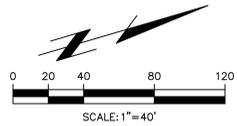
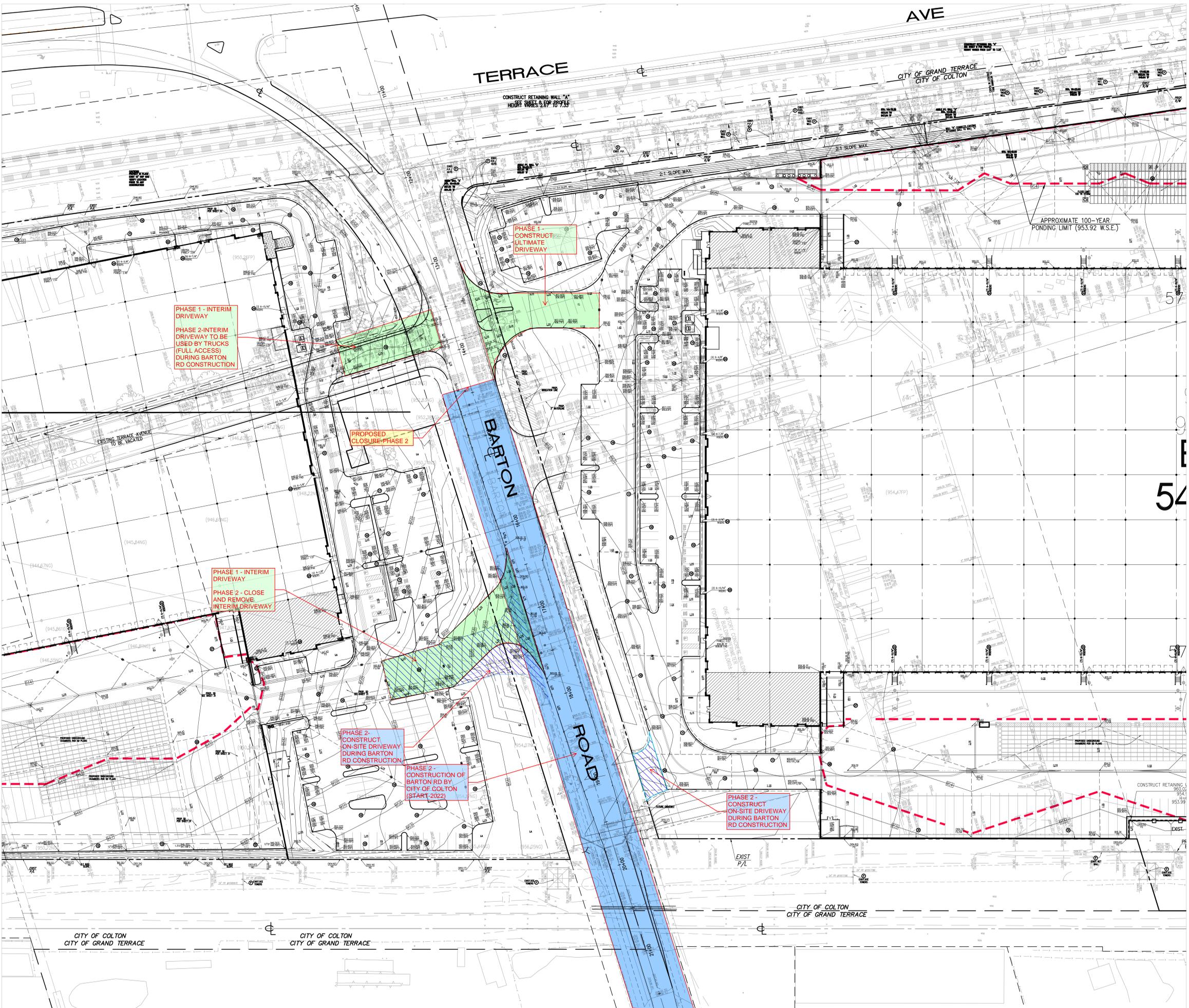


**Appendix M:  
Access and Circulation**

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PREPARED FOR:  
**Hager Pacific Properties - N.B.**  
 4100 Newport Place Drive, Suite 820  
 Newport Beach, Ca 92660  
 PHONE: (949) 253-7920  
 FAX: (949) 253-7923

**TEI** Thienes Engineering, Inc.  
 CIVIL ENGINEERING & LAND SURVEYING  
 14349 PRESTONE BOULEVARD  
 LA BREA, CALIFORNIA 90638  
 PH: (714) 521-4511 FAX: (714) 521-4173

**CITY OF COLTON**  
 PUBLIC WORKS DEPARTMENT

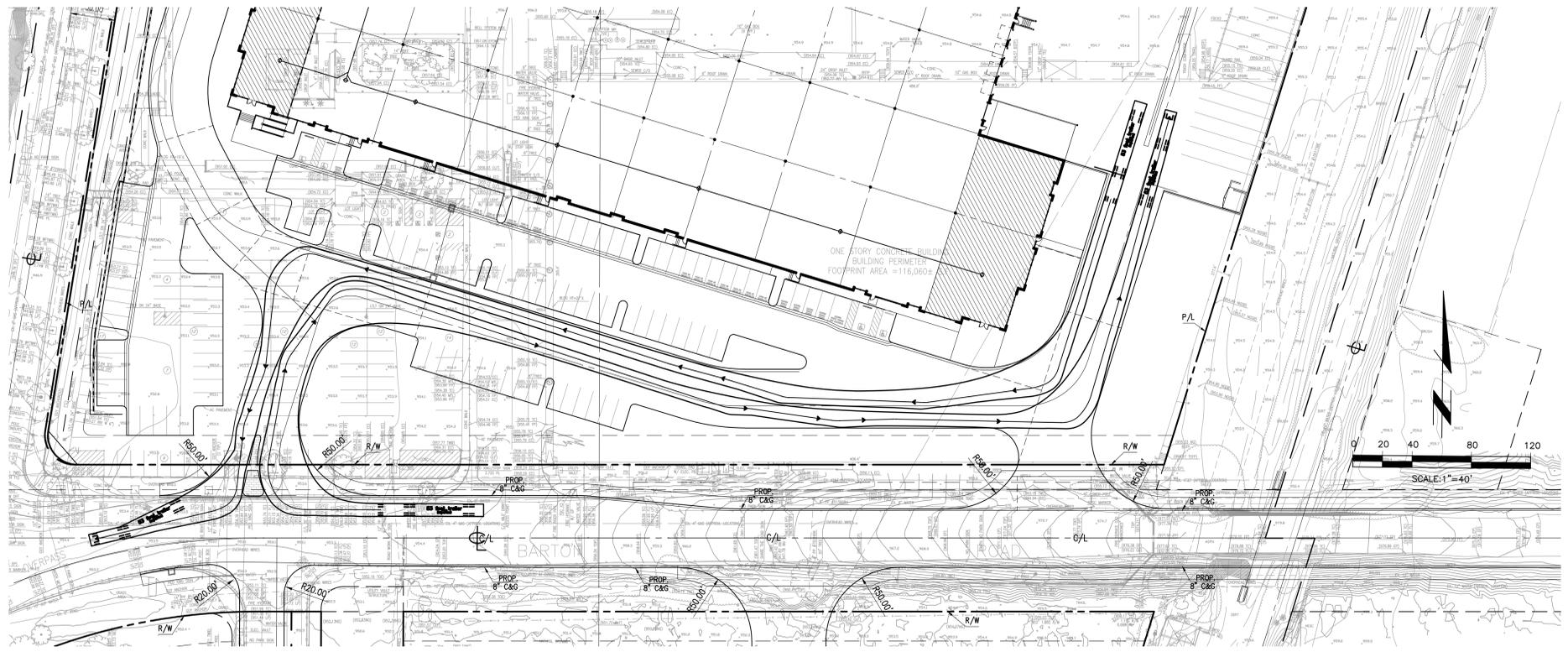
**BARTON RD EXHIBIT**  
 PRELIMINARY PHASING PLAN FOR BARTON RD  
**EBS**  
**BARTON ROAD**

Designed by _____	Approved by _____	Date _____
Checked by _____	Public Works Director _____	R.C.E. XXXXX
Designed by _____	Checked by _____	Date _____
Checked by _____	Sheet _____	of _____
Date _____	Sheet _____	of _____

