

*The Economics of Land Use*



## **Final Report**

# Quantifying the Impact of Out-of-County Waste Transport on San Benito County

Prepared for:

San Benito County

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December 29, 2017

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ATTACHMENT A: Pavement Analysis Detail

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# 1. INTRODUCTION

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Economic & Planning Systems, Inc. (EPS), in collaboration with Pavement Engineering Inc. (PEI) and TJKM, has prepared *Quantifying the Impact of Out-of-County Waste Transport on San Benito County* (Study) for San Benito County. The Study focuses on a range of impacts that result from the transport of waste from outside of San Benito County to John Smith Landfill, including pavement deterioration, traffic, and roadway safety effects.

EPS assisted the County with an initial review of out-of-county waste transport impacts in early 2017. This prior “scoping” effort identified potential impact categories and the methodologies that could be employed to quantify in economic terms the impact of out-of-county waste disposal in San Benito County. In this work, EPS considered an expansive list of cost categories affected by out-of-county waste disposal, including the following:

- Landfill Administration
- Landfill Capacity
- Point-Source Air Quality Impacts
- Mobile-Source Air Quality Impacts
- Roadway Deterioration
- Traffic
- Public Safety

Ultimately, the County determined that (1) Roadway Deterioration, (2) Traffic Impacts, and (3) Public Safety impacts should be addressed by this Study. After completing the scoping exercise, the County sought the services of a technical consultant team to complete a rigorous assessment of waste transport cost effects through a credible evaluation of key impacts attributable to waste hauling activities. To best assist San Benito County with the study, EPS partnered with Pavement Engineering (PEI), a civil engineering firm specializing in pavement preservation, maintenance, and rehabilitation, and TJKM, experts in traffic engineering and transportation planning. This consultant team brings deep expertise in cost analysis, transportation, and roadway maintenance, with extensive experience in Northern California.

In the Study, “out-of-county waste transport” refers to solid waste tons that originate from outside San Benito County boundaries and are disposed at the County-owned John Smith Landfill. The out-of-county tonnage delivered to the Landfill has dramatically increased in recent years and currently accounts for roughly 80 percent of the tonnage going into the Landfill. As a result of the increased waste disposal and associated negative impacts, San Benito County seeks to quantify costs attributable to out-of-county waste hauling activities.

## **Roadway Deterioration Impacts**

Heavyweight trucks, such as waste-hauling transfer trailer trucks weighing 80,000 pounds (40 tons), cause significant damage to pavements, which in turn leads to accelerated demand for roadway rehabilitation or reconstruction. As part of the Study, the consultant team quantifies necessary roadway improvements and the associated costs, and isolates costs attributable to heavyweight trucks transporting solid waste from outside San Benito County. The approach relies



on well-accepted methods for roadway damage, with supporting information from primary data collection (e.g., road coring data and traffic counts), secondary data concerning truck volumes and weights (i.e., landfill operation records), and data from industry sources.

## Traffic Impacts

Heavyweight trucks contribute to roadway congestion and travel delays, which may require capital improvements to mitigate effects. As part of this study, the consultant team examines traffic volumes and congestion at key intersections along the waste haul route. In particular, the study includes a peak-hour level of service analysis for five important intersections to assess the need for capital improvements.

## Public Safety Impacts

Trucks contribute to traffic collisions that result in fatalities and injuries. As part of this study, the consultant team examines intersection and road segment collision data to evaluate public safety along the haul route. Truck collision rates recorded at study intersections and road segments are compared with statewide collision rates at intersections and roadways with similar characteristics, to assess whether the truck route is safe relative to statewide standards.

## Summary of Key Findings

**Much of the County roadway along the haul route is in poor condition.** Heavyweight trucks hauling out-of-county waste typically weigh 80,000 pounds (40 tons). Pavement analysis finds that County roads on the haul route were not built for the current prevalence of heavyweight trucking activity. As a result, pavement conditions have been significantly affected by out-of-county waste hauling activities. On the haul route analyzed, 13 of the 20 segments studied exhibit pavement that is in “poor to failed condition” based on evaluation using the standard Pavement Condition Index (PCI) scale.<sup>1</sup>

**Out-of-county waste transport activity necessitates capital investments to provide suitable pavement conditions.** Haul route roadway pavement must be reconstructed to be significantly more durable. Improvement of existing roads to achieve suitable haul route roadway pavement, that supports out-of-county waste transport activities and other traffic at current levels, would cost about \$38.8 million, in 2017 dollars. About \$15.4 million of the total necessary capital improvement cost is attributable to out-of-county waste transport activities, based on the roadway deterioration caused by those vehicles relative to all other roadway users.

**A portion of the capital investment necessary to support out-of-county waste transport is past due, with significant out-of-county waste transport occurring between 2014 through 2016.** During the period from 2014 through 2016, out-of-county waste transport activities increased dramatically as compared with historic trends at the John Smith Landfill (see **Figure 3**). If the haul route roadway had been reconstructed prior to 2014 to accommodate this increase in waste hauling, the out-of-county waste transport activities alone would have

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<sup>1</sup> It should be noted that some segments on John Smith Road appear to be in good condition based on PCI (a visual measure) may not be. Recent pavement overlays mask the pavement's true condition. Analysis performed by PEI shows that these segments are structurally inadequate.

consumed approximately two to seven percent of the reconstructed pavement's lifespan during the 2014 through 2016 period. Given the estimated cost of pavement reconstruction, the Study values roadway deterioration between 2014 and 2016 at \$1.2 million, in 2017 dollars.

**After roadway reconstruction, significant ongoing maintenance costs are attributable to out-of-county waste transport activities.** Ongoing maintenance is required to protect pavement from the adverse effects of oxidation and roadway use. The Study recommends that the County adhere to best practices for pavement maintenance, by conducting regular activities including crack sealing, digouts (i.e., localized repairs), and slurry seals. The estimated cost of the recommended maintenance plan is \$26.4 million over 30 years, in 2017 dollars. The fair share cost attributable to out-of-county waste transport activities is more than half of that total, approximately \$14.1 million. Over the 30-year plan, the average annual cost attributable to out-of-county waste transport activities is about \$470,000.

**Roadway improvements can be phased over time.** Due to the range of existing pavement conditions along the haul route, the recommended improvements may be staggered over time. As part of this study, the consultant team considered pavement conditions and structural deficiencies to formulate a five-year improvement program schedule. Early improvements are focused primarily on Fairview Road. The complete year-by-year schedule for recommended improvements is presented in **Attachment A (Table 13)**.

**Analysis of traffic delays finds that key haul route intersections currently achieve satisfactory level of service (LOS) ratings.** While out-of-county waste transport activities do increase traffic, existing intersections have been able to accommodate this traffic without causing unacceptable delays. A LOS analysis on key intersections along the haul route identifies that average delays are acceptable relative to County standards. Using field data collected as inputs to the analysis, the LOS analysis finds that intersections achieve level "B" or level "C" ratings. LOS B rated intersections support "low delay occurring with good progression." LOS C intersections achieve "average delays resulting from fair progression." According to the San Benito County General Plan, LOS C shall be used for the accepted minimum standard of operation for intersections and roadways. LOS D or worse would require mitigation. A sensitivity analysis of the Level C intersections finds that, even with high levels of truck activity, vehicle volumes would need to increase by two to seven times current levels before any intersection falls to a "D" LOS rating, with longer delays.

**Between 2013 and 2016 there were ten truck-related collisions along the haul route, but the roadways and intersections generally are safe relative statewide conditions.** This analysis compares the overall collision rate observed at specific intersections and road segments on the haul route to statewide collision rates for similar intersections and roadways. The analysis finds that the rates of collision at study locations are in most cases below or similar to the statewide averages. Based on field observations and collision data, truck volumes and speed do not significantly impact safety on the roadways segments and at study intersections. Nonetheless, the Study recommends speed limit signage and warning signs on John Smith Road, including an advanced warning signal for the John Smith Landfill. The estimated cost of the signs and signal is \$28,000. In addition, the Study is supportive of a contemplated \$2.7 million roadway realignment of John Smith Road to intersect Fairview Road at St. Benedict Way. The project would add left and right turn lanes into John Smith Road that could improve roadway safety.

## 2. PAVEMENT IMPACTS

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The consultant team has conducted a pavement impact analysis that reflects current pavement conditions, historic and current roadway traffic volumes by vehicle type, and out-of-county waste transport activities reported by the landfill operator. The analysis comprises an assessment of the roadway pavement improvements necessary to adequately support current levels of out-of-county waste transport to John Smith Landfill, with consideration of past roadway deterioration attributable to out-of-county waste transport between 2014 and 2016. The analysis also provides a recommended pavement maintenance program for rehabilitated roads and a potential schedule for improvements.

### Existing Pavement Conditions

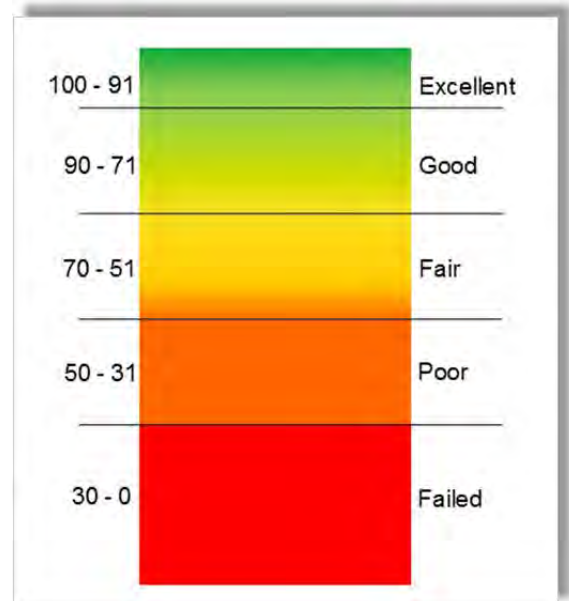
The Study considers two key measures of pavement condition, including (1) a visual assessment reported using Pavement Condition Index scoring and (2) technical evaluation of structural adequacy.

#### Pavement Condition Index

Pavement Condition Index (PCI) is a quality rating metric that relies on visual field inspections to rate pavement condition in terms of cracking, patching, depressions, and weathering. Quantified distresses are tabulated to compute PCI, a score based on a scale that ranges from 0 (failed pavement) to 100 (no distress). PCI measures for each segment of the haul route are from the County's recent update of its Pavement Management System.<sup>2</sup>

This Study reports PCI for 20 road segments along the out-of-county waste transport haul route. The PCI scoring finds 13 of the 20 segments have a PCI score below 50, which is interpreted to mean the pavement is in poor to failed condition, which warrants rehabilitation or reconstruction of the road. Four segments have PCI scores in the range of 51 to 70, which indicates that the pavement is in fair condition but is at risk of needing more aggressive rehabilitation treatments unless the pavement needs are addressed soon. Only the two road segments on the haul route have pavements considered in good condition, based on the observed visual distresses. These segments are on John Smith Road. **Figure 1** presents PCI rating for each road segment on the haul route.

**Pavement Condition Index**



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<sup>2</sup> Pavement Management System Update, Final Report, County of San Benito, August 2016.

**Figure 1 PCI by Road Segment**

Road Segment	From	To	PCI
Shore Road	Highway 25	1 Mile East of Highway 25	60
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	47
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	35
Shore Road	3 Miles East of Highway 25	San Felipe Road	54
Fairview Road	San Felipe Road	Ludis Lane	67
Fairview Road	Ludis Lane	Highway 156	51
Fairview Road	Highway 156	Los Vivas	39
Fairview Road	Los Vivas	Acquistapace Road	45
Fairview Road	Acquistapace Road	Spring Grove Road	28
Fairview Road	Spring Grove Road	Fallon Road	40
Fairview Road	Fallon Road	Rosa Moranda Road	49
Fairview Road	Rosa Moranda Road	Dixie Drive	37
Fairview Road	Dixie Drive	McClosky Road	34
Fairview Road	McClosky Road	Santa Ana Road	26
Fairview Road	Santa Ana Road	Hillcrest Road	25
Fairview Road	Hillcrest Road	Sunnyslope Road	55
Fairview Road	Sunnyslope Road	John Smith Road	35
John Smith Road	Fairview Road	Change of Pavement	49
John Smith Road	Change of Pavement	Best Road	89
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	87

Source: Pavement Engineering, Inc.

### Structural Adequacy

To more fully understand the adequacy of haul route pavement, the consultant team collected primary data on pavement structure and soil conditions at constant intervals along the haul route. Pavement structure is assessed through collection and analysis of core samples and soil samples. The core samples reveal pavement structure, including the thickness of the Asphalt Concrete (AC) layer and the Aggregate Base (AB) layer. Soil samples are evaluated for their Resistance Value (R-Value), a measure of the response of subgrade soils to vertically applied pressure.

This Study calculates and reports the existing condition of roadway pavement along the haul route using the industry standard metrics "Traffic Index" and "Equivalent Single Axle Loads." These metrics characterize the original design and structural adequacy of the haul route pavement.

- **Traffic Index (TI)** is a measure of the deteriorating effects that vehicle loads have on pavement. The calculation of TI for haul route segments reflects findings from the pavement core samples and soil samples. The existing thickness of the AC layer and AB layer, along with soil condition data (R-Value), inform the calculation of TI.
- **Equivalent Single Axle Loads (ESALs)** are a standardized measure of pavement damage resulting from mixed traffic vehicle loads. Heavier trucks have dramatically more impact on pavement than lighter vehicles (e.g., one fully-loaded five-axle truck weighing 40 tons has

about the same pavement impact as 15,000 medium-sized SUVs).<sup>3</sup> Using ESALs, the impact of trucks is measured in equivalent single 18,000-pound axel loads. As traffic drives over pavement it consumes ESALs, similar to withdrawals from a bank account.

TI reflects the total number of ESALs that pavement will support before it begins to fail. For example, a design TI of 5.0 is equal to 7,160 ESALs and a design TI of 8.0 is equal to 372,000 ESALs. As shown in **Figure 2**, this study identifies the TI and ESALs for each segment along the haul route.

**Figure 2 Calculated TI and ESALS by Road Segment**

Road Segment	From	To	Calculated Traffic Index (TI)	Calculated ESALS
Shore Road	Highway 25	1 Mile East of Highway 25	7.42	196,413
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	7.57	232,768
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	7.54	225,493
Shore Road	3 Miles East of Highway 25	San Felipe Road	8.76	795,827
Fairview Road	San Felipe Road	Ludis Lane	7.61	243,875
Fairview Road	Ludis Lane	Highway 156	7.41	195,567
Fairview Road	Highway 156	Los Vivas	6.70	83,436
Fairview Road	Los Vivas	Acquistapace Road	9.54	1,634,816
Fairview Road	Acquistapace Road	Spring Grove Road	7.98	362,152
Fairview Road	Spring Grove Road	Fallon Road	8.00	371,025
Fairview Road	Fallon Road	Rosa Moranda Road	7.84	313,336
Fairview Road	Rosa Moranda Road	Dixie Drive	7.19	151,801
Fairview Road	Dixie Drive	McClosky Road	6.78	92,724
Fairview Road	McClosky Road	Santa Ana Road	6.50	64,926
Fairview Road	Santa Ana Road	Hillcrest Road	6.62	75,925
Fairview Road	Hillcrest Road	Sunnyslope Road	8.22	468,958
Fairview Road	Sunnyslope Road	John Smith Road	6.21	44,284
John Smith Road	Fairview Road	Change of Pavement	4.20	1,666
John Smith Road	Change of Pavement	Best Road	5.53	16,724
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	5.19	9,871

Source: Pavement Engineering, Inc.

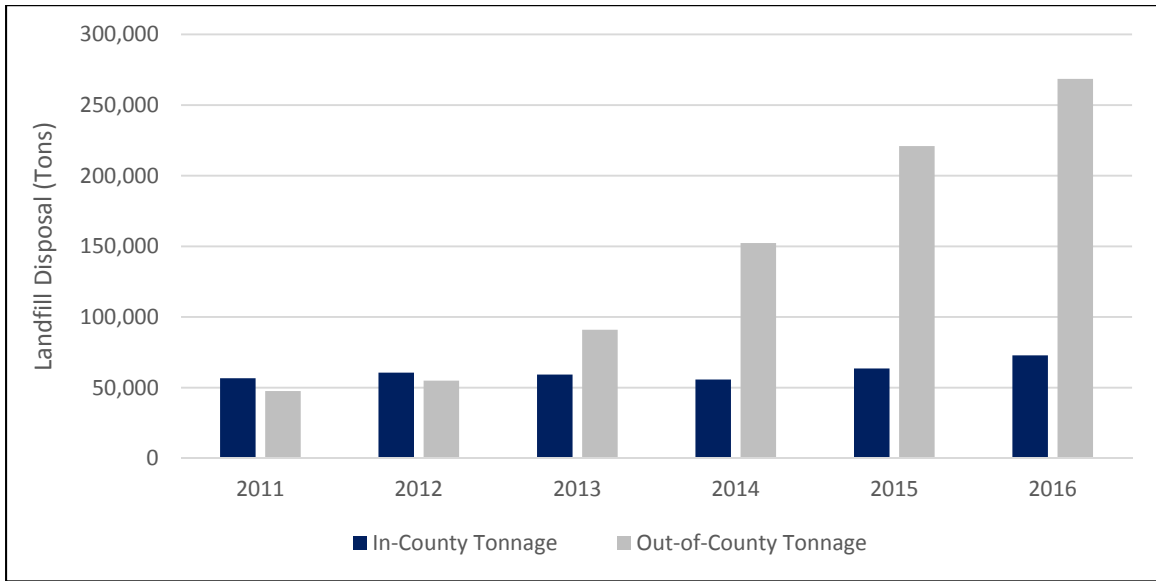
## Out-of-County Waste Transport Trends

### Landfill Tonnage Trends

The landfill operator maintains historical records of waste disposal at John Smith Landfill. These data reveal the number of trucks, weight, truck characteristics, and whether the waste is from inside or outside of San Benito County. The dataset indicates that there has been a dramatic increase in the disposal of out-of-county waste since 2011, with a notable surge commencing in 2014. In 2016, out-of-county tonnage exceeded 2011 tonnage by more than 460 percent. In 2016, out-of-county waste transports to the Landfill totaled an estimated 269,000 tons.

<sup>3</sup> See **Attachment A** for detailed explanation of the relatively significant pavement impacts caused by heavyweight trucks.

**Figure 3 John Smith Landfill Waste Disposal Tonnage 2011-16**

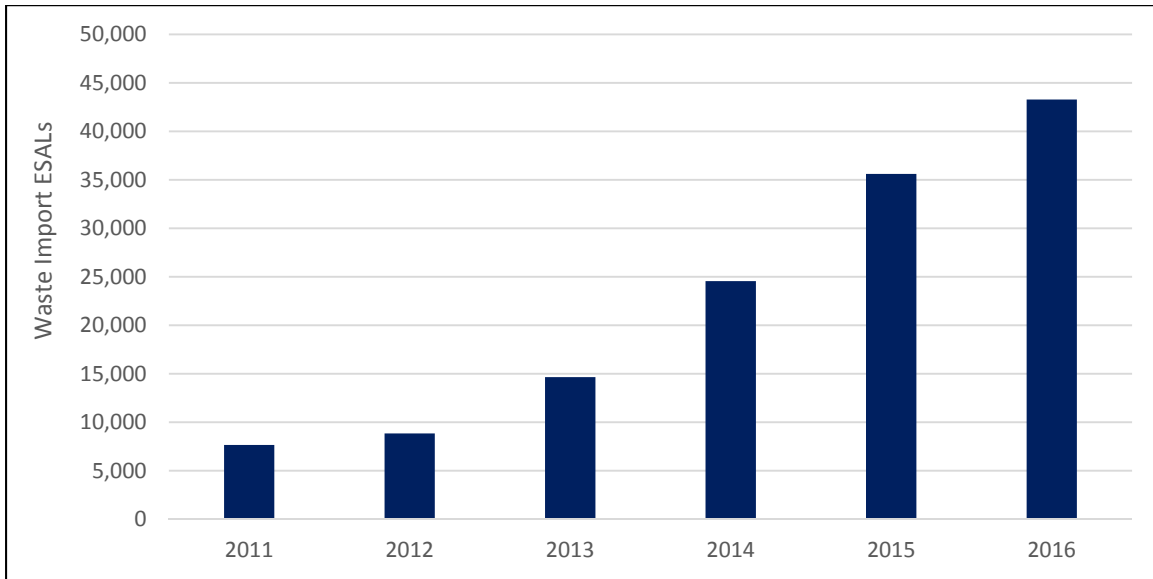


Source: Waste Connections

### Out-of-County Waste Transport ESAL Trend

Relying on detailed data concerning out-of-county waste transport to John Smith Landfill during calendar year 2016, this analysis calculates the pavement damage attributable to out-of-county waste transport activities for that year. Truck counts, truck weights, and axle configuration information allows for derivation of the ESALs attributable to out-of-county waste transport activities. In 2016, this analysis finds that the roughly 269,000 tons of out-of-county waste disposed of at the Landfill generated about 43,300 ESALs on County roads. Assuming that the profile of truck types observed in 2016 is representative of hauling activities in prior years, the analysis establishes the ESAL trend for 2011 through 2016 based on the tonnage trend reported by the landfill operator. Between 2014 and 2016, out-of-county waste transport was responsible for about 103,500 ESALs on the haul route.

**Figure 4 Out-of-County Waste Transport ESAL Estimated Trend 2011-16**



Source: Pavement Engineering, Inc.

## Pavement Improvement Requirements

The Study considers pavement improvements that are necessary to ensure the structural adequacy of haul route roadways to support current levels of out-of-county waste transport and other traffic. The analysis assumes that current levels of waste hauling and other road usage continue into the future. For each road segment along the haul route, the analysis identifies an appropriate structural design, estimates a range of costs associated with the capital improvements, and calculates the “fair share” of the improvement cost attributable to out-of-county waste transport loads, relative to other traffic demands on the roads.

To identify appropriate pavement designs for road segments on the haul route, the analysis considers overall existing traffic conditions in combination with landfill operations data. Existing traffic conditions are characterized by daily traffic data collected as part of this study.<sup>4</sup> The traffic data reveal vehicle volumes and characteristics (i.e., cars and trucks by axle count). The analysis relies on industry standard “truck constants” (i.e., typical truck weights by truck type) to estimate ESALs attributable to existing traffic.<sup>5</sup> These data, in concert with out-of-county waste transport ESAL estimates, allow calculation of total ESALs by road segment along the haul route. Total ESAL estimates form the basis of this study’s recommended roadway pavement designs.

The study considers pavement development costs for a full-depth reclamation, with partial removal and recycling of the remaining material in-place to strengthen the pavement structure.<sup>6</sup> The costs estimates provided reflect the design TI (20-year design life) calculated from ESAL

<sup>4</sup> These data are detailed in **Attachment B**.

<sup>5</sup> Truck constant assumptions from Asphalt Institute MS-1 Manual.

<sup>6</sup> The full depth reclamation (FDR) roadway improvement approach in further detail in **Attachment A**.

requirements, and subgrade conditions (R-Values) identified through field work. The Study estimates the capital investment in pavement that is necessary to support current traffic activity on the haul route at about \$38.8 million, in 2017 dollars.

Under current conditions, out-of-county waste transport activities are responsible for about 40 percent of the cost burden to reconstruct pavement along the haul route. The out-of-county waste transport trucks account for a higher proportion of pavement damage on roadways closer to the Landfill. On Shore Road, near Highway 25, out-of-county waste transport activity is responsible for about 29 percent of roadway deterioration. On Fairview Road, near John Smith Road, the share is about 48 percent. On John Smith Road, out-of-county waste transport activities account for approximately 82 of the pavement damage. Given these calculations of the relative impact to pavement generated by out-of-county waste transport, the fair share of the capital investment in pavement that is needed to support the current traffic activity on the haul route is an estimated \$15.4 million.



**Figure 5 Capital Improvement Costs**

Road Segment	From	To	Design Traffic Index (TI-20 years)	Total Construction Cost		Total Adjusted Cost for Out-of-County Trucks
				Treatment Cost Full Depth Reclamation (FDR)	Impact of Out-of-County Trucks	Treatment Cost Full Depth Reclamation (FDR)
Shore Road	Highway 25	1 Mile East of Highway 25	11.0	\$ 2,857,883.00	29%	\$ 828,786.07
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	11.0	\$ 2,857,883.00	29%	\$ 828,786.07
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	11.0	\$ 2,857,883.00	29%	\$ 828,786.07
Shore Road	3 Miles East of Highway 25	San Felipe Road	11.0	\$ 2,300,379.00	29%	\$ 667,109.91
Fairview Road	San Felipe Road	Ludis Lane	11.0	\$ 2,715,530.00	29%	\$ 787,503.70
Fairview Road	Ludis Lane	Highway 156	10.5	\$ 926,270.00	31%	\$ 287,143.70
Fairview Road	Highway 156	Los Vivoras	10.5	\$ 2,470,912.00	31%	\$ 765,982.72
Fairview Road	Los Vivoras	Acquistapace Road	10.5	\$ 1,022,580.00	31%	\$ 316,999.80
Fairview Road	Acquistapace Road	Spring Grove Road	10.5	\$ 2,057,414.00	31%	\$ 637,798.34
Fairview Road	Spring Grove Road	Fallon Road	10.5	\$ 1,617,550.00	31%	\$ 501,440.50
Fairview Road	Fallon Road	Rosa Moranda Road	10.5	\$ 1,250,725.00	39%	\$ 487,782.75
Fairview Road	Rosa Moranda Road	Dixie Drive	10.5	\$ 2,600,857.00	39%	\$ 1,014,334.23
Fairview Road	Dixie Drive	McClosky Road	10.5	\$ 1,686,646.00	39%	\$ 657,791.94
Fairview Road	McClosky Road	Santa Ana Road	10.5	\$ 2,178,788.00	39%	\$ 849,727.32
Fairview Road	Santa Ana Road	Hillcrest Road	10.5	\$ 1,522,870.00	39%	\$ 593,919.30
Fairview Road	Hillcrest Road	Sunnyslope Road	10.0	\$ 1,829,489.00	48%	\$ 878,154.72
Fairview Road	Sunnyslope Road	John Smith Road	10.0	\$ 1,563,240.00	48%	\$ 750,355.20
John Smith Road	Fairview Road	Change of Pavement	9.5	\$ 924,779.00	82%	\$ 758,318.78
John Smith Road	Change of Pavement	Best Road	9.5	\$ 1,974,121.00	82%	\$ 1,618,779.22
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	9.5	\$ 1,600,434.00	82%	\$ 1,312,355.88
				<b>\$ 38,816,233.00</b>		<b>\$ 15,371,856.22</b>

Source: Pavement Engineering, Inc.

## Past Due Impact of Out-of-County Waste Transport

During the period from 2014 through 2016, out-of-county waste transport activities increased dramatically as compared with historic trends at the John Smith Landfill (see **Figure 3**). If the haul route roadway had been reconstructed prior to 2014 to accommodate this increase in waste hauling, the out-of-county waste transport activities alone would have consumed approximately two to seven percent of the reconstructed pavement's lifespan between 2014 and 2016. Given the estimated cost of pavement reconstruction, the Study values roadway deterioration between 2014 and 2016 at \$1.2 million, in 2017 dollars.

To determine the degree to which out-of-county waste transport activities have consumed pavement capacity, the Study considers ESALs attributable to out-of-county waste transport activities from 2014 through 2016. This consumption then is compared to the ESAL capacity of each rebuilt road segment on the haul route. The analysis estimates that between 2014 and 2016, out-of-county waste transport activities consumed approximately 103,500 ESALs (see **Figure 4**). With rebuilt sections supporting between 1.6 million ESALs and 5.4 million ESALs, the out-of-county waste transport would have consumed two to seven percent of the total ESAL budget between 2014 and 2016, depending on the roadway segment. Applying the calculated out-of-county waste transport ESAL consumption (as a percent of total ESALs available after reconstruction) to the necessary capital improvement cost yields a hypothetical past due value associated with the 2014 through 2016 period. **Figure 6** presents the past due calculation.

