

Appendix D

Trip Generation Memorandum

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This form acknowledges the City of Colton Engineering Division requirements for traffic impact analysis of the following project. The analysis must comply with SBCTA CMP TIA Guidelines, as applicable.

Case No. DAP-001-743

Related Cases: _____

APN(S): 0162-136-12, 23 & 24

Project Name: AMKO Recycling Facility

Project Address: NWC of N. Pennsylvania Avenue & J Street

Project Description: 10,114 SF recycling center facility expansion

Project Size: 7,670 SF warehousing/storage, 2,016 SF of retail, and 428 SF of office/sales

	Traffic Consultant	Developer
Name:	<u>Charlene So</u>	<u>AMKO Recycling, Inc.</u>
	<u>Urban Crossroads, Inc.</u>	
Address:	<u>1133 Camelback St. #8329, Newport Beach, CA</u>	<u>340 W. Valley Bl.</u> <u>Colton, CA 92324</u>
Telephone:	<u>949-861-0177</u>	<u>909-800-0233</u>
e-mail:	<u>cso@urbanxroads.com</u>	

A. Technical Methodology

Technical methodology to comply with SBCTA CMP guidelines. However, mitigation on nonstate facilities to maintain Vehicle Miles Traveled (VMT) threshold. Traffic count data must be current or within previous 12 months. Provide traffic count dates.

B. Trip Generation Source: site-specific trip generation based on counts collected at the existing facility (see attached memo)

Current GP Land Use: General Commercial Proposed Land Use: Heavy Industrial

Current Zoning: C-2 General Commercial Proposed Zoning: M-2 Heavy Industrial

City of Colton Traffic Impact Scoping Agreement

Current Trip Generation (actual vehicles)			Proposed Trip Generation		
In	Out	Total	In	Out	Total
AM Trips: <u>10</u>	<u>8</u>	<u>18</u>	<u>7</u>	<u>5</u>	<u>12</u>
PM Trips: <u>5</u>	<u>9</u>	<u>14</u>	<u>3</u>	<u>6</u>	<u>9</u>

Internal Trip Allowance: No

Pass-By Trip Allowance: No

Traffic impact study to quantify change in project trip generation in comparison with pre-existing uses on project site when fully occupied.

C. Trip Geographic Distribution: To be submitted for approval by city staff. Cite source. Attach exhibit of detailed assignment.

D. Scenario Analysis

Project year of completion: 2024

Phase Year(s) Not applicable

Annual Ambient Growth rate: 1.0%

City staff to provide cumulative background projects list.

Scenarios: Not Applicable

Existing Conditions

Year of project completion: 1) No Project; 2) With Project.

Twenty-year forecast: 1) No Project; 2) With Project.

E. Preliminary Study Intersections: (See SBCTA CMP guidelines or comments from other agencies.)

- | | |
|---------------------------------------|-----------|
| 1. <u>No LOS analysis is proposed</u> | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

F. Preliminary Study Roadway Segments: (See SBCTA CMP guidelines or comments from other agencies.)

- | | |
|--------------------------------|-----|
| 1. No LOS analysis is proposed | 6. |
| 2. | 7. |
| 3. | 8. |
| 4. | 9. |
| 5. | 10. |

G. Freeways - See SBCTA CMP guidelines.

H. Other Jurisdictional Impacts

Is this project within a one-mile radius of City or County boundaries? ☒ Yes ☐ No

If so, name of City Jurisdiction: Caltrans District 8

I. Site Plan (please attach reduced copy) See attached trip generation memo

J. Specific issues to be addressed in the Study

Recommended by:

Charlene S.