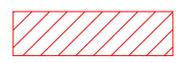
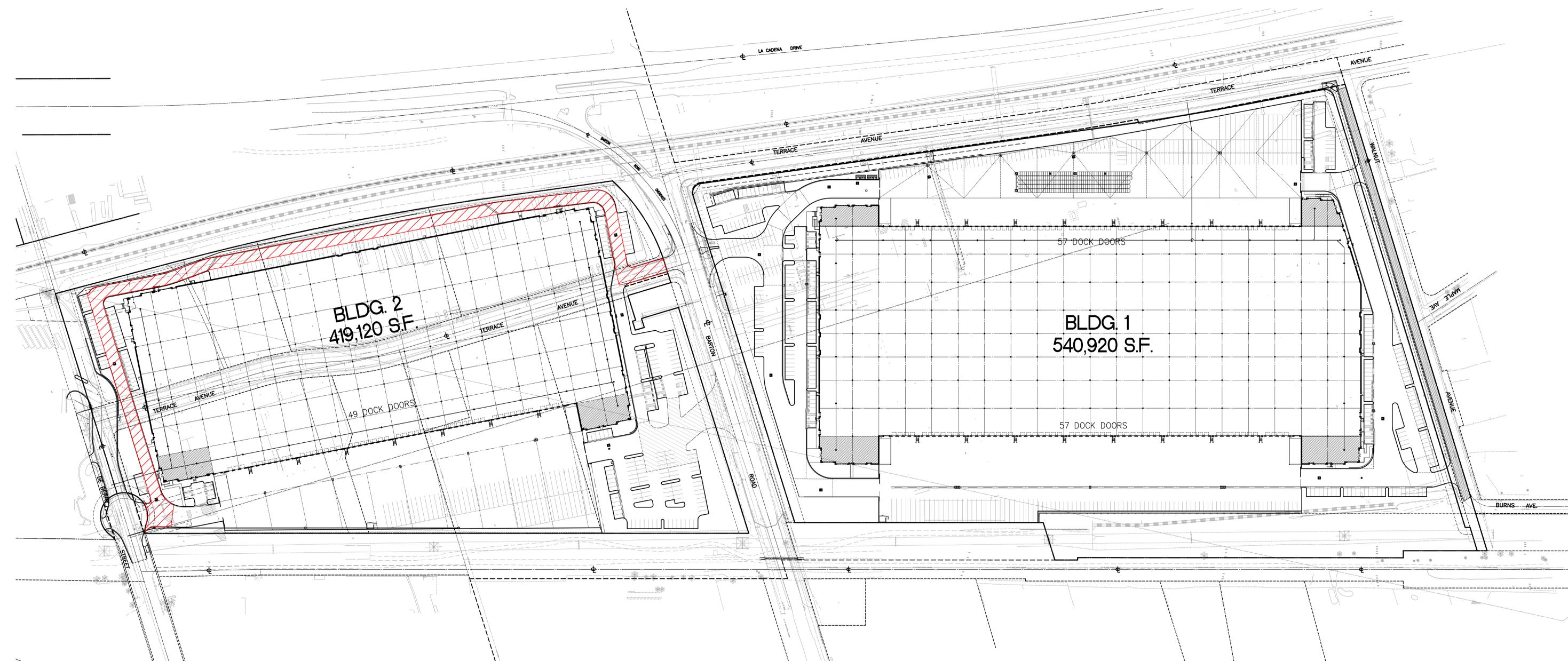
Last Update: 3/18/21  
 © 17100-3799, 3711 BARTON RD PHASING

2N 3711

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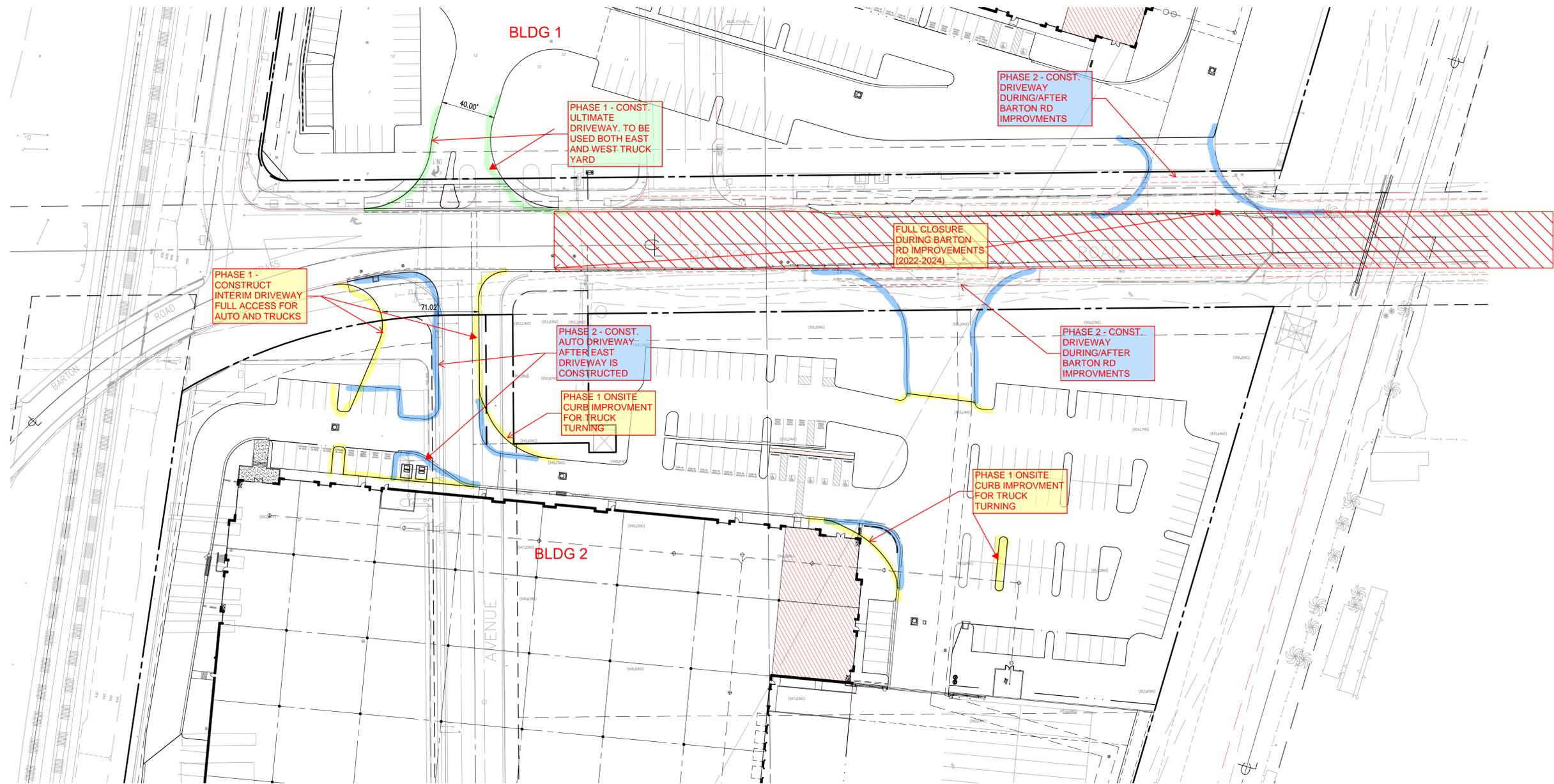
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**COURTESY INGRESS/EGRESS OPEN TO PUBLIC**



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BARTON RD DRIVEWAY  
PHASE 1 AND PHASE 2

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January 4, 2019

Mr Michael McKenna, Project Manager  
EBS REALTY PARTNERS  
1300 Bristol Street North, Suite 290  
Newport Beach, California 92660

Dear Mr. McKenna:

## **INTRODUCTION**

The firm of Ganddini Group, Inc. is pleased to provide this preliminary traffic analysis for the proposed Barton Road project. The project site is located on both sides of Barton Road between La Cadena Drive and La Crosse Avenue in the City of Colton. The project location map is shown on Figure 1. This preliminary traffic analysis documents the existing weekday daily volumes currently traveling along Terrace Avenue and discusses the proposed street vacation of Terrace Avenue, south of Barton Road.

According to the San Bernardino County Transportation Authority (SBCTA) project overview (see Attachment A), the I-215 Freeway/Barton Road interchange is currently under construction to provide the following future features: (1) widen Barton Road from west of Grand Terrace Road to east of Vivienda Avenue, (2) add a roundabout west of the bridge at the southbound on- and off-ramps, (3) transition Michigan Street into a cul-de-sac and connect Vivienda Avenue to Commerce Way, (4) realign La Crosse Avenue, and (5) lengthen the bridge to accommodate future freeway improvements. For interim conditions, the I-215 Freeway SB On-Ramp has been temporarily located on La Crosse Avenue (at De Berry Street).

## **PROJECT DESCRIPTION**

The 45.91 acre project site is proposed to consist of developing 949,980 square feet of warehousing and office use on both sides of Barton Road between La Cadena Drive and La Crosse Avenue. The development includes the proposed street vacation of Terrace Avenue, south of Barton Road. The proposed project site plan is illustrated on Figure 2.

## **EXISTING VOLUMES**

Existing 24-hour roadway segment counts were obtained on the roadway segments shown on Figure 3. The roadway segment counts were conducted on December 4, 2018 (Tuesday). The roadway segment count worksheets are provided in Attachment B.

As shown on Figure 3, a total of 538 vehicles per day currently travel northbound on Terrace Avenue, while a total of 604 vehicles per day currently travel southbound on Terrace Avenue. Approximately 364 of the northbound vehicles are coming from businesses located east of the project site, while approximately 240 vehicles are coming from businesses located directly on Terrace Avenue. Approximately 324 of the southbound vehicles are traveling to businesses located directly on Terrace Avenue, while approximately 214 of the vehicles are traveling towards the temporary I-215 Freeway SB On-Ramp located on La Crosse Avenue. A total of 4,517 vehicles travel southbound on La Crosse Avenue per day, with the comparatively high volume being a result of the temporary I-215 Freeway SB On-Ramp located on La Crosse Avenue. Only 274 vehicles

Mr Michael McKenna, Project Manager  
EBS REALTY PARTNERS  
January 4, 2019

travel northbound on La Crosse Avenue per day, with at least 60 vehicles originating from businesses located east of the project site.

The approximately 364 northbound vehicles on Terrace Avenue will be redirected with completion of the Barton Road project. Figure 4 shows the new route these vehicles will utilize to access La Cadena Drive.

Of the approximately 364 vehicles that will utilize this new route, approximately 124 will utilize the new route during the morning peak hour and approximately 31 will utilize the new route during the evening peak hour. The morning peak hour trips, however, will likely be displaced with the development of the Barton Road project. The morning peak hour is typically when employees are heading into work, so the only businesses these trips could be heading to currently are on Terrace Avenue. Since the evening peak hour is typically when employees are leaving work, evening peak hour trips will be redirected as shown on Figure 5. These trips are currently coming from businesses east of the project site. As such, only evening peak hour trips will affect the planned roundabout at La Crosse Avenue and Barton Road.