**Figure 6 Past Due Impact of Out-of-County Waste Transport 2014-16**

Road Segment	From	To	Design Traffic Index (TI-20 years)	ESALs for TI-20 years (Column A)	Calculated Out-of-County Trucks ESALs from 2014 - 2016 (Column B)	Treatment Cost Full Depth Reclamation (FDR)	Past Due Impact of Out-of-County Trucks from 2014-2016 (Column B / Column A)	Past Due Cost of Out-of-County Trucks from 2014-2016
Shore Road	Highway 25	1 Mile East of Highway 25	11.0	5,399,511	103,460	\$ 2,857,883	2%	\$ 54,760
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	11.0	5,399,511	103,460	\$ 2,857,883	2%	\$ 54,760
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	11.0	5,399,511	103,460	\$ 2,857,883	2%	\$ 54,760
Shore Road	3 Miles East of Highway 25	San Felipe Road	11.0	5,399,511	103,460	\$ 2,300,379	2%	\$ 44,078
Fairview Road	San Felipe Road	Ludis Lane	11.0	5,399,511	103,460	\$ 2,715,530	2%	\$ 52,032
Fairview Road	Ludis Lane	Highway 156	10.5	3,652,398	103,460	\$ 926,270	3%	\$ 26,238
Fairview Road	Highway 156	Los Viveras	10.5	3,652,398	103,460	\$ 2,470,912	3%	\$ 69,993
Fairview Road	Los Viveras	Acquistapace Road	10.5	3,652,398	103,460	\$ 1,022,580	3%	\$ 28,966
Fairview Road	Acquistapace Road	Spring Grove Road	10.5	3,652,398	103,460	\$ 2,057,414	3%	\$ 58,280
Fairview Road	Spring Grove Road	Fallon Road	10.5	3,652,398	103,460	\$ 1,617,550	3%	\$ 45,820
Fairview Road	Fallon Road	Rosa Moranda Road	10.5	3,652,398	103,460	\$ 1,250,725	3%	\$ 35,429
Fairview Road	Rosa Moranda Road	Dixie Drive	10.5	3,652,398	103,460	\$ 2,600,857	3%	\$ 73,673
Fairview Road	Dixie Drive	McClosky Road	10.5	3,652,398	103,460	\$ 1,686,646	3%	\$ 47,777
Fairview Road	McClosky Road	Santa Ana Road	10.5	3,652,398	103,460	\$ 2,178,788	3%	\$ 61,718
Fairview Road	Santa Ana Road	Hillcrest Road	10.5	3,652,398	103,460	\$ 1,522,870	3%	\$ 43,138
Fairview Road	Hillcrest Road	Sunnyslope Road	10.0	2,423,911	103,460	\$ 1,829,489	4%	\$ 78,088
Fairview Road	Sunnyslope Road	John Smith Road	10.0	2,423,911	103,460	\$ 1,563,240	4%	\$ 66,724
John Smith Road	Fairview Road	Change of Pavement	9.5	1,575,144	103,460	\$ 924,779	7%	\$ 60,742
John Smith Road	Change of Pavement	Best Road	9.5	1,575,144	103,460	\$ 1,974,121	7%	\$ 129,666
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	9.5	1,575,144	103,460	\$ 1,600,434	7%	\$ 105,121
						<b>\$ 38,816,233</b>		<b>\$ 1,191,761</b>

Source: Pavement Engineering, Inc.

## Ongoing Maintenance Requirements

In addition to the initial capital investment in new roadway pavement along the haul route, ongoing maintenance will be required to protect the pavement from the adverse effects of oxidation and roadway use, thereby slowing the pavement aging process. The maintenance program recommended here assumes that the haul route is reconstructed and that the County adheres to best practices for pavement maintenance. Maintenance activities include crack sealing, digouts (i.e., localized repairs), and slurry seals. Eventually, the pavement will need some minor rehabilitation.<sup>7</sup>

The estimated cost of the haul route maintenance plan for a 30-year period is \$26.4 million, in 2017 dollars. The fair share cost attributable to out-of-county waste transport activities is slightly more than half of that total, approximately \$14.0 million. Over the 30-year plan, the average annual cost attributable to out-of-county waste transport activities is about \$470,000, though actual costs are uneven and generally increase over time.

<sup>7</sup> Maintenance activities and their unit costs are detailed in **Attachment A**.

**Figure 7 Maintenance Costs for Continued Out-of-County Waste Transport**

Road Segment	From	To	Total Estimated Maintenance Cost	Percent Impact of Out-of-County Trucks	Total Adjusted Estimated Maintenance Cost for Out-of-County Trucks	Average Annual Cost
Shore Road	Highway 25	1 Mile East of Highway 25	\$1,799,820	37%	\$665,933	\$22,198
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	\$1,799,820	37%	\$665,933	\$22,198
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	\$1,799,820	37%	\$665,933	\$22,198
Shore Road	3 Miles East of Highway 25	San Felipe Road	\$1,448,719	37%	\$536,026	\$17,868
Fairview Road	San Felipe Road	Ludis Lane	\$1,710,170	37%	\$632,763	\$21,092
Fairview Road	Ludis Lane	Highway 156	\$645,845	40%	\$258,338	\$8,611
Fairview Road	Highway 156	Los Viveras	\$1,722,850	40%	\$689,140	\$22,971
Fairview Road	Los Viveras	Acquistapace Road	\$712,997	40%	\$285,199	\$9,507
Fairview Road	Acquistapace Road	Spring Grove Road	\$1,434,538	40%	\$573,815	\$19,127
Fairview Road	Spring Grove Road	Fallon Road	\$1,127,842	40%	\$451,137	\$15,038
Fairview Road	Fallon Road	Rosa Moranda Road	\$872,072	54%	\$470,919	\$15,697
Fairview Road	Rosa Moranda Road	Dixie Drive	\$1,813,455	54%	\$979,266	\$32,642
Fairview Road	Dixie Drive	McClosky Road	\$1,176,019	54%	\$635,050	\$21,168
Fairview Road	McClosky Road	Santa Ana Road	\$1,519,166	54%	\$820,350	\$27,345
Fairview Road	Santa Ana Road	Hillcrest Road	\$1,061,826	54%	\$573,386	\$19,113
Fairview Road	Hillcrest Road	Sunnyslope Road	\$1,303,551	73%	\$951,593	\$31,720
Fairview Road	Sunnyslope Road	John Smith Road	\$1,113,843	73%	\$813,106	\$27,104
John Smith Road	Fairview Road	Change of Pavement	\$695,953	100%	\$695,953	\$23,198
John Smith Road	Change of Pavement	Best Road	\$1,485,647	100%	\$1,485,647	\$49,522
John Smith Road	Best Road	Change of Pavement	\$1,204,425	100%	\$1,204,425	\$40,148
			<b>\$26,448,378</b>		<b>\$14,053,911</b>	<b>\$468,464</b>

Source: Pavement Engineering, Inc.

## Priority Capital Improvements

With such a significant capital improvement program identified to support ongoing out-of-county waste transport activities, a phasing plan for pavement improvement likely will be necessary. Relying on PCI ratings and the Study's structural deficiency assessment, the Study recommends a schedule of prioritization for haul route pavement reconstruction. Specifically, the consultant team recommends a five-year improvement program schedule. Early improvements focus primarily on Fairview Road. The complete year-by-year schedule for recommended improvements is presented in **Attachment A (Table 13)**.

### 3. TRAFFIC AND SAFETY IMPACTS

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The consultant team has conducted a traffic and safety analysis that reflects current conditions on the haul route, and has considered the contribution of out-of-county waste transport activities to these conditions. The analysis reflects primary data (collected in the field as part of the Study) concerning intersection performance and traffic counts as well as secondary data on landfill operations and collisions. The study focuses on level-of-service (LOS) performance at key intersections and roadway safety at intersections and on haul route roadway segments.

#### Data Collection

##### Primary Data

Primary data collected as part of this study include turn movement counts and lane geometry for each study intersection and 24-hour traffic counts at five locations on the haul route. The consultant team collected these data on August 23, 2017.<sup>8</sup> The resulting dataset informs the intersection LOS analysis, as well as the pavement impact analysis discussed in **Section 2** above. Detailed vehicle counts are provided in **Attachment B (Table 1)**.

##### Secondary Data

As part of the traffic and safety analyses, the consultant team acquired a significant quantity of data from the landfill operator. These data include truck loads and tonnage, broken down by in-county versus out-of-county waste disposal. The consultant team examined these data by day of the week and by month to establish existing conditions, and to inform the pavement impact analysis discussed in **Section 2**.<sup>9</sup> In addition, the safety analysis relies on collision data from the California Statewide Integrated Traffic Records System (SWITRS). Detailed landfill data and collision data are provided in **Attachment B**.

#### Intersection Level of Service Analysis

The LOS analysis considers signalized and unsignalized intersections on the out-of-county waste transport haul route. The analysis focuses on intersection performance during one-hour peak periods (AM and PM) on a typical weekday and seeks to identify whether average delays are acceptable relative to County standards. Using field data collected as inputs to the analysis, the Study models the performance of signalized study intersections using Traffix software. For unsignalized intersections, the Study relies on the 2000 HCM Operations Methodology to analyze

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<sup>8</sup> Traffic engineers typically rely on traffic counts for a single day as representative of typical or average conditions. This is because studies and observations have shown that traffic does not vary significantly from day to day, particularly in the middle of the week including Tuesdays, Wednesdays and Thursdays. Consequently, the one-day traffic counts adequately depicts typical midweek conditions, as discussed further in **Attachment B**.

<sup>9</sup> Data tables provided in **Attachment B**.

LOS.<sup>10</sup> Despite the presence of relatively heavy truck traffic, the Study finds that all intersections considered currently perform at an acceptable level of service, with scoring of level “B” or level “C.” Level B rated intersections support “low delay occurring with good progression.” Level C intersections achieve “average delays resulting from fair progression.”

A sensitivity analysis of the Level C intersections finds that vehicle volumes would need to increase by two to seven times current levels before LOS falls to a “D” rating, with longer delays. Per the analysis, the volumes would have to increase three to seven times in order to degrade to LOS D at the intersection of Fairview Road and Sunnyslope Road. At the intersection of Pacheco Pass Highway and Fairview Road, vehicle volumes would have to increase two to three times in order to degrade to LOS D.

**Figure 8 Intersection Performance (LOS) Analysis**

#	Study Intersections	Control	Peak Hour <sup>1</sup>	Existing	
				Delay <sup>2</sup>	LOS <sup>3</sup>
1	Fairview Road and John Smith Road	One-Way Stop	AM	10.7	B
			PM	10.0	B
2	Fairview Road and Sunnyslope Road	Signalized	AM	27.7	C
			PM	23.9	C
3	Fairview Road and Santa Ana Road	Signalized	AM	11.6	B
			PM	10.5	B
4	Pacheco Pass Highway (SR 156) and Fairview Road	Signalized	AM	21.8	C
			PM	27.7	C
5	San Felipe Road and Shore Road - Fairview Road	All-Way Stop	AM	11.8	B
			PM	24.3	C

Notes: <sup>1</sup>. AM – morning peak hour (between 7:30 a.m. and 9:30 a.m.), PM – evening peak hour (between 3:00 p.m. and 5:00 p.m.)  
<sup>2</sup>. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections.  
<sup>3</sup>. LOS – Level of Service calculations conducted using the Traffix Software level of service analysis software package, which applies the methodology described in the 2000 HCM.

## Intersection and Roadway Safety

The consultant team obtained data on traffic collisions along the haul route to evaluate intersection and roadway safety. These data from SWITRS cover four years, from 2013 through 2016. During these four years, there were 37 collisions on the route. Of the 37 collisions, three occurred at Study intersections and 34 occurred on Study roadway segments. About 43 percent of these collisions are attributable to “unsafe speed.” Only ten collisions involved trucks (about 27 percent) which is less than the overall prevalence of trucks on these roadways (about 30 to 40 percent, based on the traffic counts).

For each study location, the collision rate for all vehicles is compared to statewide collision rates for intersections and roadways with similar characteristics. The analysis finds that the rates of collision at study locations typically are below statewide averages, except for the segments (1) Shore Road near Lake Road, (2) Fairview Road at Lone Tree Road, and (3) Fairview Road at Santa Ana Road. While accident rates are relatively high along these three roadway segments,

<sup>10</sup> For additional information about traffic modelling see **Attachment B**.

the data indicate that the presence of heavyweight trucks is not the dominant factor affecting safety, with only about 1/6<sup>th</sup> to 1/3<sup>rd</sup> of collisions involving trucks.

**Figure 9 Intersection Collision Analysis**

#	Study Intersections	Total # of All Collisions (2013-16)	Intersection Collision Rate (RSE) for all Vehicles	Total # of Truck Collisions (2013-16)	Intersection Truck Collision Rate (RSE)	Statewide Average Collision Rate	Intersection Collision Rate > Statewide Average Collision Rate?
1	Fairview Road and John Smith Road	0	0.00	0	0.00	0.16	No
2	Fairview Road and Sunnyslope Road	0	0.00	0	0.00	0.50	No
3	Fairview Road and Santa Ana Road	1	0.07	0	0.00	0.24	No
4	Pacheco Pass Highway (State Route 156) and Fairview Road	2	0.11	1	0.30	0.50	No
5	San Felipe Road and Shore Road-Fairview Road	0	0.00	0	0.00	0.60	No

Notes: ICR = 1000000\*A / (365\*T\*ADT)  
ICR= Observed collision rate; Number of accidents/vehicles miles traveled  
A = Number of collisions over study period  
T = Total number of years over which intersection accidents were collected; January 2013 to December 2016 = 4 years  
ADT = Average Daily Traffic

Source: TJKM

**Figure 10 Road Segment Collision Analysis**

Primary Road	Secondary Road	Total # of All Collisions (2013-16)	Segment Collision Rate (RSE) for all Vehicles	Total # of Truck Collisions (2013-16)	Collision Rate	Statewide Collision Rate	Collision Rate > Statewide Standard
Route 25	Shore Road	12	0.11	1	0.01	0.38	No
Shore Road	Lake Road	3	0.58	1	0.19	0.38	Yes
SR 156	Fairview Road (Eastbound)	6	0.19	2	0.06	0.38	No
SR 156	Fairview Road (Westbound)	3	0.12	3	0.12	0.38	No
Fairview Road	Lone Tree Road	4	0.88	1	0.22	0.38	Yes
Fairview Road	Santa Ana Road	6	1.32	1	0.22	0.38	Yes

Source: TJKM

## Potential Safety Improvements

The overall finding of the collision analysis is that truck volumes and truck speeds do not significantly impact safety on the roadway segments and at the study intersections. However, suggested improvements that could benefit safety include speed limit signage and warning signs/signals on John Smith Road:

- Speed limit sign for eastbound vehicles at the entrance to John Smith Road;
- Speed limit sign for westbound vehicles near the landfill;
- Winding road sign for eastbound vehicles, located east of Heatherwood Drive;
- Winding road sign for westbound vehicles, located west of the John Smith Landfill;
- Side road signs for eastbound vehicles, located 1,000 feet and 300 feet west of the landfill entrance; and
- Flashing warning lights located 300 feet west of the landfill entrance.

The cost of signs, equipment, and installation of the recommended improvements is about \$28,000, including signage (\$3,000) and the warning lights (\$25,000).

In addition to signage and warning lights, a planned roadway reconfiguration at the intersection of Fairview Road and John Smith Road could be beneficial to safety. This \$2.7 million project, included in the County's 2040 Regional Transportation Plan, would realign John Smith Road to intersect Fairview Road at Saint Benedict Way, and add left and right turn lanes into John Smith Road. Currently, at the intersection of Fairview Road and John Smith Road, the roadway is narrow and there is no left turn pocket eastbound onto John Smith Road. Vehicles turning onto John Smith road have been observed forming a small queue waiting to turn. The consultant team supports the concept of improving the intersection, particularly adding a southbound left turn lane on Fairview Road at John Smith Road.



ATTACHMENT A  
Pavement Analysis Detail



December 26, 2017

Project No. 170178-01

Mr. Benjamin C. Sigman  
Economic & Planning Systems, Inc.  
One Kaiser Plaza, Suite 1410  
Oakland, CA 94612

Subject: San Benito County Waste Impact Study

Dear Ben:

PEI has performed an analysis of the impact to the pavement along the haul route from out-of-county trucks importing waste to the County landfill located on John Smith Road.

## **INTRODUCTION AND BACKGROUND**

The County of San Benito entered into a contract in December of 2010 to allow for expansion of tonnage into the County's landfill located on John Smith Road. The County is interested in establishing the cost impact of the trucks hauling the waste on the County's roads and pavement. The designated out-of-county truck haul route includes Shore Road from Highway 25 to San Felipe Road, Fairview Road from San Felipe Road to John Smith Road and John Smith Road from Fairview Road to the landfill.

The study has five main goals including 1) Documenting the current condition of the pavement; 2) Providing a historical summary of the waste transport from 2014 through 2016; 3) Calculating the cost to improve the roads to handle the out-of-county waste; 4) Estimating the proportionate cost distribution between out-of-county and in-county vehicles and 5) Looking forward to quantify the future impact and maintenance costs based on the projected waste import. As part of this study, PEI also recommended a prioritized order in which the repair work should be conducted. This information is summarized in 6) Recommended Capital Improvement Projects (CIP).

This impact study looks at each of these six areas as part of the analysis and is divided into six sections to facilitate readability. Various tables and back up data have been provided in the report or included in appendices for the reader's reference.

To further assist the reader's understanding of the study and report, PEI has included a short primer that addresses some of the basic principles of asphalt concrete pavement design and deterioration that are utilized in this study.

## PAVEMENT DESIGN AND DETERIORATION (A PRIMER)

### Pavement Design

Pavements are a structural support system generally considered to act like a beam. But unlike beams in buildings, which generally have static loads, the pavement structure is flexed many times from traffic loading. Cars and light trucks have minor impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The impact of trucks is measured in equivalent single 18,000-pound axle loads (ESAL). The total ESALs are converted into a design Traffic Index (TI). As an example, a design TI of 5.0 is equal to 7,160 ESALs. A Design TI of 8.0 is equal to 372,000 ESALs. Therefore, the design TI is the total number of ESALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the ESALs over a 20-year period are used. For rehabilitation procedures such as overlays, 10 years is generally used.

The other element of pavement design is the support of the beam. The support is provided by the sub-grade soils. The support value is designated by the R-value test.

Using the design TI and R-value, the pavement designer chooses various materials to construct the structural section. The most common pavement section is a layer of asphalt concrete over aggregate base(s). Many options are available depending on specific project requirements and conditions.

### Pavement Deterioration

Asphalt pavement deteriorates from two processes; *fatigue* and *aging*. These processes occur simultaneously. In a well-designed and constructed pavement, the two processes result in the need to rehabilitate the pavement at approximately the same time. This is called the design life. The design life for most new pavements is 20 years. Each deterioration process has its own set of pavement defects that are related to the process.

#### Fatigue

Fatigue results from repetitive axle loading. As the pavement structure flexes or bends from axle loads, the asphalt concrete layer's ability to flex is consumed. With sufficient bending, the asphalt concrete layer begins to break at the bottom. This cracking progresses upward until it reaches the surface and appears as alligator cracking.

As the pavement structure, its supporting soils, and the precise loading from wheel loads vary, so does the time it takes for alligator cracking to appear. As alligator cracking appears, the pavement can be repaired with digouts, which involve removing and replacing asphalt concrete in the affected areas. When the total cumulative quantity of digouts reaches

approximately 10 to 15 percent of the total area, the pavement is considered to have reached its design life and requires major rehabilitation.

### Aging

Asphalt concrete is composed of aggregates and asphalt binder. The aggregates used generally are of fair quality and do experience some breakdown over time. To a minor extent, aggregate base layer can age if contaminated by fine aggregate (fines) that are transported from the subsoil into the aggregate base. Aggregate aging problems need to be addressed with maintenance procedures.

The asphalt concrete binder ages as well. As the asphalt binder ages, it loses volume through the evaporation of volatile components in the asphalt. As the volume decreases, the pavement will progressively crack from the resulting tensile strain in the layer. These cracks normally show up first as transverse and longitudinal cracks. They also show up at weak areas, such as paving joints. These cracks widen and increase over time until the pavement has a checkerboard appearance.

The aging process also causes the pavement to become more brittle. The increased stiffness results in additional cracking from loaded vehicles. Load-induced cracking, from asphalt concrete that has become brittle, is very similar in appearance to fatigue cracking.

The major agents for deterioration of asphalt concrete binder is oxygen and water. The carrier of the oxygen is water. Water enters the pavement either from the surface or as water vapor from underneath. In addition, the water has a stripping effect causing the binder to peel away from the aggregate.

## **SECTION 1 - EXISTING PAVEMENT CONDITIONS**

This section documents the existing pavement conditions. To properly evaluate the impact of the out-of-county trucks in the pavement, it is important to know the current condition of the pavement.

Two approaches were used to establish the existing pavement condition. The first approach was to reference the PCI (Pavement Condition Index) and the second approach was to physically measure the existing structural section and subgrade, and establish the amount of loading the pavement can support.

### **PCI (Pavement Condition Index)**

In 2016, PEI was contracted by the County to perform field inspections and visually rate each of the County's roads. PEI measured the following distress types as part of our review: alligator cracking (fatigue), block cracking, distortions, longitudinal & transverse cracking,

patching & utility cut patching, rutting / depressions, weathering and raveling. The quantified distresses were used to compute the PCI for each segment. The PCI ranges from 100, indicating a pavement with no distresses, to 0, meaning that the pavement is in a failed mode. All the work was performed in conformance with ASTM D6433. The following table shows the calculated PCI of each segment from the study.

**Table 1 – Pavement Condition Index for Each Road Segment Along Haul Route**

Road Segment	From	To	PCI
Shore Road	Highway 25	1 Mile East of Highway 25	60
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	47
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	35
Shore Road	3 Miles East of Highway 25	San Felipe Road	54
Fairview Road	San Felipe Road	Ludis Lane	67
Fairview Road	Ludis Lane	Highway 156	51
Fairview Road	Highway 156	Los Vivas	39
Fairview Road	Los Vivas	Acquistapace Road	45
Fairview Road	Acquistapace Road	Spring Grove Road	28
Fairview Road	Spring Grove Road	Fallon Road	40
Fairview Road	Fallon Road	Rosa Moranda Road	49
Fairview Road	Rosa Moranda Road	Dixie Drive	37
Fairview Road	Dixie Drive	McClosky Road	34
Fairview Road	McClosky Road	Santa Ana Road	26
Fairview Road	Santa Ana Road	Hillcrest Road	25
Fairview Road	Hillcrest Road	Sunnyslope Road	55
Fairview Road	Sunnyslope Road	John Smith Road	35
John Smith Road	Fairview Road	Change of Pavement	49
John Smith Road	Change of Pavement	Best Road	89
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	87

The PCI only provides an indication of the visual condition of the pavement. To truly understand the impact of the loaded out-of-county trucks on the existing pavement, we need to understand how the road is actually constructed.



### **Determine the Existing Structural Adequacy of Each Segment**

PEI cored the pavement at 500 foot intervals along the haul route to measure the existing structural section (AC & AB) of the pavement and collect a sample of native soil every 1.000 feet to determine the R-value (CT 301). Our coring measurements are summarized in Appendix A and all the R-value test results are included in Appendix B.

Referencing Section 633.1 of the California Highway Design Manual, the existing thicknesses of the measured asphalt concrete, aggregate base and aggregate sub-base were converted into a gravel equivalent (GE) using the following equation:

$GE = \text{Thickness (t)} \times G_f$ , where  $G_f$  is the gravel factor for each material type from Table 633.1 of the Highway Design Manual.

All the gravel equivalents were added together for each material type in each section and the total gravel equivalent and the roadway's minimum R-value were used to calculate the Traffic Index (TI) using the following equation and solving for TI:

$$GE = 0.0032(TI)(100 - R)$$

Once the TI is determined, we can use the following equation and solve for ESAL, where ESALs will be the total Equivalent Single Axle Loads that the pavement will support before it begins to fail.

$$TI = 9.0 \times (ESALs / 10^6)^{0.119}$$

The calculation summary sheets are included in Appendix C. Our calculated TIs and ESALs are summarized in Table 2 below.

It should be noted that since the gravel factor for HMA is a function of the TI (see Table 633.1 of the California Highway Design Manual) an iterative approach was used to calculate the TI and accompanying ESALs.

**Table 2 – Calculated Traffic Index(TI) and ESALs (Equivalent Single Axle Load) for Each Road Segment Along Haul Route**

Road Segment	From	To	Calculated Traffic Index (TI)	Calculated ESALs
Shore Road	Highway 25	1 Mile East of Highway 25	7.42	196,413
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	7.57	232,768
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	7.54	225,493
Shore Road	3 Miles East of Highway 25	San Felipe Road	8.76	795,827
Fairview Road	San Felipe Road	Ludis Lane	7.61	243,875
Fairview Road	Ludis Lane	Highway 156	7.41	195,567
Fairview Road	Highway 156	Los Vivas	6.70	83,436
Fairview Road	Los Vivas	Acquistapace Road	9.54	1,634,816
Fairview Road	Acquistapace Road	Spring Grove Road	7.98	362,152
Fairview Road	Spring Grove Road	Fallon Road	8.00	371,025
Fairview Road	Fallon Road	Rosa Moranda Road	7.84	313,336
Fairview Road	Rosa Moranda Road	Dixie Drive	7.19	151,801
Fairview Road	Dixie Drive	McClosky Road	6.78	92,724
Fairview Road	McClosky Road	Santa Ana Road	6.50	64,926
Fairview Road	Santa Ana Road	Hillcrest Road	6.62	75,925
Fairview Road	Hillcrest Road	Sunnyslope Road	8.22	468,958
Fairview Road	Sunnyslope Road	John Smith Road	6.21	44,284
John Smith Road	Fairview Road	Change of Pavement	4.20	1,666
John Smith Road	Change of Pavement	Best Road	5.53	16,724
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	5.19	9,871

This information quantifies the existing pavement conditions including the thickness of the pavement along each road segment throughout the haul route. The coring information was used to calculate the traffic index and associated ESALs for each road segment thus revealing the structural adequacy of the pavement section. This establishes the baseline of the pavement structure and we will be able to compare the impacts of the out-of-county trucks to this baseline.

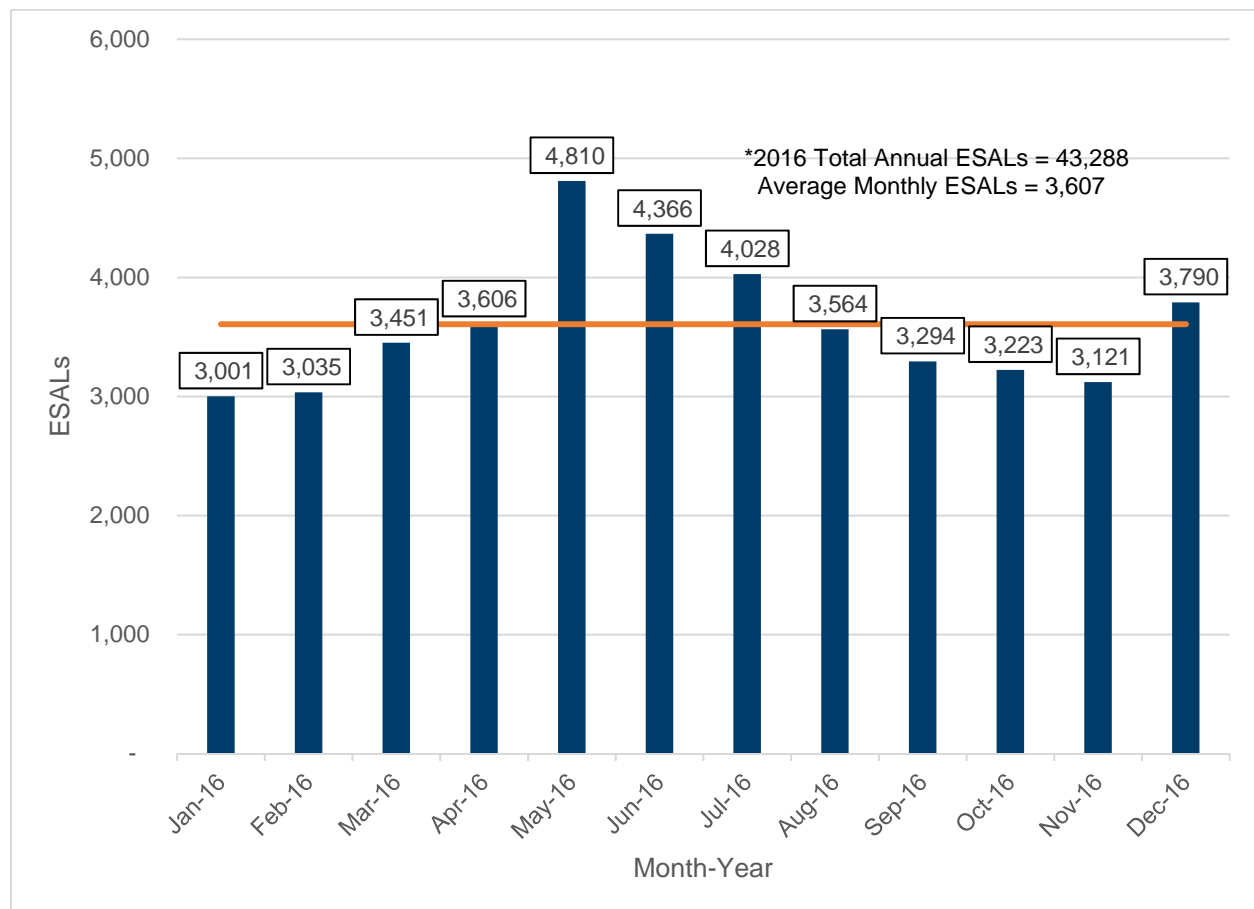


## SECTION 2- HISTORICAL SUMMARY OF OUT-OF-COUNTY WASTE TRANSPORT FROM 2014 THROUGH 2016

This section provides a historical summary of the out-of-county trucks have had on the existing pavement structure since the contract was established. It should be noted that while the contract with the landfill was established at the end of 2010, the volume of the out-of-county trucks did not ramp up until 2014. Therefore, this analysis focused on the impact of out-of-county trucks since 2014 through 2016.

