



October 29, 2019

Mr. William Lewis, President
BREMCO CONSTRUCTION, INC.
3470 East Spring Street
Long Beach, CA 90806

RE: Old Dominion Fontana Project Trip Generation Memorandum
19-0192

Dear Mr. Lewis:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this trip generation memorandum for the proposed Old Dominion Fontana Project. The purpose of this trip generation analysis is to document the number of trips forecast to be generated by the proposed project. We trust the findings of this analysis will aid in assessing the need for further traffic analysis.

Although this is a technical report, effort has been made to write the report clearly and concisely. To assist the reader with terms related to transportation engineering, a glossary is provided in Appendix A.

PROJECT DESCRIPTION

The 8.5-acre project site is located at the northwest corner of Lime Avenue and Arrow Route in unincorporated County of San Bernardino (address 15550 Arrow Route). The project location map is shown on Figure 1. The project site is currently developed with an approximately 4,000 square foot structure for a transportation/logistics company. The proposed project involves redeveloping the project site with an approximately 32,150 square foot building for a freight forwarding and dispatch uses. The proposed project site plan is illustrated on Figure 2.

TRIP GENERATION

Table 1 shows the project trip generation rates derived from count surveys conducted on existing sites. Count surveys for the existing Old Dominion in the City of Anaheim were conducted on Tuesday, December 4, 2018, and Tuesday, December 11, 2018. Count surveys for the existing Old Dominion in the City of Rialto were conducted on three consecutive weekdays on June 18-20, 2019 (see Appendix B). Trip generation rates were determined for weekday AM peak hour trips, PM peak hour trips, and daily trips for the proposed land use. The average trip generation rates were determined by dividing the number of trips counted by the square footage of each survey site.

Table 2 shows the project trip generation estimate for the proposed project in terms of number of vehicle trips generated as well as Passenger Car Equivalent (PCE) trips generated based on average truck mix percentages were also obtained from the trip generation surveys (see Appendix B).

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As shown in Table 2, the proposed project is forecast to generate approximately 507 daily vehicle trips, including 22 vehicle trips during the AM peak hour and 25 vehicle trips during the PM peak hour. As also shown in Table 2, the proposed project is forecast to generate approximately 889 daily PCE trips, including 42 PCE trips during the AM peak hour and 47 PCE trips during the PM peak hour.

The project trip generation shown in Table 2 reflects the gross trips forecast to be generated by the proposed project. Since the project site is currently occupied, trips generated by the existing transportation/logistics land use would be displaced and the net new trips added to the surrounding roadways by the proposed project would be even lower than that shown in Table 2.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

According to the County of San Bernardino [Traffic Impact Study Guidelines](#) (April 2014), the requirement to prepare a traffic impact analysis is based upon, but not limited to, one or more of the following criteria:

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

If a project generates less than 100 trips without consideration of pass-by trips during any peak hour, a focused study may still be required if there are special concerns.

CONCLUSION

The proposed project is forecast to generate fewer than 100 peak hour trips and it is not located within 300 feet of an intersection of two streets designated as Collector or higher. Assuming roadway improvements shall be constructed to the satisfaction of the Public Works Department, there are no apparent safety or operational concerns with implementation of the project. Therefore, further traffic analysis does not appear to be necessary for the proposed project.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 107.

Sincerely,



Daniel A. Flores, EIT
Transportation Planner



Giancarlo Ganddini, TE, PTP
Principal

Table 1
Project Trip Generation Rates Based on Surveys of Existing Sites

Trips Generated									
Land Use	Quantity	Unit	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Anaheim Old Dominion (Total) ¹	24,500	TSF	9	4	13	8	7	15	n/a ³
- Cars			6	1	7	2	4	6	n/a
- Trucks			3	3	6	6	3	9	n/a
Rialto Old Dominion (Total) ²	125,000	TSF	53	55	108	69	46	115	1,971
- Cars			34	14	48	38	33	71	1,050
- Trucks			19	41	60	31	13	44	921

Trip Generation Rates									
Land Use	Quantity	Unit	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Total	% In	% Out	Total	
Anaheim Old Dominion (Total)	1,000	TSF	69%	31%	0.53	53%	47%	0.61	-
- Cars			86%	14%	0.29	33%	67%	0.24	-
- Trucks			50%	50%	0.24	67%	33%	0.37	-
Rialto Old Dominion (Total)	1,000	TSF	49%	51%	0.86	60%	40%	0.92	15.77
- Cars			71%	29%	0.38	54%	46%	0.57	8.40
- Trucks			32%	68%	0.48	70%	30%	0.35	7.37
Average (Total)	1,000	TSF	59%	41%	0.70	57%	43%	0.77	15.77
- Cars			78%	22%	0.34	43%	57%	0.41	8.40
- Trucks			41%	59%	0.36	69%	31%	0.36	7.37

Notes:

(1) Source: Trip generation surveys conducted at the existing Old Dominion Freight Line site in the City of Anaheim on Tuesday, December 4, 2018 and Tuesday, December 11, 2018 (see Appendix B).

(2) Source: Trip generation surveys conducted at the existing Old Dominion Freight Line site in the City of Rialto on June 18-20, 2019 (see Appendix B).

(3) Survey only included AM and PM peak periods; daily trips counts are not available.

**Table 2
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Unit	AM Peak Hour			PM Peak Hour			Daily ²
			% In	% Out	Total	% In	% Out	Total	
<u>Average of Existing Old Dominion Survey Sites</u>									
Cars	Survey	TSF	78%	22%	0.34	43%	57%	0.41	8.40
Trucks	Survey	TSF	41%	59%	0.36	69%	31%	0.36	7.37
2-Axle Trucks			24%	12%	-	5%	23%	-	22%
3-Axle Trucks			19%	20%	-	12%	0%	-	6%
4+ Axle Trucks			57%	68%	-	83%	77%	-	72%

Vehicle Trips Generated									
Land Use	Quantity	Unit	AM Peak Hour			PM Peak Hour			Daily ²
			In	Out	Total	In	Out	Total	
<u>Proposed Project</u>									
Proposed Old Dominion Fontana	32.152	TSF							
Cars			8	2	10	6	7	13	270
Trucks									
2-Axle Trucks			1	1	2	0	1	1	52
3-Axle Trucks			1	1	2	1	0	1	14
4+ Axle Trucks			3	5	8	7	3	10	171
Subtotal Trucks			5	7	12	8	4	12	237
TOTAL VEHICLE TRIPS GENERATED			13	9	22	14	11	25	507

Passenger Car Equivalent (PCE) Trips Generated									
Land Use	Quantity (TSF)	AM Peak Hour			PM Peak Hour			Daily ²	
		In	Out	Total	In	Out	Total		
<u>Proposed Trips</u>									
Proposed Old Dominion (Fontana)	32.152								
Cars		8	2	10	6	7	13	270	
Trucks	<u>PCE Factor</u>								
2-Axle Trucks	1.5	2	2	4	0	2	2	78	
3-Axle Trucks	2.0	2	2	4	2	0	2	28	
4+ Axle Trucks	3.0	9	15	24	21	9	30	513	
Subtotal Trucks	--	13	19	32	23	11	34	619	
TOTAL PCE TRIPS GENERATED		21	21	42	29	18	47	889	

Notes:

(1) See Table 1

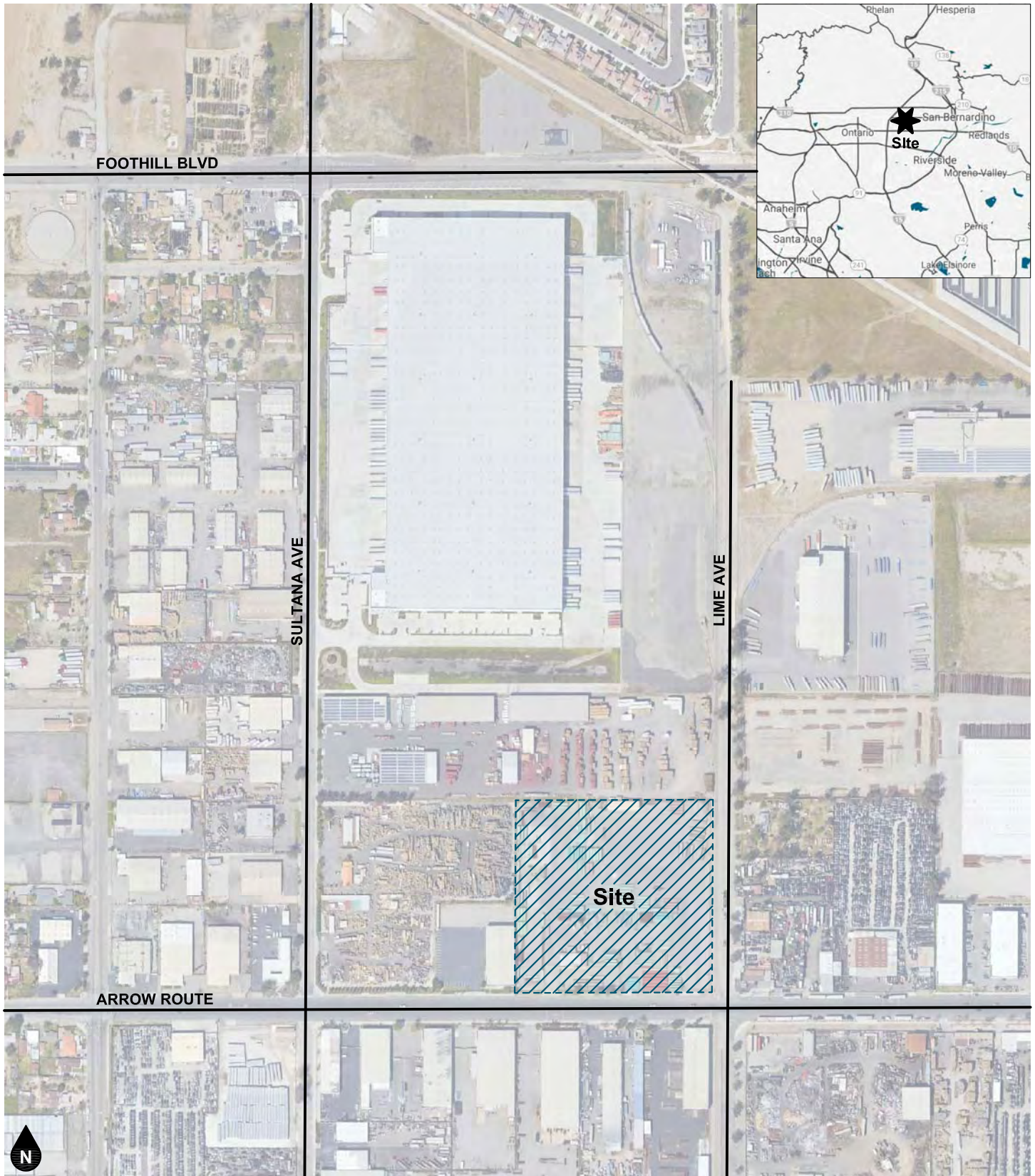


Figure 1
Project Location Map

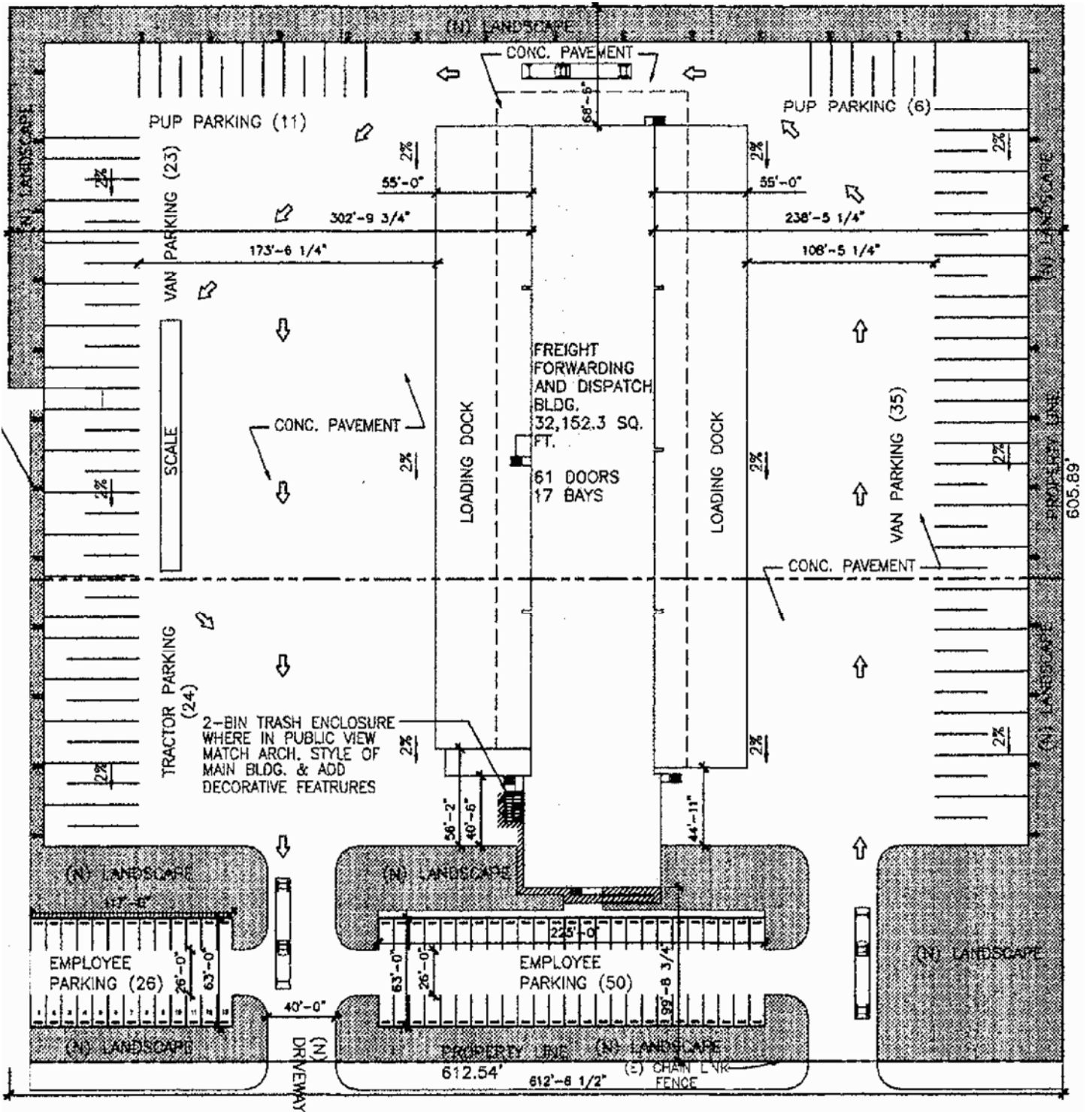


Figure 2
Site Plan

APPENDICES

Appendix A Glossary

Appendix B Trip Generation Survey Worksheets

APPENDIX A

GLOSSARY

GLOSSARY OF TERMS

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CONTROL DELAY: The component of delay, typically expressed in seconds per vehicle, resulting from the type of traffic control at an intersection. Control delay is measured by comparison with the uncontrolled condition; it includes delay incurred by slowing down, stopping/waiting, and speeding up.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic travelling at a given speed to radically alter their speed or trajectory. Corner sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 36 inches above the pavement in the center of the nearest approach lane.

CYCLE LENGTH: The time period in seconds required for a traffic signal to complete one full cycle of indications.

CUL-DE-SAC: A local street open at one end only and with special provisions for turning around.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENT (PCE): A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SHARED/RECIPROCAL PARKING AGREEMENT: A written binding document executed between property owners to provide a designated number of off-street parking stalls within a designated area to be available for specified businesses or land uses.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queuing to occur.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle on the major roadway travelling at a given speed to bring the vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 6 inches above the pavement.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

TURNING RADIUS: The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheel base as well as the steering mechanism of the vehicle.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B
TRIP GENERATION SURVEY WORKSHEETS

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 18, 2019

CITY: Rialto

JOB #: SC2254

LOCATION: Rialto-Driveway west of S Willow

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	5	1	0	5	0	0	11	12:00	5	0	0	4	0	0	9
0:15	3	1	0	4	0	0	8	12:15	4	0	1	5	0	0	10
0:30	10	1	0	6	0	0	17	12:30	22	2	0	2	0	0	26
0:45	3	0	0	2	0	0	5	12:45	9	0	1	0	0	0	10
1:00	2	0	0	2	0	0	4	13:00	5	1	0	5	0	0	11
1:15	2	1	0	5	0	0	8	13:15	6	3	0	1	0	0	10
1:30	4	1	0	4	0	0	9	13:30	6	0	0	3	0	0	9
1:45	3	3	0	2	0	0	8	13:45	0	2	1	2	0	0	5
2:00	4	2	0	4	0	0	10	14:00	3	0	0	0	0	0	3
2:15	1	1	0	3	0	0	5	14:15	3	0	0	4	0	0	7
2:30	17	0	1	3	0	0	21	14:30	9	1	0	2	0	0	12
2:45	6	0	0	3	0	0	9	14:45	2	2	0	0	0	0	4
3:00	2	1	0	2	0	0	5	15:00	9	0	0	2	0	0	11
3:15	7	0	1	4	0	0	12	15:15	7	1	1	3	0	0	12
3:30	3	2	0	3	0	0	8	15:30	8	0	0	3	0	0	11
3:45	8	1	1	3	0	0	13	15:45	3	1	0	3	0	0	7
4:00	18	0	0	2	0	0	20	16:00	11	0	0	1	0	0	12
4:15	2	0	0	1	0	0	3	16:15	5	0	0	5	0	0	10
4:30	6	1	0	5	0	0	12	16:30	7	0	0	0	0	0	7
4:45	2	1	0	5	0	0	8	16:45	8	0	0	2	0	0	10
5:00	5	2	0	1	0	0	8	17:00	15	1	0	1	0	0	17
5:15	1	1	0	5	0	0	7	17:15	10	2	0	2	0	0	14
5:30	3	2	0	5	0	0	10	17:30	3	2	0	5	0	0	10
5:45	0	1	0	5	0	0	6	17:45	2	0	1	1	0	0	4
6:00	1	1	0	4	0	0	6	18:00	7	4	0	1	0	0	12
6:15	3	2	0	2	0	0	7	18:15	5	1	0	5	0	0	11
6:30	3	1	1	1	0	0	6	18:30	11	0	0	6	0	0	17
6:45	2	2	0	8	0	0	12	18:45	4	1	0	3	0	0	8
7:00	6	1	0	3	0	0	10	19:00	7	0	0	5	0	0	12
7:15	1	3	0	1	0	0	5	19:15	4	0	0	4	0	0	8
7:30	3	1	0	4	0	0	8	19:30	6	0	0	4	0	0	10
7:45	1	2	0	7	0	0	10	19:45	1	0	0	5	0	0	6
8:00	4	6	0	10	0	0	20	20:00	7	1	0	3	0	0	11
8:15	5	2	1	5	0	0	13	20:15	7	0	1	3	0	0	11
8:30	4	0	0	4	0	0	8	20:30	5	0	0	5	0	0	10
8:45	3	0	0	10	0	0	13	20:45	3	0	0	4	0	0	7
9:00	1	1	0	3	0	0	5	21:00	2	2	0	5	0	0	9
9:15	1	0	0	5	0	0	6	21:15	5	2	0	4	0	0	11
9:30	13	0	0	7	0	0	20	21:30	4	2	0	2	0	0	8
9:45	8	1	1	5	0	0	15	21:45	7	1	0	4	0	0	12
10:00	2	1	1	10	0	0	14	22:00	1	0	0	3	0	0	4
10:15	3	0	0	5	0	0	8	22:15	6	1	0	4	0	0	11
10:30	7	2	0	4	0	0	13	22:30	5	0	0	1	0	0	6
10:45	1	2	0	5	0	0	8	22:45	2	0	1	3	0	0	6
11:00	5	1	0	2	0	0	8	23:00	6	1	0	3	0	0	10
11:15	6	1	0	9	0	0	16	23:15	3	0	0	6	0	0	9
11:30	7	0	2	7	0	0	16	23:30	4	3	0	3	0	0	10
11:45	2	0	1	4	0	0	7	23:45	5	1	0	4	0	0	10
TOTAL	209	53	10	209	0	0	481	TOTAL	279	38	7	146	0	0	470

AM PEAK HOUR 9:30 AM
AM PEAK VOLUME 57

AM PEAK HOUR 12:30 PM
AM PEAK VOLUME 57

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	488	91	17	355	0	0	951
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	51.3%	9.6%	1.8%	37.3%	0.0%	0.0%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV	TOTAL: ALL	999	216	25	694	0	0	1,934
CLASS 6 Buses	% OF TOTAL	51.7%	11.2%	1.3%	35.9%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 18, 2019
JOB #: SC2254