## CONCLUSIONS

In general, most of the vehicular volumes on Terrace Avenue seem to be attributed to the existing businesses located directly adjacent to Terrace Avenue. Most of these buildings are proposed to be removed with the development of the project site.

Approximately 364 vehicles currently travelling northbound on Terrace Avenue appear to originate from the existing businesses located east of the project site. With the proposed street vacation of Terrace Avenue, these existing vehicles could be re-routed to travel north on La Crosse Avenue and make a left at Barton Road.

Even with the temporary I-215 Freeway SB On-Ramp re-routing and affecting the volumes on La Crosse Avenue, existing volumes on Terrace Avenue are currently approximately 1,142 vehicles per day.

The proposed development and street vacation of Terrace Avenue will have a minimal impact on nearby circulation. Further traffic analyses are only performed on projects generating at least 50 new peak hour trips, so the 31 evening peak hour trips displaced by the project would not trigger a revised traffic study on the planned roundabout at La Crosse Avenue and Barton Road.

The City of Colton fire department should review the proposed project in order to ensure adequate emergency access for businesses east of the project site.

It has been a pleasure to service your needs on the proposed Barton Road 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 106.

Sincerely,

GANDDINI GROUP, INC.

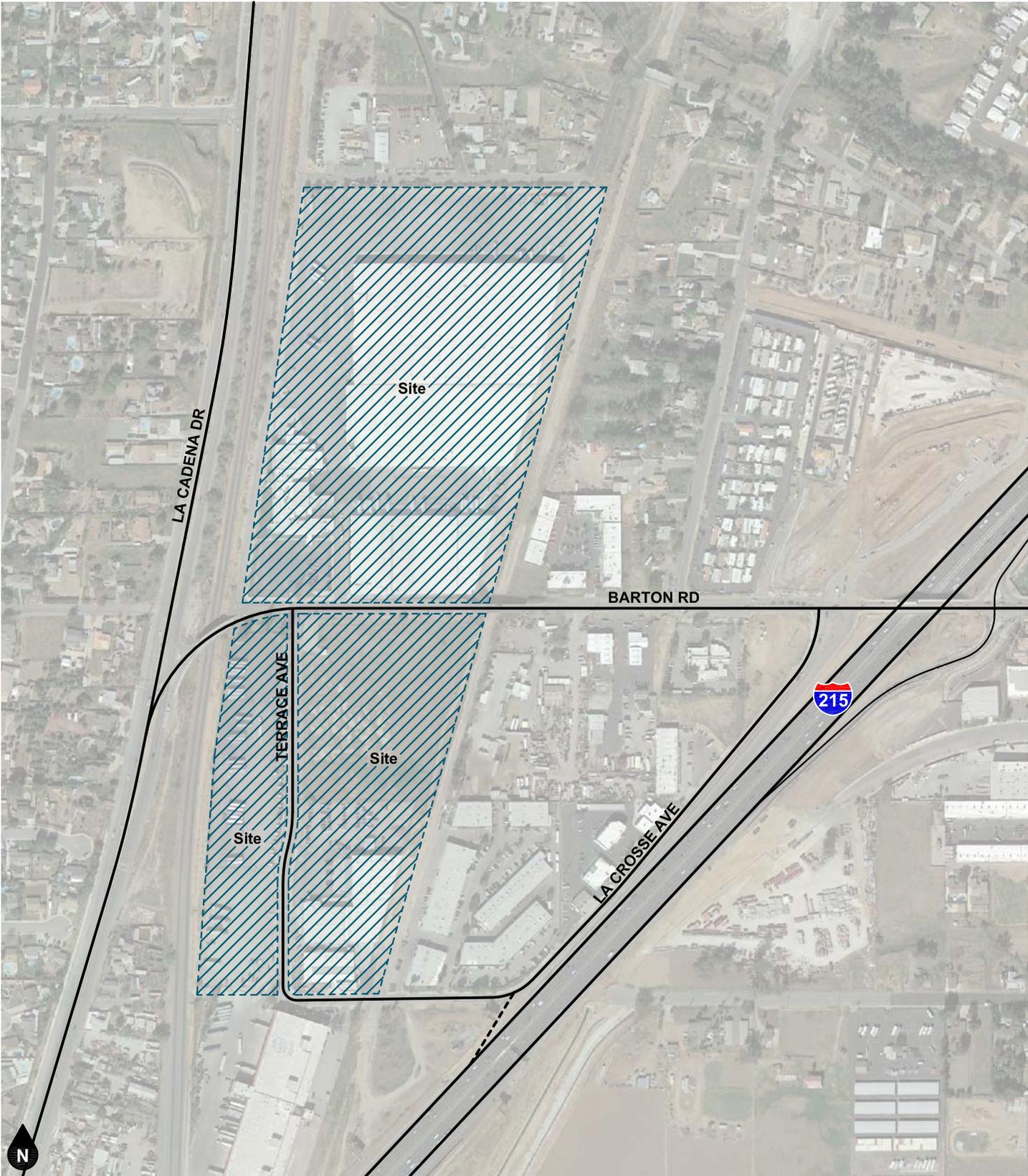


Brandon Alvarado, EIT  
Transportation Analyst

GANDDINI GROUP, INC.



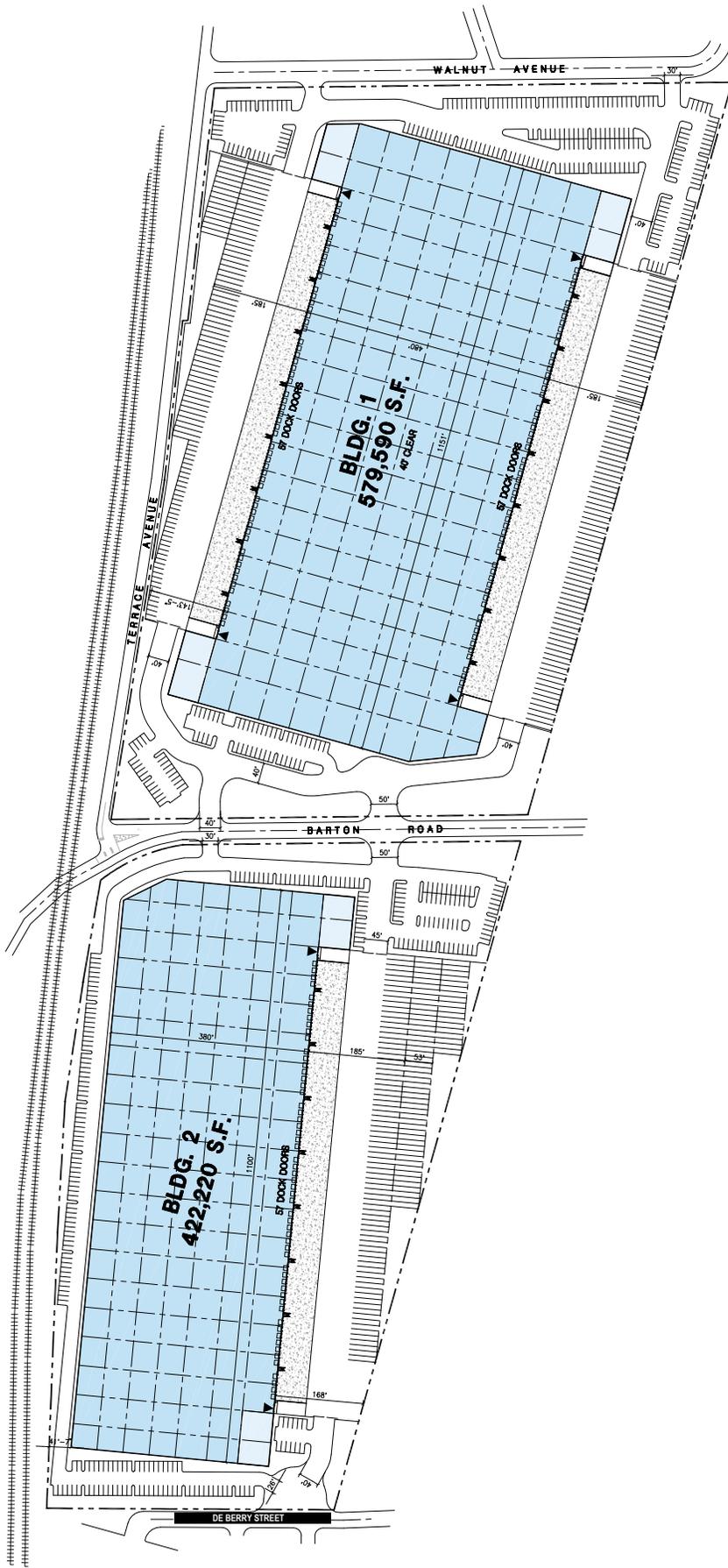
Giancarlo Ganddini, TE, PTP  
Founding Principal