The landfill has tracked the amount of tonnage the out-of-county trucks has hauled into the landfill. In addition, the landfill has tracked the weight and number of axles of each truck coming into the landfill. Knowing the weight and number of axles of each truck, we can compute the ESALs of each truck. PEI used the 2016 database provided by the County and found that the 268,606 tons of waste imported into the landfill represented 43,288 ESALs.

**Table 3 – Out-of-County ESALs (Jan 2016 / Dec 2016)**





The total tonnage of imported waste and the calculated ESALs for each of the years 2014 through 2016 are shown in Table 4 below:

**Table 4 – Tonnage of Imported Waste vs. ESALs**

	Year		
	2014	2015	2016
In-County Tonnage Totals:	55,689	63,523	72,879
Out-of-County Tonnage Totals:	152,353	221,018	268,606
Out-of-County ESAL Totals:	24,553*	35,619*	43,288

*\*Note: Out of County ESAL totals are prorated based off 2016 data*

To calculate the out-of-county ESAL totals for 2014 and 2015, PEI assumed that the types and weights of the trucks transporting the waste into the dump was similar in the number of axles and weight carried as the data that was reduced from the 2016 database provided by the county landfill. The total number of ESALs from the out-of-county trucks between 2014 through 2016 is estimated at 103,460. This value will play a role further in future calculations and impacts as the report progresses.

### **SECTION 3 - COST TO IMPROVE THE ROADS TO HANDLE THE INCREASED WEIGHT**

This section establishes the cost to improve the pavement along the haul route and bring it to a serviceable level that will support the increased weight of the out-of-county trucks.

In order to design the needed pavement section(s) that will address the increased loading from the out-of-county trucks as well as the other traffic that utilizes the haul route, we needed to know the design traffic index of the road segments going forward. To accomplish this task, PEI utilized traffic count data generated by TJKM for this study. TJKM collected traffic count data on August 23, 2017. The data was collected in five locations over 24-hours. Their information is summarized below in Table 6.



**Table 6 - San Benito County Traffic Count Data**

#	Roadway	Segment	Direction	Passenger Cars	2-Axle	3-Axle	4-Axle	5 or more axle
A	Shore Road east of SR 25	Shore Road between Bolsa Road and Frazier Lake Road	Eastbound	767	890	14	9	239
			Westbound	1214	531	22	10	221
B	Fairview Road west of SR 156	Fairview Road between Highway 156 and Ludis Lane	Northbound	2286	1187	27	8	160
			Southbound	2002	1107	15	7	176
C	Fairview Road south of Fallon Road	Fairview Road between Rosa Morada and Fallon Road	Northbound	2121	1126	45	5	73
			Southbound	2206	1473	5	9	68
D	Fairview Road north of the John Smith Road	Fairview Road between St. Benedict Way and Sunnyslope Road	Northbound	1528	854	24	0	59
			Southbound	1422	884	26	3	44
E	John Smith Landfill Entrance		Eastbound (Entrance)	101	36	25	15	37
			Westbound (Exit)	90	32	22	7	40

To convert basic truck counts to Equivalent Single Axle Loads (ESALs), application of truck constants are necessary. Truck constants were used from Asphalt Institute MS-1 Manual. In order to approximate the total ESALs more accurately, PEI applied a two step process. The first step was to subtract the known number of out-of-county trucks (all 5-axle) from TJKM's ADT counts and calculate the ESALs using the truck constants. The second step was to calculate the total ESALs from the 40 out-of-county trucks, convert them from a 24 hour count to a 20 year total ESAL count and add the value to the ESALs from step one.

From this data, the 20-year design TIs, shown in Table 7, were developed. It should be noted that the design TIs are slightly different than the calculated TIs. The TIs were rounded up to the nearest 0.5 TI for design purposes according to industry design practice. The calculation sheets computing the TI are in Appendix E.



**Table 7 – 20 Year Traffic Index Based on 24 hour Truck Counts**

#	Roadway	Segment	Calculated 20 year Traffic Index	Design 20 year Traffic Index
A	Shore Road east of SR 25	Shore Road between Bolsa Road and Frazier Lake Road	10.6	11.0
B	Fairview Road west of SR 156	Fairview Road between Highway 156 and Lucis Lane	10.5	10.5
C	Fairview Road south of Fallon Road	Fairview Road between Rosa Morada and Fallon Road	10.2	10.5
D	Fairview Road north of the John Smith Road	Fairview Road between St. Benedict Way and Sunnyslope Road	10.0	10.0
E	John Smith Landfill Entrance		9.4	9.5

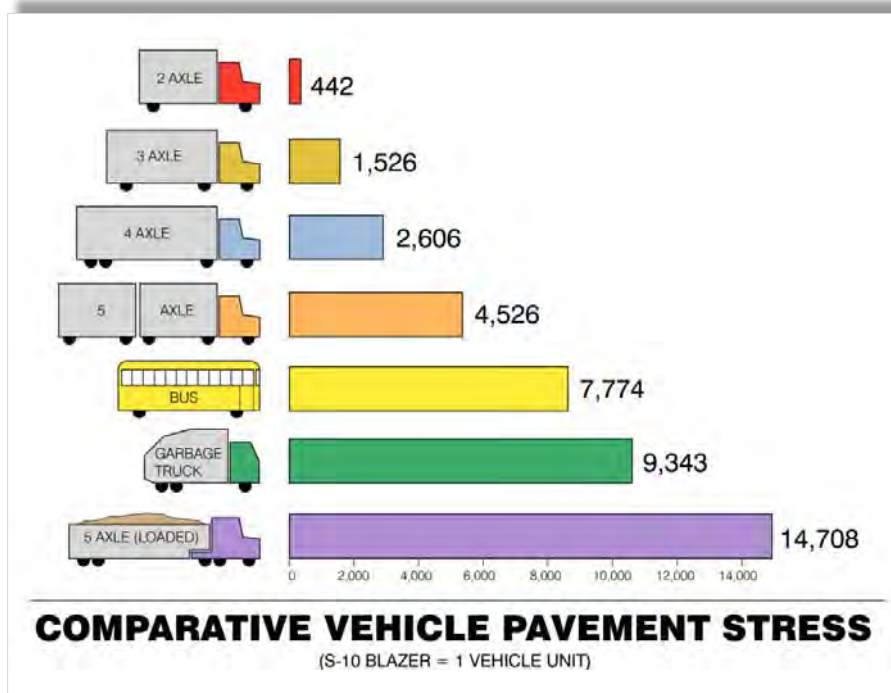
The equation used to convert each vehicle’s axle into an ESAL from Caltrans “Flexible Pavement Structural Section Design Guide for California Cities and Counties” is:

$$ESAL = (\text{Average Axle load} / 18,000) ^{4.2}$$

To compute the total ESALs for a vehicle, each axle’s ESAL is added together. It should be noted that the loading impact of passenger vehicles is negligible. To illustrate, one fully loaded 5-axle truck carrying 80,000 pounds will convert into 4.03 ESALs. One 5,000 pound passenger car will convert into 0.0005 ESALs. Therefore, the passenger vehicles are ignored from the ADT.

To further demonstrate how much more impact trucks have then passenger cars, PEI weighed the axle weights of a small, 2-axle, SUV (4,330 pounds) then compared it to different trucks using ESALs. The result is illustrated below.





To illustrate how traffic loading consumes the pavement life, we recommend that the reader think of the pavement as a bank account and the designer determines the amount of loading the pavement will see over its design life. The total loading is expressed in ESALs and can be thought of as the initial bank account balance. As the traffic drives over the pavement it withdraws ESALs from the ESAL bank account equal to the amount of that particular vehicle. As the ESALs in the bank account are used up, the pavement shows signs of fatigue failure. When the ESALs are all used up, and the bank account is zero, then the pavement failures accelerate. Therefore, calculating the impact as a percentage of the used up ESALs compared to the calculated ESALs determined from the existing structural section of the pavement is a reasonable and fair assumption.

Comparing the Calculated TIs from Table 2 to the 20-year Design TIs in Table 7 above, reveals a large discrepancy. This discrepancy or structural deficiency can be expressed in inches of Hot Mix Asphalt (HMA) that is needed to make up the structural deficiency. The TIs are compared and the structural deficiencies are summarized in the Table 8, Appendix D.

Because the existing pavement sections are structurally deficient, the pavement needs to be reconstructed in order to increase the structural integrity of the road. Also, because the roads are existing, PEI is recommending that the existing pavement section be recycled in-place (Full Depth Reclamation). This is a more cost-effective approach when compared to complete removal and replacement of the existing road section. It will also be quicker to

construct, therefore minimizing the impact on the driving public.

Full Depth Reclamation (FDR) – Remove the existing AC layer and a portion of the aggregate base layer, cement and/or lime treating the remaining section and subgrade to a specified depth and placing the HMA layer. HMA refers to Hot Mix Asphalt, which is the new term for asphalt concrete material. Recycling the existing aggregate base and subgrade is called Full Depth Reclamation (FDR). It should be noted that the HMA and FDR section layer will vary depending on the design TI and R-values. AC refers to Asphalt Concrete and refers to existing asphalt concrete material.

Design Traffic Index (TI-20 years)	HMA Layer Thickness (inches)	FDR Layer Thickness (inches)
11.0	10.5	18
10.5	9.25	18
10.0	9	18
9.5	8.5	17

Estimated construction costs for the FDR were developed based on recent bid prices.

Table 8, Appendix D summarizes the total cost to reconstruct each road segment using the FDR option for each of the design TIs and the total adjusted cost after the impact percentage, from Table 9 below, has been applied.

We see from the information generated in this section that the pavements along the haul route are for the most part structurally inadequate based on the anticipated loading over the next 20 years. We also learn that the pavement sections need to be reconstructed to address the needed structural deficiencies. The estimated cost to reconstruct the pavements to the calculated design TIs is significant totaling \$39,000,000. The adjusted cost attributable to just the out-of-county trucks is estimated at \$15,400,000.

As stated in Section 2, the Out-of-County trucks were hauling waste from 2014 through 2016. As part of our report, PEI is providing the calculated past due cost these trucks would have had on the pavements along the haul route if the roads would have been reconstructed to handle the increased loading.

Starting with the design TIs, calculated earlier in this Section, we are able to compute the number of ESALs the reconstructed roads would provide along the haul route. The design ESALs can be divided into the historical ESALs computed in Section 2. This ratio shows the amount of life the out-of-county trucks would have consumed from the reconstructed

pavement. This information is shown in Table 14, Appendix D.

We see from Table 14 that the impact, or past due cost, that the out-of-county trucks would have had, if the pavement would have been reconstructed, totals to \$1,191,761. It should be noted that the out-of-county trucks will continue to consume pavement life each year they import waste along the haul route.

#### **SECTION 4 - COST DISTRIBUTION**

This section is intended to provide a way to estimate a fair distribution of the costs based on how much impact the out-of-county trucks are contributing to the deterioration of the pavement along the haul route.

It is important to recognize that not all of the impact and resulting pavement damage is the result of the out-of-county trucks. The haul route is also used by others. To assess the impact of the out of county vehicles, we need to know what the total loading or total ESALs is and then compare this value to just the projected out-of-county ESALs.

To accomplish this comparison, PEI utilized data generated from TJKM's ADT study from August 23, 2017, shown in Table 6, and the calculated 20 year TIs shown in Table 7. We converted the calculated TIs into ESALs. These values represent the anticipated ESALs that the pavement will see over the next 20 years.

To compute the projected ESALs that will be generated from the out-of-county trucks, PEI started with the calculated ESALs associated with the total tonnage of waste imported into the landfill during 2016. Referencing Table 4, in Section 2 of this report, we see the value is 43,288 ESALs. Multiplying that number by 20 and applying a 20-year growth factor of 1.32, we see that the anticipated total ESALs that are resulting from the out-of-county trucks is 1,142,803. This analysis assumes that the amount of out-of-county trucks was at capacity in 2016 and that they will remain constant for the next 20 years.

A summary of this analysis and the resulting impact percentage is shown in the following table:

**Table 9 – Percent Impact of Out-of-County Trucks**

#	Roadway	Segment	Calculated 20 year Traffic Index	Calculated 20-year Total ESALs	Calculated 20-year Total ESALs from Out of County Trucks	Percent Impact of Out of County Trucks
A	Shore Road east of SR 25	Shore Road between Bolsa Road and Frazier Lake Road	10.6	3,940,002	1,142,803	29%
B	Fairview Road west of SR 156	Fairview Road between Highway 156 and Ludis Lane	10.5	3,679,592	1,142,803	31%
C	Fairview Road south of Fallon Road	Fairview Road between Rosa Morada and Fallon Road	10.2	2,944,880	1,142,803	39%
D	Fairview Road north of the John Smith Road	Fairview Road between St. Benedict Way and Sunnyslope Road	10.0	2,399,562	1,142,803	48%
E	John Smith Landfill Entrance		9.4	1,389,498	1,142,803	82%

The fairest approach to establishing the distribution of the costs attributable to the out-of-county trucks is to look at the ESALs that the trucks create and compare them to the overall ESALs along the haul route. It is interesting to note that the study shows that the impact on the out-of-county trucks increases as they get closer to the landfill. This is due to the fact that there are fewer heavy vehicles that are sharing the route.

## **SECTION 5 - FUTURE MAINTENANCE COSTS**

This section calculates the costs to maintain the pavement and keep it operational and safe after it has been rehabilitated. The costs and associated treatments are projected over the next 30 years.

## **Assumptions**

For the purposes of our analysis, we have assumed a pavement section along the entire length of the haul route has been reconstructed as needed to be structurally adequate to accommodate use of the roadway by the out-of-county trucks, pursuant to Caltrans standards for a local truck route and applying a best practices approach to maintaining the pavement. This includes employing the right treatment at the right time during the pavement deterioration cycle.

## **Pavement Maintenance Procedures**

Pavement maintenance procedures are designed to slow the pavement aging process. Mainly, the procedures are designed to protect the pavement from the adverse effects of water and to some extent vehicle traffic.

Maintenance procedures that protect the pavement from aging are crack sealing, digouts, seal coats, and slurry seals. When pavements have extensive cracking and are beyond their design life, interim holding measures, including skin patches and thin overlays, are used as a stop gap prior to major rehabilitation.

### *Crack Sealing*

As the pavement ages, shrinkage cracks begin to form. Crack sealing prevents surface water from getting beneath the asphalt concrete layer into the aggregate bases. Crack sealing generally is performed using hot rubberized crack sealing material. The procedure includes routing small cracks, cleaning and sealing.

### *Digouts*

Digouts are small areas of deteriorated pavement, in the form of alligatored areas, that are removed and replaced with new asphalt concrete. Pavement removal is accomplished by cold planing or saw cutting and excavation. New asphalt is installed in at least two lifts. The digout depth is determined by the street type and construction.

### *Surface Seals*

Slurry seals are used to protect the pavement surface. There are several different types of sealing materials and applications.

Slurry seals consist of a combination of fine aggregate and emulsified oil. Slurry seals are used when the existing pavement surface is weathered and raveled. These seals provide a



protective layer from the oxidizing effects of the sun and water as well as gives a new wearing surface.

Cape seals are a combination of a chip seal followed by a slurry seal. This is an effective treatment when the pavement exhibits excessive cracks. The cape seal will uniformly coat the pavement from edge to edge sealing all the cracks. The slurry seal helps hold the chip aggregates in place and helps smooth out the surface.

### Pavement Rehabilitation Procedures

Pavement rehabilitation consists of procedures used to restore the existing pavement quality or to add additional structural support to the pavement. Rehabilitation procedures include conventional overlays, pulverization and resurfacing, asphalt concrete removal and replacement, and reconstruction.

The following table summarizes the unit costs used in this study. PEI used typical costs from 2017 bid prices to develop the costs:

**TABLE 10: Maintenance Unit Costs**

Unit Cost of Treatments		
Treatment	Unit	Estimated Cost
Crack Seal	LF	\$ 1.25
Digout	SF	\$ 7.00
Slurry Seal (Type II)	SF	\$ 0.35
Cape Seal	SF	\$ 1.00
Cold Plane and Replace	SF	\$ 6.50

### Cost Analysis

Projecting over the next thirty years, we have applied the following maintenance approach: a crack seal every three years and a Type II slurry seal every six years with each slurry seal assuming some localized repairs. The pattern repeats until the eighteenth year when the surface treatment is upgraded to a cape seal. It is assumed that in the twenty-second year, the pavement will need to be rehabilitated. If the pavement has been properly designed and constructed, then we anticipate a mill and fill approach to restoring the pavement to a safe and serviceable level. After the rehabilitation, we anticipate following the crack seal and slurry seal pattern on a two and four year cycle to maintain the pavement through the thirtieth year.



The results of this analysis are shown in the following table:

**TABLE 11: 30 YEAR MAINTENANCE PLAN AND COSTS**

Projected Maintenance Costs San Benito County Waste Impact Study Out-of-County Haul Route		
Year	Anticipated Treatment	Estimated Cost Impact
2018	Start	\$ 0
2021	Crack Seal	\$ 145,481
2024	Microsurface (Type II), Crack Seal and 0% Digouts	\$ 1,032,912
2027	Crack Seal	\$ 290,961
2030	Microsurface (Type II), Crack Seal and 5% Digouts	\$ 1,847,604
2033	Crack Seal	\$ 436,442
2036	Cape Seal and 10% Digouts	\$ 3,957,073
2039	Crack Seal	\$ 436,442
2042	Cold Plane and Replace with 10% Digouts	\$ 16,759,368
2044	Crack Seal	\$ 290,961
2046	Microsurface (Type II), Crack Seal and 5% Digouts	\$ 1,251,133
<b>30 Year Maintenance Cost:</b>		<b>\$ 26,448,378</b>

Applying the computed percent impact of the out-of-county trucks to each of the segment costs (as shown in Table 12, Appendix D), the total estimated maintenance cost attributable to the out-of-county trucks is \$14,053,911. Our cost analysis uses recent prices from similar projects. We have not applied any inflation to the study. All prices are in 2017 dollars. Maintaining the pavement is critical to the on-going performance and extended service life of the pavement. The information generated in this section shows that the cost to maintain the pavement is significant and should not be ignored.



## **SECTION 6 – RECOMMENDED CAPITAL IMPROVEMENT PROJECTS (CIP)**

As part of the study, PEI visually reviewed the existing pavement conditions and compared the observations to the PCIs and structural data collected to establish a recommended priority of when the reconstruction work should occur. Since the existing pavement conditions vary, it is not necessary to complete all the work at one time. The work can be staggered. Given the condition of the pavements and the calculated structural deficiencies, we recommend the work be accomplished over five years. Our recommendations are outlined in Table 13 in Appendix 4.

### **LIMITATIONS**

This report has been prepared on the basis of the indicated field testing and application of our knowledge of pavement technology. The repair strategies in this report are based upon industry standards.

The report contains projections of future life. These are given to provide a broad outline for pavement maintenance budgeting. They should not be interpreted as providing definitive predictions of future pavement performance.

The treatment costs used in this report are based on bid prices collected from 2017 bid results. Actual costs will vary depending on the size and scope of the project. The costs for this report assumed that only one segment would be constructed at a time.

Our professional services were performed, findings obtained, and recommendations prepared in accordance with generally accepted engineering principles and practices. No warranty is either expressed or implied

### **SUMMARY**

Pavement Engineering Inc has evaluated the impact of the out-of-county trucks importing waste along the haul route to the County's landfill on John Smith Road. As part of the study, we documented the pavement's existing conditions; established the impact of the out-of-county trucks on the pavement since the contract was signed; calculated the cost of reconstructing the roads to meet the increased loading; presented a way to fairly proportion the costs; created a 30 year maintenance plan with treatments and costs, and provided a priority matrix showing when the recommended repairs should occur.

Mr. Benjamin C. Sigman  
Project No. 170178-01  
December 26, 2017  
Page 19

This report is based on the data provided. Any changes to the haul route, amount of imported waste or volume of traffic would trigger the need to re-evaluate the findings of this report.

Very truly yours,  
PAVEMENT ENGINEERING INC.



Joseph L. Ririe, P.E.  
Senior Principal Engineer



Attachments:      Appendix A – Coring Data  
                         Appendix B – R-values  
                         Appendix C – TI calculations based on Existing Pavement Section  
                         Appendix D – Table 5, Table 8, Table 12 and Table 13  
                         Appendix E – TI Calculations (20 year)

pc:      C File  
            170178-01



**Pavement Engineering Inc.**

*You can ride on our reputation*

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## **San Benito County Waste Impact Study**

### **APPENDIX A**

#### **Coring Data**

**Fairview Road**  
*Acquistapace Rd to Los Viboras*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Acquistapace Rd	4-1/2	17-1/2	--
WB2	1250' North of Acquistapace Rd	7-1/2	16-1/2	--
WB3	2250' North of Acquistapace Rd	7	3-1/2	--
EB1	500' South of Los Viboras	7	7	
EB2	1500' South of Los Viboras	7	7	

**Fairview Road**  
*Dixie Dr to Rosa Morada Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Dixie Dr	5	14	--
WB2	1250' North of Dixie Dr	5	18	--
WB3	2250' North of Dixie Dr	5-1/2	16-1/2	--
WB4	3250' North of Dixie Dr	5	9	
WB5	4250' North of Dixie Dr	4-1/2	9	
WB6	5250' North of Dixie Dr	5-1/2	9	
EB1	1000' South of Rosa Morada Rd	4-1/2	16	
EB2	2000' South of Rosa Morada Rd	4	14	
EB3	3000' South of Rosa Morada Rd	4-1/2	15	
EB4	4000' South of Rosa Morada Rd	4-1/2	14	
EB5	5000' South of Rosa Morada Rd	4	14	
EB6	6000' South of Rosa Morada Rd	4	15	

**Fairview Road**  
*Fallon Rd to Spring Grove Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Fallon Rd	11	14	--
WB2	1250' North of Fallon Rd	7	14	--
WB3	2250' North of Fallon Rd	6-1/2	10-1/2	--
WB4	3250' North of Fallon Rd	9	11	
EB1	500' South of Spring Grove Rd	6-1/2	10	
EB2	1500' South of Spring Grove Rd	7-1/2	12	
EB3	2500' South of Spring Grove Rd	7	9	
EB4	3500' South of Spring Grove Rd	7-1/2	12	



**Fairview Road**  
*Hillcrest Rd to Santa Ana Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	500' North of Hillcrest Rd	5-1/2	4-1/2	--
WB2	1500' North of Hillcrest Rd	4	4-1/2	--
WB3	2500' North of Hillcrest Rd	7	5	--
EB1	500' South of Santa Ana Rd	5	16	
EB2	1500' South of Santa Ana Rd	4-1/2	14	
EB3	2500' South of Santa Ana Rd	6	14	

**Fairview Road**  
*Hwy 156 to Ludis Ln*

**CORING LOG**

<b><u>Core No.</u></b>	<b><u>Location</u></b>	<b><u>HMA Layer (Inches)</u></b>	<b><u>AB Layer (Inches)</u></b>	<b><u>R-Value</u></b>
WB1	250' North of Hwy 156	7-1/2	10	--
WB2	1250' North of Hwy 156	7-1/2	10	--
EB1	500' South of Ludis Ln	7-1/2	12	
EB2	1500' South of Ludis Ln	4-1/2	9	

**Fairview Road**  
*John Smith Rd to Sunnyslope Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>ASB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of John Smith Rd	6	4	--	--
WB2	1250' North of John Smith Rd	5-1/4	4	--	--
EB1	500' South of Sunnyslope Rd	5	3	8	
EB2	1500' South of Sunnyslope Rd	5	2-1/2	9	

**Fairview Road**  
 Los Viboras to Hwy 156

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Los Viboras	8	5	--
WB2	1250' North of Los Viboras	6-1/2	5	--
WB3	2250' North of Los Viboras	7	6	--
WB4	3250' North of Los Viboras	6-1/2	6	--
EB1	500' South of Hwy 156	4	14	
EB2	1500' South of Hwy 156	7	11	
EB3	2500' South of Hwy 156	6-1/2	8	
EB4	3500' South of Hwy 156	7	7	

**Fairview Road**  
*Ludis Ln to San Felipe Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>ASB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Ludis Ln	7	11	--	--
WB2	1250' North of Ludis Ln	7-1/2	12	--	--
WB3	2250' North of Ludis Ln	4-3/4	--	12-1/2	--
WB4	3250' North of Ludis Ln	4-1/2	--	12-1/2	--
WB5	4250' North of Ludis Ln	6-1/2	11	--	--
EB1	500' South of San Felipe	7	12	--	
EB2	1500' South of San Felipe	6-1/2	13	--	
EB3	2500' South of San Felipe	7	12	--	
EB4	3500' South of San Felipe	7	15	--	
EB5	4500' South of San Felipe	7	12	--	

**Fairview Road**  
*McClosky Rd to Dixie Dr*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of McClosky Rd	7-1/2	7	--
WB2	1250' North of McClosky Rd	7-1/2	7	--
WB3	2250' North of McClosky Rd	8	7	--
WB4	3250' North of McClosky Rd	5	7	
EB1	500' South of Dixie Dr	4-1/2	8	
EB2	1500' South of Dixie Dr	8	4	
EB3	2500' South of Dixie Dr	8	5	

**Fairview Road**  
*Rosa Morada Rd to Fallon Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Rosa Morada Rd	5-1/2	14	--
WB2	1250' North of Rosa Morada Rd	5	14-1/2	--
WB3	2250' North of Rosa Morada Rd	5	14	--
EB1	250' South of Fallon Rd	4	16	
EB2	1250' South of Fallon Rd	3-1/2	17	
EB3	2250' South of Fallon Rd	4	16	

**Fairview Road**  
*Santa Ana Rd to McClosky Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Santa Ana Rd	7-1/2	6	--
WB2	1250' North of Santa Ana Rd	7	6	--
WB3	2250' North of Santa Ana Rd	7-3/4	7	--
WB4	3250' North of Santa Ana Rd	5	9	
WB5	4250' North of Santa Ana Rd	7-1/2	7	
EB1	500' South of McClosky Rd	5	9	
EB2	1500' South of McClosky Rd	7	9	
EB3	2500' South of McClosky Rd	7	8	
EB4	3500' South of McClosky Rd	6	8	
EB5	4500' South of McClosky Rd	7	5	



**Fairview Road**  
*Spring Grove Rd to Acquistapace Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Spring Grove Rd	7-1/2	14	--
WB2	1250' North of Spring Grove Rd	6-1/2	14	--
WB3	2250' North of Spring Grove Rd	7	14	--
WB4	3250' North of Spring Grove Rd	6-1/2	14	
EB1	500' South of Acquistapace Rd	7-1/2	12	
EB2	1500' South of Acquistapace Rd	7	8	
EB3	2500' South of Acquistapace Rd	7-1/2	11	