CITY: Rialto
LOCATION: Rialto-Driveway west of S Willow

AM TIME	1	2	3	4	5	6	TOTAL	PM Time	1	2	3	4	5	6	TOTAL
0:00	3	0	0	7	0	0	10	12:00	1	0	0	0	0	0	1
0:15	2	0	0	0	0	0	2	12:15	8	3	0	3	0	0	14
0:30	3	3	0	3	0	0	9	12:30	2	1	1	1	0	0	5
0:45	9	1	0	2	0	0	12	12:45	4	0	0	2	0	0	6
1:00	3	1	0	2	0	0	6	13:00	9	1	0	4	0	0	14
1:15	1	1	0	1	0	0	3	13:15	3	1	0	1	0	0	5
1:30	1	1	0	6	0	0	8	13:30	3	1	0	1	0	0	5
1:45	6	0	0	5	0	0	11	13:45	7	1	0	3	0	0	11
2:00	3	2	0	1	0	0	6	14:00	3	0	0	3	0	0	6
2:15	0	5	0	2	0	0	7	14:15	1	0	0	1	0	0	2
2:30	4	0	0	4	0	0	8	14:30	3	0	1	1	0	0	5
2:45	4	1	0	6	0	0	11	14:45	4	1	0	9	0	0	14
3:00	4	2	0	6	0	0	12	15:00	1	2	0	8	0	0	11
3:15	0	1	0	1	0	0	2	15:15	6	2	0	0	0	0	8
3:30	8	4	0	2	0	0	14	15:30	7	1	0	4	0	0	12
3:45	24	0	0	2	0	0	26	15:45	15	0	0	9	0	0	24
4:00	2	2	0	3	0	0	7	16:00	1	1	0	2	0	0	4
4:15	3	0	0	2	0	0	5	16:15	1	0	0	4	0	0	5
4:30	9	1	0	1	0	0	11	16:30	5	0	0	1	0	0	6
4:45	13	3	0	2	0	0	18	16:45	6	0	0	7	0	0	13
5:00	1	1	0	2	0	0	4	17:00	5	2	0	7	0	0	14
5:15	5	3	0	2	0	0	10	17:15	8	0	1	6	0	0	15
5:30	5	2	0	4	0	0	11	17:30	12	0	0	9	0	0	21
5:45	7	1	0	2	0	0	10	17:45	18	1	0	8	0	0	27
6:00	8	4	0	5	0	0	17	18:00	4	0	0	11	0	0	15
6:15	5	2	1	0	0	0	8	18:15	4	1	0	4	0	0	9
6:30	5	2	0	2	0	0	9	18:30	3	0	0	6	0	0	9
6:45	18	1	0	1	0	0	20	18:45	5	0	0	5	0	0	10
7:00	7	0	0	2	0	0	9	19:00	13	0	0	7	0	0	20
7:15	11	1	0	5	0	0	17	19:15	7	0	0	7	0	0	14
7:30	9	2	0	4	0	0	15	19:30	2	0	0	8	0	0	10
7:45	11	4	0	2	0	0	17	19:45	7	2	0	7	0	0	16
8:00	5	2	0	1	0	0	8	20:00	3	2	0	5	0	0	10
8:15	9	4	0	0	0	0	13	20:15	3	2	0	2	0	0	7
8:30	9	3	0	1	0	0	13	20:30	3	1	0	7	0	0	11
8:45	5	1	0	1	0	0	7	20:45	6	0	0	6	0	0	12
9:00	4	0	0	4	0	0	8	21:00	5	0	1	3	0	0	9
9:15	4	3	0	5	0	0	12	21:15	3	0	1	4	0	0	8
9:30	2	2	0	0	0	0	4	21:30	5	2	1	4	0	0	12
9:45	5	0	0	2	0	0	7	21:45	3	2	0	2	0	0	7
10:00	1	1	0	4	0	0	6	22:00	2	4	0	3	0	0	9
10:15	2	1	0	4	0	0	7	22:15	5	0	1	2	0	0	8
10:30	10	2	0	4	0	0	16	22:30	5	0	0	1	0	0	6
10:45	5	4	0	2	0	0	11	22:45	4	2	0	6	0	0	12
11:00	6	3	0	2	0	0	11	23:00	3	1	0	1	0	0	5
11:15	6	1	0	6	0	0	13	23:15	5	2	0	4	0	0	11
11:30	3	3	0	3	0	0	9	23:30	3	0	0	4	0	0	7
11:45	2	1	0	2	0	0	5	23:45	3	4	0	6	0	0	13
TOTAL	272	82	1	130	0	0	485	TOTAL	239	43	7	209	0	0	498

AM PEAK HOUR 6:45 AM
AM PEAK VOLUME 61

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 78

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	511	125	8	339	0	0	983
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	52.0%	12.7%	0.8%	34.5%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 19, 2019

CITY: Rialto

JOB #: SC2254

LOCATION: Rialto-Driveway west of S Willow

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	6	0	0	3	0	0	9	12:00	4	0	1	3	0	0	8
0:15	4	1	0	4	0	0	9	12:15	6	1	0	2	0	0	9
0:30	15	4	0	2	0	0	21	12:30	25	1	0	1	0	0	27
0:45	2	2	0	3	0	0	7	12:45	2	1	0	0	0	0	3
1:00	1	0	0	1	0	0	2	13:00	7	1	1	2	0	0	11
1:15	3	0	0	4	0	0	7	13:15	7	0	0	1	0	0	8
1:30	4	1	0	1	0	0	6	13:30	7	0	0	1	0	0	8
1:45	4	1	0	2	0	0	7	13:45	8	2	1	3	0	0	14
2:00	5	2	0	4	0	0	11	14:00	3	0	0	1	0	0	4
2:15	1	0	0	5	0	0	6	14:15	0	0	0	5	0	0	5
2:30	22	0	0	2	0	0	24	14:30	6	1	0	4	0	0	11
2:45	5	0	0	3	0	0	8	14:45	4	3	0	3	0	0	10
3:00	5	1	0	2	0	0	8	15:00	5	0	0	2	0	0	7
3:15	3	0	0	3	0	0	6	15:15	5	1	0	2	0	0	8
3:30	5	0	0	3	0	0	8	15:30	11	0	1	1	0	0	13
3:45	4	3	0	4	0	0	11	15:45	7	1	1	2	0	0	11
4:00	17	1	0	1	0	0	19	16:00	9	0	0	1	0	0	10
4:15	4	0	0	2	0	0	6	16:15	6	3	2	3	0	0	14
4:30	7	1	0	4	0	0	12	16:30	12	0	1	0	0	0	13
4:45	3	0	0	7	0	0	10	16:45	3	1	0	2	0	0	6
5:00	7	1	0	5	0	0	13	17:00	15	0	0	3	0	0	18
5:15	3	0	0	3	0	0	6	17:15	4	2	0	2	0	0	8
5:30	4	0	0	7	0	0	11	17:30	3	3	0	1	0	0	7
5:45	2	1	0	2	0	0	5	17:45	7	4	0	1	0	0	12
6:00	1	0	0	4	0	0	5	18:00	4	1	1	1	0	0	7
6:15	0	1	0	6	0	0	7	18:15	3	1	0	4	0	0	8
6:30	1	5	0	3	0	0	9	18:30	9	2	1	8	0	0	20
6:45	2	5	0	2	0	0	9	18:45	5	0	0	2	0	0	7
7:00	7	1	1	1	0	0	10	19:00	4	1	0	3	0	0	8
7:15	1	1	0	4	0	0	6	19:15	4	1	1	2	0	0	8
7:30	5	0	0	6	0	0	11	19:30	3	1	1	3	0	0	8
7:45	1	0	0	3	0	0	4	19:45	5	0	1	2	0	0	8
8:00	3	6	1	6	0	0	16	20:00	11	3	0	5	0	0	19
8:15	7	4	1	3	0	0	15	20:15	0	0	0	2	0	0	2
8:30	4	2	0	12	0	0	18	20:30	3	0	0	3	0	0	6
8:45	5	2	1	6	0	0	14	20:45	5	1	1	5	0	0	12
9:00	5	0	0	4	0	0	9	21:00	3	0	0	7	0	0	10
9:15	2	1	1	5	0	0	9	21:15	9	1	0	3	0	0	13
9:30	11	1	0	9	0	0	21	21:30	6	3	0	2	0	0	11
9:45	6	2	0	6	0	0	14	21:45	4	0	0	4	0	0	8
10:00	3	0	2	7	0	0	12	22:00	3	0	0	3	0	0	6
10:15	3	1	1	1	0	0	6	22:15	4	1	1	6	0	0	12
10:30	3	0	0	3	0	0	6	22:30	6	2	0	3	0	0	11
10:45	4	1	0	3	0	0	8	22:45	3	1	0	3	0	0	7
11:00	3	2	0	3	0	0	8	23:00	2	1	0	3	0	0	6
11:15	6	0	0	4	0	0	10	23:15	3	0	0	3	0	0	6
11:30	5	0	1	5	0	0	11	23:30	4	1	0	4	0	0	9
11:45	3	2	2	3	0	0	10	23:45	3	0	1	2	0	0	6
TOTAL	227	56	11	186	0	0	480	TOTAL	272	46	16	129	0	0	463

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 63

AM PEAK HOUR 4:15 PM
AM PEAK VOLUME 51

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	499	102	27	315	0	0	943
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	52.9%	10.8%	2.9%	33.4%	0.0%	0.0%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV	TOTAL: ALL	1,024	202	57	624	0	0	1,907
CLASS 6 Buses	% OF TOTAL	53.7%	10.6%	3.0%	32.7%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 19, 2019
JOB #: SC2254

