



## Exhibit A

### SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the City Council on \_\_\_\_\_.

#### City of Rialto

#### Traffic Impact Analysis

#### Scoping Agreement

Case No. \_\_\_\_\_

Related Cases -

SP No. \_\_\_\_\_

EIR No. \_\_\_\_\_

GPA No. \_\_\_\_\_

ZC No. \_\_\_\_\_

Project Name: Stonehurst Truck Storage

Project Address: 2160 Stonehurst Drive, City of Rialto

Project Description: 57 truck docking spaces & 28 passenger vehicle spaces

#### Consultant

#### Developer

Name: TJW Engineering TAIT & Associates

Address: 9841 Irvine Center Drive, Ste 200, Irvine, CA 701 N. Parkcenter Dr, Santa Ana, CA 92705

Telephone: 949-878-3509 714-560-8200

Fax: \_\_\_\_\_



**1. Trip Generation Source:** See comments below

Existing GP Land Use \_\_\_\_\_ Proposed Land Use \_\_\_\_\_

Current Zoning: \_\_\_\_\_ Proposed Zoning: \_\_\_\_\_

Total Daily Project Trips: 255

Current Trip Generation			Proposed Trip Generation		
In	Out	Total	In	Out	Total
AM Trips _____	_____	_____	15	14	29
PM Trips _____	_____	_____	16	17	33
Internal Trip Allowance	Yes	X No (_____ % Trip Discount)	See attached		
Pass-By Trip Allowance	Yes	X No (_____ % Trip Discount)			

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

**2. Trip Geographic Distribution:** N % S % E % W %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

### 3. Background Growth Traffic

Project Completion Year: \_\_\_\_\_ Annual Background Growth Rate: \_\_\_\_\_%

Years \_\_\_\_\_

Other area projects to be considered: N/A

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: N/A

**4. Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- |               |           |
|---------------|-----------|
| 1. <u>N/A</u> | 6. _____  |
| 2. _____      | 7. _____  |
| 3. _____      | 8. _____  |
| 4. _____      | 9. _____  |
| 5. _____      | 10. _____ |



**5. Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- |               |           |
|---------------|-----------|
| 1. <u>N/A</u> | 6. _____  |
| 2. _____      | 7. _____  |
| 3. _____      | 8. _____  |
| 4. _____      | 9. _____  |
| 5. _____      | 10. _____ |

**6. Other Jurisdictional Impacts**

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?

N/A YES  
NO

If so, name of Jurisdiction: \_\_\_\_\_

**7. Site Plan** (please attach 11" x 17" legible copy)

**8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

For trip generation rates, traffic data from 2298 W. Stonehurst Dr., a site of the same land use and in close proximity to the proposed project, was utilized. Three different trip generation methodologies were used in the Trip Generation

Memo dated 5/15/24. The volumes on this scoping agreement are the averages of those from these methodologies.

The proposed project does not meet the *City of Rialto TIA Guidelines for VMT and LOS* threshold of 50 or more peak hour trips that would trigger an LOS study.

**9. Existing Conditions**

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: N/A

**NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.**

Fees Paid: \_\_\_\_\_ Date \_\_\_\_\_



**Recommended:**

Scoping Agreement Submittal date June 14, 2024

Scoping Agreement Resubmittal date \_\_\_\_\_

<u>David Chew, PTP</u>	<u>6/14/2024</u>
Applicant/Engineer	Date

**Land Use Concurrence:**

_____	_____
Development Services Department	Date

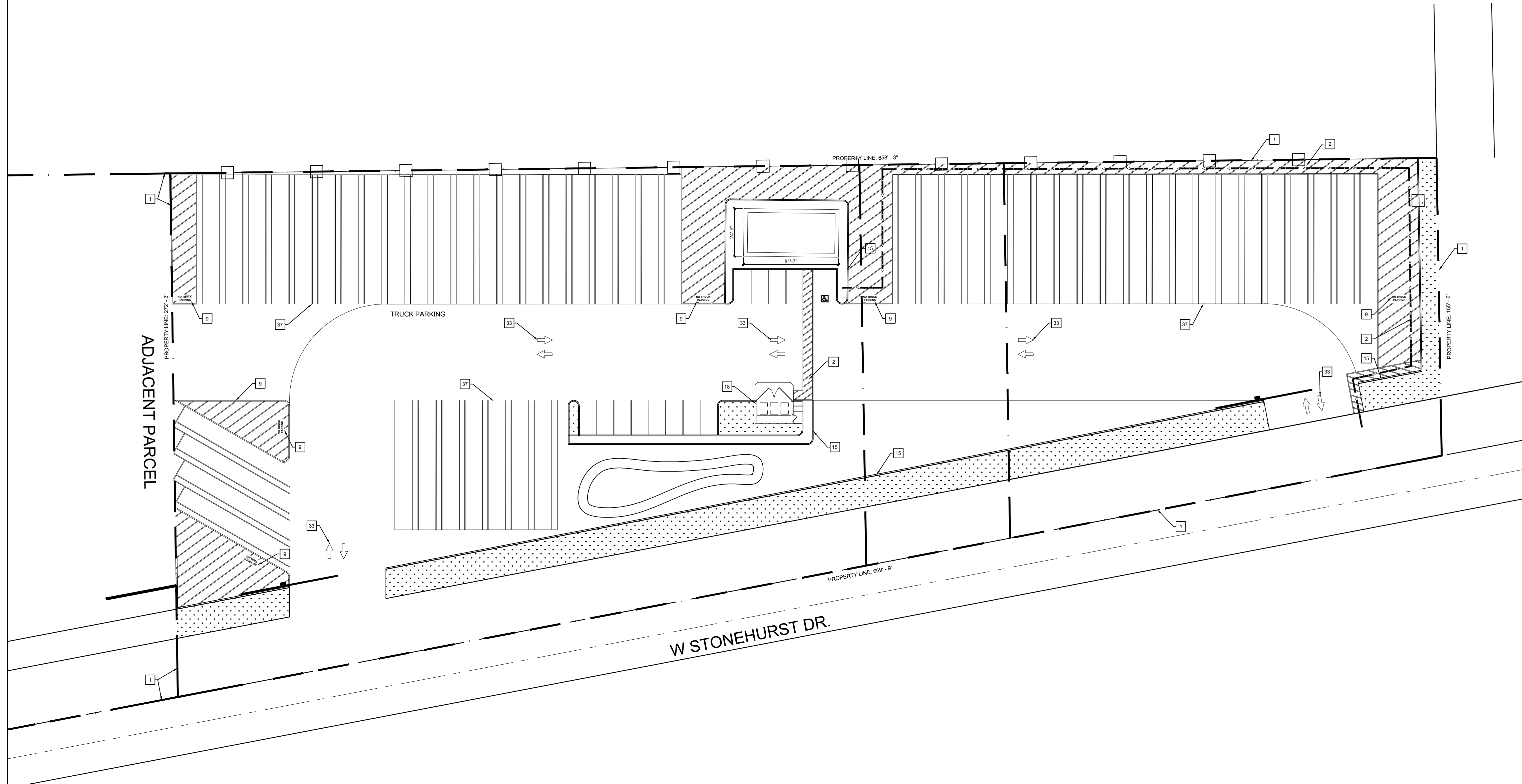
**Approved by:**

<u>Justin Schlaefli</u>	<u>8/15/24</u>
Public Works Department	Date

**NOTE:**

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.