**Fairview Road**  
*Sunnyslope Rd to Hillcrest Rd*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>LTB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' North of Sunnyslope Rd	4-1/2	--	--	--
WB2	1250' North of Sunnyslope Rd	6-1/2	16	--	--
WB3	2250' North of Sunnyslope Rd	7	15	--	--
EB1	500' South of Hillcrest Rd	7-1/2	14-1/2	--	
EB2	1500' South of Hillcrest Rd	9	11	--	
EB3	2500' South of Hillcrest Rd	9	11	--	

**John Smith Road**  
*Best Rd to Cop*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' West of Best Rd	3-1/2	7	--
WB2	1250' West of Best Rd	6	6-1/2	--
WB3	2250' West of Best Rd	3-1/2	8-1/2	
WB4	3250' West of Best Rd	3	7	
WB5	4250' West of Best Rd	3-1/2	7	
WB6	5000' West of Best Rd	3-1/2	7	
EB1	500' East of Cop	3-1/2	14	
EB2	1500' East of Cop	3-1/4	14	
EB3	2500' East of Cop	4	9-1/2	
EB4	3500' East of Cop	3-1/2	13-1/2	
EB5	4500' East of Cop	3	14	

**John Smith Road**  
*Cop E/O Landfill Entrance to Best Rd*

**CORING LOG**

<b><u>Core No.</u></b>	<b><u>Location</u></b>	<b><u>HMA Layer (Inches)</u></b>	<b><u>AB Layer (Inches)</u></b>	<b><u>R-Value</u></b>
WB1	800' West of Cop E/O Landfill	5-1/2	6	--
WB2	1800' West of Cop E/O Landfill	3-1/2	6	--
WB3	2800' West of Cop E/O Landfill	3-1/2	9	
WB4	3800' West of Cop E/O Landfill	3-1/2	8	
EB1	500' East of Best Rd	2-3/4	10-1/4	
EB2	1500' East of Best Rd	3	10	
EB3	2500' East of Best Rd	3-1/2	9-1/2	
EB4	3500' East of Best Rd	2-3/4	10	

**John Smith Road**  
*Cop to Fairview Rd*

**CORING LOG**

<b><u>Core No.</u></b>	<b><u>Location</u></b>	<b><u>HMA Layer (Inches)</u></b>	<b><u>AB Layer (Inches)</u></b>	<b><u>R-Value</u></b>
WB1	250' West of Cop	1/2	15-1/2	--
WB2	1250' West of Cop	1/2	15	--
EB1	500' East of Fairview Rd	1-1/2	5-1/2	
EB2	1500' East of Fairview Rd	1/2	12-1/2	
EB3	2500' East of Fairview Rd	1/2	8	

**Shore Road**  
 1 Mile East of Hwy 25 to Hwy 25

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>ASB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' West of 1 Mi E of Hwy 25	7	3	6	--
WB2	1250' West of 1 Mi E of Hwy 25	8	1-1/2	7	--
WB3	2250' West of 1 Mi E of Hwy 25	7	1-1/2	6	--
WB4	3250' West of 1 Mi E of Hwy 25	7-1/2	1-1/2	7-1/2	--
WB5	4250' West of 1 Mi E of Hwy 25	7-1/2	4-1/2	5-1/2	--
EB1	500' East of Hwy 25	7	4	10	
EB2	1500' East of Hwy 25	7	4	10	
EB3	2500' East of Hwy 25	7-1/2	3-1/2	9	
EB4	3500' East of Hwy 25	8	3	8	
EB5	4500' East of Hwy 25	8	2-1/2	6	

**Shore Road**

*2 Miles East of Hwy 25 to 1 Mi East of Hwy 25*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>ASB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' West of 2 Mi E of Hwy 25	8	2-1/2	5	--
WB2	1250' West of 2 Mi E of Hwy 25	8	2-1/2	4-1/2	--
WB3	2250' West of 2 Mi E of Hwy 25	7-1/2	2-1/2	6	--
WB4	3250' West of 2 Mi E of Hwy 25	7	2-1/2	6-1/2	--
WB5	4250' West of 2 Mi E of Hwy 25	7-1/2	2-1/2	4	--
EB1	500' East of 1 Mi E of Hwy 25	7-1/2	4	6-1/2	
EB2	1500' East of 1 Mi E of Hwy 25	7-1/2	2-1/2	4	
EB3	2500' East of 1 Mi E of Hwy 25	11	1-1/2	6	
EB4	3500' East of 1 Mi E of Hwy 25	7	3-1/2	4	
EB5	4500' East of 1 Mi E of Hwy 25	8	4	4	

**Shore Road**

3 Miles East of Hwy 25 to 2 Mi East of Hwy 25

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>ASB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' West of 3 Mi E of Hwy 25	7	12	--	--
WB2	1250' West of 3 Mi E of Hwy 25	6-1/2	13	--	--
WB3	2250' West of 3 Mi E of Hwy 25	4	15	--	--
WB4	3250' West of 3 Mi E of Hwy 25	8-1/2	14	--	--
WB5	4250' West of 3 Mi E of Hwy 25	7	12	--	--
EB1	500' East of 2 Mi E of Hwy 25	7-1/2	5	3-1/2	
EB2	1500' East of 2 Mi E of Hwy 25	7	4	4-1/2	
EB3	2500' East of 2 Mi E of Hwy 25	8	9	--	
EB4	3500' East of 2 Mi E of Hwy 25	7	12	--	
EB5	4500' East of 2 Mi E of Hwy 25	7	11	--	



**Shore Road**  
*San Felipe Rd to 3 Miles East of Hwy 25*

**CORING LOG**

<u>Core No.</u>	<u>Location</u>	<u>HMA Layer (Inches)</u>	<u>AB Layer (Inches)</u>	<u>R-Value</u>
WB1	250' West of San Felipe	6-1/2	14	--
WB2	1250' West of San Felipe	7	14	--
WB3	2250' West of San Felipe	7	15	--
WB4	3250' West of San Felipe	6-1/2	13	--
EB1	500' East of 3 Mi E of Hwy 25	7	9	
EB2	1500' East of 3 Mi E of Hwy 25	7-1/2	7	
EB3	2500' East of 3 Mi E of Hwy 25	7	14	
EB4	3500' East of 3 Mi E of Hwy 25	7	13	



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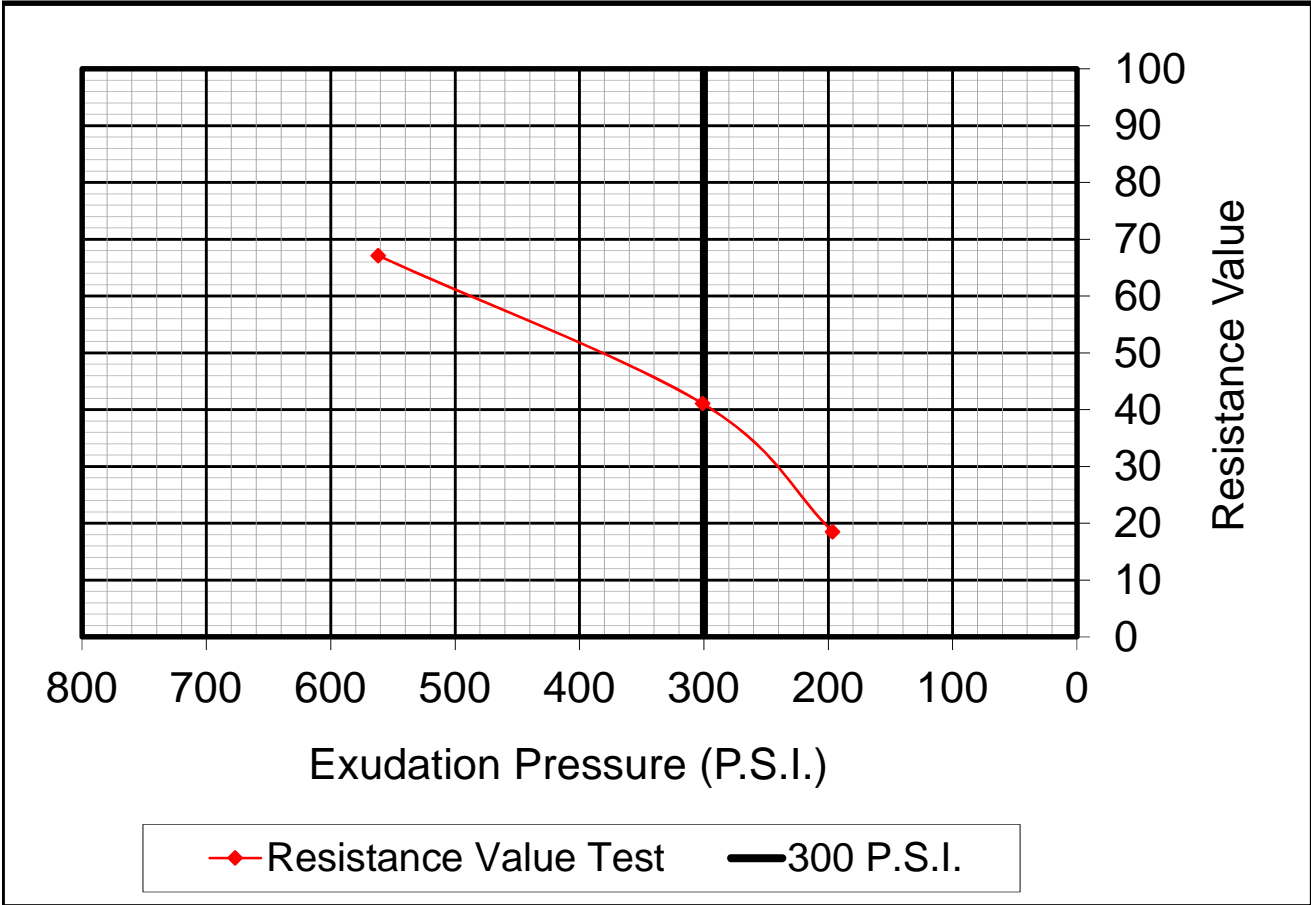
## **San Benito County Waste Impact Study**

### **APPENDIX B**

#### **R-values**

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: August 14, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #1, EB Fairview Rd. 500' south of Hillcrest



Specimen No.	1	2	3
Moisture Content (%)	8.1	9.2	9.7
Dry Density (PCF)	136.2	135.4	134.1
Resistance Value (R)	67	41	19
Exudation Pressure (PSI)	562	301	196
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.1		

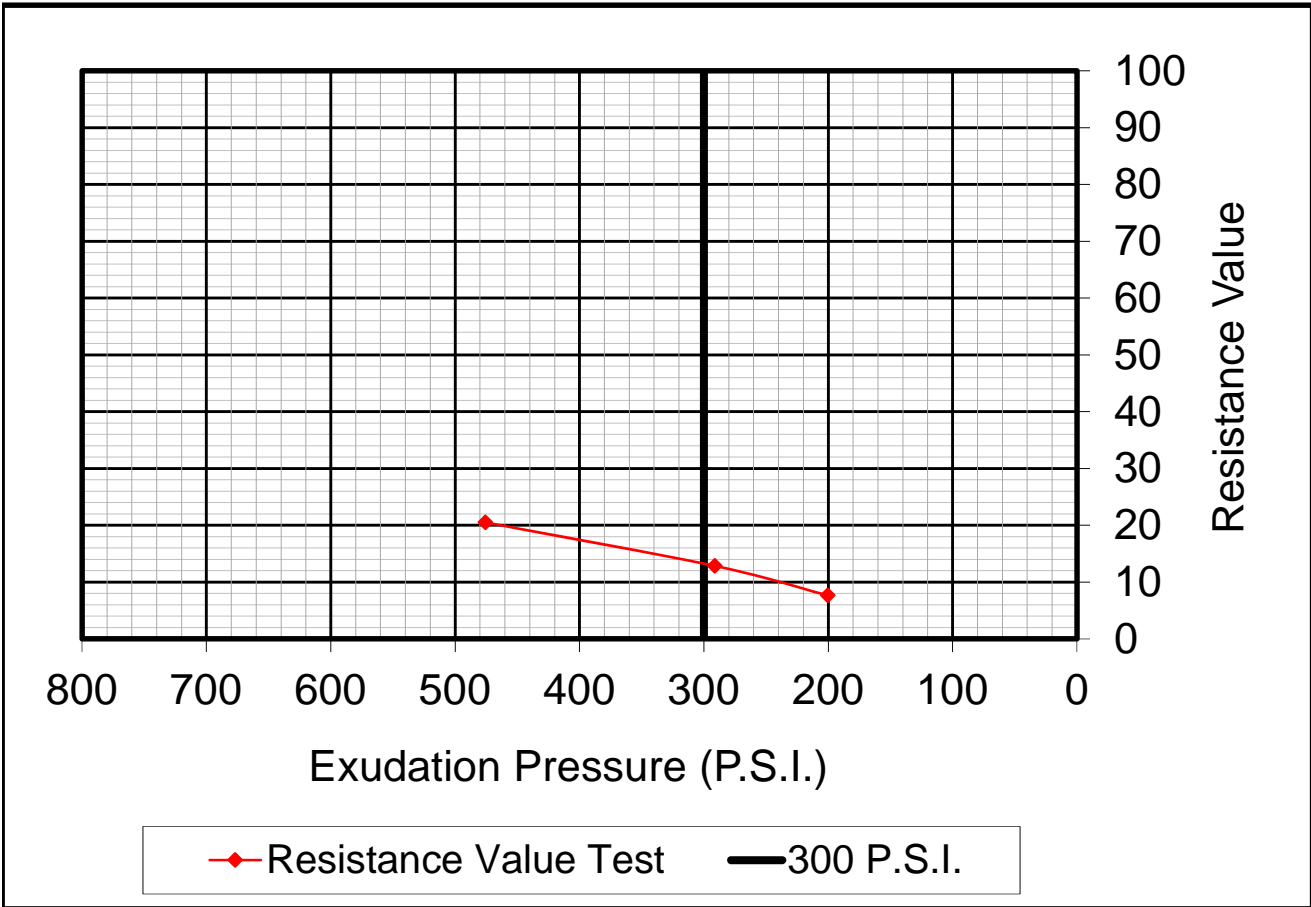
**RESISTANCE VALUE AT 300 P.S.I.      41**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171366  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #1, EB John Smith Rd. 500' from Fairview Rd



Specimen No.	1	2	3
Moisture Content (%)	9.7	10.8	11.4
Dry Density (PCF)	130.6	129.2	128.1
Resistance Value (R)	21	13	8
Exudation Pressure (PSI)	476	291	200
Expansion Pressure	65	35	17
As Received Moisture Content (%)	9.7		

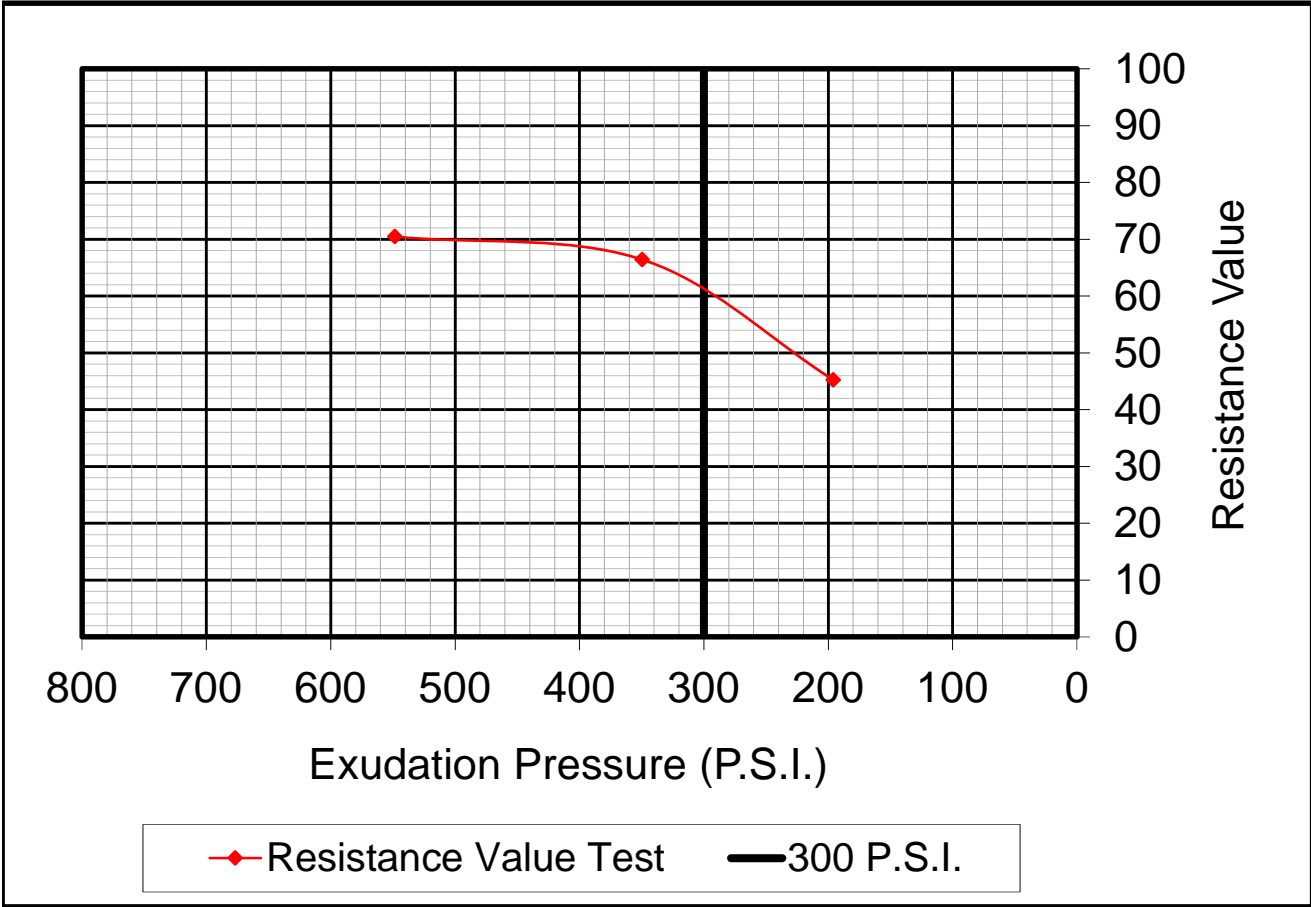
**RESISTANCE VALUE AT 300 P.S.I.      13**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171326  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 25, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #1, EB Shore Rd. 500' from Hwy 25



Specimen No.	10	11	12
Moisture Content (%)	8.6	9.7	9.2
Dry Density (PCF)	140.0	138.0	138.8
Resistance Value (R)	70	45	66
Exudation Pressure (PSI)	549	196	350
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.6		

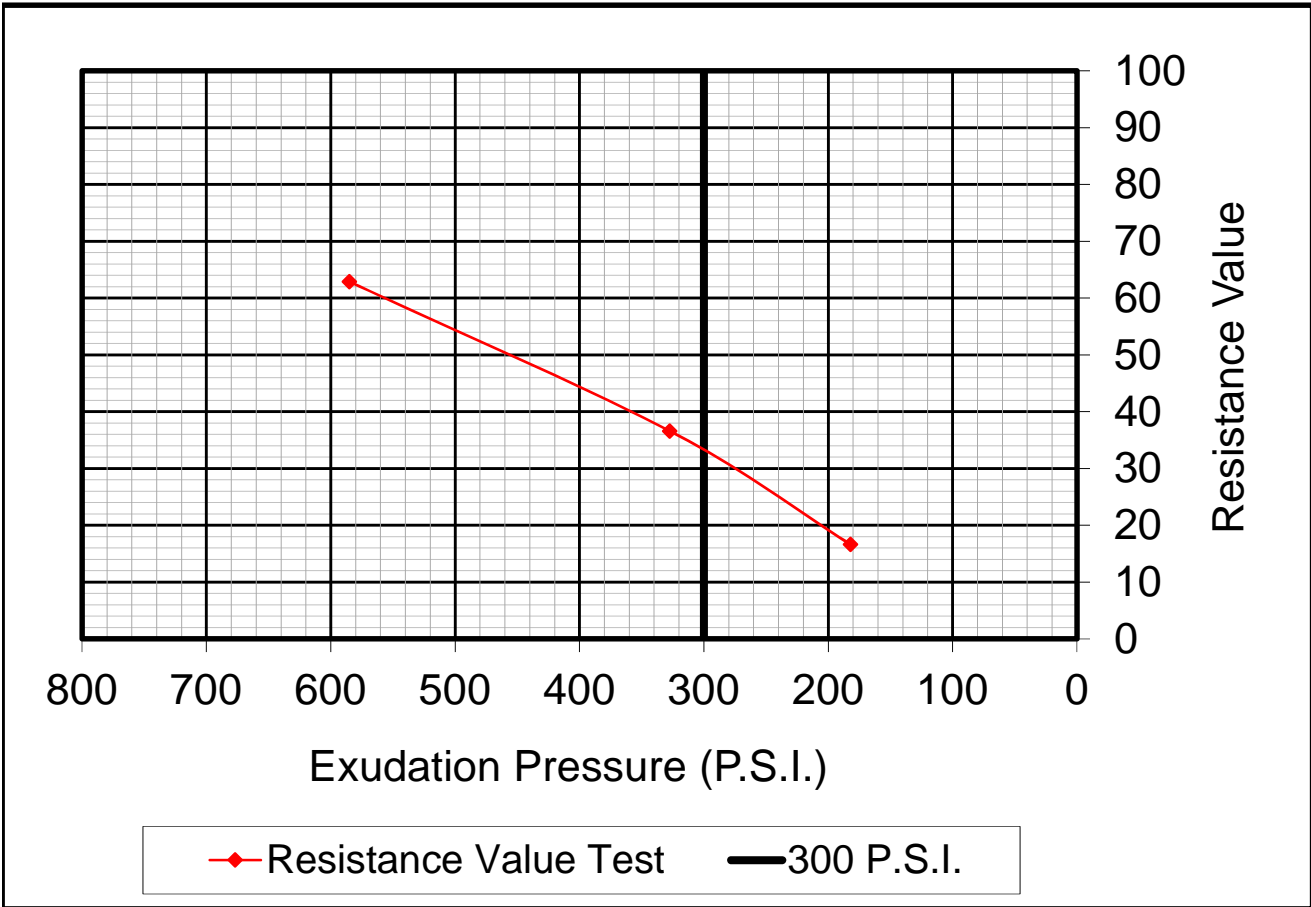
**RESISTANCE VALUE AT 300 P.S.I.      61**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: August 14, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #2, EB fairview Rd. 1500' from Hillcrest



Specimen No.	7	8	9
Moisture Content (%)	8.6	10.0	10.5
Dry Density (PCF)	133.5	133.0	132.5
Resistance Value (R)	63	37	17
Exudation Pressure (PSI)	585	327	182
Expansion Pressure	13	0	0
As Received Moisture Content (%)	8.6		

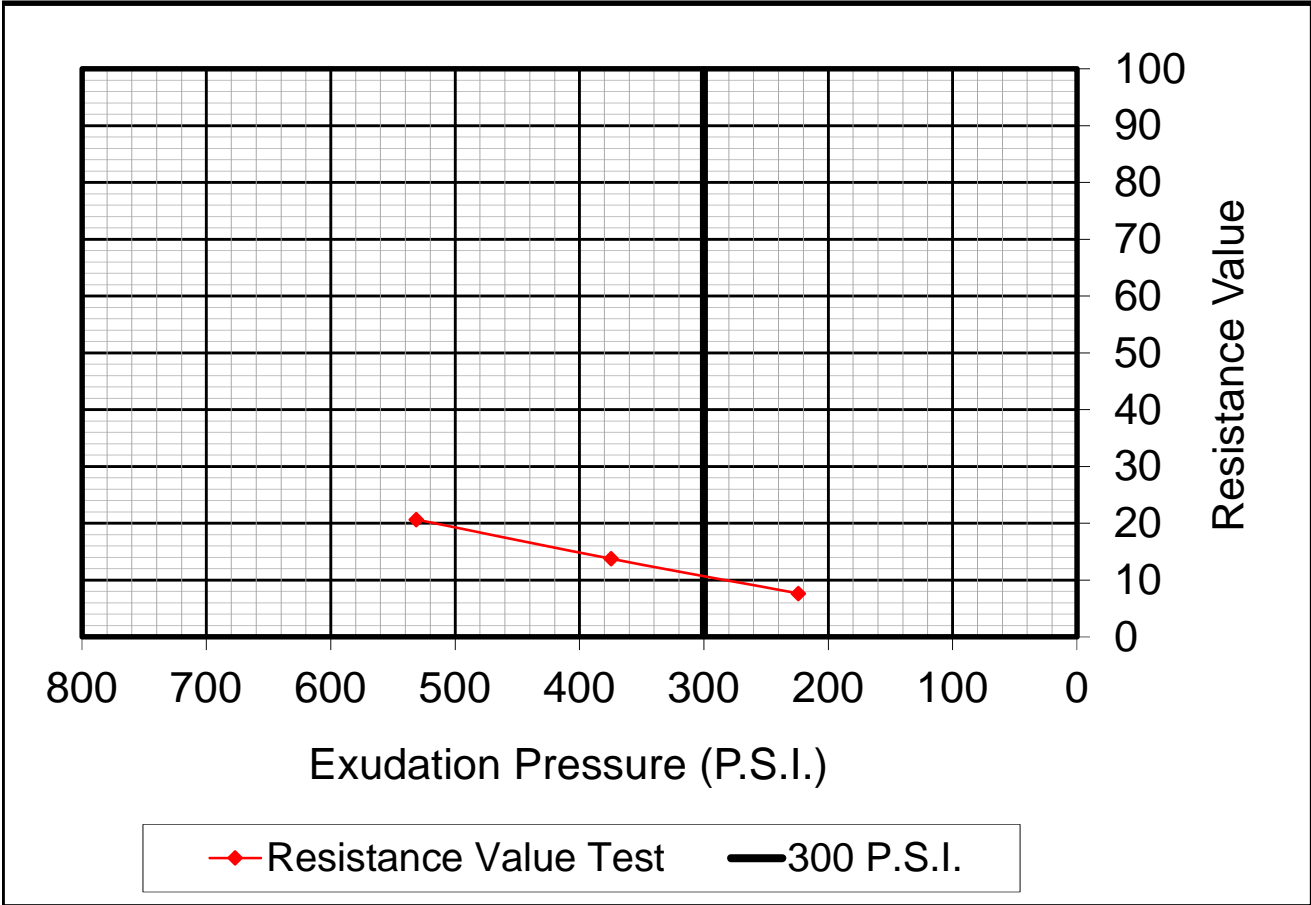
**RESISTANCE VALUE AT 300 P.S.I.      33**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171366  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay  
 Sample Location: #2, EB John Smith Rd. 1500' from Fairview Rd



Specimen No.	7	8	9
Moisture Content (%)	11.7	13.1	13.8
Dry Density (PCF)	127.7	125.8	124.0
Resistance Value (R)	21	14	8
Exudation Pressure (PSI)	531	375	224
Expansion Pressure	26	0	0
As Received Moisture Content (%)	11.7		