Consultant's Representative

2/6/23

Date

Approved Scoping Agreement:

City of Colton
Engineering Division

Date

DATE: February 3, 2023
TO: Charles Holcombe, Rincon Consultants, Inc.
FROM: Charlene So, Urban Crossroads
JOB NO: 14943-01 TG Memo



AMKO RECYCLING FACILITY TRIP GENERATION ASSESSMENT

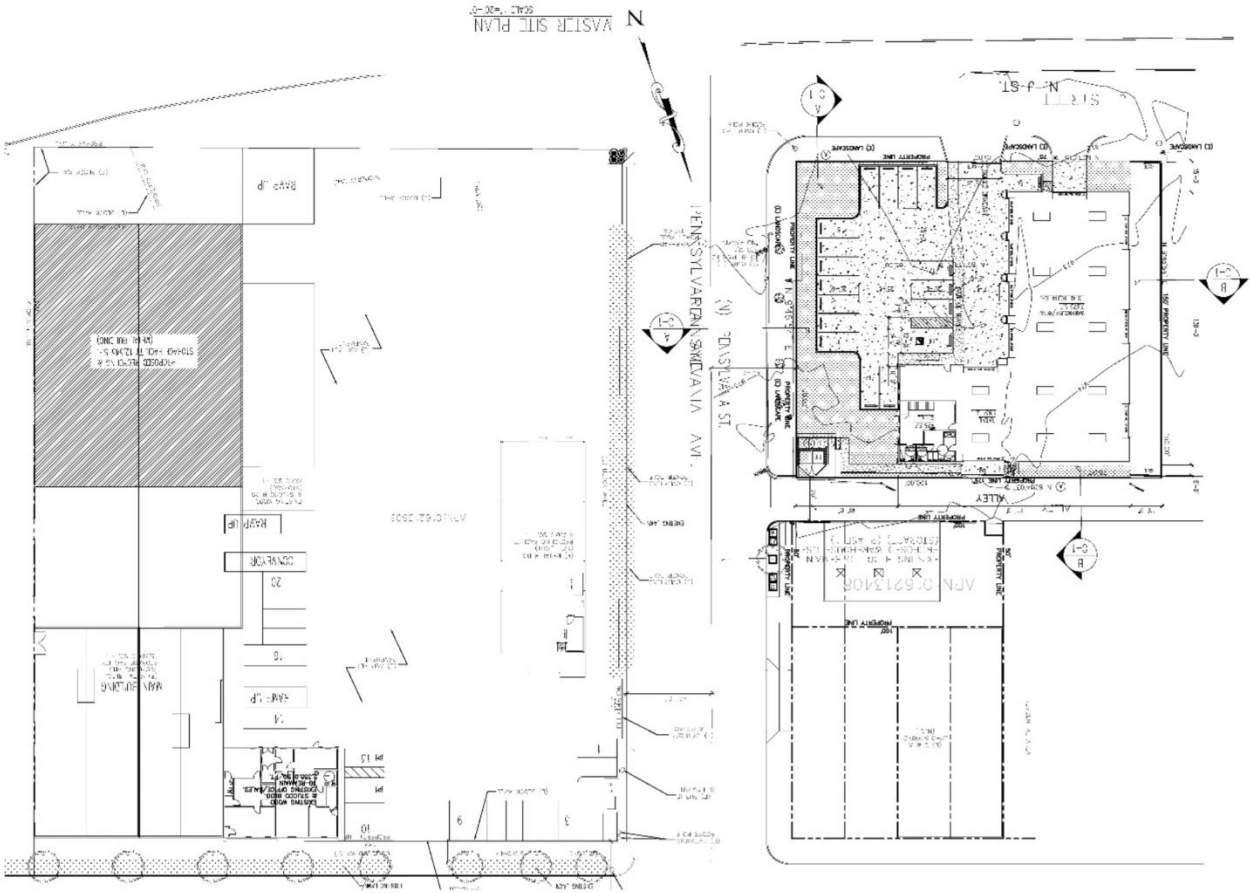
Urban Crossroads, Inc. is pleased to submit the following Trip Generation Assessment for the proposed AMKO Recycling Facility development (**Project**), which is located at the northwest corner of N. Pennsylvania Avenue and J Street (APN:0162-134-12, 23 & 24) in the City of Colton. This letter describes the proposed Project trip generation and trip distribution methodology and determines whether any traffic operations analysis is required based on the City's Vehicle Miles Traveled Guidelines (dated June 2, 2020, referred to as **City Guidelines**) and the County's Transportation Impact Study Guidelines (July 9, 2019, referred to as **County Guidelines**).