## ARCHITECTURAL SITE PLAN



## KEYNOTES

- 1 PROPERTY LINE
  - 2 ADA PATH OF TRAVEL
  - 3 TOW AWAY ACCESSIBILITY PARKING SIGN AT ENTRANCE. REF. DET 10/A.0.2
  - 4 VAN ACCESSIBLE PARKING STALL - PAINT ACCESSIBLE LOADING ZONE PER OTC STANDARDS FOR ACCESSIBLE PARKING PLACES, PAVEMENT MARKINGS AND STENCILS ARE TO BE 4" WIDE STRIPING WHITE AND SHOULD BE RETROREFLECTIVE PAINT. PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE.
  - 5 INTERNATIONAL SYMBOL AT PARKING STALL. REFER. TO DET. 8/A.0.2
  - 6 ACCESSIBLE PARKING SIGN. REFER. TO DET. 9/A.0.2
  - 7 TRUNCATED DOMES. REFER. TO DET. 13/A.0.2
  - 8 ELECTRICAL TRANSFORMER LOCATION. FINAL APPROVED LOCATION PER UTILITY COMPANY
  - 9 NO PARKING SIGN
  - 10 FLUSH SURFACE AT TRANSITION (TYPICAL)
  - 11 FLAG POLE PROVIDED AND INSTALLED BY VENDOR. GC TO INSTALL FOOTING
  - 12 CONCRETE WALK, MEDIUM BROOM FINISH PERPENDICULAR TO PATH OF TRAVEL. SLOPE NOT TO EXCEED 5% IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 2% - SEE CIVIL AND GEOTECH REPORT
  - 13 CONCRETE DRIVE - SEE CIVIL DRAWINGS
  - 14 GRADE BREAK LINE - SEE CIVIL DRAWINGS
  - 15 6" CONCRETE CURB (TYPICAL)
  - 16 WAIT/GO SIGN
  - 17 HEAVY DUTY 12" WIDE NEENAH FOUNDRY TRENCH DRAIN
  - 18 TRASH ENCLOSURE. REFER. TO SHEET A1.4
  - 19 VACUUM EQUIPMENT ENCLOSURE. REFER TO SHEET A1.4.1
  - 20 LANDSCAPING - SEE LANDSCAPE DRAWINGS
  - 21 BICYCLE RACK. REFER. TO DET. 13/A1.4.3
  - 22 4" CONCRETE FILLED PIPE BOLLARD. REF. DET. 8/A1.4.3
  - 23 UNDERGROUND RECLAIM TANKS - SEE CIVIL AND PLUMBING DRAWINGS
  - 24 TOE OF SLOPE - SETBACK
  - 25 PAY CANOPY
  - 26 VACUUM AREA
  - 27 MENU BOARD
  - 28 MONUMENT SIGN - CONTRACTOR TO COORDINATE INSTALLATION OF MONUMENT SIGN FOOTING PRIOR TO LANDSCAPE WORK  
MONUMENT SIGN AND BUILDING SIGNS UNDER A SEPARATE PERMIT
  - 29 CONCRETE CURB; SEE CIVIL DRAWINGS
  - 30 DRIVEWAY LANE STRIPING
  - 31 UNDERGROUND UTILITY LINES
  - 32 ELECTRICAL SWITCH GEAR
  - 33 DIRECTIONAL ARROW
  - 34 PEDESTRIAN CROSSING SHALL BE CONCRETE PER LAND DEVELOPMENT CODE SECTION 10.775. STRIPING PAINT PER OTC STANDARDS SEE CALL OUT NO.4 ON THIS PAGE.
  - 35 "DO NOT ENTER" PAVEMENT MARKING
  - 36 VACUUM PARKING STRIPING
  - 37 PARKING STRIPING PER CITY STANDARDS (TYP)
  - 38 6" TRAFFIC BOLLARD. REF. DET. 11/A1.4.3

**NOTE:**  
PAVEMENT MARKINGS AND STENCILS ARE TO BE WHITE  
AND SHOULD BE RETROREFLECTIVE.

SHEET:	<p>THESE DRAWINGS AND SPECIFICATIONS ARE INSTRUMENTS OF THE SERVICE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND/OR T-LELEVA, INC. WITHOUT THE OBLIGATION OF THE ARCHITECT AND/OR T-LELEVA, INC. TO BE REPRODUCED OR TO BE USED BY ANY PERSON OR ENTITY ON OTHER PROJECTS. FOR ADDITIONS TO THIS PROJECT, THE COOPERATION OF THIS PROJECT WHEN PHASED, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT AND/OR T-LELEVA, INC.</p> <p>Copyright 2020</p>	<p>Job#: DM0002</p>	<p>3883 Ruffin Road Suite B          San Diego, CA 92123          P: 714.650.0206          www.tait-t.com</p> <p><b>TAIT</b></p> <p>Since 1964</p> <p>Los Angeles          Austin          Dallas          Chicago          Cincinnati          San Diego</p>	<p>Rev. #</p> <p>Date</p>	<p>Description</p>
		<p>Scale:</p> <p>Date:</p> <p>Drawn By:</p> <p>Checked By:</p>			

May 15, 2024



**TJW ENGINEERING, INC.**  
TRAFFIC ENGINEERING &  
TRANSPORTATION PLANNING  
CONSULTANTS

Mr. Jacob Vandervis  
TAIT & Associates, Inc.  
701 N. Parkcenter Drive  
Santa Ana, CA 92705

**SUBJECT: Stonehurst Truck Storage Trip Generation Memo, City of Rialto**

Dear Mr. Vandervis,

*TJW Engineering, Inc. (TJW)* is pleased to submit this trip generation memo for the proposed Stonehurst Truck Storage project located at 2160 Stonehurst Drive in the City of Rialto. The proposed truck storage project includes 28 passenger vehicle spaces and 57 truck docking spaces. The purpose of this memorandum is to provide methodologies to determine project trip generation as the industry standard Institute of Transportation Engineers (ITE) Trip Generation Manual does not specify a land use type that is appropriate to use for the proposed project.

#### [Proposed Project](#)

The proposed site is located at 2160 Stonehurst Drive in the City of Rialto. The proposed project includes the construction of a truck storage with 28 passenger vehicle spaces and 57 truck docking spaces. A site plan is attached as part of this memo. Site access is planned via two driveways on W Stonehurst Drive.

#### [Trip Generation Analysis](#)

The *Institute of Transportation Engineers Trip (ITE) Generation Manual* (11th Edition, 2021) does not have a specified land use description for the proposed project, hence, there are no feasible trip generation rates for the proposed project. Following discussion with City staff, traffic data would be collected from a similar site to help determine proposed project trip generation volumes. TJW identified traffic data to be collected at the adjacent site, a truck and container storage site that is located at 2298 W Stonehurst Drive, based on its same land use type and proximity to the proposed project. The adjacent site is comprised of 25 vehicle stalls and 178 truck docks while the proposed project is comprised of 28 vehicle stalls and 57 truck docks. The traffic volumes, which includes a breakdown of 2-, 3- and 4-axle

counts, were collected over a three (3) day period, Monday through Wednesday, from February 26 to February 28, 2024. Count sheets can be found in the attachments.

The trip generation analysis utilizes the AM and PM peak hour trips of the generator. As such, the peak occurrence of the trips does not coincide with the typical peak hours for traffic analysis (7 AM - 9 AM and 4 PM – 6 PM). Showing the trip generation values of the generator (proposed project) likely presents the worst-case scenario.