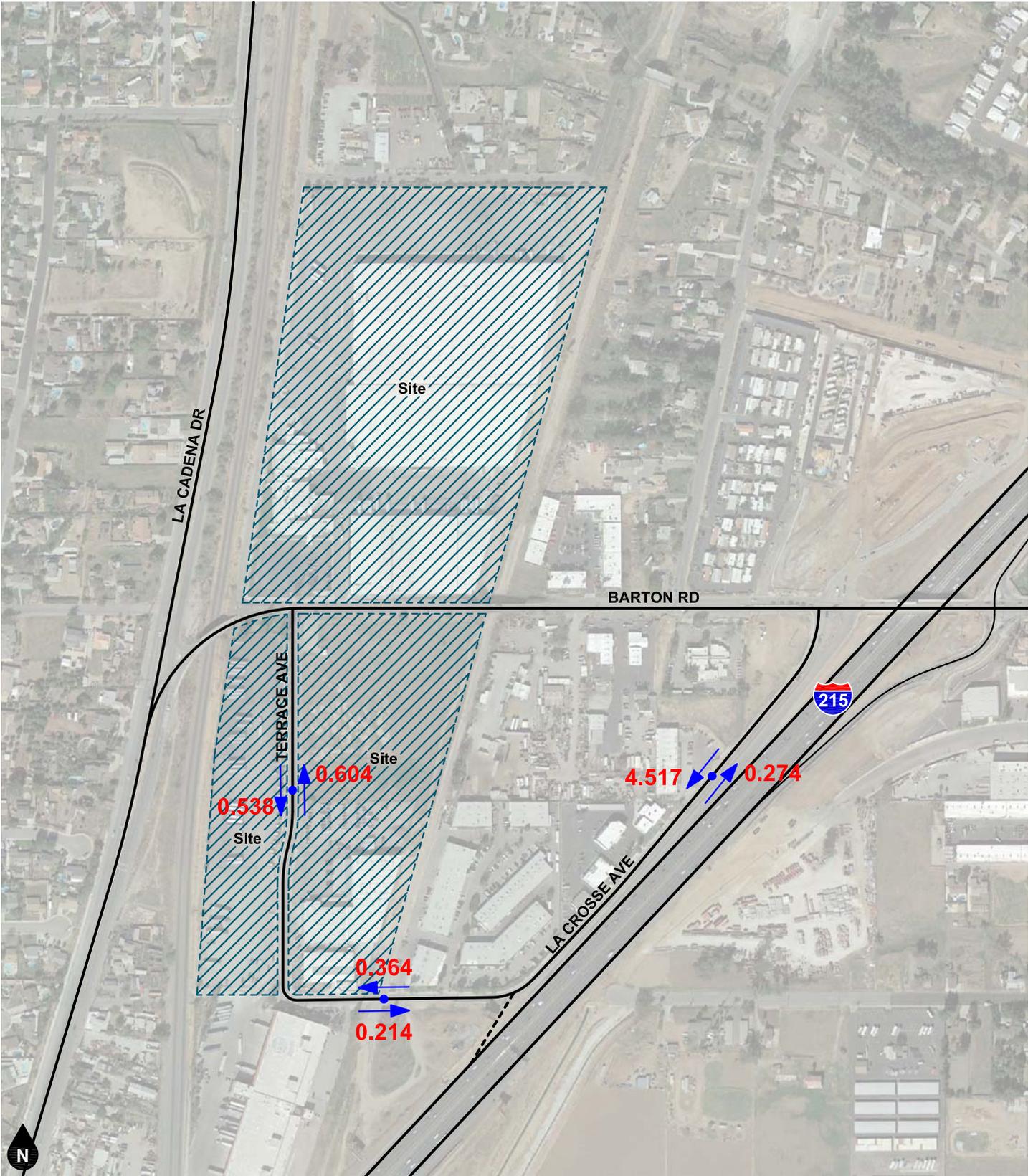
Legend

--- Temporary Freeway Access

**Figure 1**  
**Project Location Map**



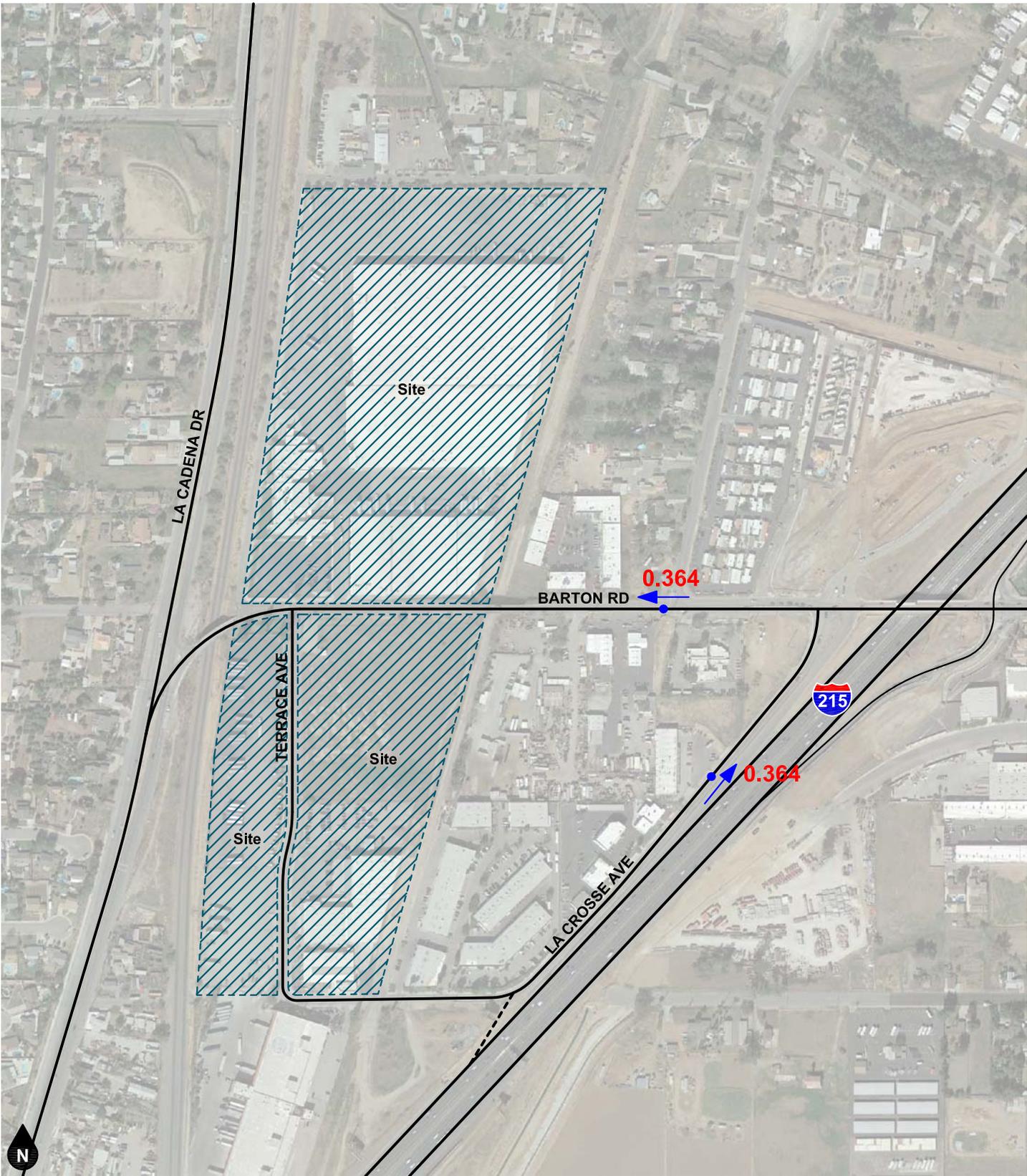
**Figure 2**  
**Site Plan**



**Legend**

- ## Vehicles Per Day (1,000's)
- Temporary Freeway Access

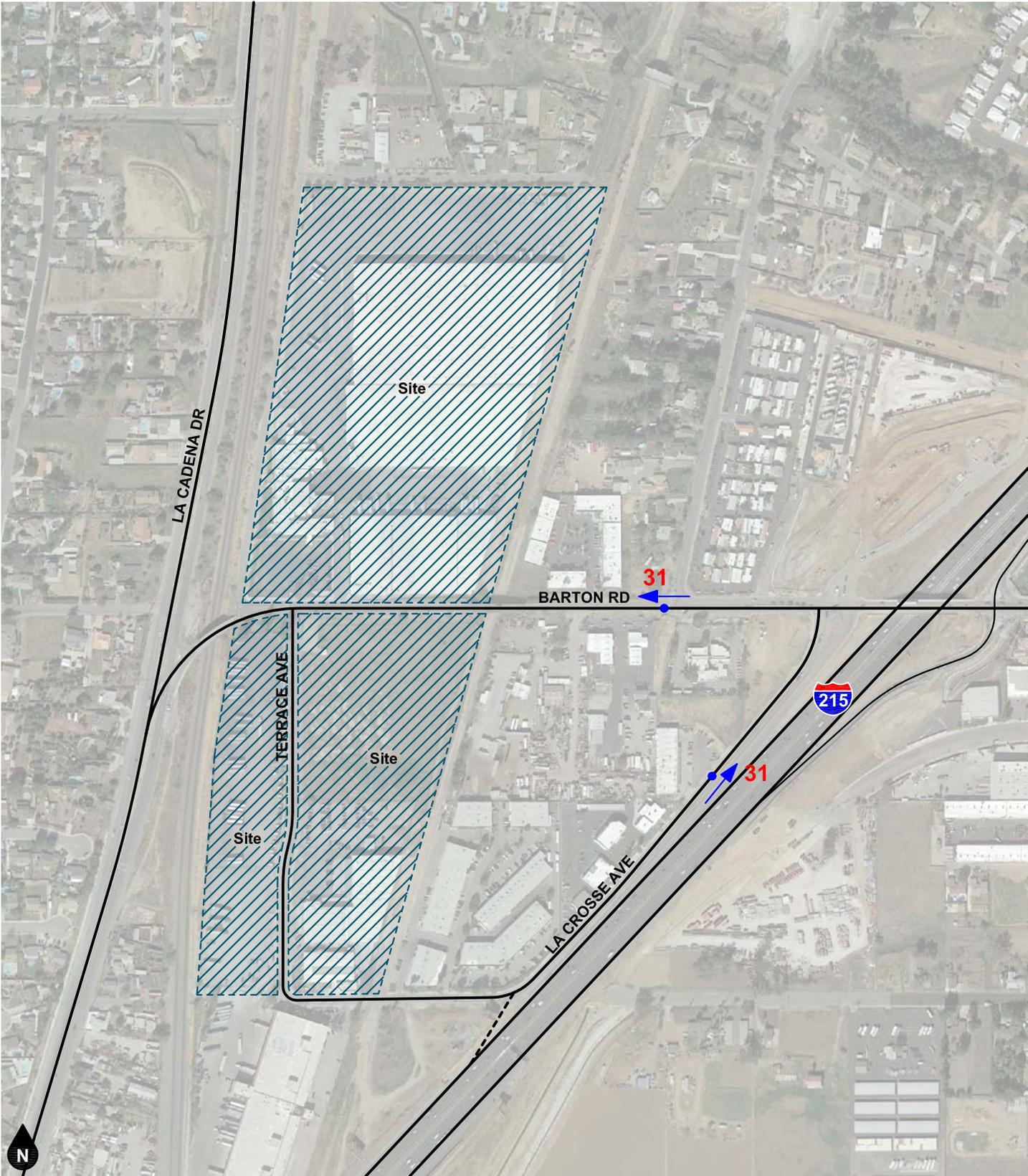
**Figure 3**  
**Existing Daily Volumes**