PROPOSED PROJECT

The proposed Project would include constructing a new building in order to relocate AMKO's buy-back center, which serves the public to the new building on the west side of Pennsylvania Avenue, while maintaining the larger services for commercial customers at the existing facility on the east side of Pennsylvania Avenue. Four of the existing residences at 115, 125, 133, and 135 N. Pennsylvania Avenue were demolished in May 2021 and those properties along with the vacant parcel abutting them to the west would be developed. The proposed Project consists of 7,670 square feet of warehousing/storage space, 2,016 square feet of retail space, and a 428 square foot office (total of 10,114 square feet).

The existing site will be rehabilitated to incorporate new architectural elements and add new landscaping along Pennsylvania Avenue and Valley Boulevard to improve the streetscape. The main warehouse will also be improved to add a 12,545 SF enclosed storage space, which would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety. This addition will improve the visual appearance from the adjacent I-10 Freeway. The existing warehouse building located at 157 N. Pennsylvania Avenue, north of the adjacent alley, is proposed to remain and no changes are proposed. There new site will provide access on J Street which will be used to take access to N. Pennsylvania Avenue and Valley Boulevard. A preliminary site plan for the proposed Project is shown in Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION
EXISTING TRAFFIC

The proposed Project is the expansion of the existing recycling facility. Since the existing and proposed use is not readily available in the Institute of Transportation Engineers (ITE) Trip Generation Manual (1st Edition, 2021), the existing site was surveyed in an effort to understand the existing traffic and develop a site-specific trip generation rate. Traffic counts were collected at the applicable driveways on Wednesday, January 18, 2023, Thursday, January 19, 2023, and Tuesday, January 24, 2023. 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 three days. The existing site currently generates an average of 232 two-way trips per day, with 18 trips during the AM peak hour and 14 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	
Actual Vehicles:							
Existing Use							
Passenger Cars:	8	4	12	3	8	11	151
2-axle Trucks:	1	1	2	0	0	0	24
3-axle Trucks:	0	2	2	2	1	3	27
4+-axle Trucks:	1	1	2	0	0	0	30
Total Truck Trips (Actual Vehicles):	2	4	6	2	1	3	81
Total Trips (Actual Vehicles)¹	10	8	18	5	9	14	232

¹ Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT

The proposed Project is a single 10,114 square foot warehouse building that is comprised of 7,670 square feet of warehousing/storage space, 2,016 square feet of retail space, and a 428 square foot office. The Project square footage does not include the new 12,545 SF storage building proposed on the existing site as it would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety (no changes to existing operations). In order to develop the traffic characteristics of the proposed Project, site-specific (recycling center) trip generation rates have been developed using the actual count data collected at the existing site as presented on Table 1. Table 2 summarizes the trip generation rates on a per thousand square foot basis. The trip generation rates were determined by vehicle type by dividing the trips shown on Table 1 by the existing 17,945 square feet of recycling center use (15,590 square feet of warehouse/storage space and 2,355 square foot office/sales space).

Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axes, 3-axes, 4+-axes). 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 factors in the County's Guidelines.

TABLE 2: TRIP GENERATION RATES

Land Use	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates								
Recycling Facility ¹	TSF	0.558	0.446	1.004	0.278	0.502	0.780	12.929
Passenger Cars		0.446	0.223	0.669	0.167	0.446	0.613	8.415
2-Axle Trucks		0.056	0.056	0.112	0.000	0.000	0.000	1.337
3-Axle Trucks		0.000	0.111	0.111	0.111	0.056	0.167	1.505
4+-Axle Trucks		0.056	0.056	0.112	0.000	0.000	0.000	1.672
Passenger Car Equivalent (PCE) Trip Generation Rates ³								
Recycling Facility	TSF	0.558	0.446	1.004	0.278	0.502	0.780	12.929
Passenger Cars		0.446	0.223	0.669	0.167	0.446	0.613	8.415
2-Axle Trucks (PCE = 1.5)		0.084	0.084	0.168	0.000	0.000	0.000	2.006
3-Axle Trucks (PCE = 2.0)		0.000	0.222	0.222	0.222	0.112	0.334	3.010
4+-Axle Trucks (PCE = 3.0)		0.168	0.168	0.336	0.000	0.000	0.000	5.016

¹ Trip Generation & Vehicle Mix Source: Empirical data collected at the existing facility located at 340 W. Valley Boulevard.