Utilizing collected traffic data, and the sample scoping agreement trip generation report supplied by the City of Rialto for the Crown Enterprises – Santa Ana Avenue Truck Terminal Site Project, TJW applied several methods to produce trip generation volumes for the proposed project. The description of each methodology and subsequently, the trip generation volumes can be found on the following pages.

### [Trip Generation Methodologies](#)

#### **Trip Generation Methodology 1**

Methodology 1 shows project trips generated based on the trip generation rates gathered from the adjacent site’s driveway volumes. The rates are based on the adjacent site’s 25 vehicle parking stalls and 178 Truck Docks. Traffic data was collected from Monday through Wednesday, February 26-28, 2024. **Table 1** shows the highest collected peak hour traffic data volume, taken on Tuesday, February 27, 2024, for daily, AM peak hour, and PM peak hour at the adjacent truck and container storage site.

**Table 1**  
Existing Trip Generation<sup>1,2,3</sup>

Proposed Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	25	Stalls	92	8	5	13	5	6	11
Truck Storage – Trucks	178	Truck Docks	88	7	7	14	4	8	12
TOTAL			180	15	12	27	9	14	23

<sup>1</sup> - Total project trips may vary slightly due to rounding.

<sup>2</sup> - Peak hour trip generation is based on highest daily 24-hour data collected from February 26-28, 2024.

<sup>3</sup> - AM and PM peak hours are from 3:30 AM to 4:30 AM and 3:30 PM to 4:30 PM, respectively.

Based on the data and land use type quantities in **Table 1** above, TJW determined trip generation rates for both passenger vehicles and trucks by dividing the collected volume with the total quantity of parking stalls/truck docks in the adjacent site. The trip generation rates are shown in **Table 2**.

**Table 2**  
Existing Trip Generation Rates

Proposed Land Use <sup>1</sup>	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	25	Parking Stalls	3.680	0.320	0.200	0.520	0.200	0.240	0.440
Truck Storage - Trucks	178	Truck Docks	0.494	0.039	0.039	0.079	0.022	0.045	0.067

Application of the proposed project's land use quantities to the adjacent site's trip generation rates establishes the proposed project trip generation as shown in **Table 3**.

**Table 3**  
Proposed Project Trip Generation

Proposed Land Use <sup>1</sup>	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	28	Parking Stalls	103	9	6	15	6	7	12
Truck Storage - Trucks	57	Truck Docks	28	2	2	4	1	3	4
Total Project Trips			131	11	8	19	7	10	16

<sup>1</sup> - Total project trips may vary slightly due to rounding.

**Table 4** below shows the resulting trip generation volumes with PCE adjustment applied to the standard passenger vehicle and 4-axle truck traffic data obtained during the peak hour trip generation of the adjacent site.

**Table 4**  
Proposed Project Trip Generation (PCE Adjusted)

Proposed Land Use <sup>1</sup>	Quantity	Units	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
				Volume	Volume			Volume		
					In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	28	Parking Stalls	1.0	103	9	6	15	6	7	12
Truck Storage - 4 Axle Trucks (PCE)	57	Truck Docks	3.0	84	7	7	13	4	8	12
Total Project PCE Trips				187	16	13	28	10	15	24

<sup>1</sup> - Total project trips may vary slightly due to rounding.



Based on methodology 1, the project is expected to generate a net total of 19 AM peak hour trips, 16 PM peak hour trips, and 131 daily trips without PCE adjustment and a net total of 28 AM peak hour trips, 24 PM peak hour trips, and 187 daily trips with PCE adjustment.

### **Trip Generation Methodology 2**

Methodology 2 utilizes the previously mentioned truck terminal scoping agreement Crown Enterprises – Santa Ana Avenue Truck Terminal Site Project in the City of Rialto. Although the land use itself is similar to the proposed and adjacent data collected site, the project trip generation rates found in the aforementioned scoping agreement differ. Additionally, the Crown Enterprises document also breaks down vehicle counts to truck volume mix per the City of Rialto Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2021). The truck volume mix of 2% 2-axle, 28% 3-axle, and 70% 4-axle trucks is applied to the truck volumes and, in addition, truck trips have applied a PCE factor.

Under Methodology 2, TJW applied the criteria above to determine proposed trips. **Table 5** shows the trip generation rates; **Table 6** shows the proposed trips generated based on these rates, truck breakdown and PCE adjustment.

**Table 5**  
Trip Generation Rates (based on Crown Enterprises criteria)

Proposed Land Use <sup>1</sup>	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	83	Parking Stalls	2.446	0.060	0.042	0.102	0.187	0.217	0.404
Truck Storage	102	Truck Docks	2.050	0.059	0.088	0.147	0.144	0.079	0.225

Source: Crown Enterprises- Santa Ana Avenue Truck Terminal Scoping Agreement for TIA

**Table 6**  
Proposed Project Trip Generation (based on Crown Enterprises criteria)

Proposed Land Use <sup>1</sup>	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
				Volume	Volume			Volume		
					In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	100.0%	68	1	68	1	1	3	5	6	11
Truck Storage - 2 Axle Trucks (PCE)	2.0%	2	1.5	4	0	0	0	0	0	0
Truck Storage - 3 Axle Trucks (PCE)	28.0%	33	2	66	2	3	5	5	3	7
Truck Storage - 4 Axle Trucks (PCE)	70.0%	82	3	246	7	11	18	17	9	27
Total Project PCE Trips				383	10	15	26	27	18	45

<sup>1</sup> - Total project trips may vary slightly due to rounding.

Based on methodology 2, utilizing the project's anticipated 28 vehicle stalls and 57 truck docks, the project is expected to generate a net total of 26 AM peak hour trips, 45 PM peak hour trips, and 383 daily trips. It should be noted that the trip generation rates utilized in methodology 2, per the Crown Enterprises document, are greater as the data collection site is considerable larger than both the proposed project site and the TJW data collection site.

### **Trip Generation Methodology 3**

Methodology 3 provides additional analysis that utilizes the rates from Methodology 1 but modifies the truck volumes by applying the truck volume mix breakdown found in the City of Rialto Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2021) of 2% 2-axle, 28% 3-axle, and 70% 4-axle trucks and then applying a PCE adjustment, instead of the breakdown per the TJW data collection. Trip generation findings under Methodology 3 are provided in **Table 7**.

**Table 7**

Rialto Truck % Proposed Project Trip Generation PCE (based on TJW adjacent site)

Proposed Land Use <sup>1</sup>	Vehicle Mix	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
				Volume	Volume			Volume		
					In	Out	Total	In	Out	Total
Truck Storage - Passenger Vehicle	100.0%	103	1	103	9	6	15	6	7	12
Truck Storage - 2 Axle Trucks (pce)	2.0%	0	1.5	0	0	0	0	0	0	0
Truck Storage - 3 Axle Trucks (pce)	28.0%	1	2	2	0	0	0	0	0	0
Truck Storage - 4 Axle Trucks (pce)	70.0%	49	3	147	14	14	28	8	16	24
Total Project PCE Trips				252	23	20	43	14	23	36

<sup>1</sup> - Total project trips may vary slightly due to rounding.

Based on methodology 3, the project is expected to generate a net total of 43 AM peak hour trips, 36 PM peak hour trips, and 252 daily trips.

