	0	0	0	1	1
15:30	3	0	0	0	3
15:45	4	0	0	0	4
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	1	0	0	0	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	2	0	0	0	2
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	1	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>108</b>	<b>9</b>	<b>2</b>	<b>41</b>	<b>160</b>