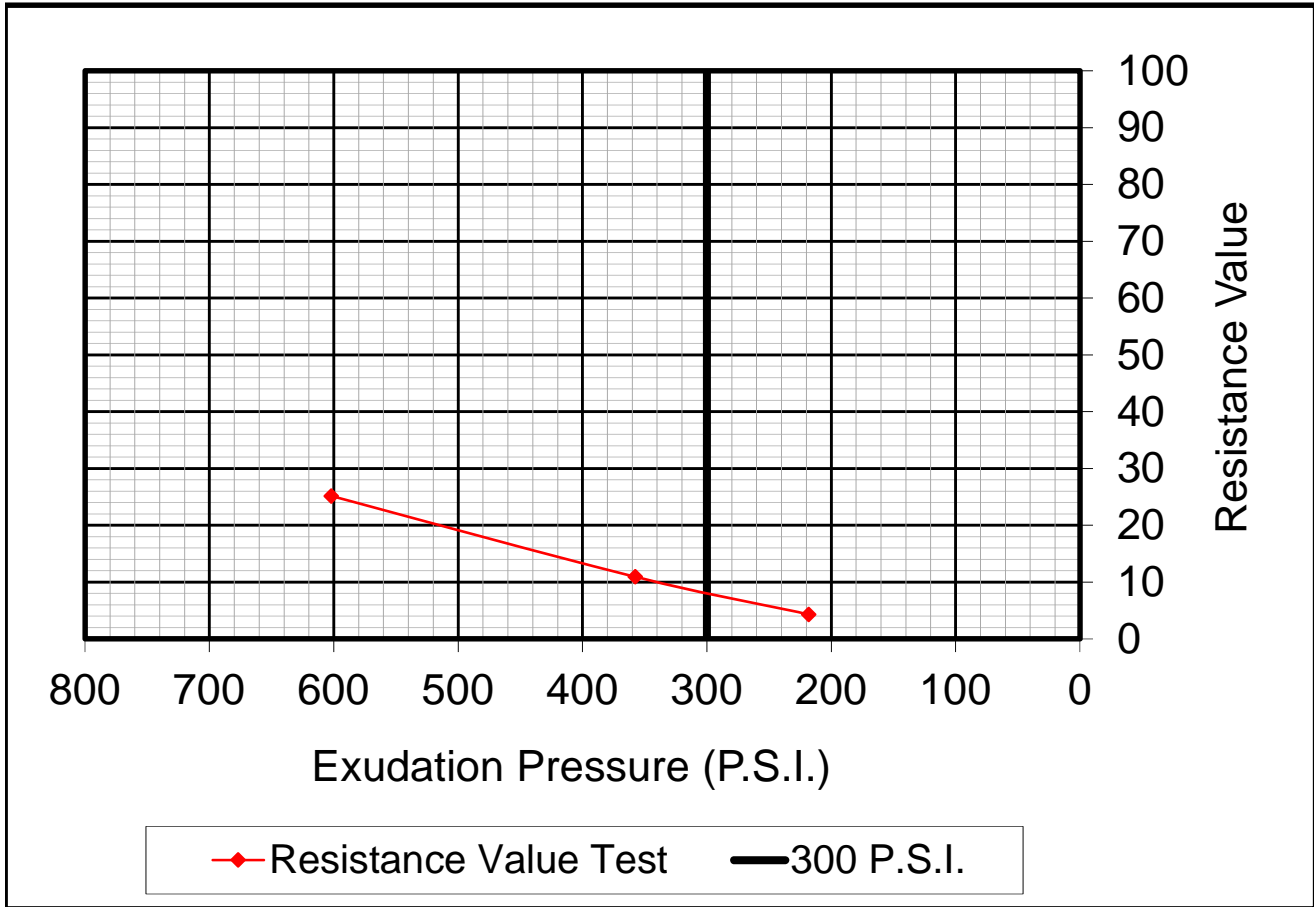
**RESISTANCE VALUE AT 300 P.S.I.      11**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171267  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay  
 Sample Location: #2, EB Shore Rd. 1500' from Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	22.6	24.3	21.9
Dry Density (PCF)	105.7	103.7	107.0
Resistance Value (R)	11	4	25
Exudation Pressure (PSI)	358	218	602
Expansion Pressure	143	87	212
As Received Moisture Content (%)	22.6		

**RESISTANCE VALUE AT 300 P.S.I. 8**

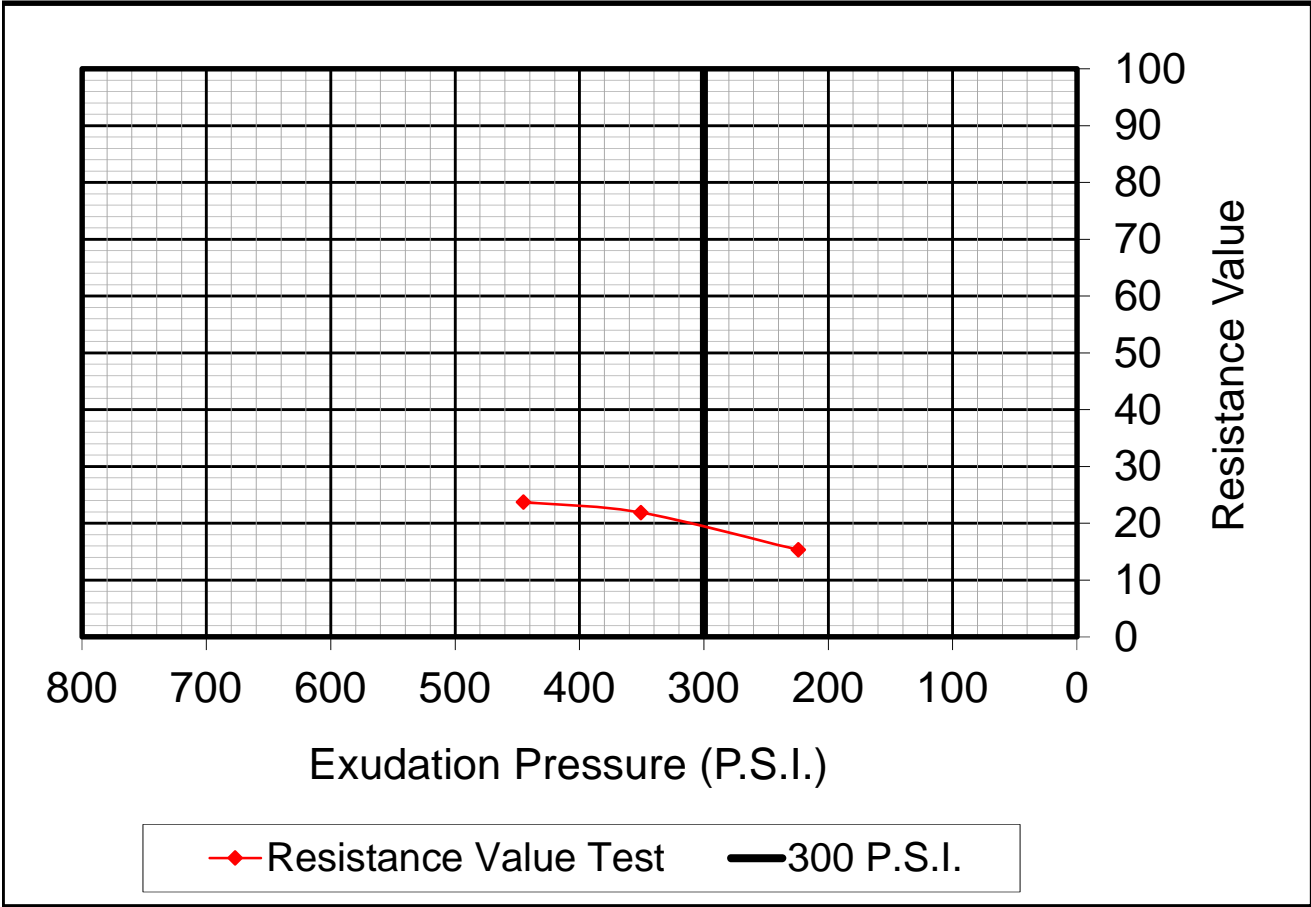


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171366  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #3, EB John Smith Rd. 2500' from Fairview Rd



Specimen No.	1	2	3
Moisture Content (%)	11.3	12.4	12.0
Dry Density (PCF)	130.1	128.3	128.8
Resistance Value (R)	24	15	22
Exudation Pressure (PSI)	445	224	351
Expansion Pressure	35	0	13
As Received Moisture Content (%)	11.3		

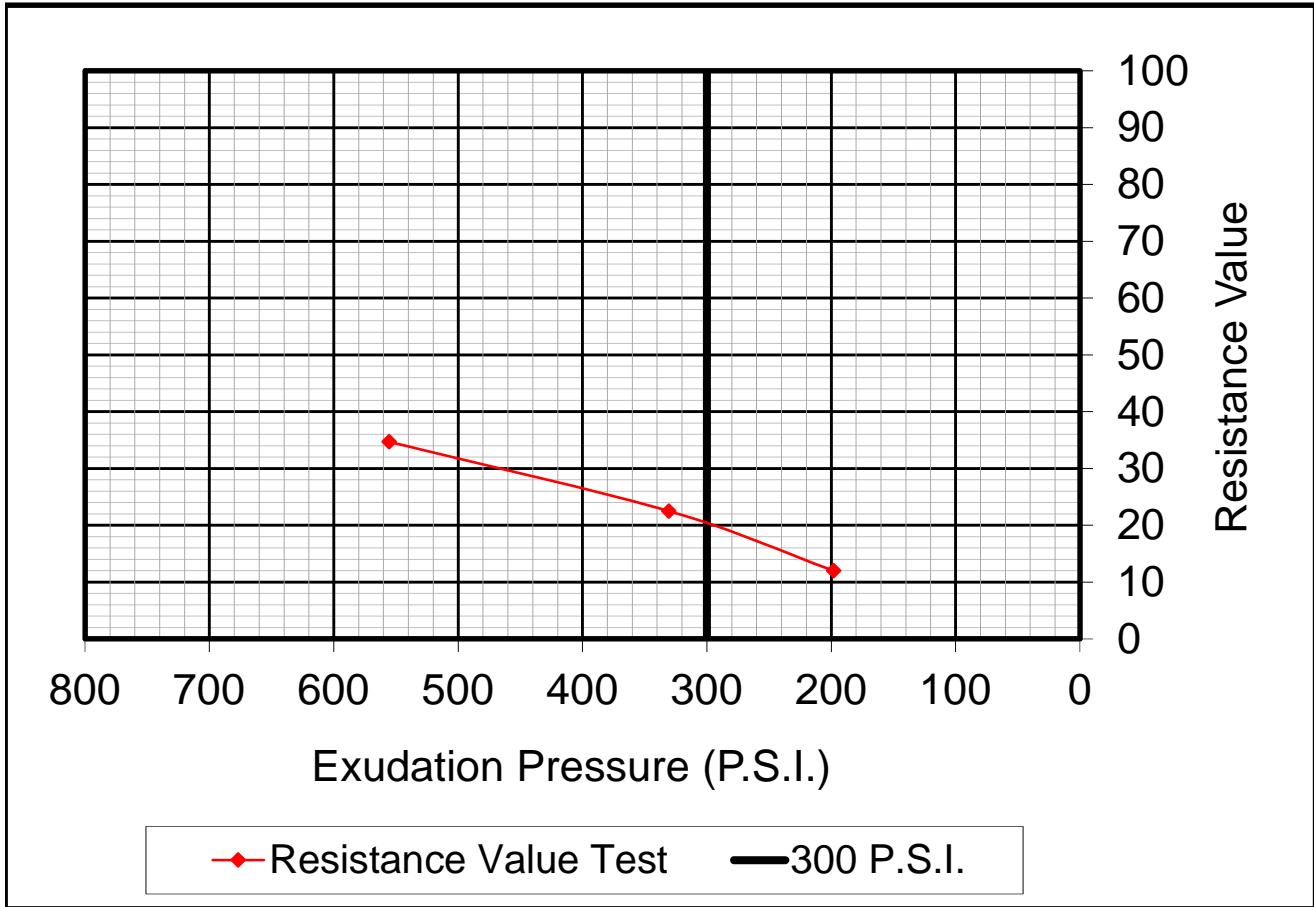
**RESISTANCE VALUE AT 300 P.S.I.      19**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Dark Brown Clayey Silt  
 Sample Location: #3, EB Shore Rd. 2500' from Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	10.9	12.0	12.6
Dry Density (PCF)	129.3	127.8	126.0
Resistance Value (R)	35	23	12
Exudation Pressure (PSI)	556	331	198
Expansion Pressure	61	26	17
As Received Moisture Content (%)	10.9		

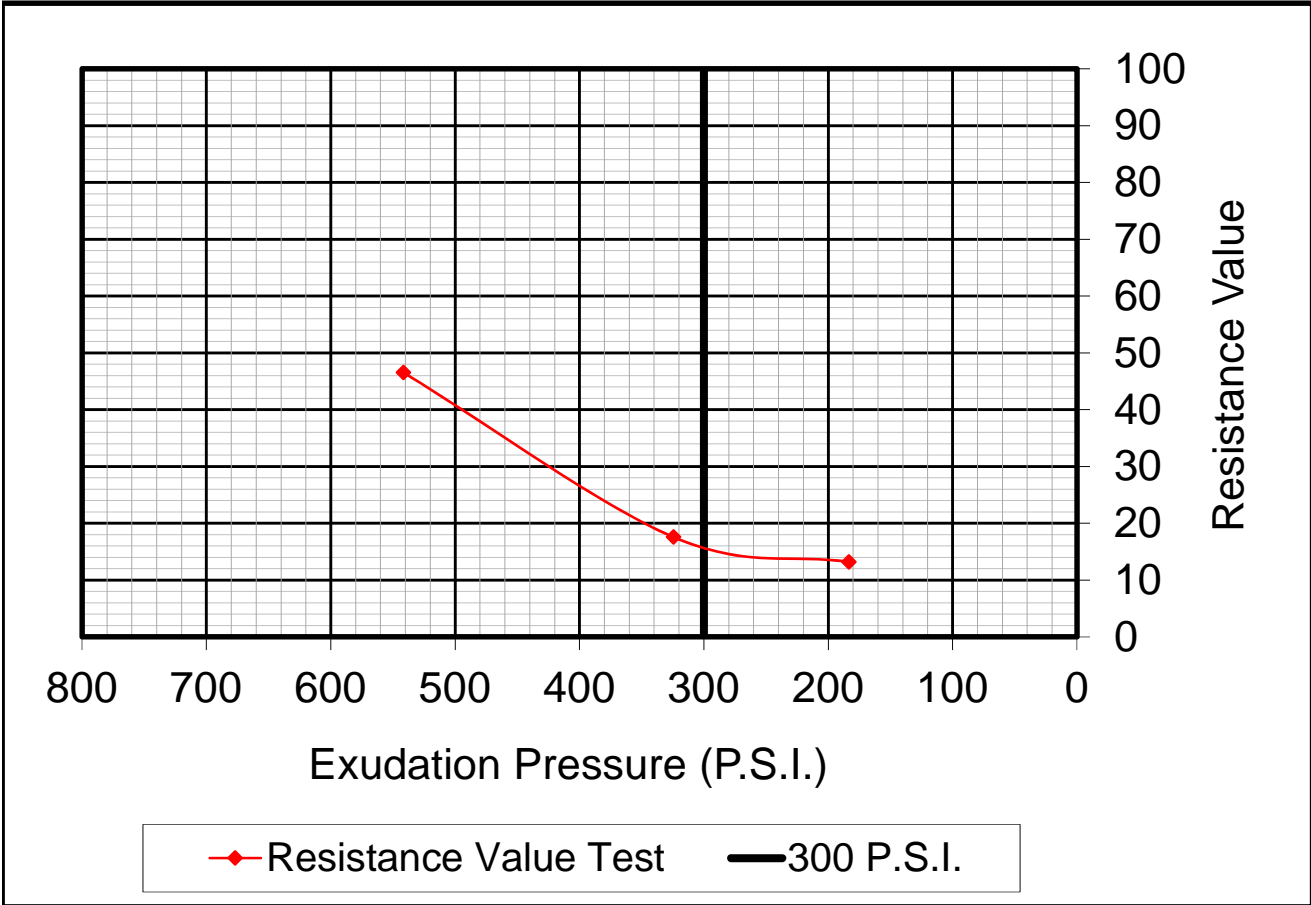
**RESISTANCE VALUE AT 300 P.S.I.      21**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


**Laboratory No.:** L171227  
**Project No.:** 170178  
**Sample Date:** August 8, 2017  
**Report Date:** August 14, 2017  
**Client:** Economic & Planning Systems, Inc.  
**Project Name:** San Benito County Waste Impact Study  
**Sample Description:** Brown Clayey Sand with Gravel  
**Sample Location:** #4, EB Fairview Rd. 500' from Sunnyslope



Specimen No.	10	11	12
Moisture Content (%)	8.8	10.2	10.7
Dry Density (PCF)	135.0	132.8	131.2
Resistance Value (R)	47	18	13
Exudation Pressure (PSI)	541	324	183
Expansion Pressure	13	0	0
As Received Moisture Content (%)	8.8		

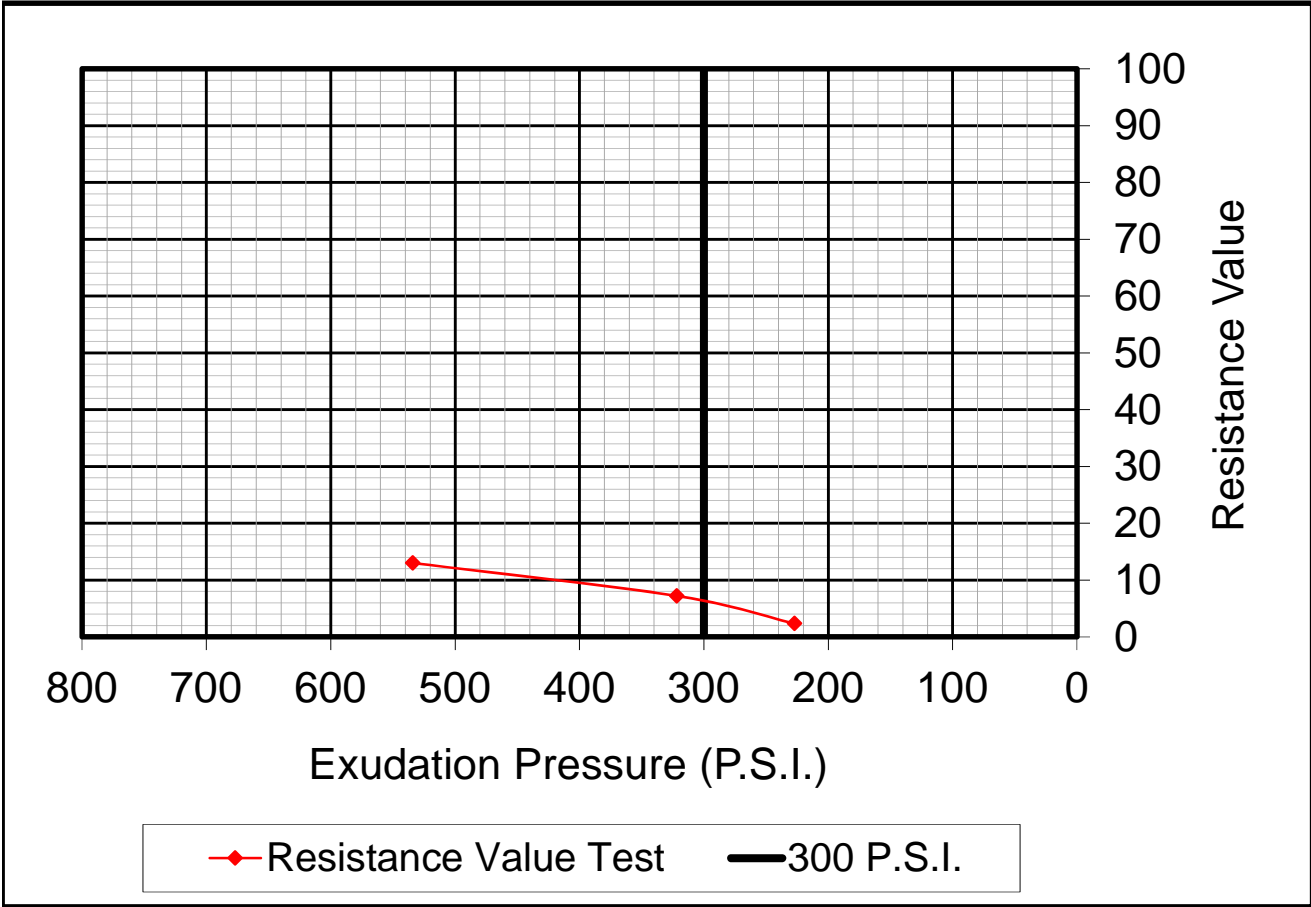
**RESISTANCE VALUE AT 300 P.S.I.      16**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171382  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #4, John Smith Rd. 500' from COP



Specimen No.	1	2	3
Moisture Content (%)	19.3	20.8	21.6
Dry Density (PCF)	117.2	113.6	112.0
Resistance Value (R)	13	7	2
Exudation Pressure (PSI)	534	322	227
Expansion Pressure	26	0	0
As Received Moisture Content (%)	19.3		

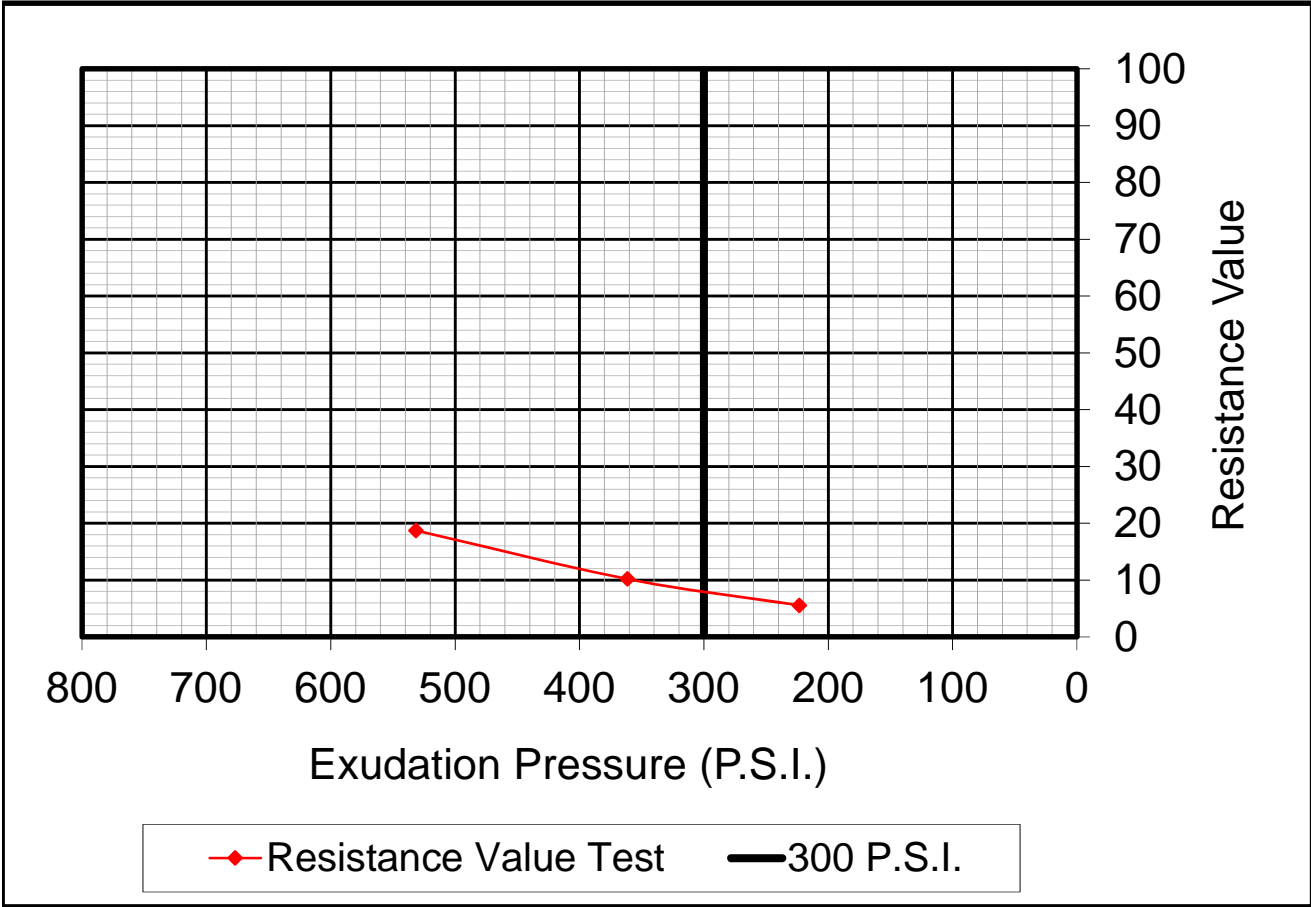
**RESISTANCE VALUE AT 300 P.S.I.      6**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171321  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 25, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay with Gravel  
 Sample Location: #4, EB Shore Rd. 3500' from Hwy 25



Specimen No.	7	8	9
Moisture Content (%)	18.1	19.7	20.3
Dry Density (PCF)	115.7	113.6	113.2
Resistance Value (R)	19	10	6
Exudation Pressure (PSI)	532	361	223
Expansion Pressure	69	17	0
As Received Moisture Content (%)	18.1		

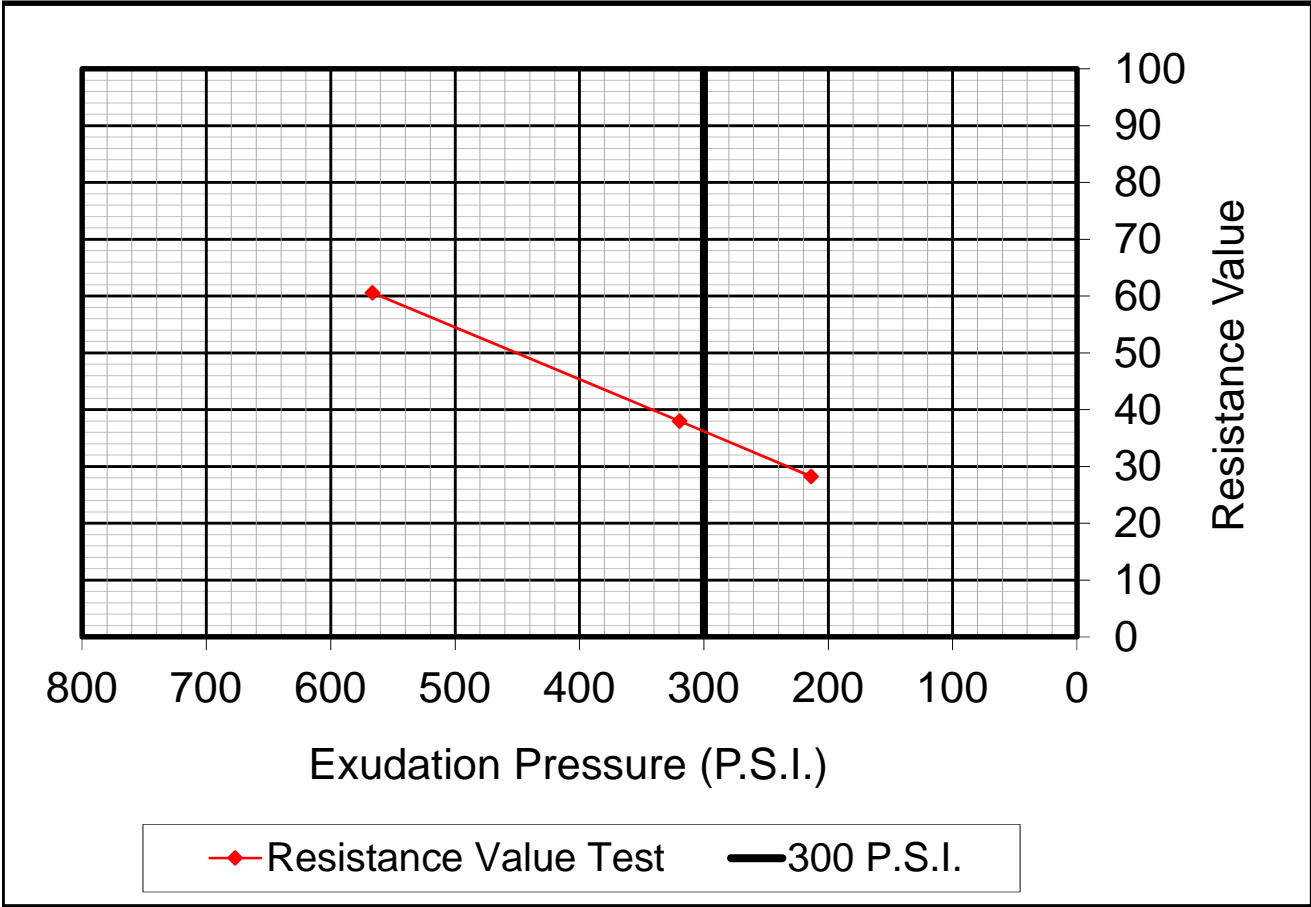
**RESISTANCE VALUE AT 300 P.S.I. 8**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 15, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #5, EB Fairview Rd. 1500' from Sunnyslope