### **Summary**

This memorandum provides an overview of the trip generation analysis for the proposed project utilizing three (3) different methodologies to determine project trips for the proposed Stonehurst Truck Storage project. Based on each of the methodologies above, it is anticipated that the project would generate less than 50 peak hour trips. Thus, based on the industry standard of a minimum 50 trip volume distribution for consideration as a study area intersection, no study area intersections would be included for analysis. Moreover, based on the minimal number of trips generated by the proposed project, a traffic impact study is not likely to be required.

Mr. Vandervis  
Stonehurst Trip Gen and VMT Analysis  
May 15, 2024  
Page 6

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



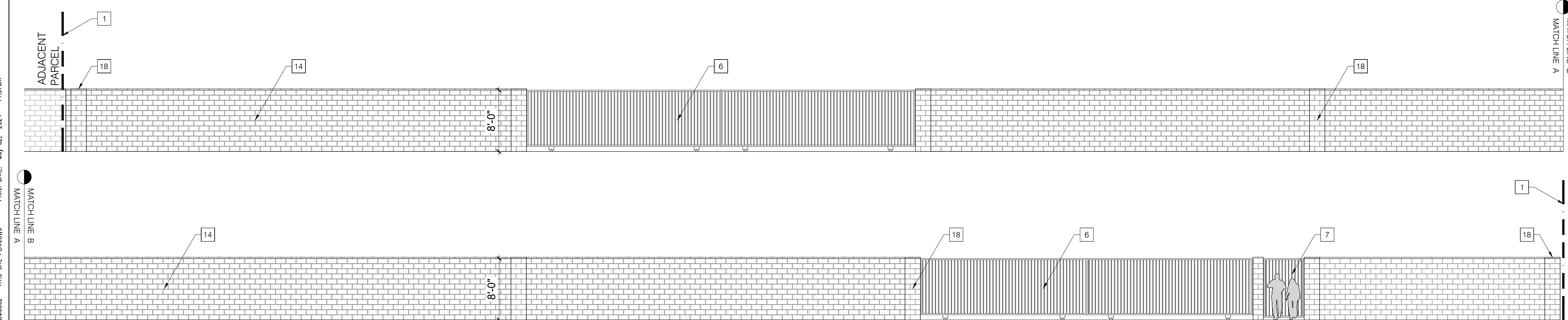
Gene Kim, PE, TE  
Principal Engineer

Registered Civil Engineer #83175  
Registered Traffic Engineer #2684



Tiffany Chang  
Transportation Planner







CMU WALL ELEVATION

APN:	113-071-08-0-000, 113-071-09-0-000, 113-071-10-0-000
SITE SIZE:	85,440 SQFT.
ZONING DESIGNATION:	INDUSTRIAL
LAND USE DESIGNATION:	GENERAL MANUFACTURING
EXISTING BUILDING SIZE:	+/- 1,220 SQFT
LANDSCAPED AREA:	+/- 21,650 SQFT
PARKING:	
STANDARD 9X18 STALLS REQUIRED:	5
STANDARD 9X18 STALLS PROVIDED:	27
VEHICLE ACCESSIBLE STALLS PROVIDED:	1
10X40 TRUCK STALLS PROVIDED:	7
12X55 TRUCK STALLS PROVIDED:	51

## PRELIMINARY PLAN NOTE

THIS PLAN HAS BEEN PREPARED WITH THE BEST AVAILABLE INFORMATION PROVIDE BY THE CUSTOMER, WITHOUT THE BENEFIT OF A SURVEY IN SOME CASES. THE ENGINEER HAS NOT CONDUCTED ANY CODE RESEARCH REGARDING, BUT NOT LIMITED TO, PERMITTED USES, SETBACKS, BUFFERS, ACCESS, REQUIRED PARKING, LANDSCAPING, FAR, ISR STORM WATER MANAGEMENT, UTILITIES, RIGHT OF WAY ACQUISITION OR EASEMENTS TO BENEFIT ACCURATE LAYOUT ORIENTATION AND CONFIGURATION.

<p>MEET:</p> <h1>A1.0</h1>		<p>OF THE SERVICES AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND/OR F-ELITE, INC. WHETHER THE PROJECT FOR WHICH THEY ARE Hired IS LOCATED OR NOT IN THE STATE OF CALIFORNIA. THESE SERVICES ARE NOT TO BE USED BY ANY PERSON OR ENTITY ON OTHER PROJECTS FOR ADDITIONS TO THIS PROJECT, OR COMPLETION OF THIS PROJECT WITHOUT PERMIT, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT AND/OR F-ELITE, INC.</p> <p>Copyright 2020</p>	<p>Checked By:</p>	<p>Drawn By:</p>	<p>Date:</p>	<p>Scale:</p>	<p>Sheet: DWG002</p>	<div data-bbox="3003 235 3009 529">  </div> <div data-bbox="3003 529 3009 921"> <p>Since 1964</p> <p>Los Angeles San Francisco Dallas San Antonio San Diego Seattle</p> </div> <div data-bbox="3003 921 3009 1118"> <p>San Diego, CA 92123 Tel: 619.594.2222 F: 714.560.8211 www.tait.com</p> </div> <div data-bbox="3003 1118 3009 1804"> <p>© "TAIT &amp; ASSOCIATES" 2020 ALL RIGHTS RESERVED</p> </div>
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City: Rialto  
Location: 2298 Stonehurst Dr  
Date: Monday, February 26, 2024  
Count Type: Classified Driveway Count

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

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



City: Rialto  
Location: 2298 Stonehurst Dr  
Date: Monday, February 26, 2024  
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	1	1
12:15	0	1	0	0	1
12:30	0	0	0	1	1
12:45	0	0	0	0	0
13:00	1	0	0	3	4
13:15	0	0	0	0	0
13:30	0	0	0	1	1
13:45	1	0	0	2	3
14:00	0	0	0	0	0
14:15	0	0	0	1	1
14:30	0	0	0	1	1
14:45	2	0	0	0	2
15:00	1	0	0	3	4
15:15	2	0	0	2	4
15:30	2	0	0	0	2
15:45	1	0	1	0	2
16:00	3	0	0	1	4
16:15	0	0	1	0	1
16:30	1	0	0	2	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	1	0	0	0	1
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	1	0	0	0	1
21:30	0	0	0	0	0
21:45	1	0	0	0	1
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	1	1
TOTAL	44	3	4	34	85

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	0	0	0	1	1
12:30	2	1	0	0	3
12:45	0	0	0	0	0
13:00	0	0	0	1	1
13:15	0	0	1	1	2
13:30	0	0	0	1	1
13:45	0	0	0	0	0
14:00	3	0	0	0	3
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	5	0	0	0	5
16:00	1	0	0	3	4
16:15	0	0	0	6	6
16:30	0	0	0	1	1
16:45	1	0	0	3	4
17:00	1	1	0	0	2
17:15	0	0	0	1	1
17:30	1	0	0	0	1
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	2	0	0	0	2
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	30	3	4	48	85



City: Rialto  
Location: 2298 Stonehurst Dr  
Date: Tuesday, February 27, 2024  
Count Type: Classified Driveway Count