Average trip generation shown on Table 1 divided the by the existing square footage of 17,945 SF (warehousing storage + office space).

² TSF = thousand square feet

³ PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

The proposed Project is anticipated to generate 134 vehicle trip-ends per day with 12 AM peak hour trips and 9 PM peak hour trips (actual vehicles). In comparison, the Project is anticipated to generate 188 PCE vehicle trip-ends per day with 15 PCE AM peak hour trips and 10 PCE PM peak hour trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Recycling Center Expansion ²	10.114 TSF							
Passenger Cars:		5	2	7	2	5	7	86
2-axle Trucks:		1	1	2	0	0	0	14
3-axle Trucks:		0	1	1	1	1	2	16
4+-axle Trucks:		1	1	2	0	0	0	18
Total Truck Trips (Actual Vehicles):		2	3	5	1	1	2	48
Total Trips (Actual Vehicles)³		7	5	12	3	6	9	134
Passenger Car Equivalent (PCE):								
Recycling Center Expansion	10.114 TSF							
Passenger Cars:		5	2	7	2	5	7	86
2-axle Trucks:		1	1	2	0	0	0	20
3-axle Trucks:		0	2	2	2	1	3	30
4+-axle Trucks:		2	2	4	0	0	0	52
Total Truck Trips (PCE):		3	5	8	2	1	3	102
Total Trips (PCE)³		8	7	15	4	6	10	188

¹ TSF = thousand square feet² The Project square footage does not include the new 12,545 SF storage building proposed on the existing site as it would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety (no changes to existing operations).³ Total Trips = Passenger Cars + Truck Trips.

FINDINGS

The County's Guidelines has been used to determine whether additional traffic analysis is necessary for the proposed Project as the City's Guidelines do not identify a peak hour trip-based criteria for intersection operations analysis (level of service or LOS). The County's Guidelines indicates that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis.

The Project is anticipated to generate fewer than 50 net new peak hour trips during the morning and evening peak hours (both in actual vehicles and PCE). As such, additional peak hour traffic operations analysis is not necessary based on the County's Guidelines.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

ATTACHMENT A: DRIVEWAY COUNTS

TABLE A-1: EXISTING TRIP GENERATION

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 18, 2023							
Passenger Cars:	10	3	13	4	8	12	139
2-axle Trucks:	1	1	2	1	0	1	24
3-axle Trucks:	0	3	3	3	2	5	33
4+-axle Trucks:	0	1	1	1	0	1	36
Total Truck Trips:	1	5	6	5	2	7	93
Total Trips ¹	11	8	19	9	10	19	232
Day 2: January 19, 2023							
Passenger Cars:	6	4	10	1	7	8	160
2-axle Trucks:	1	1	2	0	0	0	29
3-axle Trucks:	0	2	2	2	0	2	29
4+-axle Trucks:	1	1	2	0	1	1	34
Total Truck Trips:	2	4	6	2	1	3	92
Total Trips ¹	8	8	16	3	8	11	252
Day 3: January 24, 2023							
Passenger Cars:	9	6	15	3	8	11	154
2-axle Trucks:	0	1	1	0	0	0	19
3-axle Trucks:	0	0	0	1	0	1	20
4+-axle Trucks:	1	1	2	0	0	0	20
Total Truck Trips:	1	2	3	1	0	1	59
Total Trips ¹	10	8	18	4	8	12	213
3-Day Average Trip Generation:							
Passenger Cars:	8	4	12	3	8	11	151
2-axle Trucks:	1	1	2	0	0	0	24
3-axle Trucks:	0	2	2	2	1	3	27
4+-axle Trucks:	1	1	2	0	0	0	30
Total Truck Trips:	2	4	6	2	1	3	81
Total Trips¹	10	8	18	5	9	14	232

* Note: data collected on January 18, 19 & 24, 2023.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Colton
Location: TOTAL OF ALL DRIVEWAYS
Date: Wednesday, January 18, 2023
Count Type: Driveway