CITY: Rialto
LOCATION: Rialto-Driveway west of S Willow

AM TIME	1	2	3	4	5	6	TOTAL	PM Time	1	2	3	4	5	6	TOTAL
0:00	4	0	0	4	0	0	8	12:00	5	1	0	2	0	0	8
0:15	6	1	0	4	0	0	11	12:15	3	0	0	1	0	0	4
0:30	4	1	0	0	0	0	5	12:30	3	0	1	4	0	0	8
0:45	10	2	0	0	0	0	12	12:45	5	0	0	2	0	0	7
1:00	3	0	0	3	0	0	6	13:00	5	1	0	0	0	0	6
1:15	2	1	0	5	0	0	8	13:15	3	0	0	3	0	0	6
1:30	1	2	0	1	0	0	4	13:30	5	0	0	3	0	0	8
1:45	6	1	0	2	0	0	9	13:45	11	1	0	1	0	0	13
2:00	1	1	0	4	0	0	6	14:00	4	0	0	3	0	0	7
2:15	1	1	0	2	0	0	4	14:15	1	1	0	5	0	0	7
2:30	1	0	1	4	0	0	6	14:30	2	1	0	1	0	0	4
2:45	5	1	0	7	0	0	13	14:45	4	2	0	3	0	0	9
3:00	2	2	0	1	0	0	5	15:00	5	0	1	5	0	0	11
3:15	1	2	0	1	0	0	4	15:15	2	0	0	4	0	0	6
3:30	9	4	0	2	0	0	15	15:30	14	0	0	2	0	0	16
3:45	24	1	0	4	0	0	29	15:45	12	1	1	8	0	0	22
4:00	6	2	0	0	0	0	8	16:00	5	0	1	6	0	0	12
4:15	2	1	0	3	0	0	6	16:15	1	2	2	3	0	0	8
4:30	7	1	0	2	0	0	10	16:30	6	1	1	3	0	0	11
4:45	12	1	0	1	0	0	14	16:45	6	0	0	3	0	0	9
5:00	5	1	0	6	0	0	12	17:00	5	1	0	5	0	0	11
5:15	8	0	0	2	0	0	10	17:15	11	1	0	5	0	0	17
5:30	5	0	0	2	0	0	7	17:30	8	1	1	5	0	0	15
5:45	9	0	0	2	0	0	11	17:45	16	1	2	7	0	0	26
6:00	8	0	0	3	0	0	11	18:00	5	4	0	9	0	0	18
6:15	8	1	0	1	0	0	10	18:15	3	1	0	10	0	0	14
6:30	8	2	0	2	0	0	12	18:30	2	1	0	6	0	0	9
6:45	11	4	0	4	0	0	19	18:45	7	0	1	4	0	0	12
7:00	6	1	0	5	0	0	12	19:00	9	0	1	6	0	0	16
7:15	7	0	0	0	0	0	7	19:15	10	1	1	5	0	0	17
7:30	12	0	0	3	0	0	15	19:30	5	1	0	5	0	0	11
7:45	8	1	0	5	0	0	14	19:45	4	0	1	4	0	0	9
8:00	6	4	1	1	0	0	12	20:00	6	1	0	2	0	0	9
8:15	10	4	0	2	0	0	16	20:15	6	0	0	6	0	0	12
8:30	8	3	0	1	0	0	12	20:30	2	1	3	8	0	0	14
8:45	10	1	0	3	0	0	14	20:45	5	0	0	5	0	0	10
9:00	3	0	0	2	0	0	5	21:00	6	0	0	7	0	0	13
9:15	3	1	0	2	0	0	6	21:15	1	1	2	0	0	0	4
9:30	1	3	1	5	0	0	10	21:30	2	1	1	0	0	0	4
9:45	4	1	0	2	0	0	7	21:45	1	1	0	5	0	0	7
10:00	0	2	0	2	0	0	4	22:00	5	2	0	3	0	0	10
10:15	2	1	0	2	0	0	5	22:15	4	0	0	1	0	0	5
10:30	3	0	0	3	0	0	6	22:30	3	1	0	0	0	0	4
10:45	10	1	0	6	0	0	17	22:45	5	1	0	2	0	0	8
11:00	5	1	1	1	0	0	8	23:00	2	2	0	1	0	0	5
11:15	2	3	1	1	0	0	7	23:15	7	1	0	2	0	0	10
11:30	3	0	1	1	0	0	5	23:30	4	1	2	2	0	0	9
11:45	3	1	1	5	0	0	10	23:45	4	3	1	8	0	0	16
TOTAL	275	61	7	124	0	0	467	TOTAL	250	39	23	185	0	0	497

AM PEAK HOUR 3:30 AM
AM PEAK VOLUME 58

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 76

CLASS	DESCRIPTION	TOTAL: AM+PM	1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES	525	100	30	309	0	0	0	964
CLASS 2	2-AXLE TRUCKS	54.5%	10.4%	3.1%	32.1%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 20, 2019

CITY: Rialto

JOB #: SC2254

LOCATION: Rialto-Driveway west of S Willow

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	3	1	0	4	0	0	8	12:00	7	0	2	2	0	0	11
0:15	6	1	1	2	0	0	10	12:15	8	2	0	5	0	0	15
0:30	13	0	0	5	0	0	18	12:30	23	0	1	3	0	0	27
0:45	6	1	0	5	0	0	12	12:45	7	0	0	5	0	0	12
1:00	7	1	0	2	0	0	10	13:00	4	0	1	2	0	0	7
1:15	5	0	0	5	0	0	10	13:15	4	0	2	0	0	0	6
1:30	9	1	0	6	0	0	16	13:30	11	1	0	3	0	0	15
1:45	3	2	2	1	0	0	8	13:45	2	0	2	1	0	0	5
2:00	5	2	0	2	0	0	9	14:00	5	0	0	0	0	0	5
2:15	2	0	0	2	0	0	4	14:15	3	0	0	6	0	0	9
2:30	18	0	0	5	0	0	23	14:30	11	1	0	4	0	0	16
2:45	2	0	2	7	0	0	11	14:45	6	1	1	2	0	0	10
3:00	8	1	0	2	0	0	11	15:00	11	0	0	2	0	0	13
3:15	5	0	0	2	0	0	7	15:15	3	0	2	4	0	0	9
3:30	3	1	0	6	0	0	10	15:30	12	0	1	1	0	0	14
3:45	3	1	0	3	0	0	7	15:45	3	1	0	1	0	0	5
4:00	24	3	0	4	0	0	31	16:00	10	0	0	2	0	0	12
4:15	3	1	0	3	0	0	7	16:15	11	2	0	2	0	0	15
4:30	12	2	0	4	0	0	18	16:30	6	1	0	0	0	0	7
4:45	2	0	1	6	0	0	9	16:45	9	1	1	1	0	0	12
5:00	8	3	1	3	0	0	15	17:00	19	1	0	1	0	0	21
5:15	2	0	0	2	0	0	4	17:15	7	1	0	3	0	0	11
5:30	7	1	0	10	0	0	18	17:30	11	2	0	0	0	0	13
5:45	0	0	0	5	0	0	5	17:45	3	0	0	2	0	0	5
6:00	6	1	0	5	0	0	12	18:00	4	4	0	0	0	0	8
6:15	0	1	0	3	0	0	4	18:15	8	1	0	3	0	0	12
6:30	2	1	0	4	0	0	7	18:30	5	3	0	4	0	0	12
6:45	3	1	0	5	0	0	9	18:45	6	2	1	4	0	0	13
7:00	2	3	0	5	0	0	10	19:00	3	1	1	5	0	0	10
7:15	4	1	1	3	0	0	9	19:15	4	1	0	2	0	0	7
7:30	4	0	1	2	0	0	7	19:30	2	0	0	3	0	0	5
7:45	0	0	2	4	0	0	6	19:45	2	1	1	3	0	0	7
8:00	4	1	2	6	0	0	13	20:00	8	0	0	3	0	0	11
8:15	3	4	2	12	0	0	21	20:15	6	1	3	4	0	0	14
8:30	4	0	0	8	0	0	12	20:30	6	0	0	7	0	0	13
8:45	5	1	1	4	0	0	11	20:45	5	3	1	7	0	0	16
9:00	5	1	1	6	0	0	13	21:00	3	0	0	0	0	0	3
9:15	2	1	1	5	0	0	9	21:15	3	1	1	1	0	0	6
9:30	17	2	0	5	0	0	24	21:30	2	0	0	3	0	0	5
9:45	4	2	0	5	0	0	11	21:45	3	1	0	6	0	0	10
10:00	7	1	1	5	0	0	14	22:00	6	0	1	5	0	0	12
10:15	5	1	1	3	0	0	10	22:15	18	1	1	3	0	0	23
10:30	6	2	1	3	0	0	12	22:30	3	0	0	3	0	0	6
10:45	5	0	2	1	0	0	8	22:45	2	0	0	2	0	0	4
11:00	4	2	0	3	0	0	9	23:00	6	1	1	3	0	0	11
11:15	2	0	1	3	0	0	6	23:15	3	0	1	4	0	0	8
11:30	2	1	0	1	0	0	4	23:30	6	1	1	2	0	0	10
11:45	6	2	1	3	0	0	12	23:45	3	0	0	3	0	0	6
TOTAL	258	51	25	200	0	0	534	TOTAL	313	36	26	132	0	0	507

AM PEAK HOUR 4:00 AM
AM PEAK VOLUME 65

AM PEAK HOUR 12:00 PM
AM PEAK VOLUME 65

CLASS 1 PASSENGER VEHICLES	TOTAL: AM+PM	571	87	51	332	0	0	1,041
CLASS 2 2-AXLE TRUCKS	% OF TOTAL	54.9%	8.4%	4.9%	31.9%	0.0%	0.0%	100.0%
CLASS 3 3-AXLE TRUCKS								
CLASS 4 4 OR MORE AXLE TRUCKS								
CLASS 5 RV	TOTAL: ALL	1,128	188	92	665	0	0	2,073
CLASS 6 Buses	% OF TOTAL	54.4%	9.1%	4.4%	32.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 20, 2019
JOB #: SC2254