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

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



City: Rialto  
Location: 2298 Stonehurst Dr  
Date: Tuesday, February 27, 2024  
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	0	1	0	2
12:30	1	0	0	0	1
12:45	0	0	0	1	1
13:00	0	0	0	0	0
13:15	0	0	0	2	2
13:30	1	1	0	1	3
13:45	2	0	0	2	4
14:00	0	0	0	2	2
14:15	1	0	0	0	1
14:30	2	1	0	2	5
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	3	0	0	2	5
15:30	3	0	0	0	3
15:45	0	0	0	3	3
16:00	2	0	0	1	3
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	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	45	5	2	37	89

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	1	1
12:15	0	0	0	0	0
12:30	2	0	0	0	2
12:45	2	1	0	0	3
13:00	1	0	1	0	2
13:15	1	0	0	1	2
13:30	0	0	1	1	2
13:45	0	0	0	0	0
14:00	3	2	0	0	5
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	3	0	0	0	3
15:45	0	0	0	2	2
16:00	0	0	0	1	1
16:15	3	0	0	5	8
16:30	0	0	0	2	2
16:45	3	0	0	0	3
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	1	0	0	1	2
17:45	0	0	0	0	0
18:00	0	1	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	1	0	0	0	1
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	47	5	3	36	91





City: Rialto  
Location: 2298 Stonehurst Dr  
Date: Wednesday, February 28, 2024  
Count Type: Classified Driveway Count

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



City: Rialto  
Location: 2298 Stonehurst Dr  
Date: Wednesday, February 28, 2024  
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	2	2
12:45	0	0	0	1	1
13:00	0	0	0	3	3
13:15	1	0	0	0	1
13:30	0	0	0	2	2
13:45	1	0	0	2	3
14:00	0	0	0	1	1
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	2	0	0	1	3
15:00	0	0	0	3	3
15:15	5	1	0	0	6
15:30	1	0	0	0	1
15:45	1	0	0	2	3
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	1	0	0	1	2
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	2	0	1	0	3
17:30	0	0	0	0	0
17:45	0	0	1	0	1
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	1	0	0	0	1
21:30	0	0	0	1	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	1	1
22:30	0	0	0	1	1
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	37	2	4	45	88

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	1	0	0	1
12:45	0	0	0	0	0
13:00	3	0	1	1	5
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	1	0	0	2	3
14:00	2	0	0	0	2
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	0	0	0	0	0
15:30	2	0	0	0	2
15:45	3	0	0	0	3
16:00	1	0	1	2	4
16:15	0	0	0	1	1
16:30	0	0	0	3	3
16:45	1	0	0	2	3
17:00	1	0	0	0	1
17:15	2	0	0	0	2
17:30	0	0	0	1	1
17:45	0	1	0	1	2
18:00	1	0	0	2	3
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	1	0	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	1	1
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	37	2	5	43	87

## Exhibit B

### SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, dated December 2013 and approved by the Transportation Commission on February 5, 2014.

#### City of Rialto

#### Traffic Impact Analysis

#### Scoping Agreement

Case No. TBD

Related Cases -

SP No. \_\_\_\_\_

EIR No. \_\_\_\_\_

GPA No. \_\_\_\_\_

ZC No. \_\_\_\_\_

Project Name: Crown Enterprises – Santa Ana Avenue Truck Terminal  
Site Plan and Project Description attached – **Attachment 1**

Project Address: 249 E Santa Ana Avenue

Project Description: 172,415 SF Truck Terminal plus 18,700 SF Shop Building: Total 191,115 SF  
Located in Sub-Area 8 of the Agua Mansa Specific Plan.

#### Consultant

#### Developer

Name: Kimley-Horn and Associates, Inc.

Crown Enterprises, Inc.

Address: 3880 Lemon St #420

12225 Stephens Road

Riverside, CA 92501

Warren, Michigan 48089

Telephone: (951) 543-9868

(586) 939-7000

Fax: NA

NA

**1. Trip Generation Source:** Based on Trip Generation survey at similar site (in Rialto)

Existing GP Land Use General Industrial (Holliday Rock)

Proposed Land Use Intermodal Truck Terminal

Current Zoning: Heavy Industrial

Proposed Zoning: No change

Total Daily Project Trips: 1,856 (with PCE) – see **Attachment 2** – Trip Generation Table

<u>Existing Trip Generation</u>			<u>Proposed Trip Generation (with PCE)</u>		
In	Out	Total	In	Out	Total
AM Trips _____	_____	_____	<u>53</u>	<u>75</u>	<u>128</u>
PM Trips _____	_____	_____	<u>132</u>	<u>84</u>	<u>216</u>
Internal Trip Allowance Yes		No X ( <u>0</u> % Trip Discount)			
Pass-By Trip Allowance Yes		No X ( <u>0</u> % Trip Discount)			
Trip Credit for Existing Site Trips		Yes	No X		

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%.

Discount trips shall be indicated on a report figure for intersections and access locations.

**2. Trip Geographic Distribution:** N 15 % S 15 % E 20 % W 50 %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

See **Attachment 3** - (Truck and Passenger Car Distribution)

**3. Background Growth Traffic**

Project Completion Year: 2024 Annual Background Growth Rate: 2 %

Other Phase Years N/A

Other area projects to be considered: We will start with the Cumulative Projects list from our most recent TIA (Riverside Avenue Storage Lot – See **Attachment 4**), and will update and add other recent projects based on info to be provided by Planning.

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: Existing plus Growth plus Cum Proj plus Project to Opening Year

**4. Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. Riverside Avenue at I-10 WB Ramps
2. Riverside Avenue at I-10 EB Ramps
3. Riverside Avenue at Slover Avenue
4. Riverside Avenue at Santa Ana Avenue
5. Riverside Avenue at Jurupa Avenue

We will also study the site entrance on Santa Ana Avenue.

**5. Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. Riverside Avenue – North of Slover Ave
2. Riverside Avenue – Slover to Santa Ana
3. Riverside Avenue – Santa Ana to Jurupa
4. Santa Ana Avenue – East of Riverside
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

#### 6. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?   X   YES        NO

If so, name of Jurisdiction: City of Colton, County of San Bernardino

**7. Site Plan** (please attach 11" x 17" legible copy) – see **Attachment 1** – Site Plan

**8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

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## 9. Existing Conditions

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: New counts will be collected