Specimen No.	10	11	12
Moisture Content (%)	10.0	11.0	11.5
Dry Density (PCF)	134.8	133.9	132.7
Resistance Value (R)	61	38	28
Exudation Pressure (PSI)	567	320	214
Expansion Pressure	17	0	0
As Received Moisture Content (%)	10.0		

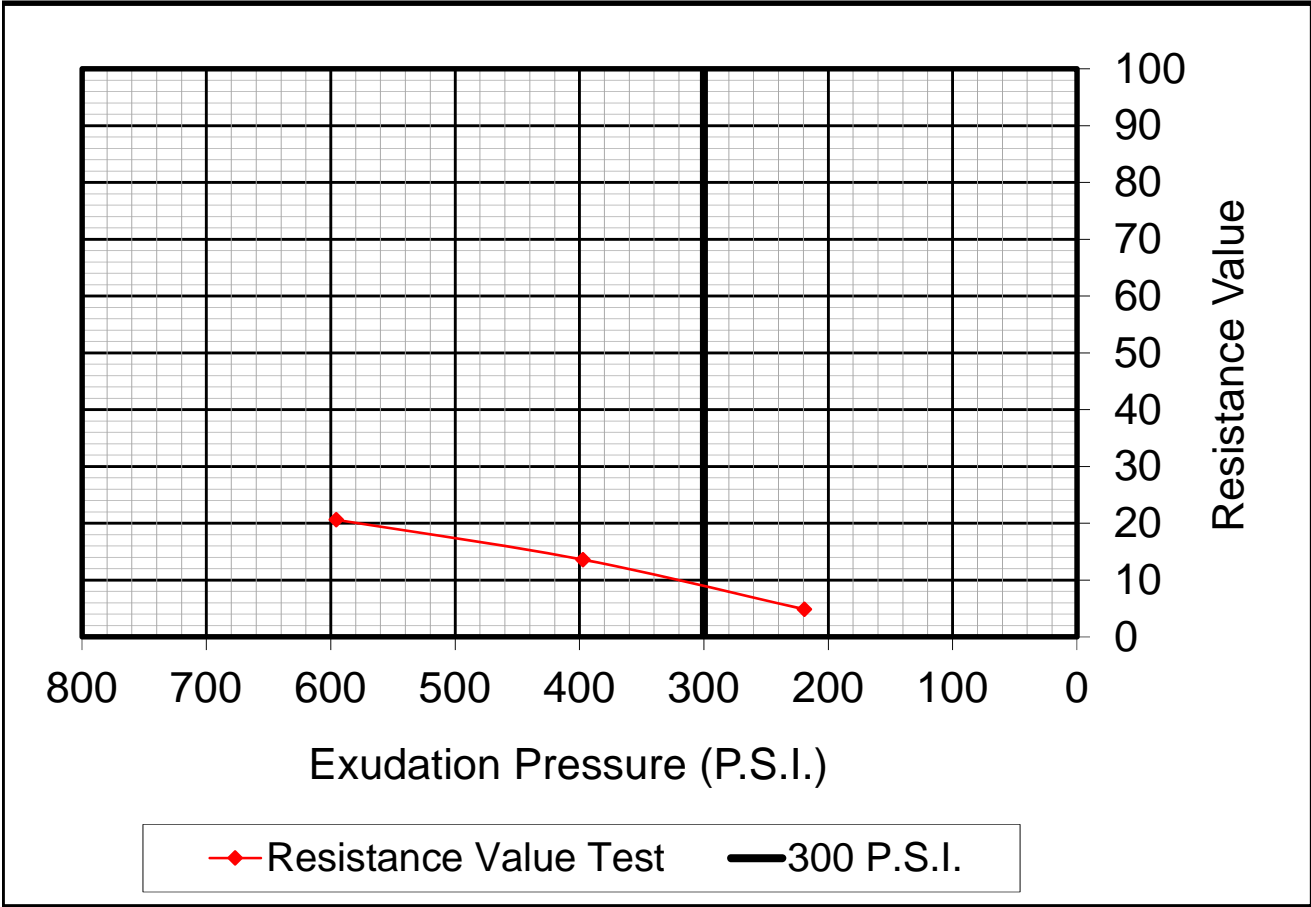
**RESISTANCE VALUE AT 300 P.S.I.      36**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
 ASTM D 2844

Laboratory No.: L171366  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: August 30, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay with Gravel  
 Sample Location: #5, EB John Smith Rd. 1500' From COP



Specimen No.	10	11	12
Moisture Content (%)	14.3	15.8	13.8
Dry Density (PCF)	120.6	118.5	122.4
Resistance Value (R)	14	5	21
Exudation Pressure (PSI)	397	219	596
Expansion Pressure	43	30	69
As Received Moisture Content (%)	14.3		

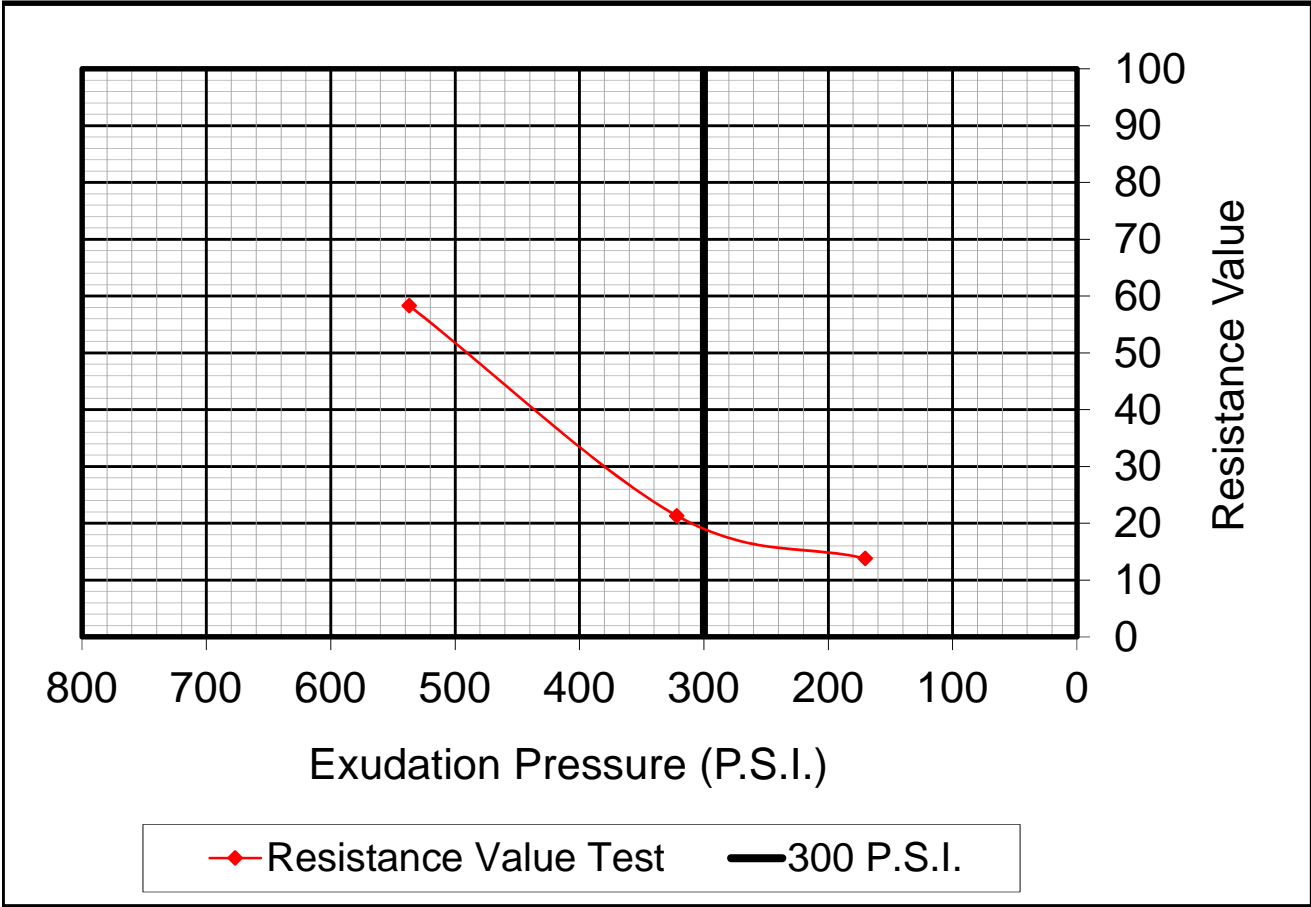
**RESISTANCE VALUE AT 300 P.S.I. 9**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171321  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 15, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #5, EB Shore Rd. 4500' from Hwy 25



Specimen No.	4	5	6
Moisture Content (%)	9.8	10.9	9.2
Dry Density (PCF)	127.5	126.2	129.9
Resistance Value (R)	21	14	58
Exudation Pressure (PSI)	322	170	537
Expansion Pressure	0	0	9
As Received Moisture Content (%)	9.8		

**RESISTANCE VALUE AT 300 P.S.I.      19**

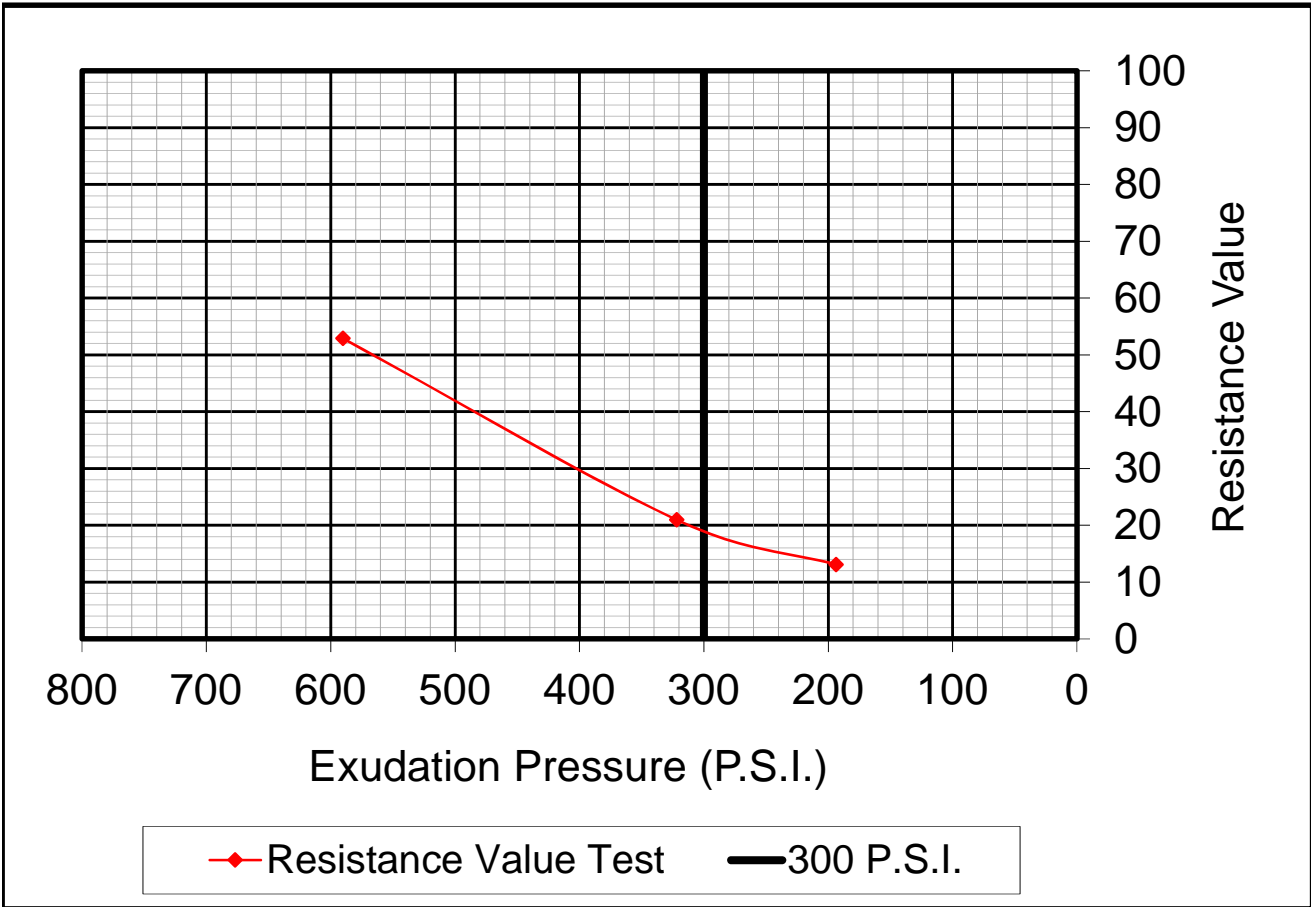


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 13, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay with Gravel  
 Sample Location: #6, EB Fairview Rd. 500' south of Santa Ana



Specimen No.	4	5	6
Moisture Content (%)	12.4	13.5	11.7
Dry Density (PCF)	126.4	123.9	126.7
Resistance Value (R)	21	13	53
Exudation Pressure (PSI)	322	194	590
Expansion Pressure	35	17	65
As Received Moisture Content (%)	12.4		

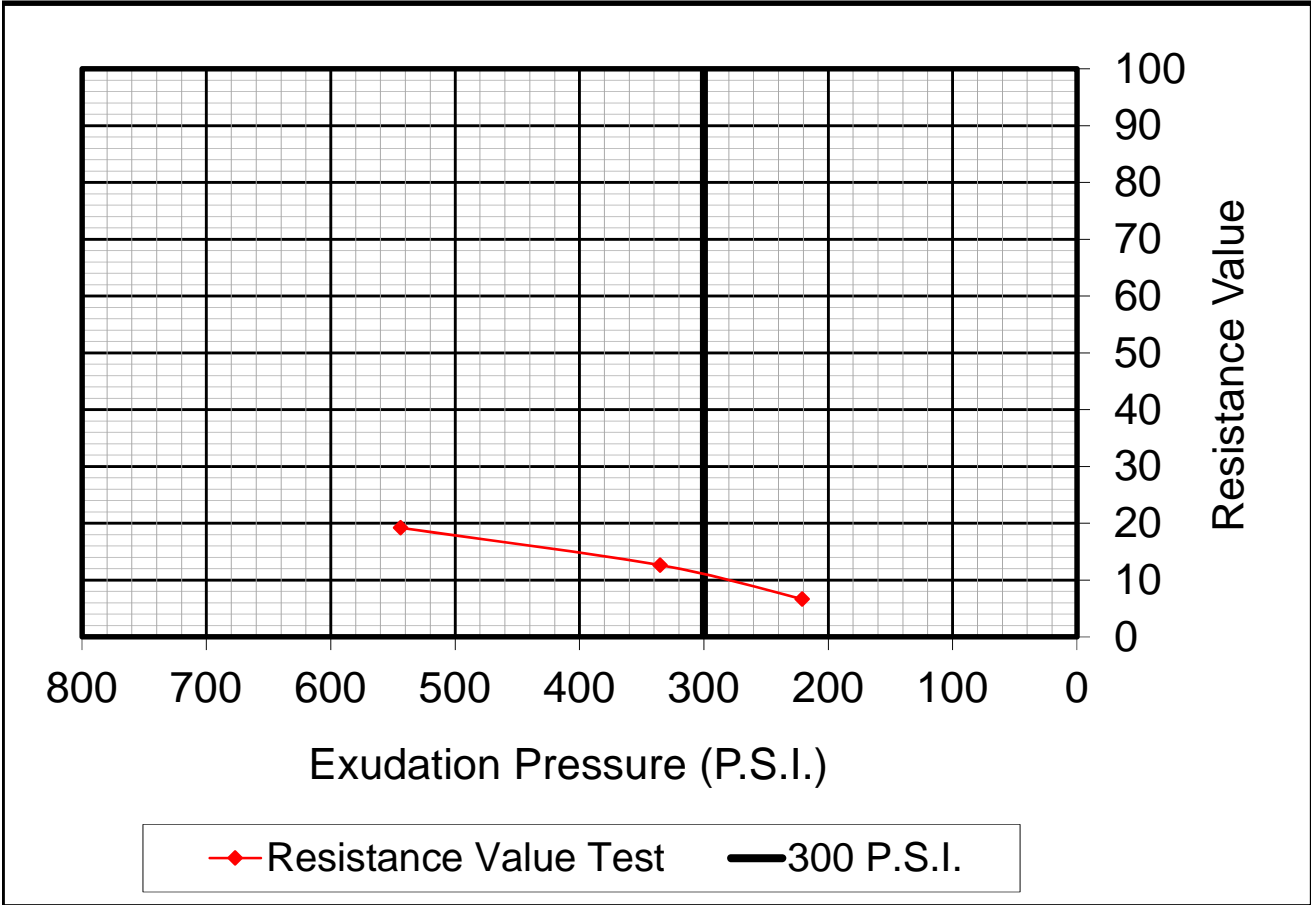
**RESISTANCE VALUE AT 300 P.S.I.      19**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171382  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #6, EB John Smith Rd. 2500' from COP



Specimen No.	10	11	12
Moisture Content (%)	11.0	12.4	13.0
Dry Density (PCF)	128.2	125.0	124.2
Resistance Value (R)	19	13	7
Exudation Pressure (PSI)	544	335	221
Expansion Pressure	52	9	0
As Received Moisture Content (%)	11.0		

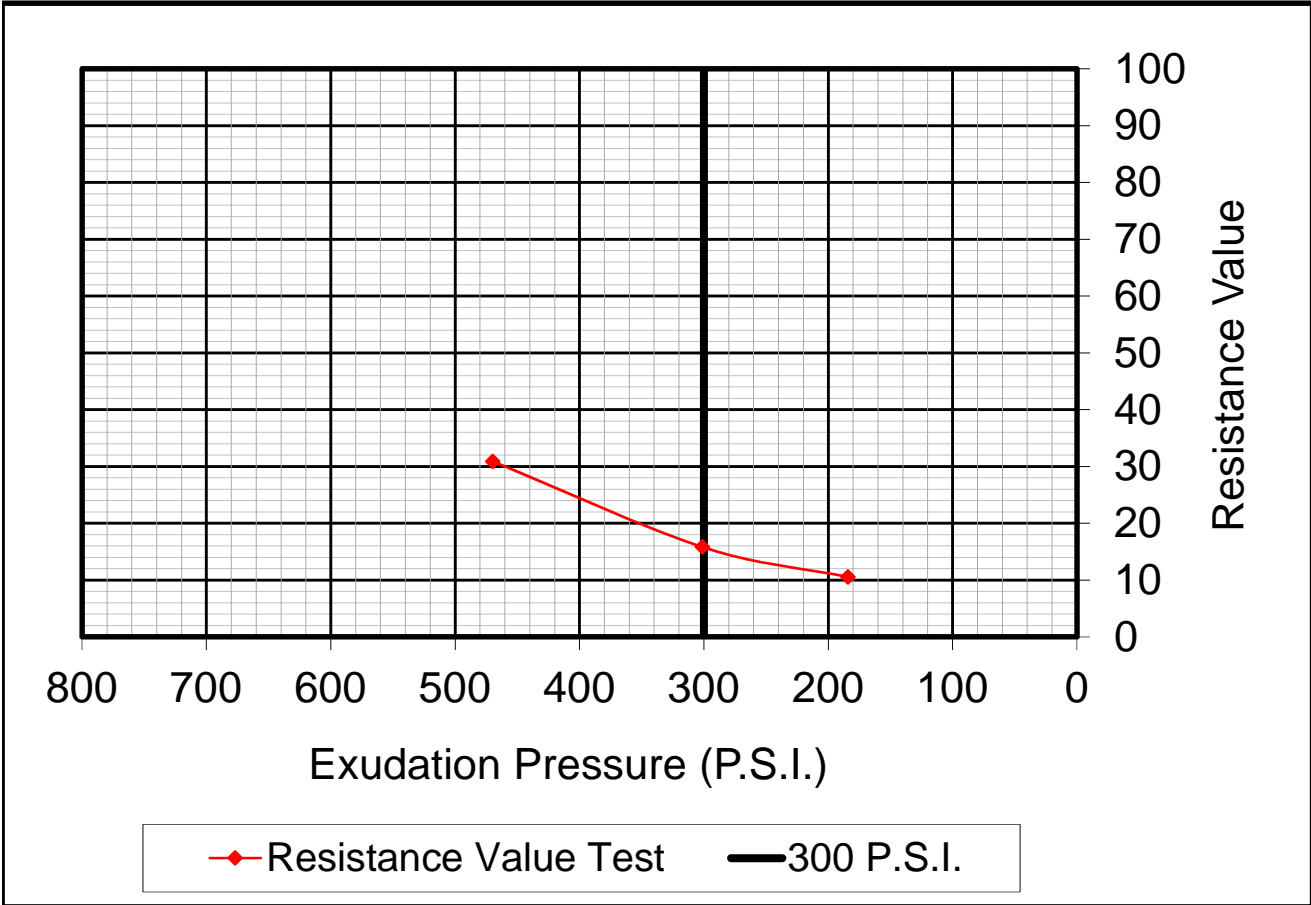
**RESISTANCE VALUE AT 300 P.S.I.      11**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171250  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #6, EB Shore Rd. 500' from one mile of Hwy 25



Specimen No.	10	11	12
Moisture Content (%)	11.1	12.2	12.8
Dry Density (PCF)	125.6	123.7	122.2
Resistance Value (R)	31	16	11
Exudation Pressure (PSI)	470	301	184
Expansion Pressure	35	0	0
As Received Moisture Content (%)	11.1		

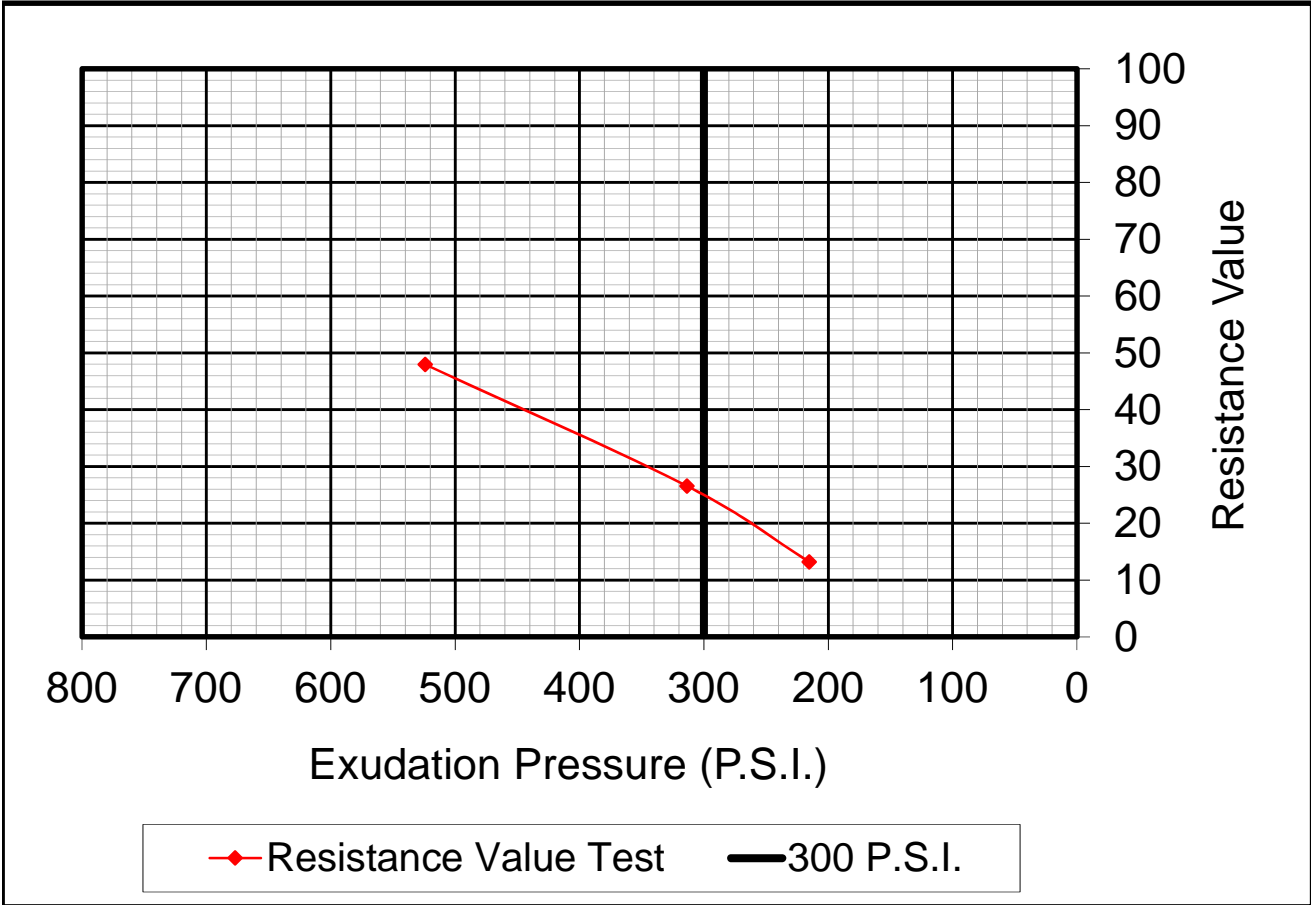
**RESISTANCE VALUE AT 300 P.S.I.      16**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171267  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #7, EB Fairview Rd. 1500' from Santa Ana



Specimen No.	4	5	6
Moisture Content (%)	10.5	11.6	12.2
Dry Density (PCF)	134.0	129.9	128.9
Resistance Value (R)	48	27	13
Exudation Pressure (PSI)	524	314	215
Expansion Pressure	26	9	0
As Received Moisture Content (%)	5.8		

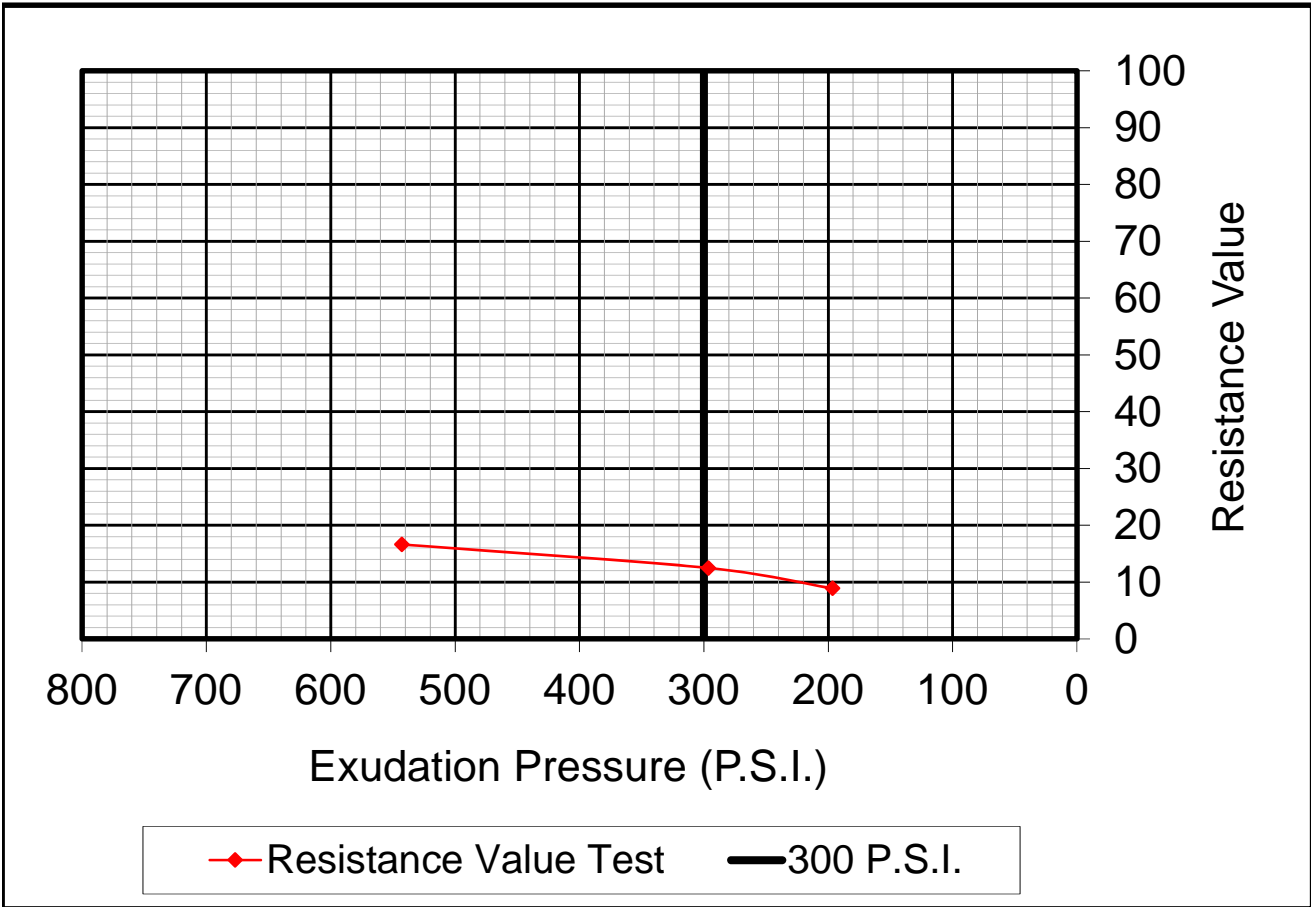
**RESISTANCE VALUE AT 300 P.S.I.      25**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171382  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #7, John Smith Rd. 3500' from COP