CITY: Rialto
LOCATION: Rialto-Driveway west of S Willow

AM TIME	1	2	3	4	5	6	TOTAL	PM Time	1	2	3	4	5	6	TOTAL
0:00	4	1	0	4	0	0	9	12:00	3	2	1	1	0	0	7
0:15	5	2	0	6	0	0	13	12:15	2	1	2	3	0	0	8
0:30	5	2	0	4	0	0	11	12:30	10	0	0	0	0	0	10
0:45	11	0	1	0	0	0	12	12:45	4	0	0	3	0	0	7
1:00	5	4	1	2	0	0	12	13:00	4	0	0	2	0	0	6
1:15	3	1	0	4	0	0	8	13:15	4	2	0	2	0	0	8
1:30	3	3	0	3	0	0	9	13:30	9	0	1	0	0	0	10
1:45	7	2	0	3	0	0	12	13:45	7	0	0	4	0	0	11
2:00	1	1	1	1	0	0	4	14:00	3	1	3	0	0	0	7
2:15	1	2	0	2	0	0	5	14:15	1	0	0	2	0	0	3
2:30	1	1	0	5	0	0	7	14:30	4	0	1	2	0	0	7
2:45	5	0	0	6	0	0	11	14:45	3	1	0	4	0	0	8
3:00	1	5	1	1	0	0	8	15:00	2	1	0	3	0	0	6
3:15	1	1	0	6	0	0	8	15:15	10	1	1	2	0	0	14
3:30	4	1	0	3	0	0	8	15:30	10	0	1	2	0	0	13
3:45	24	3	1	1	0	0	29	15:45	10	3	0	7	0	0	20
4:00	7	0	0	3	0	0	10	16:00	4	1	0	5	0	0	10
4:15	3	4	0	3	0	0	10	16:15	2	1	1	6	0	0	10
4:30	12	0	0	5	0	0	17	16:30	3	0	0	6	0	0	9
4:45	9	2	1	5	0	0	17	16:45	6	1	0	6	0	0	13
5:00	2	0	0	4	0	0	6	17:00	5	1	0	3	0	0	9
5:15	7	2	0	1	0	0	10	17:15	8	0	0	4	0	0	12
5:30	11	0	0	4	0	0	15	17:30	11	0	0	6	0	0	17
5:45	12	0	0	5	0	0	17	17:45	7	1	1	12	0	0	21
6:00	12	0	1	3	0	0	16	18:00	4	0	1	6	0	0	11
6:15	11	1	0	2	0	0	14	18:15	3	0	1	7	0	0	11
6:30	8	1	0	1	0	0	10	18:30	3	0	0	8	0	0	11
6:45	14	2	0	4	0	0	20	18:45	8	0	2	5	0	0	15
7:00	8	2	0	0	0	0	10	19:00	8	1	0	4	0	0	13
7:15	8	2	0	4	0	0	14	19:15	7	1	0	5	0	0	13
7:30	8	2	0	4	0	0	14	19:30	2	0	1	8	0	0	11
7:45	16	0	0	3	0	0	19	19:45	5	2	4	6	0	0	17
8:00	4	0	0	2	0	0	6	20:00	4	2	1	4	0	0	11
8:15	8	2	0	5	0	0	15	20:15	3	1	1	3	0	0	8
8:30	5	0	2	3	0	0	10	20:30	7	0	0	5	0	0	12
8:45	3	1	0	3	0	0	7	20:45	3	0	2	1	0	0	6
9:00	7	3	0	2	0	0	12	21:00	1	2	0	5	0	0	8
9:15	4	3	1	3	0	0	11	21:15	6	2	0	4	0	0	12
9:30	7	0	0	3	0	0	10	21:30	4	2	0	2	0	0	8
9:45	6	2	0	2	0	0	10	21:45	1	1	0	2	0	0	4
10:00	4	2	0	2	0	0	8	22:00	7	1	0	10	0	0	18
10:15	3	0	1	2	0	0	6	22:15	4	0	1	3	0	0	8
10:30	5	2	1	2	0	0	10	22:30	7	0	0	0	0	0	7
10:45	5	0	0	3	0	0	8	22:45	4	0	0	2	0	0	6
11:00	8	0	0	2	0	0	10	23:00	8	0	1	3	0	0	12
11:15	5	1	1	1	0	0	8	23:15	9	2	1	2	0	0	14
11:30	4	1	0	9	0	0	14	23:30	1	0	0	2	0	0	3
11:45	6	3	0	3	0	0	12	23:45	3	0	0	2	0	0	5
TOTAL	313	67	13	149	0	0	542	TOTAL	244	34	28	184	0	0	490

AM PEAK HOUR 3:45 AM
AM PEAK VOLUME 66

AM PEAK HOUR 5:15 PM
AM PEAK VOLUME 61

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	557	101	41	333	0	0	1,032
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	54.0%	9.8%	4.0%	32.3%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Dec 4, 18

LOCATION: NORTH & SOUTH: EAST & WEST:

Anaheim Driveway La Palma

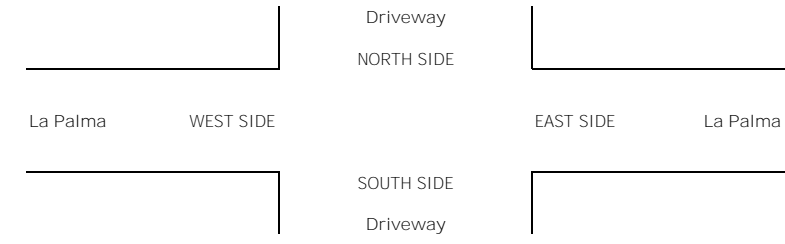
PROJECT #: SC2014 LOCATION #: 2 CONTROL: STOP N/S

NOTES: NL/WL illegal

Add U-Turns to Left Turns

Table with columns: NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, U-TURNS, TOTAL. Rows include time intervals (7:00 AM - 9:45 AM) and summary rows for VOLUMES, APPROACH %, APP/DEPART, and PEAK HR FACTOR.

Table with columns: NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, U-TURNS, TOTAL. Rows include time intervals (03:00 PM - 5:45 PM) and summary rows for VOLUMES, APPROACH %, APP/DEPART, and PEAK HR FACTOR.



Summary table for AM and PM periods, including time intervals and TOTAL values.

ALL PED AND BIKE crossing counts table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns: NS, SS, ES, WS, TOTAL.

INTERSECTION TURNING MOVEMENT COUNTS

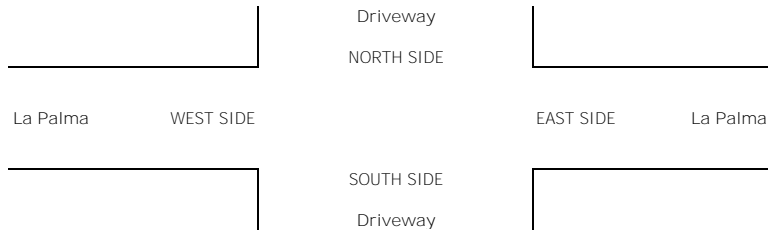
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 2 STOP N/S
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2	2	2	2		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL X	NT X	NR 0	SL X	ST X	SR 0	EL X	ET 2	ER 0	WL X	WT 3	WR 0		NB	SB	EB	WB	TTL

AM																																	
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	VOLUMES		APPROACH %		APP/DEPART		BEGIN PEAK HR		VOLUMES		APPROACH %		PEAK HR FACTOR		APP/DEPART						
	0	0	1	0	0	0	0	0	143	0	0	115	0	258																			
	0	0	0	0	0	0	0	0	190	0	0	114	0	304																			
	0	0	0	0	0	0	0	0	220	0	0	130	0	350																			
	0	0	1	0	0	1	0	0	169	0	0	146	0	317																			
	0	0	0	0	0	0	0	0	181	2	0	156	0	339																			
	0	0	1	0	0	0	0	0	162	1	0	174	0	337																			
	0	0	1	0	0	0	0	0	226	0	0	211	0	437																			
	0	0	0	0	0	0	0	0	144	0	0	152	0	296																			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
	0	0	4	0	0	1	0	1,433	3	0	1,196	0	2,637																				
	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%																				
	4	/	0	1	/	3	1,436	/	1,437	1,196	/	1,197	0																				
	7:45 AM																																
	0	0	3	0	0	1	0	737	3	0	686	0	1,430																				
	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%																				
	0.750			0.250			0.820			0.815			0.818																				
	3	/	0	1	/	3	740	/	740	686	/	687	0																				
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0																				
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0																				
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0																				
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0																				
	4:00 PM	0	0	2	0	0	0	0	178	0	0	221	0	400																			
	4:15 PM	0	0	5	0	0	0	0	175	0	1	208	0	389																			
	4:30 PM	0	0	5	0	0	1	0	183	0	1	236	0	425																			
	4:45 PM	0	0	1	0	0	0	0	203	1	1	230	0	435																			
	5:00 PM	1	0	1	0	0	1	0	187	1	0	266	0	457																			
	5:15 PM	0	0	2	0	0	0	0	220	0	0	269	0	491																			
	5:30 PM	0	0	3	0	0	0	0	215	0	0	254	0	472																			
	5:45 PM	0	0	2	0	0	0	0	205	0	0	233	0	440																			
		1	0	21	0	0	2	0	1,563	2	3	1,916	0	3,507																			
		5%	0%	95%	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%																			
	22	/	0	2	/	5	1,565	/	1,584	1,919	/	1,919	0																				
	5:00 PM																																
	1	0	8	0	0	1	0	826	1	0	1,022	0	1,859																				
	11%	0%	89%	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%																				
	0.750			0.250			0.942			0.949			0.947																				
	9	/	0	1	/	1	827	/	834	1,022	/	1,024	0																				



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 2 STOP N/S
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

7:00 AM	0	0	1	0	0	0	0	123	0	0	91	0	215
7:15 AM	0	0	0	0	0	0	0	163	0	0	90	0	253
7:30 AM	0	0	0	0	0	0	0	188	0	0	110	0	298
7:45 AM	0	0	1	0	0	1	0	151	0	0	131	0	284
8:00 AM	0	0	0	0	0	0	0	155	2	0	133	0	290
8:15 AM	0	0	1	0	0	0	0	146	1	0	159	0	307
8:30 AM	0	0	1	0	0	0	0	200	0	0	181	0	382
8:45 AM	0	0	0	0	0	0	0	123	0	0	122	0	245
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

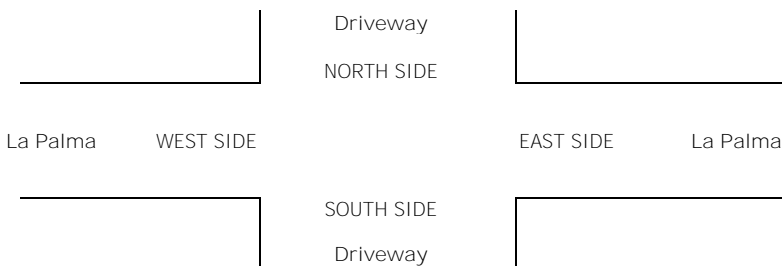
VOLUMES	0	0	4	0	0	1	0	1,249	3	0	1,017	0	2,274
APPROACH %	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
APP/DEPART	4	/	0	1	/	3	1,252	/	1,253	1,017	/	1,018	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	3	0	0	1	0	652	3	0	604	0	1,263
APPROACH %	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.750			0.250			0.819			0.834			0.827
APP/DEPART	3	/	0	1	/	3	655	/	655	604	/	605	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	0	0	0	0	152	0	0	210	0	364
4:15 PM	0	0	5	0	0	0	0	152	0	1	191	0	349
4:30 PM	0	0	3	0	0	1	0	173	0	1	210	0	388
4:45 PM	0	0	1	0	0	0	0	189	1	1	211	0	403
5:00 PM	1	0	1	0	0	1	0	169	1	0	247	0	420
5:15 PM	0	0	2	0	0	0	0	207	0	0	255	0	464
5:30 PM	0	0	3	0	0	0	0	186	0	0	241	0	430
5:45 PM	0	0	2	0	0	0	0	181	0	0	225	0	408