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	1	0	0	0	1
7:45	1	0	0	0	1
8:00	4	0	0	0	4
8:15	2	0	0	0	2
8:30	2	0	0	0	2
8:45	2	1	0	0	3
9:00	1	0	1	1	3
9:15	1	1	0	0	2
9:30	1	1	0	1	3
9:45	2	1	0	0	3
10:00	1	0	1	0	2
10:15	1	0	0	1	2
10:30	1	1	0	0	2
10:45	4	1	1	1	7
11:00	1	1	0	0	2
11:15	3	1	0	2	6
11:30	7	0	1	0	8
11:45	6	1	0	1	8
12:00	4	0	1	0	5
12:15	2	0	2	0	4
12:30	5	0	0	2	7
12:45	3	1	0	3	7
13:00	2	0	1	0	3
13:15	3	0	1	0	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	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	3	0	1	0	4
8:30	0	1	2	1	4
8:45	0	0	0	0	0
9:00	3	0	0	0	3
9:15	2	0	1	1	4
9:30	1	2	0	1	4
9:45	2	2	1	0	5
10:00	1	0	1	0	2
10:15	1	0	0	0	1
10:30	3	0	0	0	3
10:45	1	1	0	1	3
11:00	1	1	0	0	2
11:15	5	2	0	1	8
11:30	1	1	1	1	4
11:45	5	0	1	0	6
12:00	11	0	0	2	13
12:15	1	0	1	1	3
12:30	2	0	1	0	3
12:45	4	0	0	2	6
13:00	4	0	0	1	5
13:15	0	0	0	2	2



City: Colton
Location: TOTAL OF ALL DRIVEWAYS
Date: Wednesday, January 18, 2023
Count Type: Driveway

	Entering				
13:30	1	0	2	1	4
13:45	2	1	1	0	4
14:00	0	0	0	0	0
14:15	1	0	1	0	2
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	0	0	0	1	1
15:15	0	0	0	0	0
15:30	0	0	0	1	1
15:45	0	0	2	0	2
16:00	3	0	1	1	5
16:15	1	0	2	0	3
16:30	0	1	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	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	71	12	18	16	117

	Exiting				
13:30	3	0	0	0	3
13:45	3	1	0	1	5
14:00	0	0	0	0	0
14:15	1	0	1	3	5
14:30	1	0	1	0	2
14:45	0	0	0	1	1
15:00	0	1	0	1	2
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	1	0	1
16:00	0	0	2	0	2
16:15	1	0	0	0	1
16:30	4	0	0	0	4
16:45	3	0	0	0	3
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
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
	68	12	15	20	115



City: Colton
 Location: TOTAL OF ALL DRIVEWAYS
 Date: Thursday, January 19, 2023
 Count Type: Driveway

		Entering				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	1	0	0	0	1
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	1	0	0	0	0	1
7:15	0	0	0	0	0	0
7:30	2	0	0	0	0	2
7:45	3	1	0	0	0	4
8:00	2	0	0	0	0	2
8:15	1	0	0	0	0	1
8:30	2	0	0	1	0	3
8:45	1	1	0	0	0	2
9:00	4	1	0	0	0	5
9:15	3	0	0	0	0	3
9:30	3	1	1	1	0	6
9:45	4	1	0	0	0	5
10:00	2	0	1	0	0	3
10:15	5	1	1	1	0	8
10:30	4	0	0	0	0	4
10:45	3	2	0	1	0	6
11:00	6	1	0	0	0	7
11:15	6	1	1	0	0	8
11:30	3	0	1	0	0	4
11:45	4	0	1	2	0	7
12:00	3	0	2	0	0	5
12:15	6	1	0	1	0	8
12:30	1	1	0	0	0	2
12:45	4	0	0	1	0	5
13:00	4	0	1	1	0	6
13:15	0	0	0	0	0	0

		Exiting				
		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	1	0	0	0	1
8:00	0	0	0	0	0	0
8:15	1	0	0	0	0	1
8:30	2	1	1	0	0	4
8:45	1	0	1	1	0	3
9:00	1	0	0	0	0	1
9:15	3	0	0	0	0	3
9:30	2	1	0	1	0	4
9:45	4	3	0	0	0	7
10:00	2	0	2	0	0	4
10:15	2	0	0	0	0	2
10:30	4	0	1	1	0	6
10:45	3	1	0	0	0	4
11:00	3	2	0	0	0	5
11:15	3	2	0	0	0	5
11:30	4	1	2	0	0	7
11:45	4	0	0	1	0	5
12:00	6	0	2	2	0	10
12:15	6	0	1	0	0	7
12:30	4	0	0	1	0	5
12:45	1	0	0	1	0	2
13:00	5	0	0	1	0	6
13:15	3	1	0	1	0	5