**Legend**

- ## Vehicles Per Day (1,000's)
- Temporary Freeway Access

**Figure 4**  
**Post-Project Redirected Daily Volumes**



Legend

- ## PM Peak Hour Volumes
- Temporary Freeway Access

**Figure 5**  
**Post-Project Redirected Peak Hour Volumes**

## **ATTACHMENT A**

### **I-215 FREEWAY/BARTON ROAD INTERCHANGE OVERVIEW**

# BARTON ROAD INTERCHANGE

START DATE:  
Fall 2017

COMPLETION:  
Spring 2020

COST:  
Approximately  
\$105 Million



## PROJECT OVERVIEW

The Interstate 215 (I-215) Barton Road Interchange project will improve traffic congestion and lengthen the existing bridge to enhance local circulation and access to and from Interstate 215. Located within the City of Grand Terrace, this project also includes improvements to city sidewalks, adding bike lanes on Barton Road and a roundabout west of the bridge at the southbound on- and off-ramps. Some local streets will be reconfigured and improved, including Vivienda Avenue, Michigan Street and Commerce Way. All freeway ramps will be realigned and signals will be upgraded.

## PROJECT BENEFITS

The project will improve traffic circulation, increase capacity, provide congestion relief at Barton Road and I-215, and serve as a gateway to the City of Grand Terrace. Barton Road is the only interchange directly serving the City of Grand Terrace. It is currently a two-lane road extending from La Cadena Drive in Colton and continues as Brookside Avenue through Loma Linda and Redlands.

## PROJECT FEATURES

1. Widen Barton Road from west of Grand Terrace Road to east of Vivienda Avenue
2. Add a roundabout west of the bridge at the southbound on- and off-ramps
3. Transition Michigan Street into a cul-de-sac and connect Vivienda Avenue to Commerce Way
4. Realign La Crosse Avenue
5. Lengthen the bridge to accommodate future freeway improvements

## PROJECT FUNDING

Approximately \$105 million in federal and local funds have been secured for this project.

## PROJECT MAP



## TIMELINE

Environmental Phase	March 2014
Design and Right-of -Way	February 2017
Construction	Fall 2017
Project Completion	Spring 2020