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	1	0	19	0	0	2	0	1,409	2	3	1,790	0	3,226
APPROACH %	5%	0%	95%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
APP/DEPART	20	/	0	2	/	5	1,411	/	1,428	1,793	/	1,793	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	1	0	8	0	0	1	0	743	1	0	968	0	1,722
APPROACH %	11%	0%	89%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.750			0.250			0.899			0.949			0.928
APP/DEPART	9	/	0	1	/	1	744	/	751	968	/	970	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 2 STOP N/S
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Driveway			Driveway			La Palma			La Palma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	0	X	X	0	X	2	0	X	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM

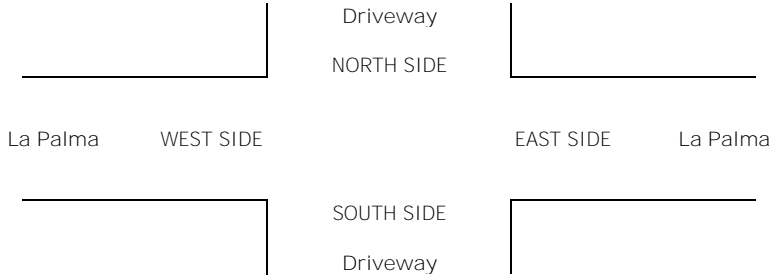
7:00 AM	0	0	0	0	0	0	0	9	0	0	9	0	18
7:15 AM	0	0	0	0	0	0	0	10	0	0	7	0	17
7:30 AM	0	0	0	0	0	0	0	11	0	0	8	0	19
7:45 AM	0	0	0	0	0	0	0	12	0	0	6	0	18
8:00 AM	0	0	0	0	0	0	0	13	0	0	8	0	21
8:15 AM	0	0	0	0	0	0	0	7	0	0	7	0	14
8:30 AM	0	0	0	0	0	0	0	9	0	0	13	0	22
8:45 AM	0	0	0	0	0	0	0	10	0	0	12	0	22
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	81	0	0	70	0	151
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	81	/	81	70	/	70	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	0	0	0	0	0	0	39	0	0	40	0	79
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.750			0.769			0.898
APP/DEPART	0	/	0	0	/	0	39	/	39	40	/	40	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PM

03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	11	0	0	3	0	14
4:15 PM	0	0	0	0	0	0	0	11	0	0	10	0	21
4:30 PM	0	0	1	0	0	0	0	3	0	0	12	0	16
4:45 PM	0	0	0	0	0	0	0	5	0	0	11	0	16
5:00 PM	0	0	0	0	0	0	0	2	0	0	9	0	11
5:15 PM	0	0	0	0	0	0	0	7	0	0	6	0	13
5:30 PM	0	0	0	0	0	0	0	11	0	0	6	0	17
5:45 PM	0	0	0	0	0	0	0	10	0	0	4	0	14
VOLUMES	0	0	1	0	0	0	0	60	0	0	61	0	122
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	0	60	/	61	61	/	61	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	1	0	0	0	0	30	0	0	36	0	67
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.000			0.682			0.750			0.798
APP/DEPART	1	/	0	0	/	0	30	/	31	36	/	36	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 2 STOP N/S
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Driveway			Driveway			La Palma			La Palma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	0	X	X	0	X	2	0	X	3	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM														
	7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
	8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

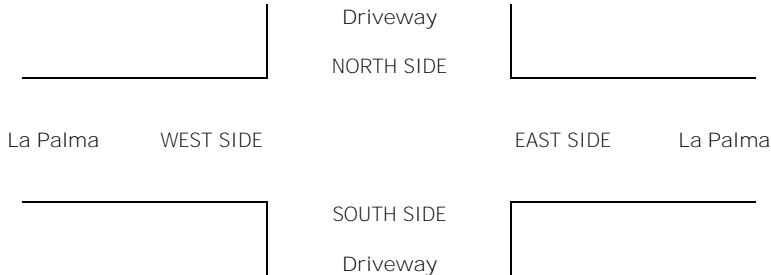
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	11	0	0	12	0	23
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	11	/	11	12	/	12	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	4	0	0	8	0	12
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.333			0.667			0.750
APP/DEPART	0	/	0	0	/	0	4	/	4	8	/	8	0

PM														
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:45 PM	0	0	0	0	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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	9	0	0	2	0	11
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	9	/	9	2	/	2	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	6	0	0	1	0	7
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.250			0.583
APP/DEPART	0	/	0	0	/	0	6	/	6	1	/	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 2 STOP N/S
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL X	NT X	NR 0	SL X	ST X	SR 0	EL X	ET 2	ER 0	WL X	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	

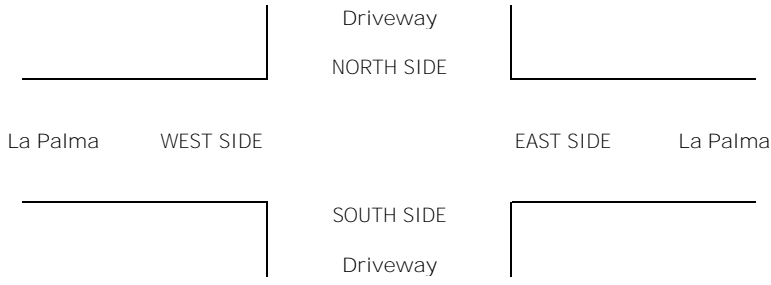
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	2	0	0	6	0	8
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	6	/	6	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	5	0	6
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.625			0.750
APP/DEPART	0	/	0	0	/	0	1	/	1	5	/	5	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	6	0	0	4	0	10
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	6	/	6	4	/	4	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	4	0	0	2	0	6
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.250			0.500
APP/DEPART	0	/	0	0	/	0	4	/	4	2	/	2	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: SC2014 LOCATION #: 2 CONTROL: STOP N/S
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Driveway			Driveway			La Palma			La Palma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	0	X	X	0	X	2	0	X	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

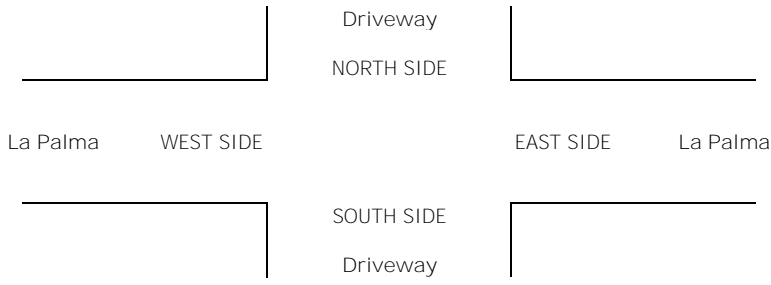
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Driveway La Palma	PROJECT #: SC2014	LOCATION #: 2
			CONTROL: STOP N/S	

CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
BUSES			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Driveway			Driveway			La Palma			La Palma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM

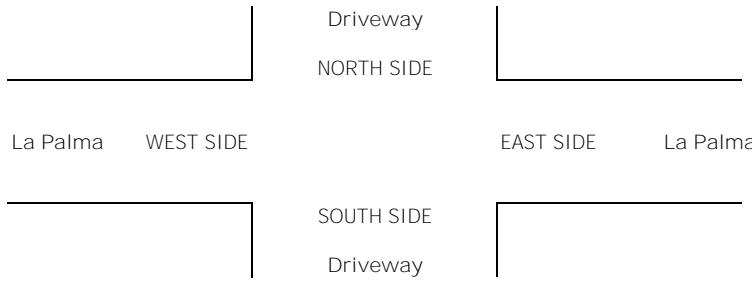
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
7:15 AM	0	0	0	0	0	0	0	6	0	0	4	0	10
7:30 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	4	0	5
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	16	0	0	16	0	32
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	16	/	16	16	/	16	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	9	0	0	11	0	20
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.375			0.688			0.500
APP/DEPART	0	/	0	0	/	0	9	/	9	11	/	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	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PM

03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
VOLUMES	0	0	0	0	0	0	0	14	0	0	9	0	23
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	14	/	14	9	/	9	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	8	0	0	4	0	12
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.667			0.500			0.750
APP/DEPART	0	/	0	0	/	0	8	/	8	4	/	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	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Dec 4, 18

LOCATION: NORTH & SOUTH: EAST & WEST:

Anaheim Claudina La Palma

PROJECT #: SC2014 LOCATION #: 3 CONTROL: STOP N/S

NOTES table with directional indicators (N, S, E, W) and lane types (AM, PM, MD, OTHER).



Summary table with columns for NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, and TOTAL. Includes lane counts (NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR).

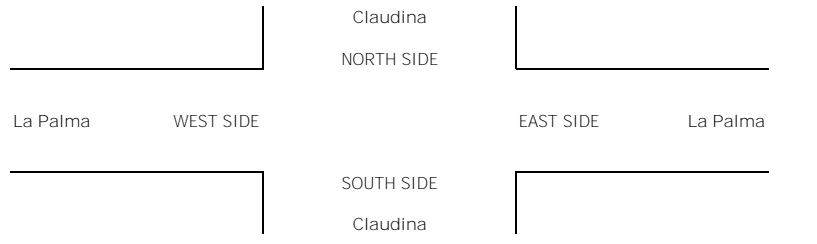
Summary table for U-TURNS with columns NB, SB, EB, WB, TTL.

AM Peak Hour data table (7:00 AM to 9:45 AM) showing volumes, approach percentages, and peak hour factors for all directions.

AM Peak Hour U-Turn data table (7:00 AM to 9:45 AM) showing counts for NB, SB, EB, WB, TTL.

PM Peak Hour data table (3:15 PM to 5:45 PM) showing volumes, approach percentages, and peak hour factors for all directions.

PM Peak Hour U-Turn data table (3:15 PM to 5:45 PM) showing counts for NB, SB, EB, WB, TTL.



Vertical axis for AM and PM time periods.

ALL PED AND BIKE table with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns NS, SS, ES, WS, TOTAL.