City: Colton
 Location: TOTAL OF ALL DRIVEWAYS
 Date: Thursday, January 19, 2023
 Count Type: Driveway

	Entering				
13:30	0	1	0	1	2
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	2	0	2	0	4
14:30	0	0	0	2	2
14:45	0	0	0	1	1
15:00	0	0	0	2	2
15:15	0	1	0	0	1
15:30	0	0	1	0	1
15:45	0	0	1	0	1
16:00	0	0	1	0	1
16:15	0	0	1	0	1
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	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	80	15	15	15	125

	Exiting				
13:30	1	1	0	1	3
13:45	2	0	0	0	2
14:00	1	0	1	0	2
14:15	2	0	1	0	3
14:30	0	0	0	0	0
14:45	1	0	0	3	4
15:00	1	0	0	1	2
15:15	0	0	0	0	0
15:30	0	0	1	3	4
15:45	0	0	1	0	1
16:00	0	0	0	0	0
16:15	2	0	0	1	3
16:30	4	0	0	0	4
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	80	14	14	19	127



City: Colton
Location: TOTAL OF ALL DRIVEWAYS
Date: Wednesday, January 18, 2023
Count Type: Driveway

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	1	1	0	0	2
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	1	2	3
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	6	0	0	0	6
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	3	0	0	1	4
8:45	1	0	0	0	1
9:00	1	1	0	0	2
9:15	3	3	0	0	6
9:30	2	0	0	1	3
9:45	3	1	0	0	4
10:00	2	0	0	0	2
10:15	3	0	2	1	6
10:30	3	0	0	0	3
10:45	4	0	0	0	4
11:00	1	0	0	0	1
11:15	2	0	0	1	3
11:30	6	0	0	0	6
11:45	3	0	1	0	4
12:00	2	0	0	0	2
12:15	6	1	1	1	9
12:30	1	1	1	0	3
12:45	6	1	1	0	8
13:00	2	0	0	0	2
13:15	0	0	0	1	1

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	2	1	1	1	5
6:30	0	0	0	0	0
6:45	3	0	1	0	4
7:00	1	0	0	0	1
7:15	1	0	0	1	2
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	1	1	0	0	2
8:15	2	0	0	0	2
8:30	3	0	0	1	4
8:45	2	0	1	0	3
9:00	0	0	1	0	1
9:15	3	0	1	0	4
9:30	3	3	0	0	6
9:45	3	0	0	0	3
10:00	8	0	1	0	9
10:15	0	0	0	1	1
10:30	4	0	0	1	5
10:45	2	0	0	0	2
11:00	3	1	0	0	4
11:15	3	1	0	0	4
11:30	4	1	0	1	6
11:45	1	0	1	0	2
12:00	3	0	0	0	3
12:15	2	0	2	1	5
12:30	1	0	0	0	1
12:45	4	1	0	0	5
13:00	0	0	0	0	0
13:15	0	0	0	1	1

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268



City: Colton
 Location: TOTAL OF ALL DRIVEWAYS
 Date: Wednesday, January 18, 2023
 Count Type: Driveway

	Entering				
13:30	3	0	0	0	3
13:45	1	0	0	1	2
14:00	0	0	1	0	1
14:15	0	0	0	0	0
14:30	0	0	0	1	1
14:45	1	1	0	0	2
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	1	0	1
15:45	1	0	0	0	1
16:00	2	0	0	0	2
16:15	0	0	1	0	1
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	1	0	0	0	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	76	10	10	10	106

	Exiting				
13:30	0	0	0	1	1
13:45	1	0	0	0	1
14:00	2	0	1	0	3
14:15	0	0	0	0	0
14:30	0	0	0	1	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	2	0	0	0	2
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	4	0	0	0	4
17:00	1	0	0	0	1
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	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	78	9	10	10	107