## STAY IN TOUCH

goSBCTA.com

(909) 972-1054

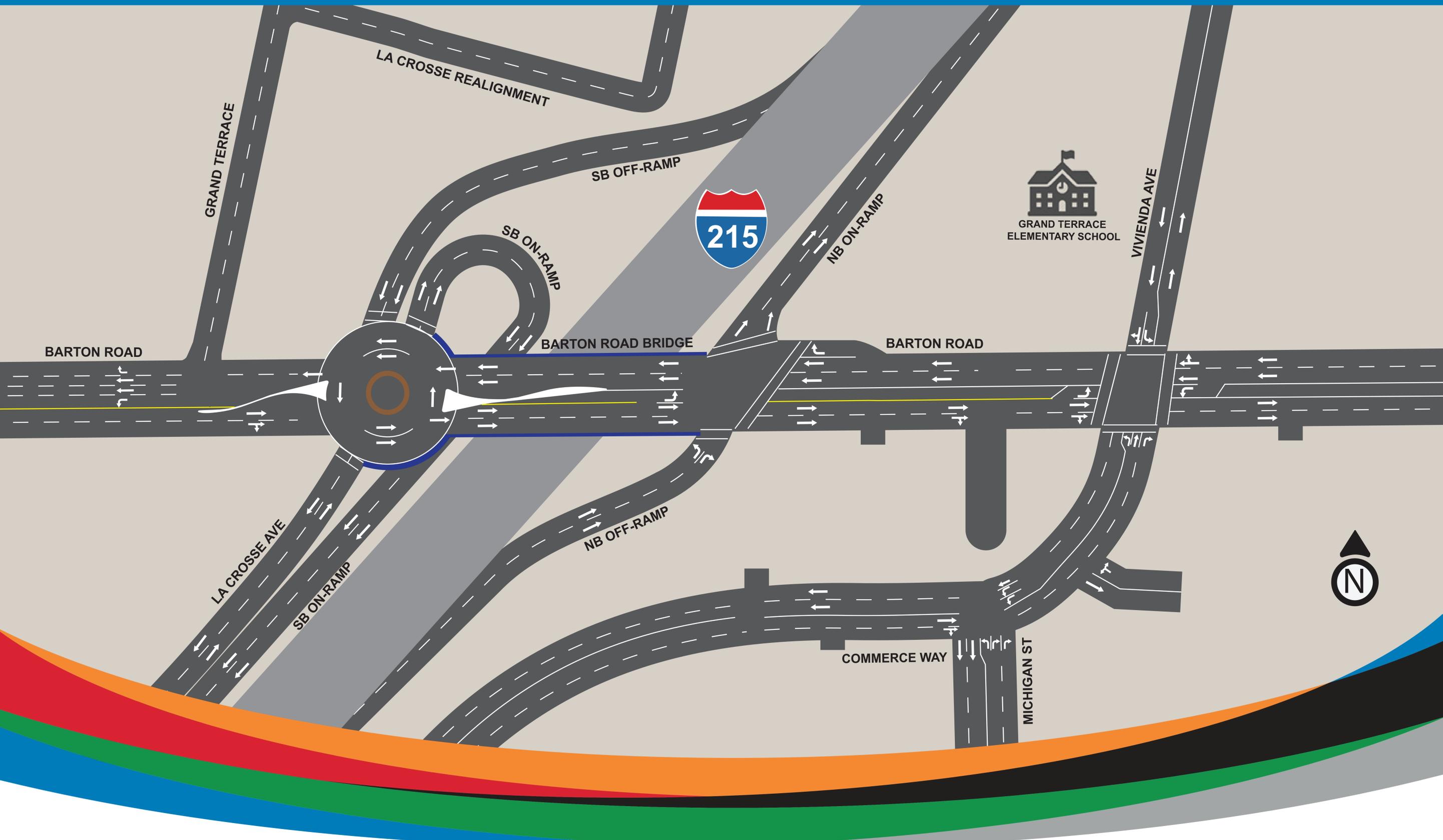
215Barton@goSBCTA.com

@goSBCTA



# I-215 BARTON ROAD INTERCHANGE

# OVERVIEW





# I-215 BARTON ROAD INTERCHANGE

## STAGE #1 CONSTRUCTION

Approximate Duration: Fall 2017 to Fall 2018



 Pedestrian Access  Construction Zone

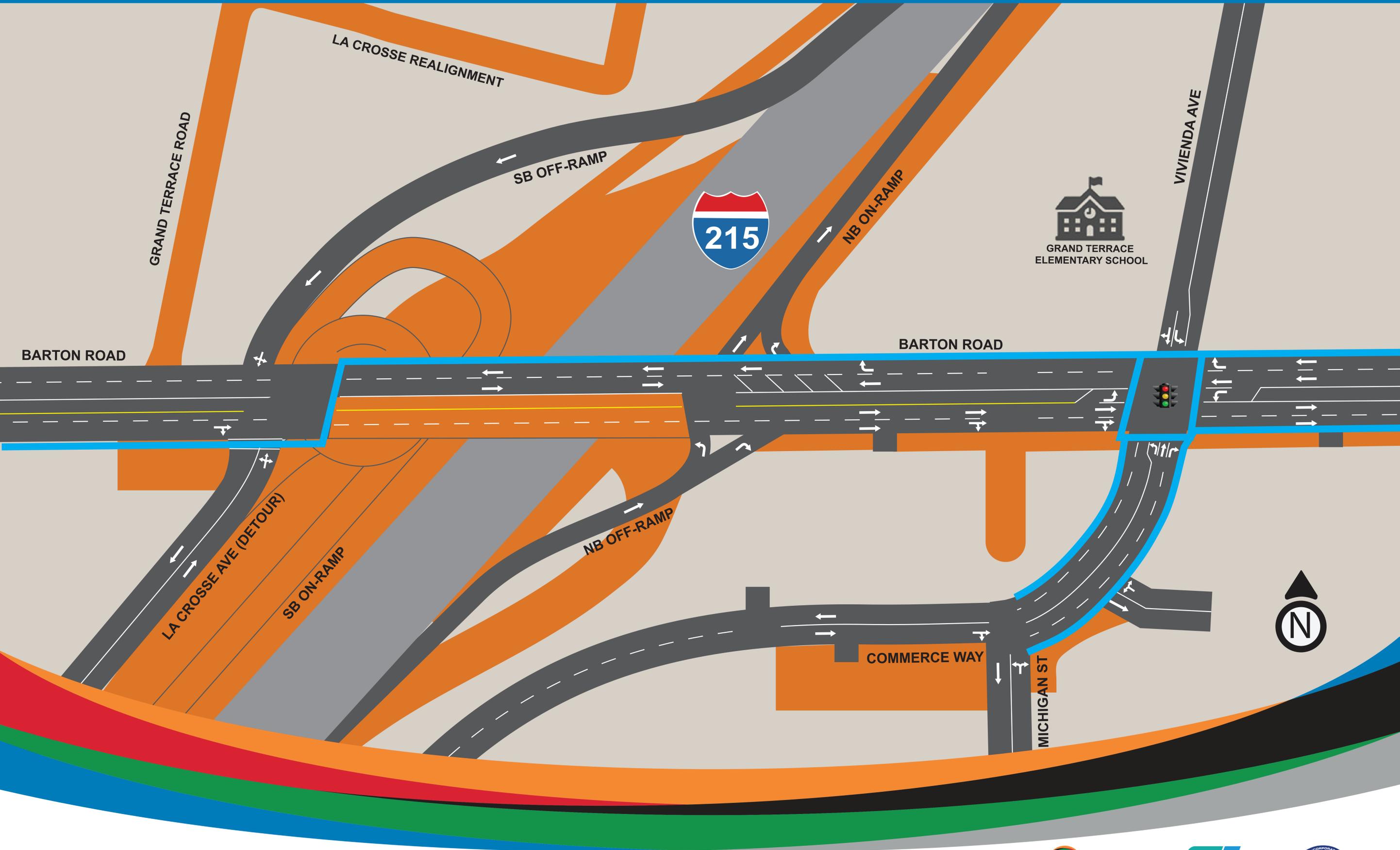




# I-215 BARTON ROAD INTERCHANGE

## STAGE #2 CONSTRUCTION

Approximate Duration: Winter 2017 to Fall 2018



 Construction Zone

 Pedestrian Access





# I-215 BARTON ROAD INTERCHANGE

## STAGE #3 CONSTRUCTION

Approximate Duration: Fall 2018 to Fall 2019



 Construction Zone

 Pedestrian Access

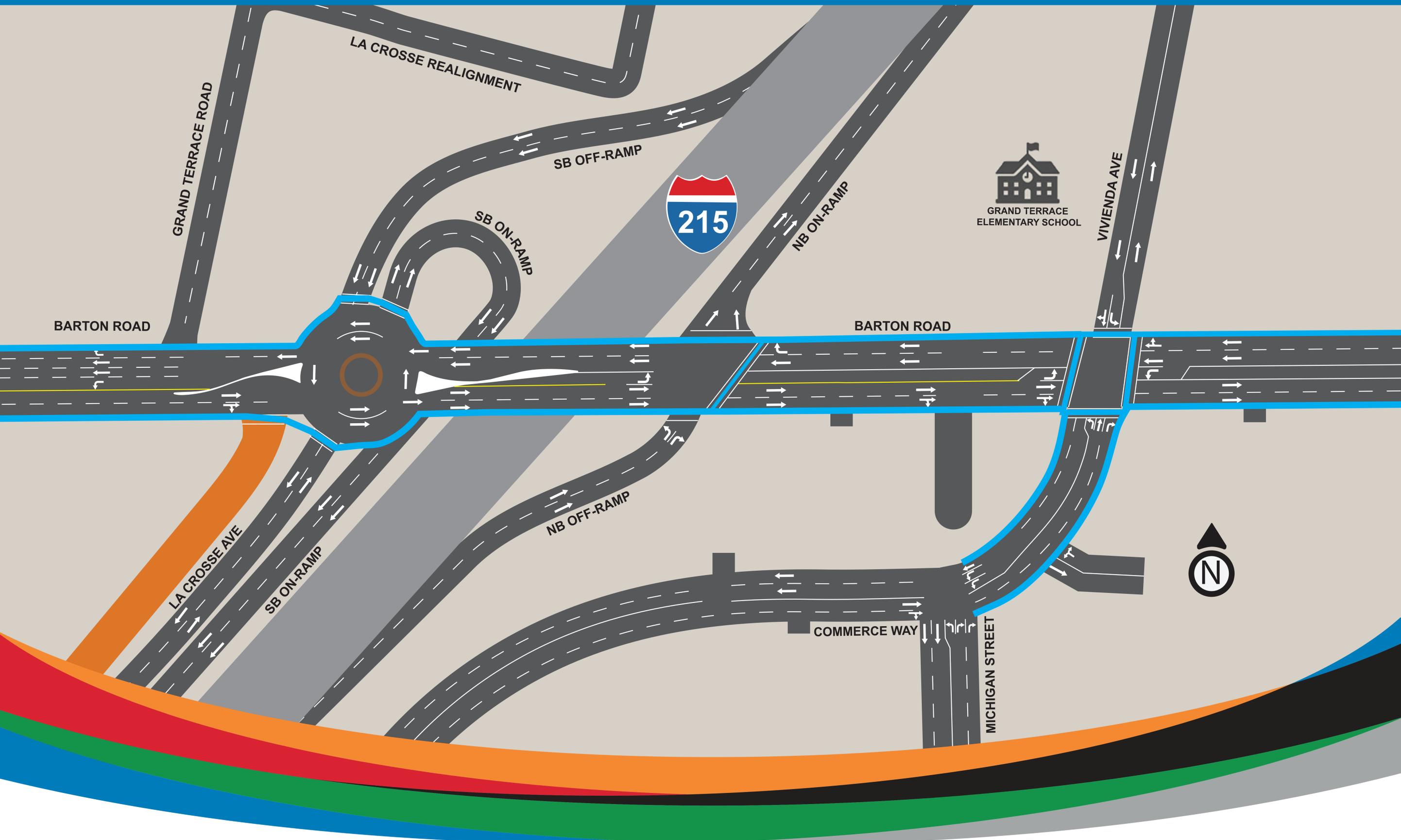


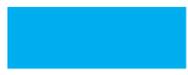


# I-215 BARTON ROAD INTERCHANGE

## STAGE #4 CONSTRUCTION

Approximate Duration: Spring 2019 to Fall 2019



 Pedestrian Access  Construction Zone



**ATTACHMENT B**

**24-HOUR ROADWAY SEGMENT COUNT WORKSHEETS**

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, December 04, 2018  
JOB #: SC2011

LOCATION#  
CLASS1 Terrace between Barton and De Berry

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL			
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13				
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	2	1	0	0	1	0	0	1	0	0	0	0	0	5
0:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
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0:45	0	5	1	0	0	0	0	0	2	0	0	0	0	0	0	8	12:45	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
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11:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
TOTAL	3	150	44	5	41	17	1	8	62	0	0	1	0	0	0	332	TOTAL	0	191	42	2	12	4	0	2	19	0	0	0	0	272	

AM PEAK HOUR 10:30 AM  
AM PEAK VOLUME 123

PM PEAK HOUR 4:15 PM  
PM PEAK VOLUME 93

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	341	86	7	53	21	1	10	81	0	0	1	0	604
% OF TOTAL	0.5%	56.5%	14.2%	1.2%	8.8%	3.5%	0.2%	1.7%	13.4%	0.0%	0.0%	0.2%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	7	610	162	14	129	39	1	19	158	0	0	1	2	1,142
% OF TOTAL	1.2%	101.0%	26.8%	2.3%	21.4%	6.5%	0.2%	3.1%	26.2%	0.0%	0.0%	0.2%	0.3%	100.0%