Specimen No.	4	5	6
Moisture Content (%)	10.2	11.3	11.9
Dry Density (PCF)	130.3	127.5	126.7
Resistance Value (R)	17	12	9
Exudation Pressure (PSI)	543	296	197
Expansion Pressure	26	0	0
As Received Moisture Content (%)	10.2		

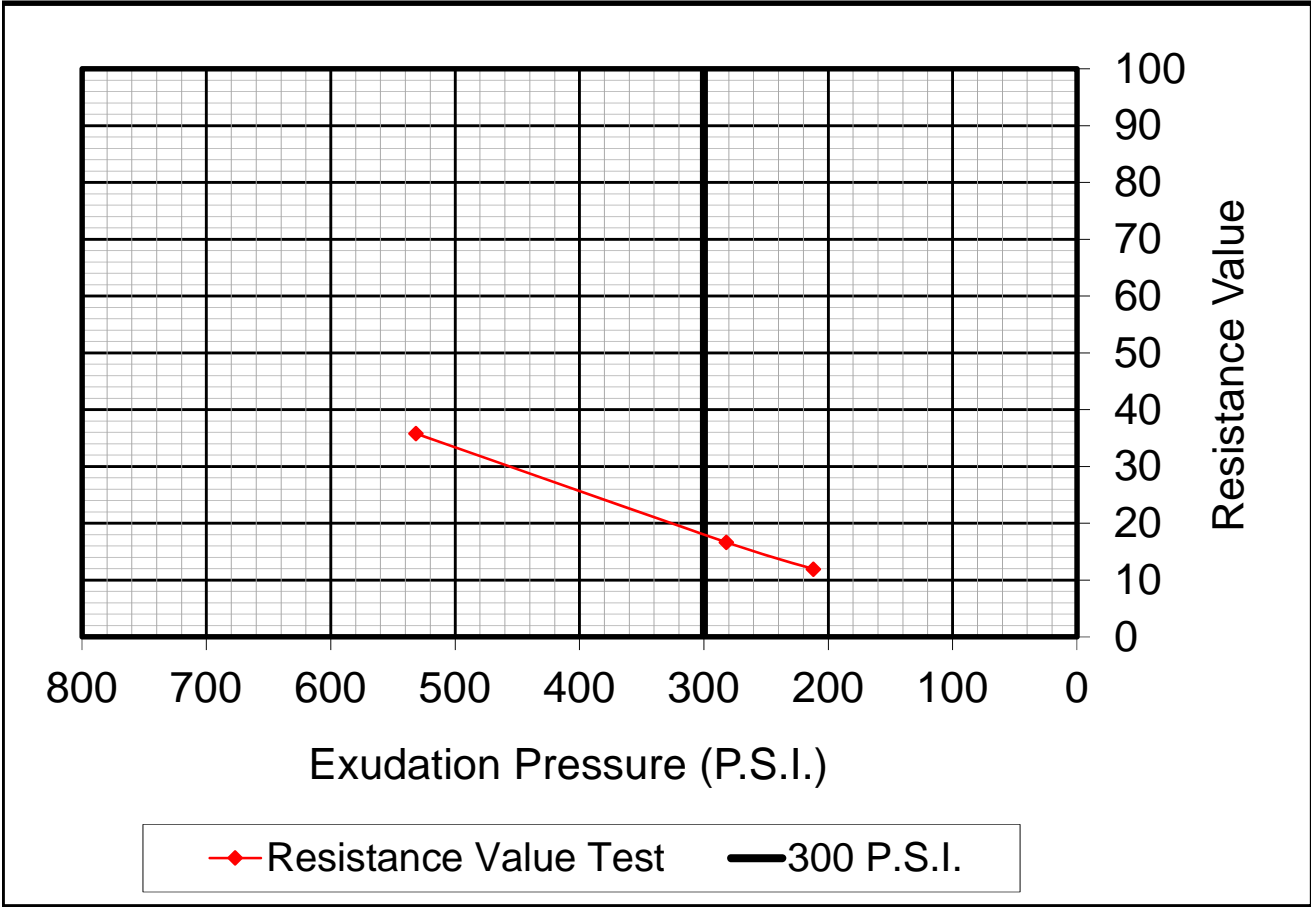
**RESISTANCE VALUE AT 300 P.S.I.      13**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171355  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 30, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #7, EB Shore Rd. 1500' from one mile of Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	9.0	10.1	10.6
Dry Density (PCF)	132.0	130.5	129.4
Resistance Value (R)	36	17	12
Exudation Pressure (PSI)	532	282	212
Expansion Pressure	30	4	0
As Received Moisture Content (%)	9.0		

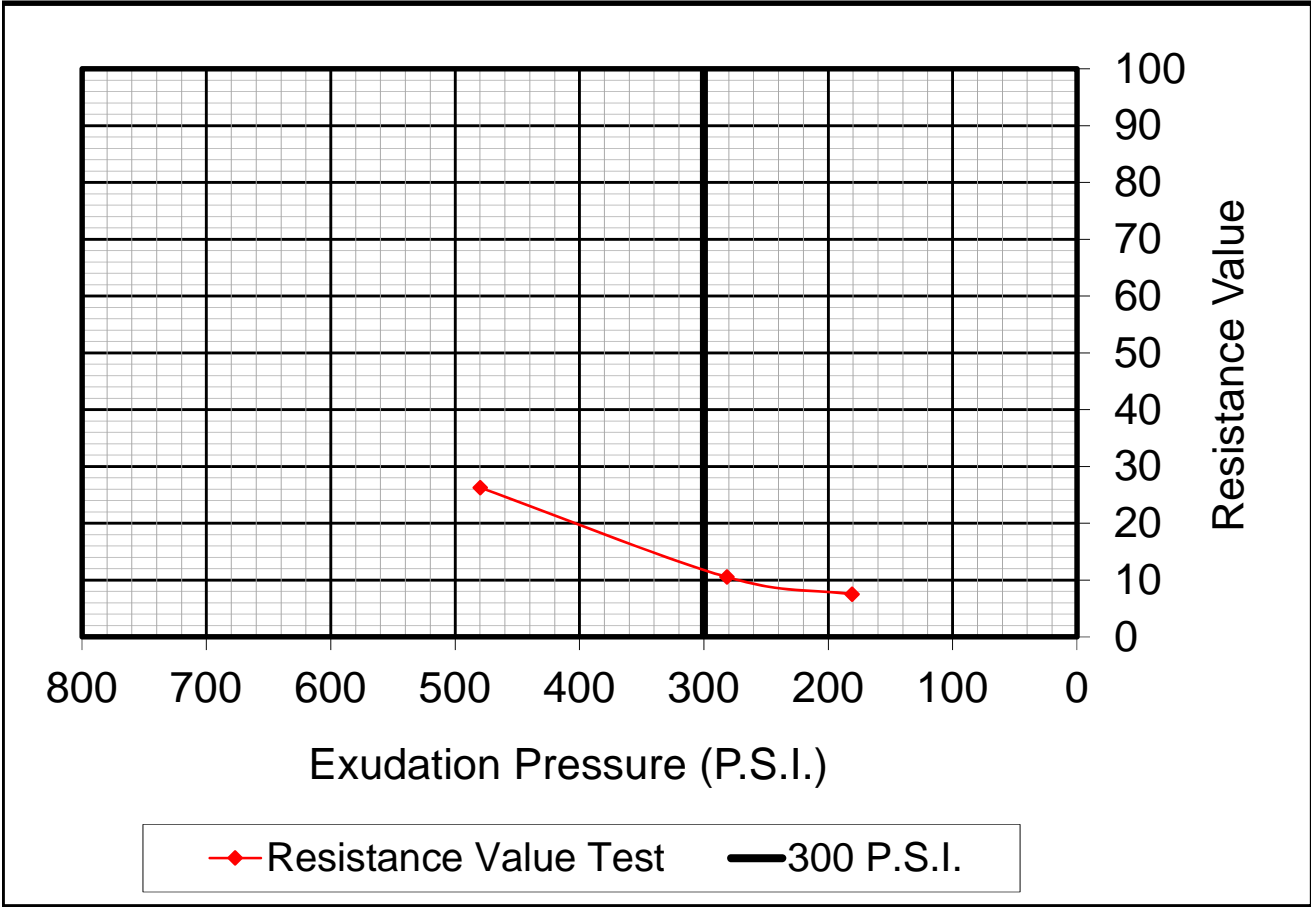
**RESISTANCE VALUE AT 300 P.S.I.      18**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171326  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #8, EB Fairview Rd. 2500' from Santa Ana



Specimen No.	4	5	6
Moisture Content (%)	10.0	11.1	11.6
Dry Density (PCF)	131.3	129.3	128.2
Resistance Value (R)	26	11	8
Exudation Pressure (PSI)	480	282	181
Expansion Pressure	17	0	0
As Received Moisture Content (%)	10.0		

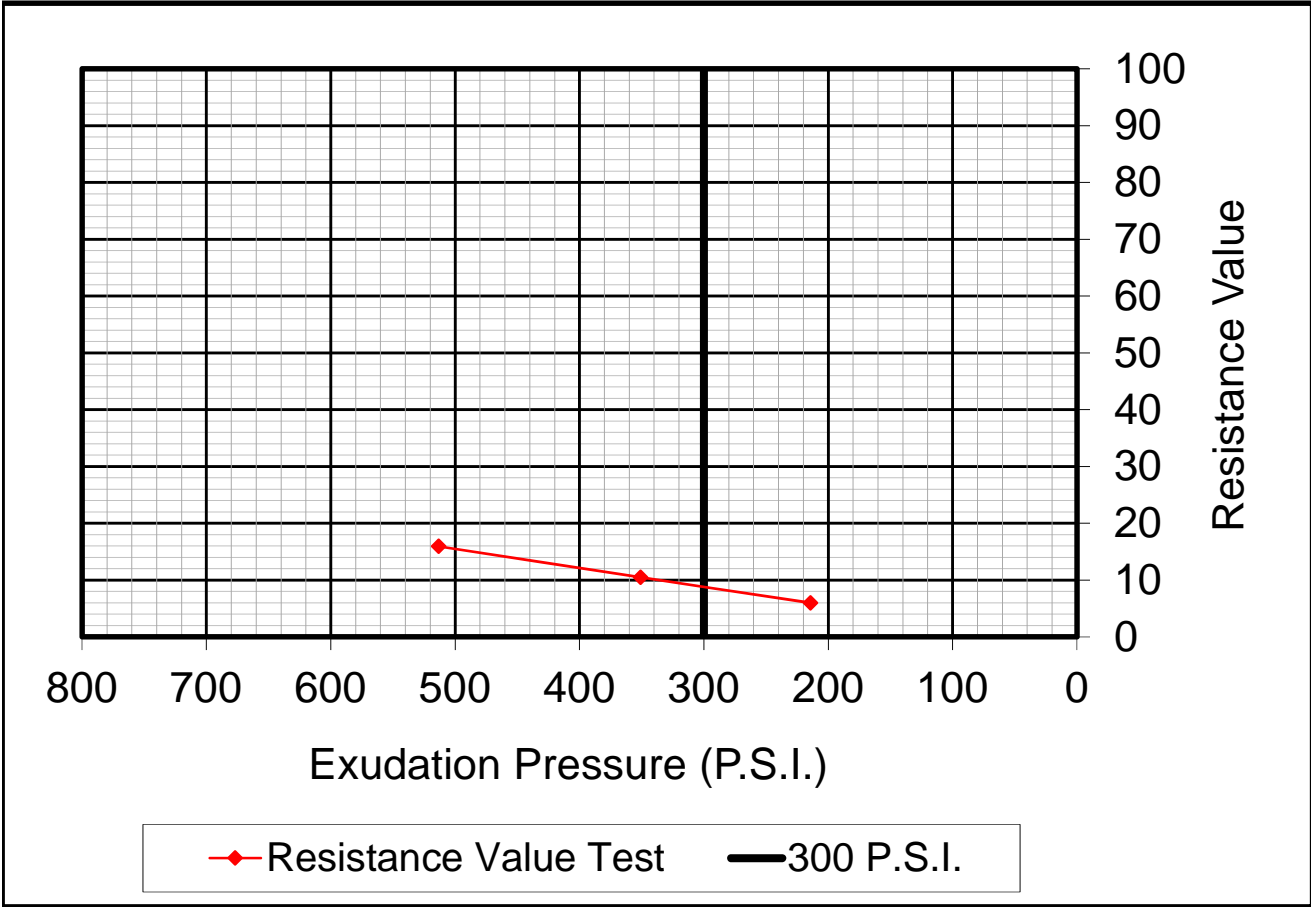
**RESISTANCE VALUE AT 300 P.S.I.      12**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171390  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #8, John Smith Rd. 4500' from COP



Specimen No.	1	2	3
Moisture Content (%)	13.3	14.5	15.1
Dry Density (PCF)	123.3	121.3	120.4
Resistance Value (R)	16	10	6
Exudation Pressure (PSI)	513	351	214
Expansion Pressure	22	0	0
As Received Moisture Content (%)	13.3		

**RESISTANCE VALUE AT 300 P.S.I. 9**

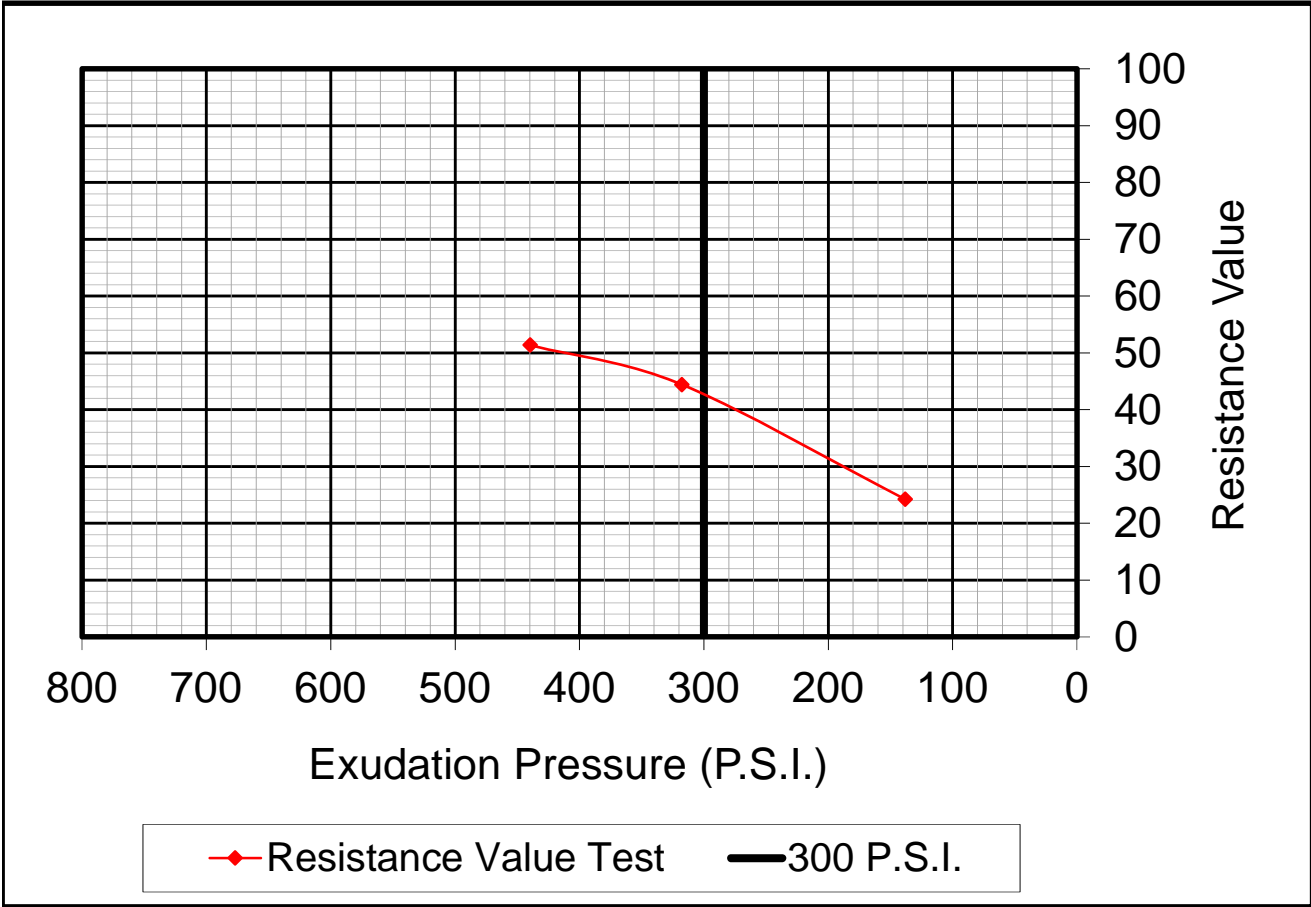


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171330  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #8, EB Shore Rd. 2500' from one mile of Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	7.9	8.9	8.5
Dry Density (PCF)	138.8	136.9	138.0
Resistance Value (R)	51	24	44
Exudation Pressure (PSI)	440	138	318
Expansion Pressure	17	0	0
As Received Moisture Content (%)	7.9		

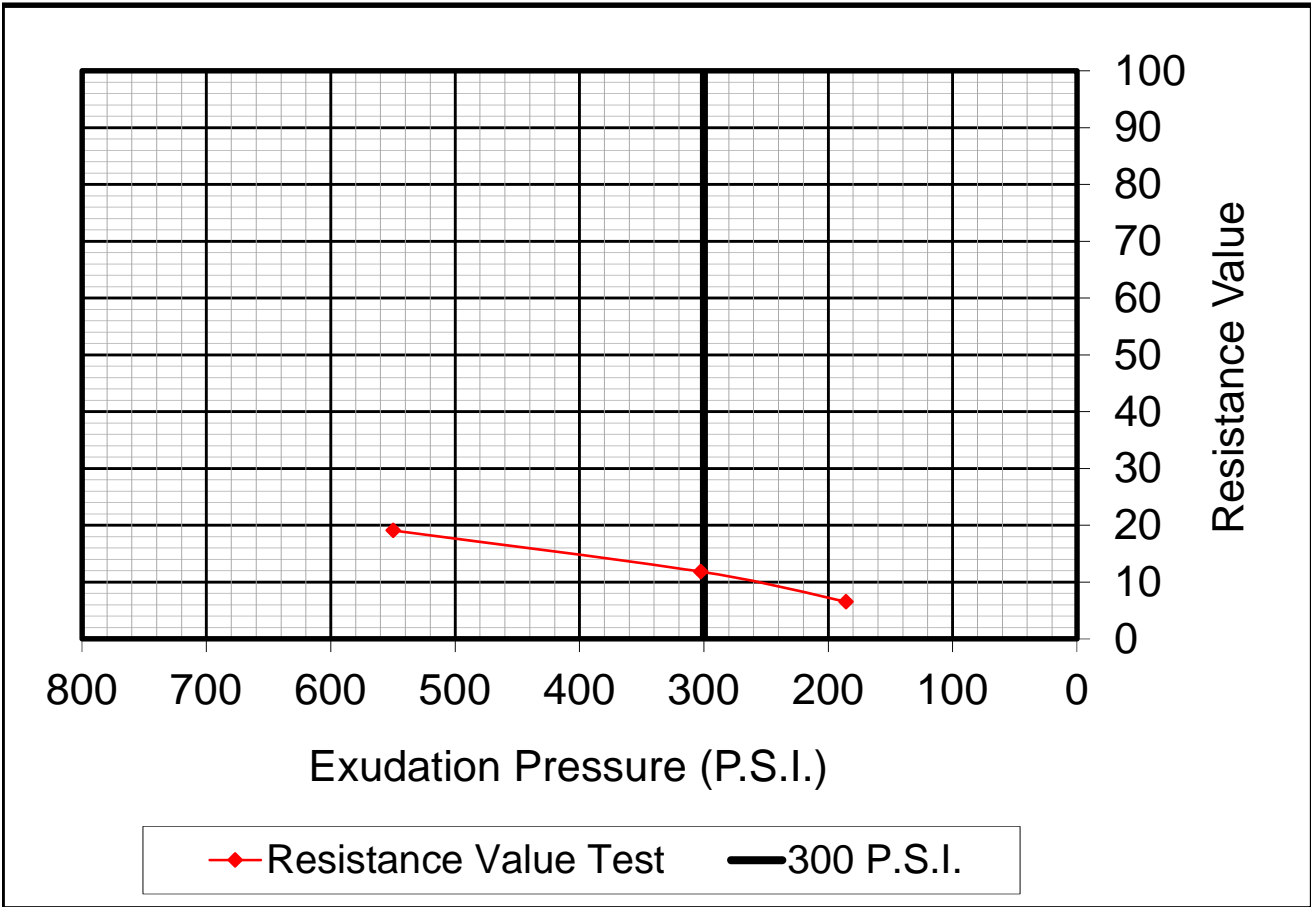
**RESISTANCE VALUE AT 300 P.S.I.      43**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171338  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay with Gravel  
 Sample Location: #9, EB Fairview Rd. 500' from McCloskey



Specimen No.	7	8	9
Moisture Content (%)	15.0	16.1	14.3
Dry Density (PCF)	124.3	122.1	125.8
Resistance Value (R)	12	7	19
Exudation Pressure (PSI)	303	186	550
Expansion Pressure	43	26	95
As Received Moisture Content (%)	15.0		

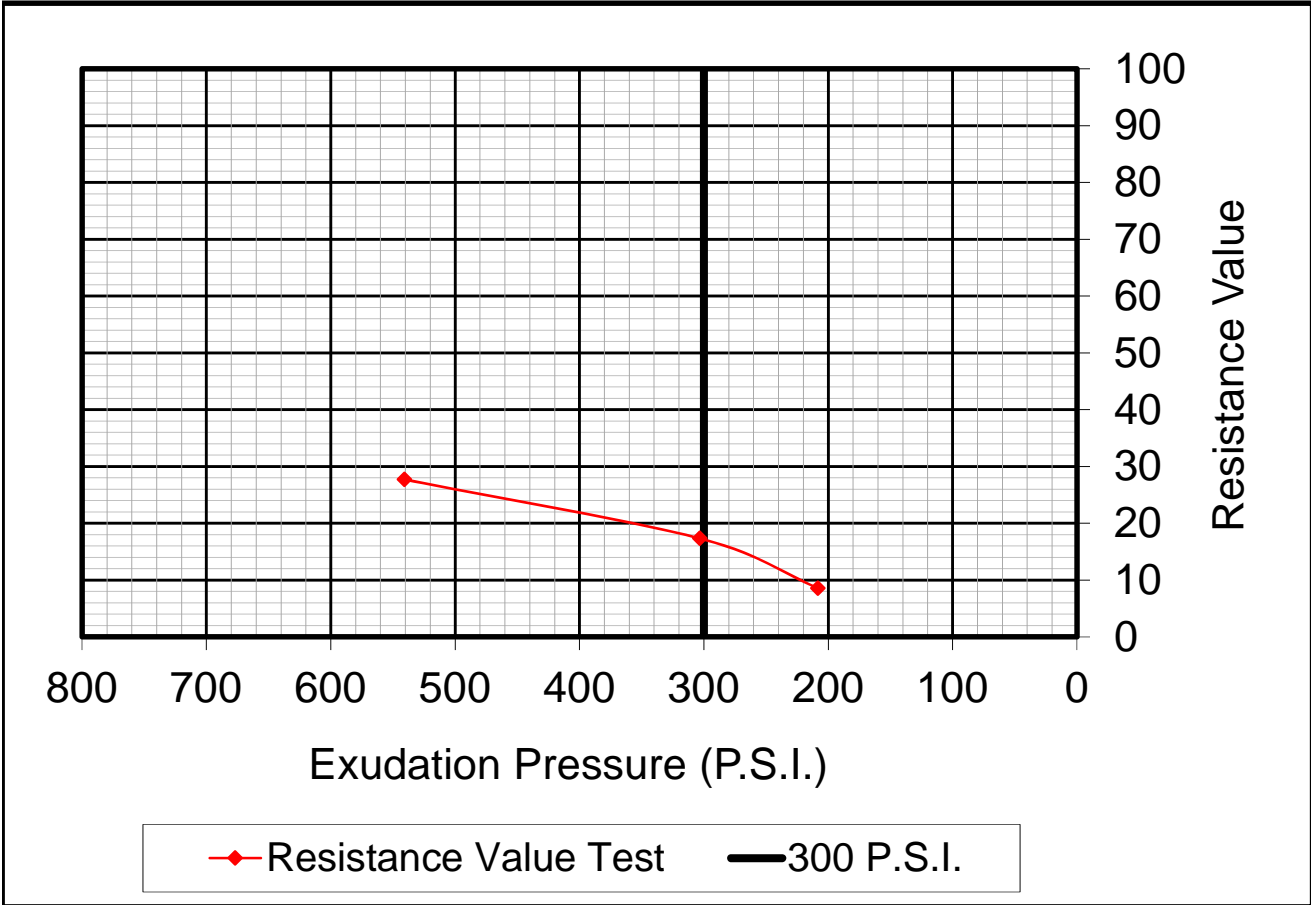
**RESISTANCE VALUE AT 300 P.S.I.      12**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171390  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #9, EB John Smith Rd. 500' from Best Rd.