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
12/4/18
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Anaheim
Claudina
La Palma

PROJECT #: SC2014
LOCATION #: 3
CONTROL: STOP N/S

PCE Adjusted	NOTES:											AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6						
	Factor	1	1.5	2	3	2	2						

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	1	0	1	143	0	1	109	0	254					0
7:15 AM	0	0	2	0	0	0	1	195	0	0	131	0	328					0
7:30 AM	2	0	0	0	0	0	2	213	0	0	118	0	334					0
7:45 AM	4	0	0	0	0	2	0	176	2	1	147	1	333					0
8:00 AM	0	0	2	0	0	0	3	164	6	3	156	4	338					0
8:15 AM	1	0	1	0	0	0	4	162	1	2	188	1	360					0
8:30 AM	2	0	2	0	0	6	1	219	3	2	189	0	423					0
8:45 AM	2	0	2	3	0	3	1	144	2	1	142	0	300					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	10	0	9	3	1	11	13	1,414	14	10	1,178	6	2,668	0	0	0	0	0
APPROACH %	53%	0%	47%	20%	7%	73%	1%	98%	1%	1%	99%	1%						
APP/DEPART	19	/	19	15	/	25	1,441	/	1,426	1,194	/	1,199	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	7	0	5	0	0	8	8	721	12	8	679	6	1,453					
APPROACH %	57%	0%	43%	0%	0%	100%	1%	97%	2%	1%	98%	1%						
PEAK HR FACTOR	0.719			0.333			0.831			0.907			0.859					
APP/DEPART	12	/	14	8	/	20	740	/	726	693	/	694	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	1	1	0	2	1	174	3	4	228	0	413					0
4:15 PM	0	0	0	0	0	0	0	188	3	4	220	6	420					0
4:30 PM	0	0	0	0	0	4	1	179	1	1	222	2	410					0
4:45 PM	1	0	2	0	0	1	1	220	0	3	236	2	465					0
5:00 PM	2	0	2	3	0	3	3	171	2	3	243	0	432					0
5:15 PM	2	0	1	0	0	3	1	239	3	1	262	3	515					0
5:30 PM	1	0	2	1	0	1	9	183	1	1	246	0	445					0
5:45 PM	0	0	2	0	0	4	0	211	0	2	238	0	457					0
VOLUMES	6	0	10	5	0	18	16	1,564	13	18	1,894	13	3,556	0	0	0	0	0
APPROACH %	39%	0%	61%	22%	0%	78%	1%	98%	1%	1%	98%	1%						
APP/DEPART	16	/	29	23	/	31	1,593	/	1,579	1,925	/	1,918	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	6	0	7	4	0	8	14	813	6	8	987	5	1,856					
APPROACH %	48%	0%	52%	33%	0%	67%	2%	98%	1%	1%	99%	1%						
PEAK HR FACTOR	0.781			0.500			0.858			0.939			0.902					
APP/DEPART	13	/	19	12	/	14	833	/	823	999	/	1,001	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Claudina La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 3 STOP N/S
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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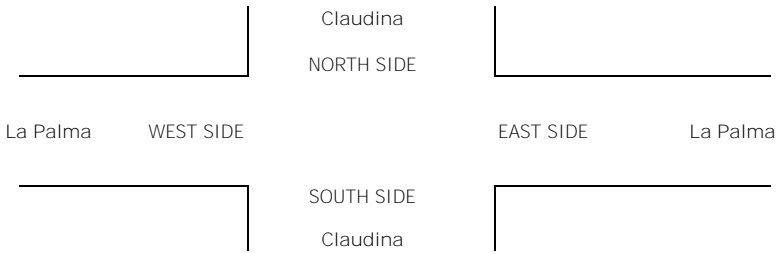
LANES:	NORTHBOUND Claudina			SOUTHBOUND Claudina			EASTBOUND La Palma			WESTBOUND La Palma			TOTAL	U-TURNS				
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0		NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	1	0	1	129	0	1	88	0	220	0	0	0	0	0
	7:15 AM	0	0	2	0	0	0	1	166	0	0	97	0	266	0	0	0	0	0
	7:30 AM	2	0	0	0	0	0	2	181	0	0	104	0	289	0	0	0	0	0
	7:45 AM	4	0	0	0	0	0	0	157	2	1	127	1	292	0	0	0	0	0
	8:00 AM	0	0	2	0	0	0	1	141	6	3	134	1	288	0	0	0	0	0
	8:15 AM	1	0	1	0	0	0	1	149	1	2	172	1	328	0	0	0	0	0
	8:30 AM	0	0	2	0	0	0	1	192	1	2	168	0	366	0	0	0	0	0
	8:45 AM	0	0	2	0	0	0	1	122	2	1	121	0	249	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	0	9	0	1	0	8	1,237	12	10	1,011	3	2,298	0	0	0	0	0
	APPROACH %	44%	0%	56%	0%	100%	0%	1%	98%	1%	1%	99%	0%						
APP/DEPART	16	/	11	1	/	23	1,257	/	1,246	1,024	/	1,018	0						

AM	BEGIN PEAK HR	7:45 AM												
	VOLUMES	5	0	5	0	0	0	3	639	10	8	601	3	1,274
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	98%	2%	1%	98%	0%	
	PEAK HR FACTOR	0.625			0.000			0.840			0.874			0.870
	APP/DEPART	10	/	6	0	/	18	652	/	644	612	/	606	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	1	0	0	1	155	1	4	221	0	384	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	159	3	2	202	0	366	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	1	171	1	1	202	0	377	0	0	0	0	0
	4:45 PM	1	0	0	0	0	1	1	200	0	1	223	0	427	0	0	0	0	0
	5:00 PM	2	0	2	0	0	0	0	157	2	3	229	0	395	0	0	0	0	0
	5:15 PM	2	0	1	0	0	0	1	226	3	1	248	0	482	0	0	0	0	0
	5:30 PM	1	0	2	1	0	1	0	167	1	1	227	0	401	0	0	1	0	1
	5:45 PM	0	0	2	0	0	1	0	190	0	2	230	0	425	0	0	1	0	1
	VOLUMES	6	0	8	2	0	4	4	1,425	11	15	1,782	0	3,259	0	0	2	0	2
	APPROACH %	43%	0%	57%	33%	0%	67%	0%	99%	1%	1%	99%	0%						
APP/DEPART	14	/	4	6	/	26	1,442	/	1,435	1,797	/	1,794	0						

PM	BEGIN PEAK HR	4:45 PM												
	VOLUMES	6	0	5	1	0	2	2	750	6	6	927	0	1,706
	APPROACH %	55%	0%	45%	33%	0%	67%	0%	99%	1%	1%	99%	0%	
	PEAK HR FACTOR	0.688			0.375			0.825			0.937			0.885
	APP/DEPART	11	/	2	3	/	12	759	/	756	933	/	936	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Claudina La Palma	PROJECT #: SC2014 LOCATION #: 3 CONTROL: STOP N/S
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND Claudina			SOUTHBOUND Claudina			EASTBOUND La Palma			WESTBOUND La Palma			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM

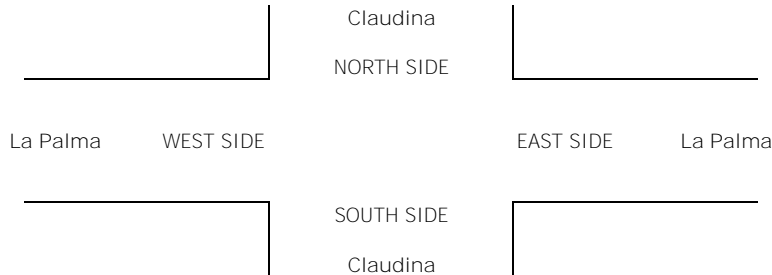
7:00 AM	0	0	0	0	0	0	0	5	0	0	7	0	12
7:15 AM	0	0	0	0	0	0	0	11	0	0	11	0	22
7:30 AM	0	0	0	0	0	0	0	11	0	0	5	0	16
7:45 AM	0	0	0	0	0	0	0	10	0	0	12	0	22
8:00 AM	0	0	0	0	0	0	0	14	0	0	7	0	21
8:15 AM	0	0	0	0	0	0	0	7	0	0	8	0	15
8:30 AM	1	0	0	0	0	0	0	10	1	0	11	0	23
8:45 AM	1	0	0	0	0	0	0	12	0	0	8	0	21
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	2	0	0	0	0	0	0	80	1	0	69	0	152
APPROACH %	100%	0%	0%	0%	0%	0%	0%	99%	1%	0%	100%	0%	
APP/DEPART	2	/	0	0	/	1	81	/	80	69	/	71	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	1	0	0	0	0	0	0	41	1	0	38	0	81
APPROACH %	100%	0%	0%	0%	0%	0%	0%	98%	2%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.000			0.750			0.792			0.880
APP/DEPART	1	/	0	0	/	1	42	/	41	38	/	39	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PM

03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	6	1	0	3	0	10
4:15 PM	0	0	0	0	0	0	0	14	0	1	9	0	24
4:30 PM	0	0	0	0	0	0	0	4	0	0	12	0	16
4:45 PM	0	0	1	0	0	0	0	8	0	1	7	0	17
5:00 PM	0	0	0	0	0	0	0	2	0	0	8	0	10
5:15 PM	0	0	0	0	0	0	0	7	0	0	8	0	15
5:30 PM	0	0	0	0	0	0	0	8	0	0	10	0	18
5:45 PM	0	0	0	0	0	0	0	9	0	0	4	0	13
VOLUMES	0	0	1	0	0	0	0	58	1	2	61	0	123
APPROACH %	0%	0%	100%	0%	0%	0%	0%	98%	2%	3%	97%	0%	
APP/DEPART	1	/	0	0	/	3	59	/	59	63	/	61	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	1	0	0	0	0	28	0	2	36	0	67
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	5%	95%	0%	
PEAK HR FACTOR	0.250			0.000			0.500			0.792			0.698
APP/DEPART	1	/	0	0	/	2	28	/	29	38	/	36	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Claudina La Palma	PROJECT #: SC2014 LOCATION #: 3 CONTROL: STOP N/S
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND Claudina			SOUTHBOUND Claudina			EASTBOUND La Palma			WESTBOUND La Palma			TOTAL
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	2	0	0	1	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

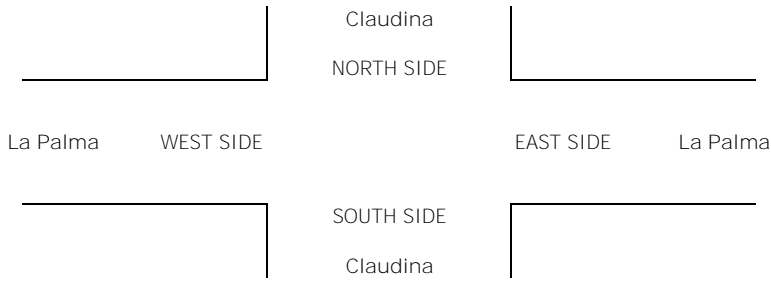
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	1	1	10	0	0	11	0	23
APPROACH %	0%	0%	0%	0%	0%	100%	9%	91%	0%	0%	100%	0%	
APP/DEPART	0	/	1	1	/	0	11	/	10	11	/	12	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	1	0	6	0	0	6	0	13
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.250			0.500			0.500			0.813
APP/DEPART	0	/	0	1	/	0	6	/	6	6	/	7	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:45 PM	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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	1	0	9	0	0	1	2	13
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	33%	67%	
APP/DEPART	0	/	2	1	/	0	9	/	9	3	/	2	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	1	0	5	0	0	0	2	8
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	100%	
PEAK HR FACTOR	0.000			0.250			0.625			0.500			0.667
APP/DEPART	0	/	2	1	/	0	5	/	5	2	/	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Claudina La Palma	PROJECT #: SC2014 LOCATION #: 3 CONTROL: STOP N/S
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Claudina			Claudina			La Palma			La Palma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
	8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0
	8:45 AM	0	0	0	1	0	1	0	0	0	0	1	0	3	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