**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, December 04, 2018  
JOB #: SC2011

LOCATION#  
CLASS1 Terrace between Barton and De Berry

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13		
0:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4	12:00	0	2	1	0	0	1	0	0	0	0	0	4			
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	5	1	0	0	1	0	0	2	0	0	9			
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:30	0	3	1	0	2	0	0	0	2	0	0	8			
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	1	0	0	0	0	0	0	3	0	0	4			
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	13:00	0	1	1	0	0	1	0	0	1	0	0	4			
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	0	1	0	1	0	0	1	1	0	0	4			
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	1	3	0	2	0	0	0	3	0	0	9			
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	6	1	0	1	1	0	0	2	0	0	11			
2:00	0	0	0	0	0	0	0	0	4	0	0	0	0	4	14:00	0	1	0	0	1	1	0	0	0	0	0	3			
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:15	0	3	1	0	2	2	0	0	1	0	0	9			
2:30	0	0	0	0	1	0	0	0	1	0	0	0	0	2	14:30	0	11	2	0	1	1	0	0	1	0	0	16			
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:45	0	9	2	0	1	0	0	0	1	0	0	13			
3:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2	15:00	0	8	2	0	1	2	0	0	1	0	0	14			
3:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:15	0	1	0	0	0	0	0	0	0	0	0	1			
3:30	0	6	1	0	0	0	0	1	2	0	0	0	0	10	15:30	0	7	1	0	3	0	0	1	1	0	0	13			
3:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:45	0	3	0	0	1	0	0	1	0	0	0	5			
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:00	0	5	1	0	8	0	0	3	0	0	0	17			
4:15	0	1	1	0	0	0	0	0	1	0	0	0	0	3	16:15	0	2	2	0	10	0	0	1	0	0	0	15			
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:30	0	2	1	0	4	0	0	1	0	0	0	8			
4:45	0	7	0	1	0	0	0	0	0	0	0	0	0	8	16:45	0	0	0	0	0	0	0	0	1	0	0	1			
5:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8	17:00	0	2	2	0	0	0	0	0	1	0	0	5			
5:15	0	10	2	0	4	0	0	0	1	0	0	0	1	18	17:15	0	1	3	0	0	0	0	0	0	0	0	4			
5:30	0	24	8	0	3	0	0	0	0	0	0	0	0	35	17:30	0	2	0	1	0	0	0	0	0	0	0	3			
5:45	0	44	6	0	4	0	0	0	3	0	0	0	0	57	17:45	0	0	2	0	0	0	0	0	0	0	0	2			
6:00	1	4	0	0	1	0	0	0	0	0	0	0	0	6	18:00	0	2	0	0	0	0	0	0	0	0	0	2			
6:15	0	1	0	1	0	1	0	0	1	0	0	0	0	4	18:15	0	1	0	0	0	0	0	0	0	0	0	1			
6:30	0	1	1	0	0	0	0	0	2	0	0	0	0	4	18:30	0	1	0	0	0	0	0	0	0	0	0	1			
6:45	1	1	0	0	2	0	0	0	1	0	0	0	0	5	18:45	0	1	1	0	0	0	0	0	0	0	0	2			
7:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2	19:00	0	1	0	0	0	0	0	0	0	0	0	1			
7:15	0	1	0	1	1	0	0	0	1	0	0	0	0	4	19:15	0	1	0	0	0	0	0	0	0	0	0	1			
7:30	0	2	1	0	1	0	0	0	1	0	0	0	1	6	19:30	0	3	0	0	0	0	0	0	1	0	0	4			
7:45	0	3	1	0	4	0	0	0	1	0	0	0	0	9	19:45	0	4	1	0	0	0	0	0	0	0	0	5			
8:00	0	3	2	0	0	0	0	0	1	0	0	0	0	6	20:00	0	5	1	0	0	0	0	0	0	0	0	6			
8:15	0	4	1	0	2	0	0	0	1	0	0	0	0	8	20:15	0	1	0	0	0	0	0	0	0	0	0	1			
8:30	0	2	1	1	1	0	0	1	2	0	0	0	0	8	20:30	0	0	0	0	0	0	0	0	0	0	0	0			
8:45	0	2	1	0	2	0	0	0	1	0	0	0	0	6	20:45	0	0	0	0	0	0	0	0	0	0	0	0			
9:00	0	0	1	0	1	0	0	0	2	0	0	0	0	4	21:00	0	1	0	0	0	0	0	0	0	0	0	1			
9:15	0	1	1	0	0	0	0	0	2	0	0	0	0	4	21:15	0	3	1	0	0	0	0	0	0	0	0	4			
9:30	0	1	0	0	0	0	0	0	3	0	0	0	0	4	21:30	0	1	0	0	0	0	0	0	0	0	0	1			
9:45	0	3	3	0	2	0	0	0	4	0	0	0	0	12	21:45	0	1	0	0	0	0	0	0	0	0	0	1			
10:00	0	0	0	0	2	0	0	0	2	0	0	0	0	4	22:00	0	0	0	0	0	0	0	0	0	0	0	0			
10:15	0	1	1	0	0	1	0	0	1	0	0	0	0	4	22:15	0	0	0	0	0	0	0	0	0	0	0	0			
10:30	0	0	0	0	0	1	0	0	2	0	0	0	0	3	22:30	0	0	0	0	0	0	0	0	0	0	0	0			
10:45	1	2	1	0	1	1	0	0	2	0	0	0	0	8	22:45	0	1	0	0	0	0	0	0	1	0	0	2			
11:00	0	1	0	0	1	0	0	0	2	0	0	0	0	4	23:00	0	1	1	0	0	0	0	0	0	0	0	2			
11:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4	23:15	0	0	0	0	0	0	0	0	0	0	0	0			
11:30	0	1	0	1	2	1	0	0	3	0	0	0	0	8	23:30	1	2	1	0	0	1	0	0	0	0	0	5			
11:45	0	0	2	1	1	1	0	0	1	0	0	0	0	6	23:45	0	4	0	0	0	0	0	0	0	0	0	4			
<b>TOTAL</b>	<b>3</b>	<b>159</b>	<b>42</b>	<b>6</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>312</b>	<b>TOTAL</b>	<b>1</b>	<b>110</b>	<b>34</b>	<b>1</b>	<b>38</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>
<b>AM PEAK HOUR</b>														5:00 AM	<b>PM PEAK HOUR</b>														2:15 PM	
<b>AM PEAK VOLUME</b>														118	<b>PM PEAK VOLUME</b>														52	

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	4	269	76	7	76	18	0	9	77	0	0	0	2	538
<b>% OF TOTAL</b>	0.7%	50.0%	14.1%	1.3%	14.1%	3.3%	0.0%	1.7%	14.3%	0.0%	0.0%	0.0%	0.4%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13
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24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, December 04, 2018  
JOB #: SC2011

LOCATION#  
CLASS2 La Crosse between Barton and De Berry

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:00	0	6	2	0	0	0	0	0	0	0	0	0	8	
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	4	0	1	0	0	0	0	0	0	0	0	5	
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	0	5	1	0	0	0	0	0	0	0	0	0	6	
0:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:45	0	6	3	0	0	0	0	0	0	0	0	0	9	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	1	1	0	0	0	0	0	0	0	0	0	2	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	5	1	0	1	0	0	0	0	0	0	0	7	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	2	2	0	0	0	0	0	0	0	0	0	4	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	2	0	0	1	0	0	0	0	0	0	0	3	
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	0	1	0	0	0	0	0	0	0	0	0	1	
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	2	7	0	0	0	0	0	0	0	0	0	9	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	6	0	0	0	0	0	0	0	0	0	0	6	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	5	0	0	1	0	0	1	0	0	0	0	7	
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	2	2	0	0	1	0	0	0	0	0	0	5	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	4	0	0	1	1	0	0	0	0	0	0	6	
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	4	3	0	1	0	0	0	0	0	0	0	8	
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	2	1	0	0	0	0	0	0	0	0	0	3	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	4	1	0	0	0	0	0	0	0	0	0	5	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	6	2	0	1	0	0	0	0	0	0	0	9	
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:30	0	3	0	0	0	0	0	0	0	0	0	0	3	
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	3	2	0	0	0	0	0	0	0	0	0	5	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	10	0	0	1	0	0	0	0	0	0	0	11	
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	3	1	0	0	0	0	0	0	0	0	0	4	
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:30	0	1	2	0	0	0	0	0	0	0	0	0	3	
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:45	0	2	1	0	0	0	0	0	0	0	0	0	3	
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18:00	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	1	0	0	0	0	0	0	0	0	0	0	1	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:00	0	2	0	0	0	0	0	0	0	0	0	0	2	
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19:30	0	3	0	0	0	0	0	0	0	0	0	0	3	
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	19:45	0	1	1	0	0	0	0	0	0	0	0	0	2	
8:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20:00	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:15	0	4	3	0	1	0	0	0	0	0	0	0	0	8	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	20:30	0	1	1	0	0	0	0	0	0	0	0	0	2	
8:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	0	1	4	0	2	0	0	0	0	0	0	0	0	7	21:00	0	1	0	0	0	0	0	0	0	0	0	0	1	
9:15	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21:15	0	1	0	0	0	0	0	0	0	0	0	0	1	
9:30	0	6	1	1	0	0	0	0	0	0	0	0	0	8	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21:45	0	0	0	1	0	0	0	0	0	0	0	0	1	
10:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3	22:00	0	1	0	0	0	0	0	0	0	0	0	0	1	
10:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3	22:30	0	1	0	0	0	0	0	0	0	0	0	0	1	
10:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	2	2	0	1	0	0	0	0	0	0	0	0	5	23:30	0	1	1	0	0	0	0	0	0	0	0	0	2	
11:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8	23:45	0	5	1	0	0	0	0	0	0	0	0	0	6	
TOTAL	0	70	31	1	10	0	0	0	0	0	0	0	0	112	TOTAL	0	113	37	2	7	2	0	1	0	0	0	0	162	

AM PEAK HOUR 11:00 AM  
AM PEAK VOLUME 29

PM PEAK HOUR 4:15 PM  
PM PEAK VOLUME 28

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	0	183	68	3	17	2	0	1	0	0	0	0	0	274
% OF TOTAL	0.0%	66.8%	24.8%	1.1%	6.2%	0.7%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	8	3,643	726	27	303	17	1	12	53	0	1	0	0	4,791
% OF TOTAL	2.9%	1329.6%	265.0%	9.9%	110.6%	6.2%	0.4%	4.4%	19.3%	0.0%	0.4%	0.0%	0.0%	100.0%

**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, December 04, 2018  
JOB #: SC2011

LOCATION#  
CLASS2 La Crosse between Barton and De Berry .велика різниця між лініями