**NOTE: Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.**

Fees Paid: \_\_\_\_\_ Date \_\_\_\_\_

### Recommended:

Scoping Agreement Submittal date December 21, 2022


Scoping Agreement Resubmittal date \_\_\_\_\_

Kimley-Horn and Associates, Inc.	December 21, 2022
Applicant/Engineer	Date

### Land Use Concurrence:

Development Services Department	Date
---------------------------------	------

### Approved by:

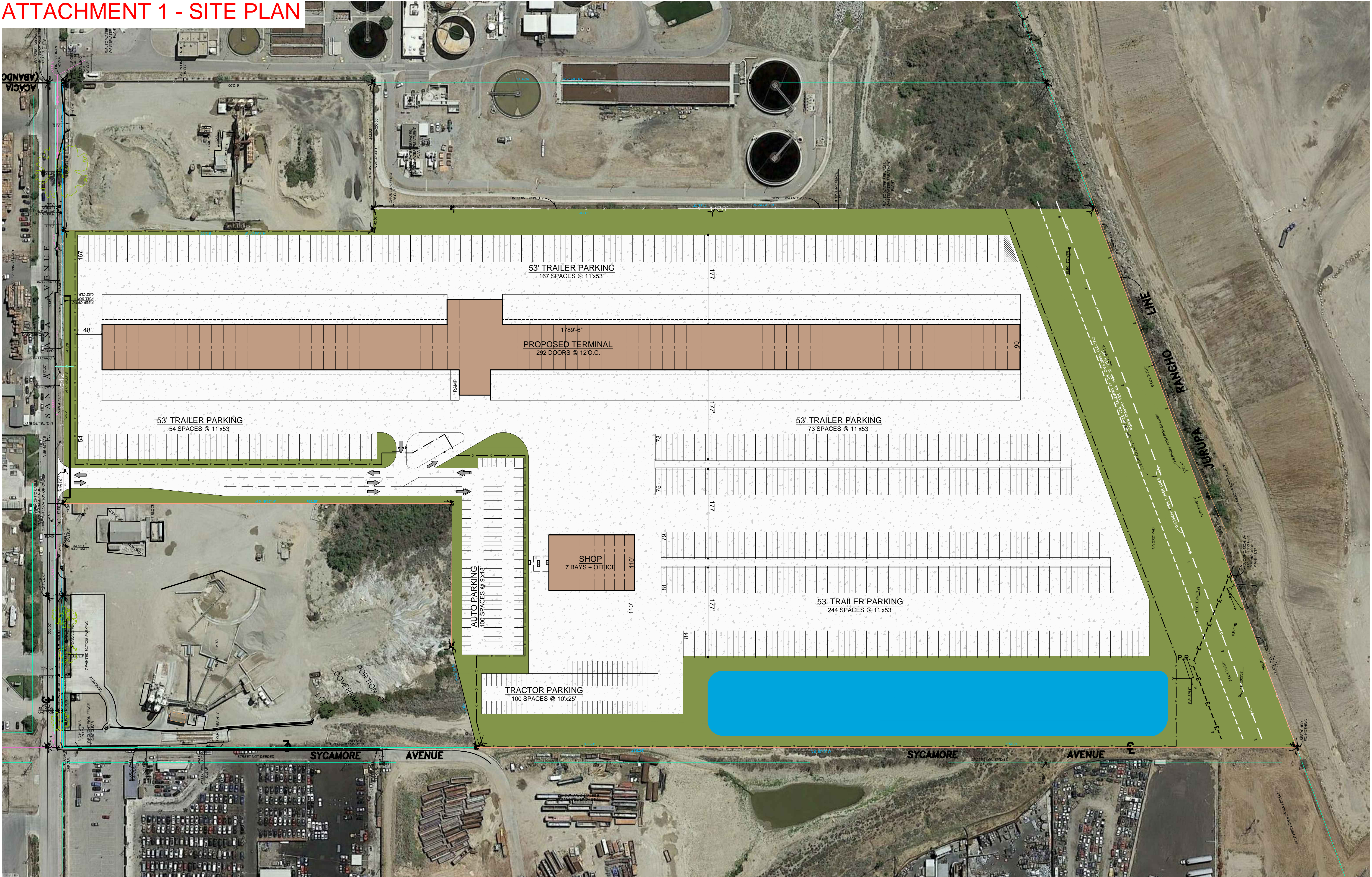
	2/24/2023
Public Works Department	Date

### NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.



# ATTACHMENT 1 - SITE PLAN



ACREAGE: 46

DOCK: (292) DOORS AT 12' OC x 90' WIDE  
SHOP: 7 DRIVE-THRU BAYS + OFFICE/PARTS BAY  
TRAILER PARKING: (538) 53' SPACES  
TRACTOR PARKING: (100) SPACES  
EMPLOYEE PARKING: (150) SPACES

 **CONCEPTUAL SITE PLAN**  
SCALE: N.T.S.

[illegible]



**ATTACHMENT 2**  
**SUMMARY OF PROJECT TRIP GENERATION**  
**249 SANTA ANA AVENUE TRUCK TERMINAL PROJECT**

**TRIP GENERATION RATES <sup>1</sup>**

Existing Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Truck Terminal - Passenger Vehicles	83	Parking Stalls	2,446	0.060	0.042	0.102	0.187	0.217	0.404
Truck Terminal - Trucks <sup>3</sup>	102	Truck Docks	2,050	0.059	0.088	0.147	0.144	0.079	0.224

**PROJECT TRIP GENERATION**

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Passenger Vehicle Trips	100	Parking Stalls	245	6	4	10	19	22	41
Proposed Truck Trips	292	Truck Docks	599	17	26	43	42	23	65
Total Project Trips (Non-PCE)	--	--	844	23	30	53	61	45	106

**PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)**

Vehicle Type	Vehicle Mix <sup>2</sup>	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	100.0%	245	1.0	245	6	4	10	19	22	41
2-Axle Trucks	2.0%	12	1.5	18	1	1	2	1	1	2
3-Axle Trucks	28.0%	168	2.0	336	10	15	25	24	13	37
4+ Axle Trucks	70.0%	419	3.0	1,257	36	55	91	88	48	136
Total Truck PCE Trips				1,611	47	71	118	113	62	175
Total Project PCE Trips				1,856	53	75	128	132	84	216

<sup>1</sup> Based on trip generation data at a comparable Truck Terminal site in the City of Rialto. Data collection worksheets are provided as Appendix A to the Scoping Agreement.

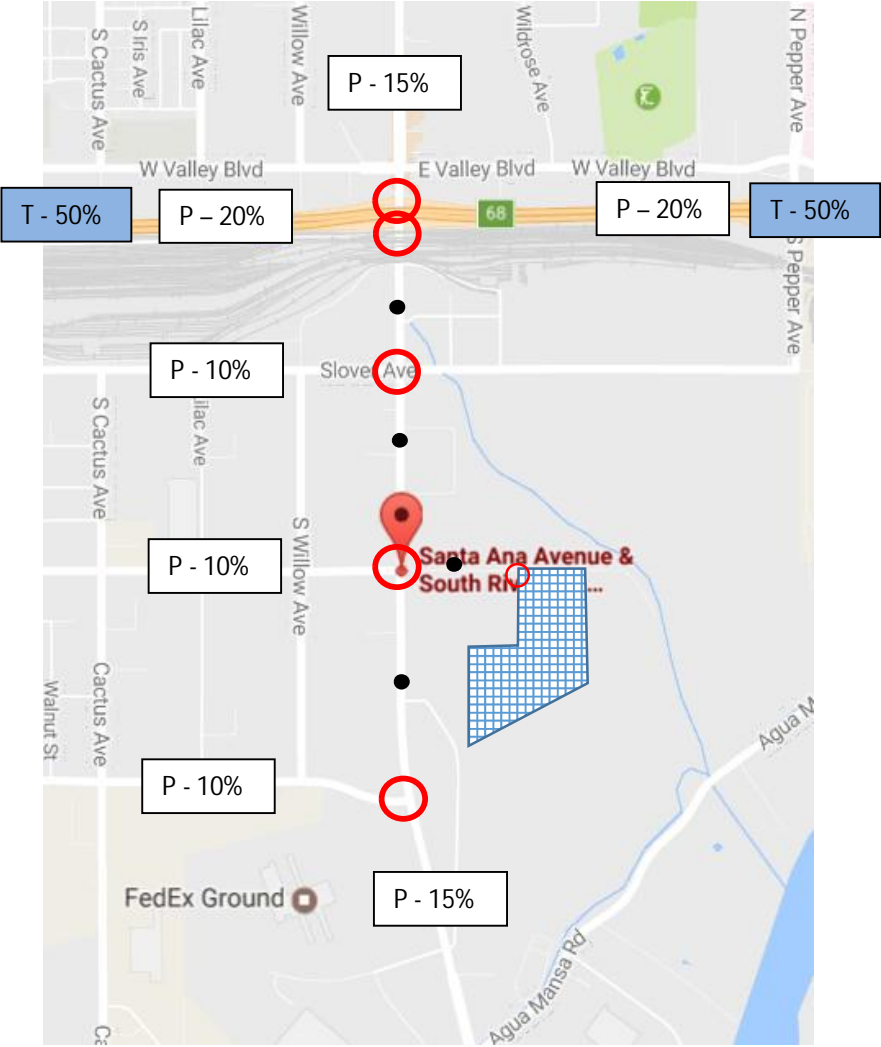
<sup>2</sup> Source: City of Rialto *Traffic Impact Analysis Guidelines for VMT and LOS Assessment*, October, 2021