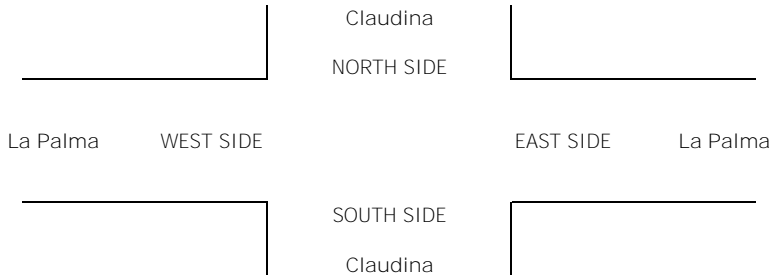
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	1	0	3	1	1	0	0	3	1	10
APPROACH %	0%	0%	0%	25%	0%	75%	50%	50%	0%	0%	75%	25%	
APP/DEPART	0	/	2	4	/	0	2	/	2	4	/	6	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	0	0	1	0	3	1	0	0	0	2	1	8
APPROACH %	0%	0%	0%	25%	0%	75%	100%	0%	0%	0%	67%	33%	
PEAK HR FACTOR	0.000			0.500			0.250			0.375			0.667
APP/DEPART	0	/	2	4	/	0	1	/	1	3	/	5	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	1	0	1	1	1	0	0	0	0	4	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0
5:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	
5:45 PM	0	0	0	0	0	1	0	1	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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	1	0	4	4	2	0	0	0	3	14
APPROACH %	0%	0%	0%	20%	0%	80%	67%	33%	0%	0%	0%	100%	
APP/DEPART	0	/	7	5	/	0	6	/	3	3	/	4	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	1	0	3	4	2	0	0	0	1	11
APPROACH %	0%	0%	0%	25%	0%	75%	67%	33%	0%	0%	0%	100%	
PEAK HR FACTOR	0.000			0.500			0.500			0.250			0.688
APP/DEPART	0	/	5	4	/	0	6	/	3	1	/	3	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Claudina La Palma	PROJECT #: SC2014 LOCATION #: 3 CONTROL: STOP N/S
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND <small>Claudina</small>			SOUTHBOUND <small>Claudina</small>			EASTBOUND <small>La Palma</small>			WESTBOUND <small>La Palma</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

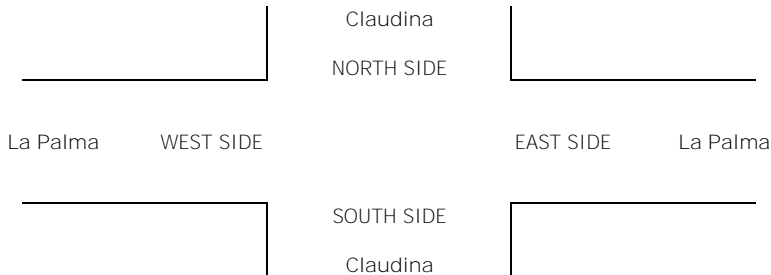
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0

PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 12/4/18 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Anaheim Claudina La Palma	PROJECT #: LOCATION #: CONTROL:	SC2014 3 STOP N/S
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CLASS 6: BUSES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Claudina			Claudina			La Palma			La Palma			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	0	0	0	0	0	0	0	16	0	0	16	0	32
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	16	/	16	16	/	16	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	9	0	0	11	0	20
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.375			0.550			0.455
APP/DEPART	0	/	0	0	/	0	9	/	9	11	/	11	0

PM		03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
		3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
		3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
		3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
		4:00 PM	0	0	0	0	0	0	0	3	0	0	1	0
		4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0
		4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0
		4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0
		5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0
		5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0
		5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0
		5:45 PM	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

VOLUMES	0	0	0	0	0	0	0	14	0	0	9	0	23
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	14	/	14	9	/	9	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	9	0	0	5	0	14
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.750			0.625			0.875
APP/DEPART	0	/	0	0	/	0	9	/	9	5	/	5	0

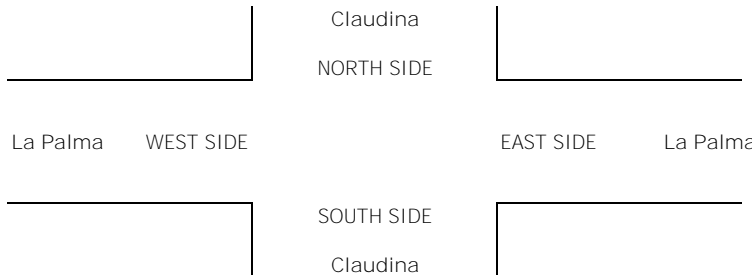


Table B-1
Trip Generation Summary for Existing Old Dominion Rialto

Direction	Peak Hour	Classification	Tuesday					Wednesday					Thursday					Average			
			Time	7:30 AM	7:45 AM	8:00 AM	8:15 AM	Subtotal	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Subtotal	7:45 AM	8:00 AM	8:15 AM	8:30 AM	Subtotal	Trips	Truck Mix	
Inbound	AM Peak Hour	Passanger Cars	9	11	5	9	34	6	10	8	10	34	16	4	8	5	33	34	-		
		2 Axle Trucks	2	4	2	4	12	4	4	3	1	12	0	0	2	0	2	9	47%		
		3 Axle Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	1	5%		
		4+ Axle Trucks	4	2	1	0	7	1	2	1	3	7	3	2	5	3	13	9	47%		
		Subtotal Trucks	6	6	3	4	19	6	6	4	4	20	3	2	7	5	17	19	100%		
	PM Peak Hour	Passanger Cars	5	8	12	18	43	5	11	8	16	40	5	8	11	7	31	38	-		
		2 Axle Trucks	2	0	0	1	3	1	1	1	1	4	1	0	0	1	2	3	10%		
		3 Axle Trucks	0	1	0	0	1	0	0	1	2	3	0	0	0	1	1	2	7%		
		4+ Axle Trucks	7	6	9	8	30	5	5	5	7	22	3	4	6	12	25	26	84%		
		Subtotal Trucks	9	7	9	9	34	6	6	7	10	29	4	4	6	14	28	31	100%		
Outbound	AM Peak Hour	Passanger Cars	3	1	4	5	13	3	7	4	5	19	0	4	3	4	11	14	-		
		2 Axle Trucks	1	2	6	2	11	6	4	2	2	14	0	1	4	0	5	10	24%		
		3 Axle Trucks	0	0	0	1	1	1	1	0	1	3	2	2	2	0	6	3	7%		
		4+ Axle Trucks	4	7	10	5	26	6	3	12	6	27	4	6	12	8	30	28	68%		
		Subtotal Trucks	5	9	16	8	38	13	8	14	9	44	6	9	18	8	41	41	100%		
	PM Peak Hour	Passanger Cars	15	10	3	2	30	15	4	3	7	29	19	7	11	3	40	33	-		
		2 Axle Trucks	1	2	2	0	5	0	2	3	4	9	1	1	2	0	4	6	46%		
		3 Axle Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0%		
		4 Axle Trucks	1	2	5	1	9	3	2	1	1	7	1	3	0	2	6	7	54%		
		Subtotal Trucks	2	4	7	2	15	3	4	4	5	16	2	4	2	2	10	13	100%		
Daily	Passanger Cars						999						1,024						1,128	1,050	-
	2 Axle Trucks						216						202						188	202	22%
	3 Axle Trucks						25						57						92	58	6%
	4+ Axle Trucks						694						624						665	661	72%
	Subtotal Trucks						935						883						945	921	100%

Notes:

(1) Existing driveway counts conducted on June 18-20, 2019.

**Table B-2
Trip Generation Summary for Existing Old Dominion Anaheim**

Direction	Peak Hour	Classification	West Dwy	East Dwy	Total	Truck Mix
Inbound	AM	Passenger Cars	0	6	6	-
		2 Axle Trucks	0	0	0	0%
		3 Axle Trucks	0	1	1	33%
		4+ Axle Trucks	0	2	2	67%
		Subtotal Trucks	0	3	3	100%
	PM	Passenger Cars	0	2	2	-
		2 Axle Trucks	0	0	0	0%
		3 Axle Trucks	0	1	1	17%
		4+ Axle Trucks	0	5	5	83%
		Subtotal Trucks	0	6	6	100%
Outbound	AM	Passenger Cars	1	0	1	-
		2 Axle Trucks	0	0	0	0%
		3 Axle Trucks	0	1	1	33%
		4+ Axle Trucks	0	2	2	67%
		Subtotal Trucks	0	3	3	100%
	PM	Passenger Cars	1	3	4	-
		2 Axle Trucks	0	0	0	0%
		3 Axle Trucks	0	0	0	0%
		4 Axle Trucks	0	3	3	100%
		Subtotal Trucks	0	3	3	100%

**Table B-3
Average Truck Mix**

Direction	Peak Hour	Classification	Truck Mix		
			Rialto	Anaheim	Average
Inbound	AM	Passanger Cars	-	-	-
		2 Axle Trucks	47%	0%	24%
		3 Axle Trucks	5%	33%	19%
		4+ Axle Trucks	47%	67%	57%
		Subtotal Trucks	100%	100%	100%
	PM	Passanger Cars	-	-	-
		2 Axle Trucks	10%	0%	5%
		3 Axle Trucks	7%	17%	12%
		4+ Axle Trucks	84%	83%	83%
		Subtotal Trucks	100%	100%	100%
Outbound	AM	Passanger Cars	-	-	-
		2 Axle Trucks	24%	0%	12%
		3 Axle Trucks	7%	33%	20%
		4+ Axle Trucks	68%	67%	68%
		Subtotal Trucks	100%	100%	100%
	PM	Passanger Cars	-	-	-
		2 Axle Trucks	46%	0%	23%
		3 Axle Trucks	0%	0%	0%
		4 Axle Trucks	54%	100%	77%
		Subtotal Trucks	100%	100%	100%
Daily	Passanger Cars	-	-	-	
	2 Axle Trucks	22%	n/a ¹	22%	
	3 Axle Trucks	6%	n/a	6%	
	4+ Axle Trucks	72%	n/a	72%	
	Subtotal Trucks	100%	n/a	100%	

Notes:

(1) Survey only included AM and PM peak periods; daily trips counts are not available.