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	0	61	10	0	2	0	0	0	0	0	0	73		
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:15	0	44	3	0	6	1	0	0	1	0	0	55		
0:30	0	6	0	0	0	0	0	0	0	2	0	0	0	8	12:30	0	48	6	0	1	0	0	0	0	0	0	55		
0:45	0	8	0	0	0	0	0	0	0	1	0	0	0	9	12:45	0	50	5	0	5	0	0	0	2	0	0	62		
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:00	0	36	8	1	8	0	0	0	2	0	0	55		
1:15	0	3	1	0	1	0	0	0	0	1	0	0	0	6	13:15	0	39	7	1	6	0	0	0	2	0	0	55		
1:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:30	0	56	19	0	5	0	0	1	1	0	0	82		
1:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:45	1	36	14	1	4	0	0	0	0	0	0	56		
2:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:00	0	47	14	0	5	0	0	0	2	0	0	68		
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	0	53	10	0	8	0	0	0	0	0	0	71		
2:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	14:30	0	44	11	0	5	0	0	0	0	0	0	60		
2:45	0	4	0	0	0	0	0	0	0	1	0	1	0	6	14:45	0	60	14	0	10	0	0	1	0	0	0	85		
3:00	0	5	2	0	0	0	0	0	0	1	0	0	0	8	15:00	2	58	7	0	5	0	0	0	1	0	0	73		
3:15	0	8	3	0	1	0	0	0	0	1	0	0	0	13	15:15	0	56	13	1	5	1	0	0	0	0	0	76		
3:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13	15:30	0	48	4	0	3	0	0	0	0	0	0	55		
3:45	0	8	4	0	1	0	1	0	0	0	0	0	0	14	15:45	0	49	8	0	7	0	0	0	1	0	0	65		
4:00	0	14	5	1	1	0	0	0	1	0	0	0	0	22	16:00	0	50	9	0	6	0	0	0	0	0	0	65		
4:15	0	19	9	0	2	1	0	0	0	0	0	0	0	31	16:15	1	52	8	0	8	0	0	0	0	0	0	69		
4:30	0	25	10	1	4	0	0	1	1	0	0	0	0	42	16:30	1	43	10	0	3	0	0	0	0	0	0	57		
4:45	0	18	7	0	1	0	0	1	0	0	0	0	0	27	16:45	0	50	14	0	1	0	0	0	0	0	0	65		
5:00	0	24	11	0	6	0	0	0	1	0	0	0	0	42	17:00	0	68	11	0	3	0	0	0	1	0	0	83		
5:15	0	23	9	0	6	0	0	0	0	0	0	0	0	38	17:15	0	55	12	0	3	0	0	0	0	0	0	70		
5:30	0	36	7	0	9	0	0	0	1	0	0	0	0	53	17:30	1	63	4	1	0	0	0	0	1	0	0	70		
5:45	0	35	10	1	3	0	0	0	0	0	0	0	0	49	17:45	0	56	9	0	0	0	0	0	0	0	0	65		
6:00	0	35	12	0	8	2	0	0	1	0	0	0	0	58	18:00	0	62	6	0	5	2	0	0	1	0	0	76		
6:15	1	43	8	0	4	0	0	0	3	0	0	0	0	59	18:15	0	49	8	0	3	0	0	0	0	0	0	60		
6:30	0	61	7	0	5	0	0	0	0	0	0	0	0	73	18:30	0	48	5	0	0	0	0	0	0	0	0	53		
6:45	0	65	7	0	3	0	0	0	1	0	0	0	0	76	18:45	0	38	2	0	2	0	0	0	0	0	0	42		
7:00	1	68	9	1	3	0	0	0	1	0	0	0	0	83	19:00	0	35	4	0	2	0	0	0	0	0	0	41		
7:15	0	90	18	1	1	0	0	0	0	0	0	0	0	110	19:15	0	35	2	0	3	0	0	0	0	0	0	40		
7:30	0	91	10	1	1	0	0	1	3	0	0	0	0	107	19:30	0	28	4	0	1	0	0	1	0	0	0	34		
7:45	0	56	8	2	6	1	0	0	0	0	0	0	0	73	19:45	0	30	1	0	0	0	0	0	0	0	0	31		
8:00	0	54	6	0	4	1	0	0	1	0	0	0	0	66	20:00	0	33	4	0	1	0	0	0	0	0	0	38		
8:15	0	56	14	0	4	0	0	1	1	0	0	0	0	76	20:15	0	27	6	0	0	0	0	0	0	0	0	33		
8:30	0	59	14	0	2	0	0	0	1	0	0	0	0	76	20:30	0	18	4	0	1	0	0	0	0	0	0	23		
8:45	0	42	14	0	6	0	0	0	1	0	0	0	0	63	20:45	0	24	3	0	0	0	0	0	1	0	0	28		
9:00	0	54	8	0	2	0	0	0	2	0	0	0	0	66	21:00	0	33	2	0	0	0	0	0	0	0	0	35		
9:15	0	44	9	0	2	2	0	1	1	0	0	0	0	59	21:15	0	31	3	0	3	0	0	0	0	0	0	37		
9:30	0	43	9	2	3	0	0	2	1	0	0	0	0	60	21:30	0	24	1	1	1	0	0	0	0	0	0	27		
9:45	0	38	12	0	9	0	0	0	1	0	0	0	0	60	21:45	0	17	0	0	1	0	0	0	0	0	0	18		
10:00	0	40	5	0	3	0	0	0	1	0	0	0	0	49	22:00	0	10	2	0	0	0	0	0	0	0	0	12		
10:15	0	48	11	0	4	1	0	0	1	0	0	0	0	65	22:15	0	18	0	0	1	0	0	0	0	0	0	19		
10:30	0	72	19	2	10	0	0	0	0	0	0	0	0	103	22:30	0	15	2	0	0	0	0	0	1	0	0	18		
10:45	0	64	19	1	6	1	0	0	2	0	0	0	0	93	22:45	0	9	1	0	0	0	0	0	0	0	0	10		
11:00	0	68	14	1	10	1	0	1	0	0	0	0	0	95	23:00	0	11	2	0	0	0	0	0	0	0	0	13		
11:15	0	57	16	3	6	1	0	0	2	0	0	0	0	85	23:15	0	11	0	0	1	0	0	0	0	0	0	12		
11:30	0	38	7	1	7	0	0	0	1	0	0	0	0	54	23:30	0	16	2	0	0	0	0	0	0	0	0	18		
11:45	0	33	23	0	4	0	0	0	0	0	0	0	0	60	23:45	0	12	0	0	2	0	0	0	0	0	0	14		
<b>TOTAL</b>	<b>2</b>	<b>1,604</b>	<b>364</b>	<b>18</b>	<b>150</b>	<b>11</b>	<b>1</b>	<b>8</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2,195</b>	<b>TOTAL</b>	<b>6</b>	<b>1,856</b>	<b>294</b>	<b>6</b>	<b>136</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,322</b>
<b>AM PEAK HOUR</b>														10:30 AM	<b>PM PEAK HOUR</b>														2:30 PM
<b>AM PEAK VOLUME</b>														376	<b>PM PEAK VOLUME</b>														294

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	8	3,460	658	24	286	15	1	11	53	0	1	0	0	4,517
<b>% OF TOTAL</b>	0.2%	76.6%	14.6%	0.5%	6.3%	0.3%	0.0%	0.2%	1.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13
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24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, December 04, 2018  
JOB #: SC2011

LOCATION#  
CLASS3 De Berry between Terrace and La Crosse

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL			
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13				
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
0:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0:45	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	2	0	0	0	2	0	0	0	0	0	0	0	4	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	7	2	0	2	1	0	0	0	0	0	0	0	12	
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	0	0	0	1	1	0	0	0	0	0	0	2		
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	1	2	0	1	0	0	0	0	0	0	0	4		
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	4	0	0	0	0	0	0	0	0	0	0	4		
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	1	1	0	0	0	0	0	0	0	0	0	2		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	2	0	0	0	2	0	0	0	0	0	0	4		
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	2	1	0	0	0	0	0	0	0	0	0	3		
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	1	0	0	0	0	0	0	0	0	0	0	1		
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	3	0	0	0	1	0	0	0	0	0	0	4		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	5	0	0	0	0	0	0	0	0	0	0	5		
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	1	1	0	0	0	0	0	0	0	0	0	2		
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	1	0	0	1	0	0	0	0	0	0	0	2		
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	2	0	0	0	0	0	0	0	0	0	0	2		
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	1	0	0	0	0	0	0	0	1		
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	0	0	0	1	0	0	0	0	0	0	0	1		
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	1	0	0	0	0	0	0	0	0	0	0	1		
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	1	0	0	0	0	0	0	0	0	0	0	1		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19:30	0	3	0	0	0	0	0	0	0	0	0	0	3		
7:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19:45	0	1	1	0	0	0	0	0	0	0	0	0	2		
8:00	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	20:00	0	1	0	0	0	0	0	0	0	0	0	0	1		
8:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	21:00	0	2	0	0	0	0	0	0	0	0	0	0	2		
9:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21:15	0	1	0	0	0	0	0	0	0	0	0	0	1		
9:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21:45	0	0	0	0	0	1	0	0	0	0	0	0	1		
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22:00	0	2	0	0	0	0	0	0	0	0	0	0	2		
10:15	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	22:15	0	1	0	0	0	0	0	0	0	0	0	0	1		
10:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22:30	0	2	0	0	0	0	0	0	0	0	0	0	2		
10:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	23:30	0	3	0	0	0	0	0	0	0	0	0	0	3		
11:45	0	3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	23:45	0	8	0	0	1	0	0	0	0	0	0	0	9		
TOTAL	0	71	12	0	7	7	1	0	0	0	0	0	0	0	0	98	TOTAL	0	85	11	0	10	6	4	0	0	0	0	0	116		

AM PEAK HOUR 12:15 AM  
AM PEAK VOLUME 22

PM PEAK HOUR 2:15 PM  
PM PEAK VOLUME 27

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	0	156	23	0	17	13	5	0	0	0	0	0	0	0	0	214
% OF TOTAL	0.0%	72.9%	10.7%	0.0%	7.9%	6.1%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	1	400	81	4	56	20	5	1	10	0	0	0	0	578
% OF TOTAL	0.5%	186.9%	37.9%	1.9%	26.2%	9.3%	2.3%	0.5%	4.7%	0.0%	0.0%	0.0%	0.0%	100.0%



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