<sup>3</sup> The current truck operations of the existing site (including at time of data collection) exceeds the current building size. As such, the existing site uses off-site trailer drop lots that provide a staging buffer until a dock position is available at the existing site. The additional truck trips created from moving truck trailers to/from the off-site drop lot from/to the existing site overestimates the number of truck trips at a typical site. As a result, the truck trip rates have been reduced by 40% to account for this overestimation of truck trips at the existing site.

PCE = Passenger Car Equivalent



ATTACHMENT 3 - SANTA ANA TRUCK TERMINAL – SUGGESTED STUDY LOCATIONS AND TRIP DISTRIBUTION



LEGEND

- STUDY INTERSECTION
- STUDY ROADWAY SEGMENT
- P - X% PASSENGER VEHICLE DISTRIBUTION
- T - X% TRUCK DISTRIBUTION

TABLE 8 SUMMARY OF CUMULATIVE PROJECTS											
PROJECT TRIP GENERATION											
Project #	Land Use	Quantity	Units	Trip Generation Estimates							
				Daily	AM Peak Hour			PM Peak Hour			
					In	Out	Total	In	Out	Total	
City of Rialto											
1	Panattoni I-10 (Rialto Commerce Center)	2,475.745	KSF	3,565	145	78	223	82	166	248	
2	CapRock III	527.900	KSF	3,151	212	53	265	73	211	284	
3	Rialto Walmart										
	Free Standing Discount Superstore	197.639	KSF	10,501	185	145	330	446	465	911	
	Shopping Center	13.712	KSF	589	8	5	13	25	26	51	
	High-Turnover (Sit-Down) Restaurant	12.856	KSF	1,635	77	71	148	85	59	144	
	Gasoline/Service Station	16	VFP	2,697	99	95	194	111	111	222	
	Pass-by Gasoline/Service Station			-1,019	-52	-50	-102	-42	-42	-84	
	Fast-Food Restaurant w/ D.T.	5.948	KSF	2,951	150	144	294	105	97	202	
	Pass-by Fast-Food Restaurant			-1,328	-66	-63	-129	-48	-44	-92	
	Internal Capture (10%)			-1,837	-52	-46	-98	-77	-76	-153	
4	Fuel/Convenience Market	18	VFP	3,803	232	231	463	190	189	379	
5	Truck Yard (SWC of Riverside Ave and Santa Ana Ave) <sup>1</sup>			686	29	43	72	31	34	65	
6	Fast Food/Retail (SWC of Riverside Ave and Slover Ave) <sup>1</sup>			1,104	34	22	56	38	37	75	
7	Warehouse (SWC of Cactus Ave and Slover Ave) <sup>1</sup>			587	45	12	57	16	48	64	
8	Truck Lot (Jurupa Ave) <sup>1</sup>			393	14	21	35	18	20	38	
9	FedEx <sup>1</sup>			5,174	342	91	432	116	347	463	
10	Warehouse (Valley Blvd) <sup>1</sup>			2,405	159	42	201	54	161	215	
11	Warehouse (San Bernardino Ave) <sup>1</sup>			956	66	18	84	22	67	89	
12	Warehouse (Riverside Ave) <sup>1</sup>			494	33	9	42	11	34	45	
13	Warehouse (Agus Mansa Rd) <sup>1</sup>			319	22	6	28	7	21	28	
City of Colton											
14	CUSM (300 N. Pepper Ave)	150	STUDENTS	357	25	6	31	9	22	31	
15	1600 Agua Mansa Road	805.500	KSF	2,868	191	51	242	64	193	257	
16	Valley Orange Ent. (1600 W. Valley Blvd)	8	VFP	1,348	50	48	98	55	55	110	
17	785 M Street	20.600	KSF	144	17	2	19	2	18	20	
18	644-660 Laurel Lane	7	DU	67	1	4	5	4	3	7	
19	602 Agua Mansa Road	19,919	KSF	196	7	11	18	8	9	17	
20	Roquet Ranch										
	Single-Family Detached Housing	754	DU	7,216	141	424	565	480	282	762	
	Condominium	244	DU	1,418	18	89	107	85	42	127	
	Senior Adult Housing-Attached	52	DU	181	2	4	6	5	3	8	
	Shopping Center	6,500	VFP	279	4	3	7	12	12	24	
	Coffee/Donut Shop w/ D.T.	1,500	KSF	1,228	85	81	166	32	32	64	
	Fast-Food Restaurant w/ D.T.	4,000	KSF	1,984	101	97	198	70	65	135	
	County Park	19.5	ACRES	44	0	0	0	0	1	1	
City of Riverside											
21	P15-0812	61	DU	354	5	22	27	21	10	31	
22	P14-1033	308.000	KSF	1,096	73	19	92	25	74	99	
City of Jurupa Valley											
23	Rio Vista Specific Plan 243										
	Single-Family Detached Housing	579	DU	5,541	109	326	435	368	216	584	
	Condominium	290	DU	1,685	22	106	128	101	50	151	
	Apartment	346	DU	2,301	35	141	176	139	75	214	
	City Park	22.2	ACRES	35	-	-	-	-	-	-	
	Elementary School (1)	600	STUDENTS	774	149	122	271	44	46	90	
24	Rubidoux Commercial Development	315.499	KSF	2,199	255	35	290	37	269	306	
25	Wheatley Industrial Mfg. Bldg.	31.500	KSF	220	26	3	29	4	27	31	
26	Emerald Ridge North	187	DU	1,790	35	105	140	119	70	189	
County of San Bernardino											
27	High Cube	334.000	KSF	481	20	11	31	11	22	33	
28	High Cube	476.000	KSF	685	28	15	43	16	32	48	
	General Warehouse	30.000	KSF	107	7	2	9	2	7	9	
29	High Cube	677.000	KSF	975	40	21	61	22	45	67	
30	Single Family Residential	198	DU	1,895	37	111	148	126	74	200	
31	General Warehouse	395.000	KSF	1,406	94	25	119	32	95	127	
32	Truck Terminal	450.000	KSF	8,231	300	449	749	300	391	691	
County of Riverside											
33	CUP03718	19.988	KSF	139	16	2	18	2	17	19	
34	PP24798										
	Shopping Center	5.361	KSF	230	3	2	5	10	10	20	
	General Office Building	3.405	KSF	37	5	1	6	1	4	5	
Total Project Trips				84,337	3,583	3,265	6,848	3,468	4,202	7,670	
Notes: <sup>1</sup> Trip generation estimates provided by City staff. DU = Dwelling Units, KSF = 1,000 square feet, VFP = Vehicle Fueling Positions NEC = Northeast Corner, SEC = Southeast Corner, NWC = Northwest Corner, SWC = Southwest Corner											

APPENDIX A

TRIP GENERATION SURVEY WORKSHEETS

## Directional Dwy In &amp; Out

Location: S Riverside Ave & 2765 S Riverside Ave/Central Transport Dwy  
City: Bloomington

Date: 6/28/2022  
Day: Tuesday

TIME	FHWA 1-3				FHWA 5				FHWA 6				FHWA 8				FHWA 9			
	Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out	
	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR
6:00 AM	4	9	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
6:15 AM	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 AM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
9:00 AM	1	1	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
9:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
11:15 AM	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
11:30 AM	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1:45 PM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
2:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
2:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
3:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0
3:30 PM	1	2	1	1	0	1	0	0	0	1	0	0	0	0	0	0	1	2	0	0
3:45 PM	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0
4:00 PM	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:30 PM	2	0	0	2	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0
4:45 PM	1	1	1	1	0	0	0	0	0	3	0	0	0	0	0	0	1	5	0	0
5:00 PM	1	3	1	3	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
5:15 PM	1	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	4	1	4	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 PM	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:30 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
7:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:15 PM	1	2	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	6	0	0
7:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 PM	0	2	1	1	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0
Totals	27	72	32	60	0	21	0	0	2	22	0	0	0	12	0	0	16	51	0	0

## Directional Dwy In &amp; Out

Location: S Riverside Ave & 2765 S Riverside Ave/Central Transport Dwy  
City: Bloomington

Date: 6/29/2022  
Day: Wednesday

TIME	FHWA 1-3				FHWA 5				FHWA 6				FHWA 8				FHWA 9			
	Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out		Dwy In		Dwy Out	
	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR	NR	SL	WL	WR
6:00 AM	2	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 AM	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
9:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:15 AM	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0
12:15 PM	1	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30 PM	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1:00 PM	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
1:30 PM	2	4	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
3:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
3:15 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
3:30 PM	0	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0
3:45 PM	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
4:00 PM	0	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0
4:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0
4:45 PM	1	1	0	1	0	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0
5:00 PM	1	4	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
5:15 PM	2	3	0	2	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0
5:30 PM	1	2	1	4	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	5	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 PM	0	0	3	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:15 PM	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	26	71	27	68	0	28	0	0	5	17	1	0	0	6	0	0	16	50	0	0

## Directional Dwy In &amp; Out

Location: 2765 S Riverside Ave/Central Transport Dwy & Industrial Dr  
City: Bloomington

Date: 6/28/2022  
Day: Tuesday

TIME	FHWA 1-3						FHWA 5						FHWA 6						FHWA 8						FHWA 9						FHWA 11						
	Dwy In			Dwy Out			Dwy In			Dwy Out			Dwy In			Dwy Out			Dwy In			Dwy Out			Dwy In			Dwy Out			Dwy In			Dwy Out			
	NT	EL	WR	SL	ST	SR	NT	EL	WR	SL	ST	SR	NT	EL	WR	SL	ST	SR	NT	EL	WR	SL	ST	SR	NT	EL	WR	SL	ST	SR	NT	EL	WR	SL	ST	SR	
6:00 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
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	1	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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	1	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	0	0	0	0	0	0	2	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	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	
8:30 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	1	0	0	0	0	
8:45 AM	0	0	0	0	0	1	0	0	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	
9:00 AM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	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	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	
10:00 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	
10:15 AM	0	1	0	0	0	1	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	1	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 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	
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
11:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 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	1	0	0	0	0	
12:15 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	1	0	0	0	0	0	0	0	0		
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 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		
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
1:30 PM	0	1	0	0	0	1	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		
1:45 PM	0	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		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	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		
3:00 PM	0	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	1	3	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	1	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	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0		
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	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	2	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0		
4:30 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		
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	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	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	2	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					

Location: 2765 S Riverside Ave/Central Transport Dwy & Industrial Dr  
City: Bloomington

Date: 6/29/2022  
Day: Wednesday

[illegible]

TABLE 1  
SUMMARY OF CENTRAL TRANSPORT SURVEYS  
TUESDAY JUNE 28, 2022

Time	Driveway						Hourly Sum		
	S Riverside Ave & 2765 S Riverside Ave Dwy		2765 S Riverside Ave & Industrial Dr Dwy		Combined				
	In	Out	In	Out	In	Out	In	Out	Total
AM Peak									
7:00 to 7:15	1	1	0	3	1	4	-	-	-
7:15 to 7:30	2	0	2	4	4	4	-	-	-
7:30 to 7:45	4	0	1	5	5	5	-	-	-
7:45 to 8:00	3	1	2	4	5	5	15	18	33
8:00 to 8:15	3	0	0	4	3	4	17	18	35 *
8:15 to 8:30	0	0	2	2	2	2	15	16	31
8:30 to 8:45	2	1	0	1	2	2	12	13	25
8:45 to 9:00	5	0	0	5	5	5	12	13	25
PM Peak									
4:00 to 4:15	4	4	3	4	7	8	-	-	-
4:15 to 4:30	3	3	0	4	3	7	-	-	-
4:30 to 4:45	6	2	1	2	7	4	-	-	-
4:45 to 5:00	11	2	3	3	14	5	31	24	55
5:00 to 5:15	8	4	1	3	9	7	33	23	56
5:15 to 5:30	6	5	2	4	8	9	38	25	63
5:30 to 5:45	8	5	2	4	10	9	41	30	71 *
5:45 to 6:00	3	3	3	6	6	9	33	34	67
Total	69	31	22	58	91	89			

\* = Peak hour volumes, based on the highest 4 consecutive 15-minute periods.



TABLE 2  
SUMMARY OF CENTRAL TRANSPORT SURVEYS  
WEDNESDAY JUNE 29, 2022

Time	Driveway						Hourly Sum		
	S Riverside Ave & 2765 S Riverside Ave Dwy		2765 S Riverside Ave & Industrial Dr Dwy		Combined				
	In	Out	In	Out	In	Out	In	Out	Total
AM Peak									
7:00 to 7:15	3	4	0	3	3	7	-	-	-
7:15 to 7:30	2	1	0	3	2	4	-	-	-
7:30 to 7:45	3	0	0	1	3	1	-	-	-
7:45 to 8:00	4	1	0	3	4	4	12	16	28 *
8:00 to 8:15	2	0	0	3	2	3	11	12	23
8:15 to 8:30	1	0	0	1	1	1	10	9	19
8:30 to 8:45	1	1	0	4	1	5	8	13	21
8:45 to 9:00	3	2	0	5	3	7	7	16	23
PM Peak									
4:00 to 4:15	5	2	0	8	5	10	-	-	-
4:15 to 4:30	3	2	2	2	5	4	-	-	-
4:30 to 4:45	6	1	1	3	7	4	-	-	-
4:45 to 5:00	8	1	1	1	9	2	26	20	46
5:00 to 5:15	8	9	1	2	9	11	30	21	51
5:15 to 5:30	8	3	2	2	10	5	35	22	57
5:30 to 5:45	6	5	0	2	6	7	34	25	59
5:45 to 6:00	7	3	2	4	9	7	34	30	64 *
Total	70	35	9	47	79	82			

\* = Peak hour volumes, based on the highest 4 consecutive 15-minute periods.