Specimen No.	4	5	6
Moisture Content (%)	13.8	15.0	13.3
Dry Density (PCF)	123.0	121.7	125.8
Resistance Value (R)	17	9	28
Exudation Pressure (PSI)	303	208	541
Expansion Pressure	0	0	0
As Received Moisture Content (%)	13.8		

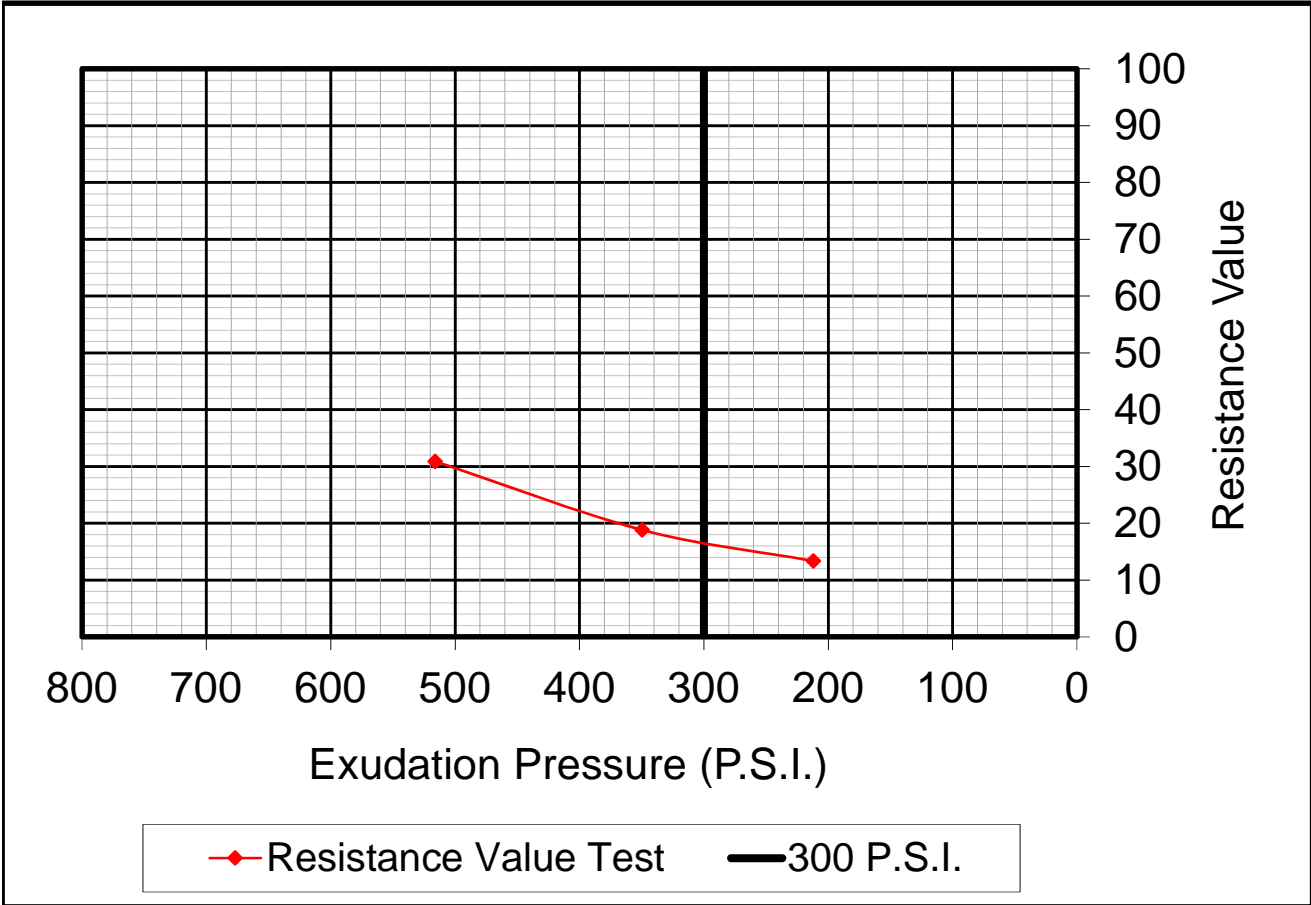
**RESISTANCE VALUE AT 300 P.S.I.      17**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171355  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #9, EB Shore Rd. 3500' from one mile of Hwy 25



Specimen No.	7	8	9
Moisture Content (%)	9.3	10.4	11.1
Dry Density (PCF)	130.8	129.5	127.9
Resistance Value (R)	31	19	13
Exudation Pressure (PSI)	516	350	212
Expansion Pressure	0	0	0
As Received Moisture Content (%)	9.3		

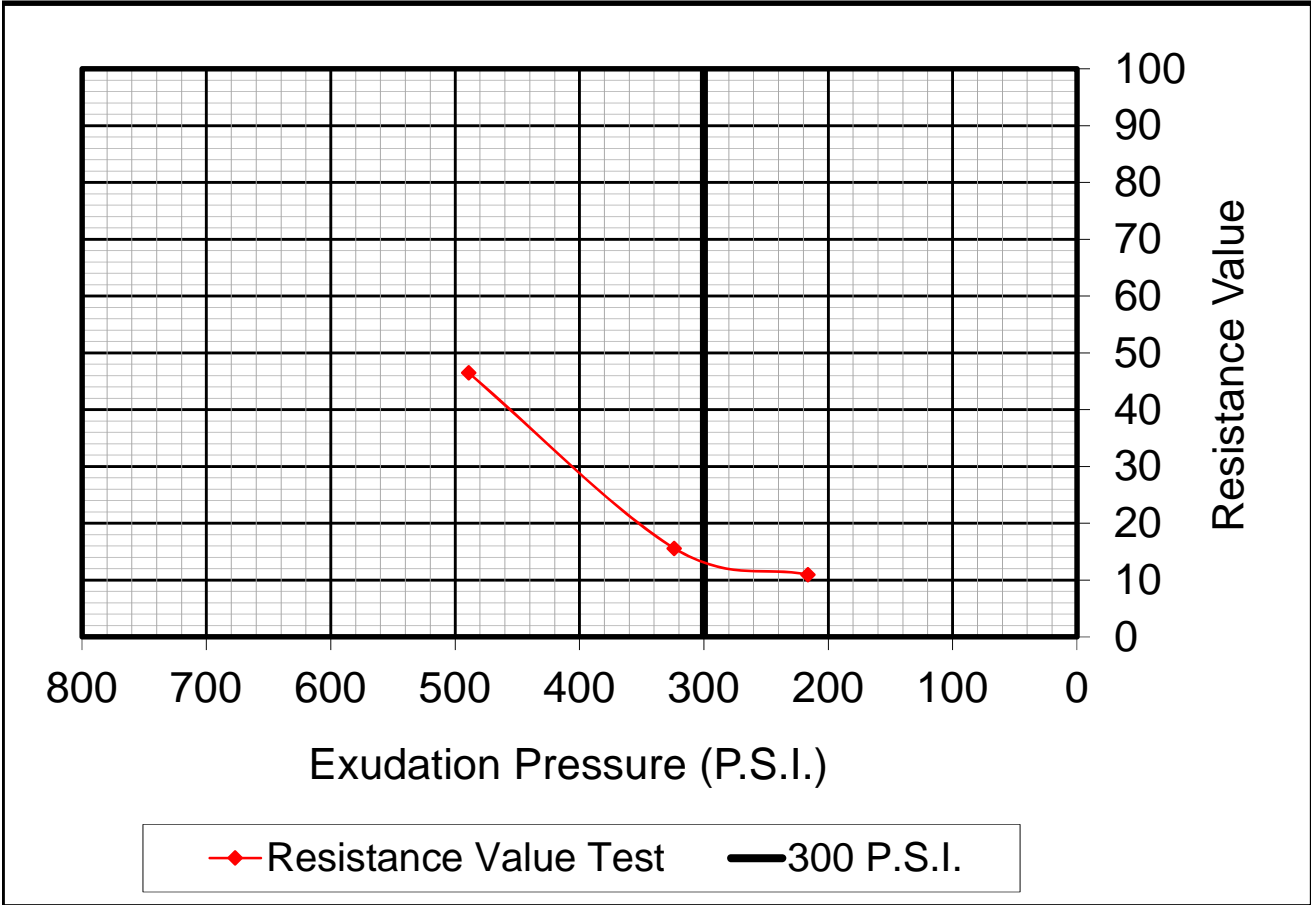
**RESISTANCE VALUE AT 300 P.S.I.      16**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171250  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #10, EB Fairview Rd. 1500' from McCloskey



Specimen No.	4	5	6
Moisture Content (%)	8.6	9.7	10.2
Dry Density (PCF)	135.4	133.6	131.9
Resistance Value (R)	46	16	11
Exudation Pressure (PSI)	489	324	216
Expansion Pressure	35	22	0
As Received Moisture Content (%)	8.6		

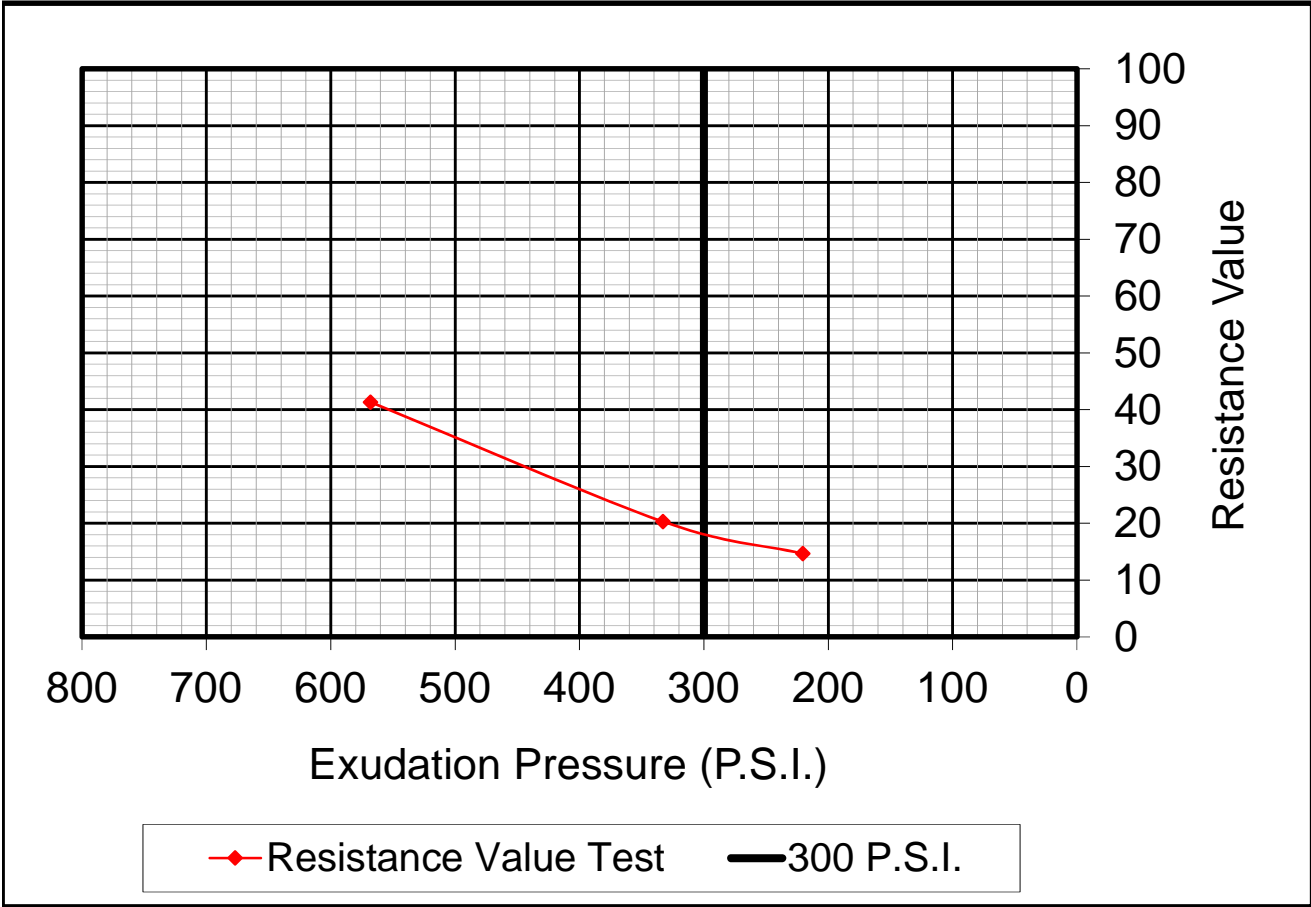
**RESISTANCE VALUE AT 300 P.S.I.      13**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171390  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #10, EB John Smith Rd. 1500' from Best Rd.



Specimen No.	7	8	9
Moisture Content (%)	8.4	9.7	10.3
Dry Density (PCF)	135.4	133.7	132.6
Resistance Value (R)	41	20	15
Exudation Pressure (PSI)	568	333	220
Expansion Pressure	17	0	0
As Received Moisture Content (%)	8.4		

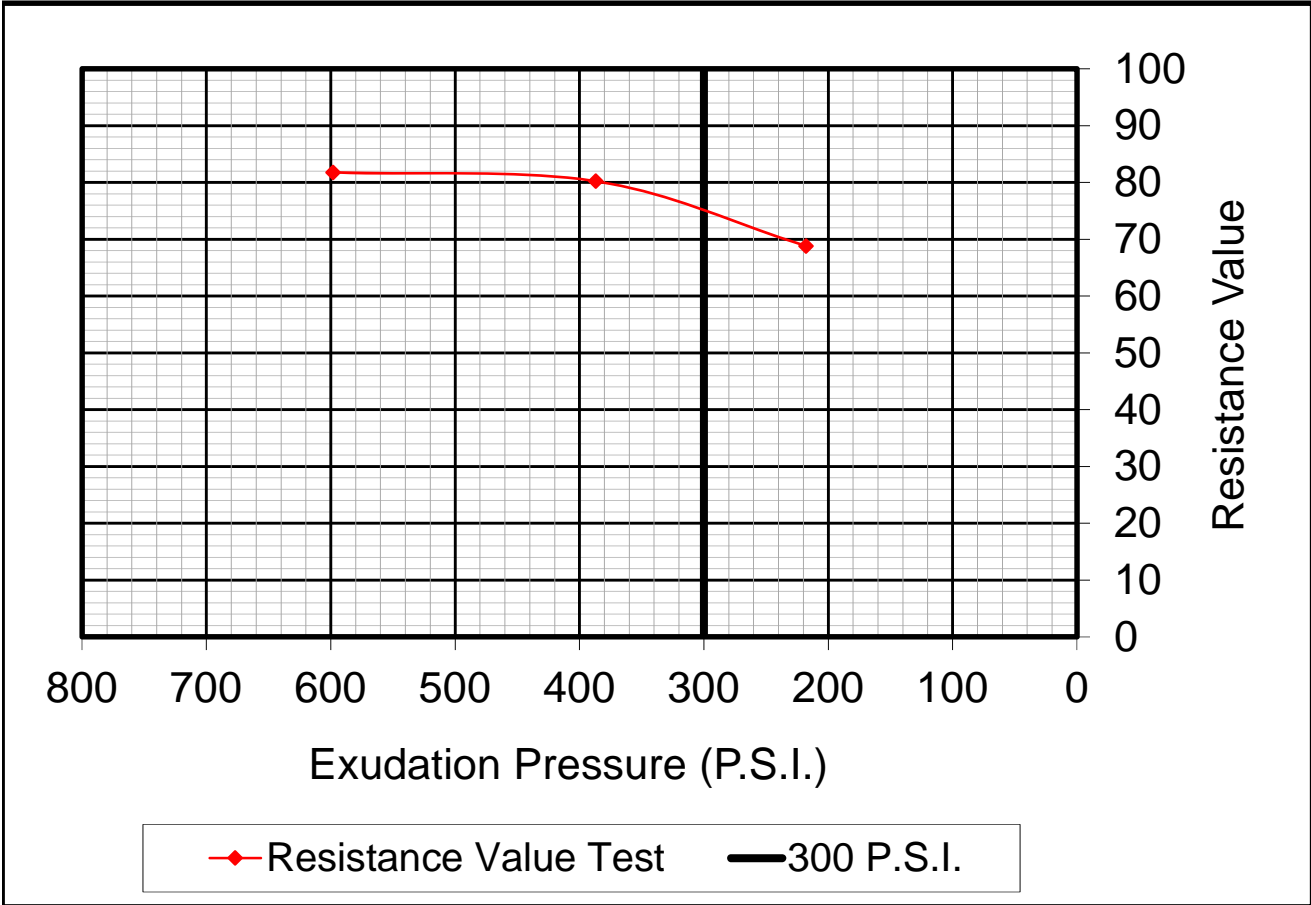
**RESISTANCE VALUE AT 300 P.S.I.      18**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171338  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #10, EB Shore Rd. 4500' from one mile of Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	7.9	9.0	9.5
Dry Density (PCF)	134.2	133.9	132.8
Resistance Value (R)	82	80	69
Exudation Pressure (PSI)	598	387	218
Expansion Pressure	0	0	0
As Received Moisture Content (%)	7.9		

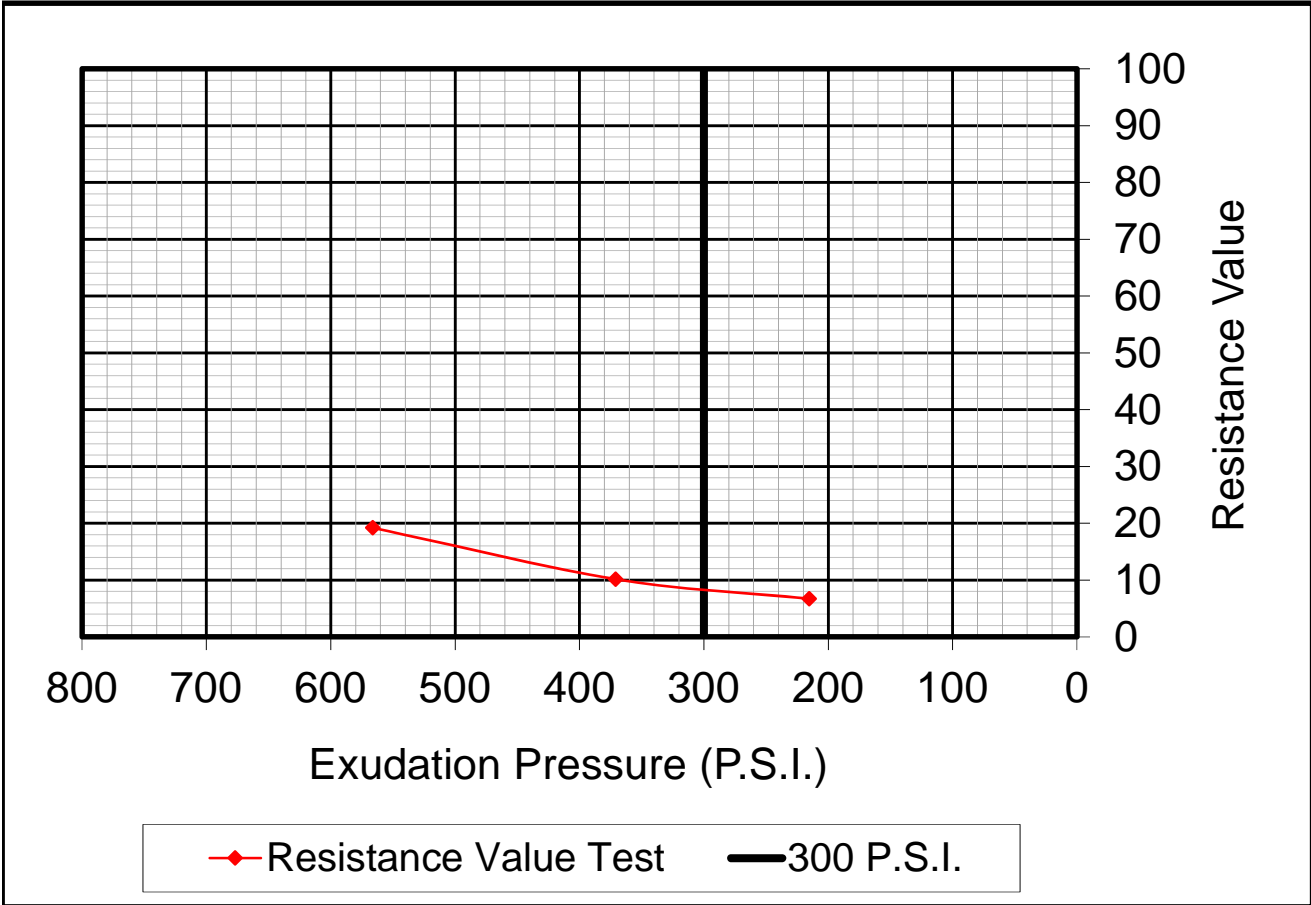
**RESISTANCE VALUE AT 300 P.S.I.      75**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171348  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #11, EB Fairview Rd. 2500' from McCloskey



Specimen No.	7	8	9
Moisture Content (%)	14.5	16.0	16.6
Dry Density (PCF)	126.1	119.5	119.1
Resistance Value (R)	19	10	7
Exudation Pressure (PSI)	566	371	215
Expansion Pressure	13	0	0
As Received Moisture Content (%)	14.5		

**RESISTANCE VALUE AT 300 P.S.I. 8**

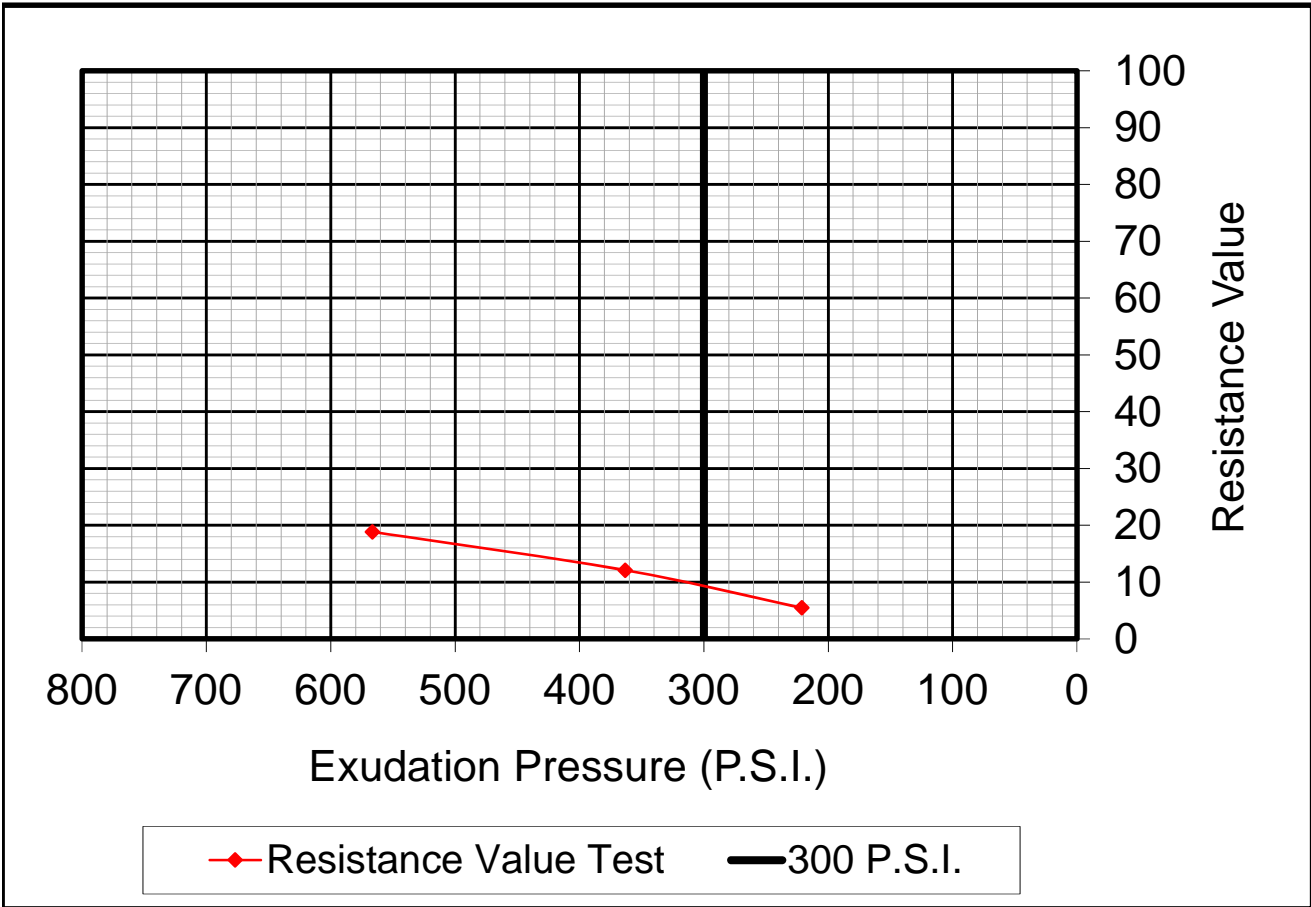


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171382  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #11, EB John Smith Rd. 2500' from Best Rd.



Specimen No.	7	8	9
Moisture Content (%)	12.4	13.6	11.8
Dry Density (PCF)	125.7	124.2	126.5
Resistance Value (R)	12	5	19
Exudation Pressure (PSI)	363	221	567
Expansion Pressure	43	17	91
As Received Moisture Content (%)	12.4		

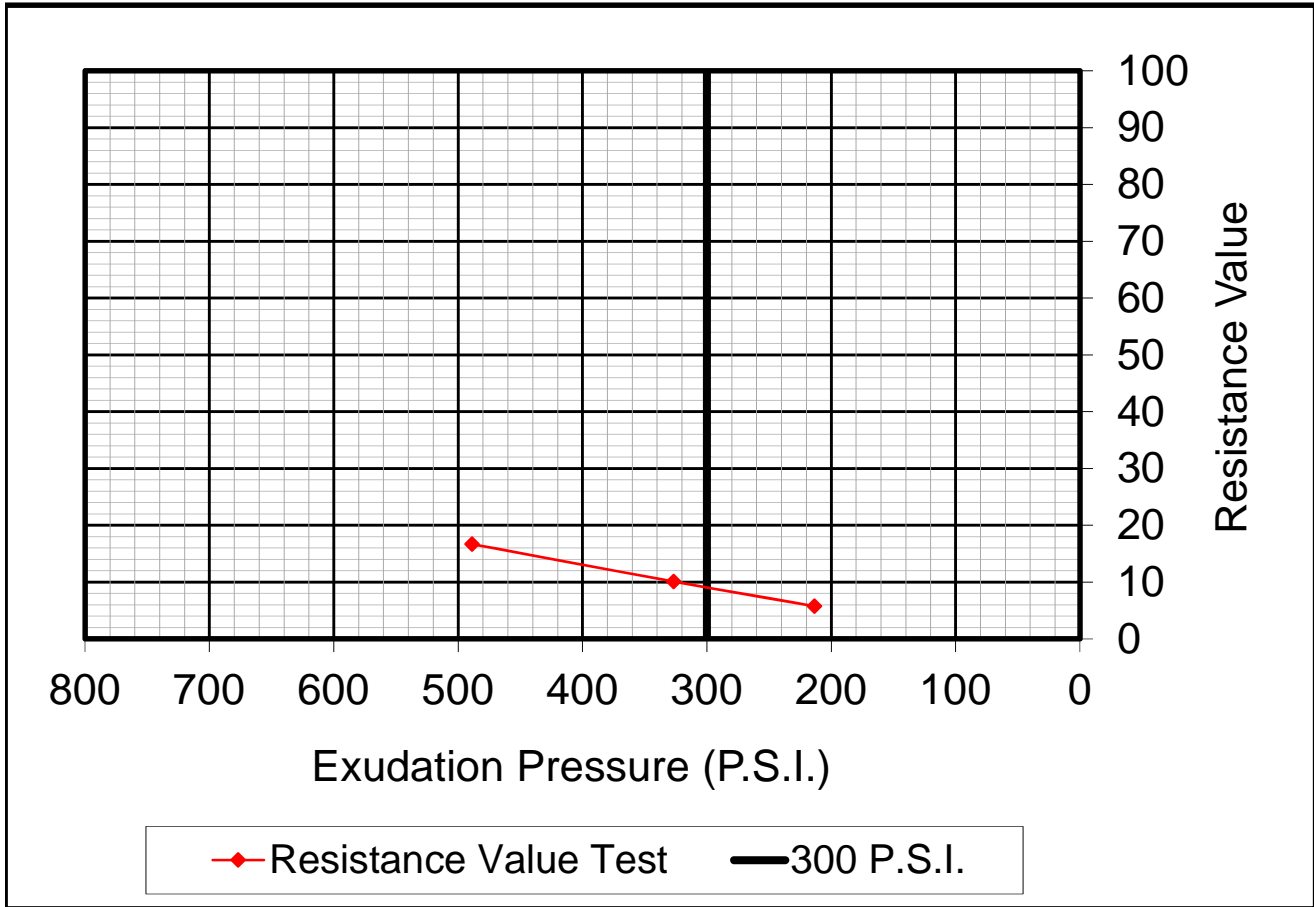
**RESISTANCE VALUE AT 300 P.S.I.      9**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171330  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: August 26, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #11, EB Shore Rd. 500' from two miles of Hwy 25



Specimen No.	4	5	6
Moisture Content (%)	14.3	15.8	16.4
Dry Density (PCF)	125.3	122.5	121.7
Resistance Value (R)	17	10	6
Exudation Pressure (PSI)	489	327	213
Expansion Pressure	78	30	13
As Received Moisture Content (%)	14.3		

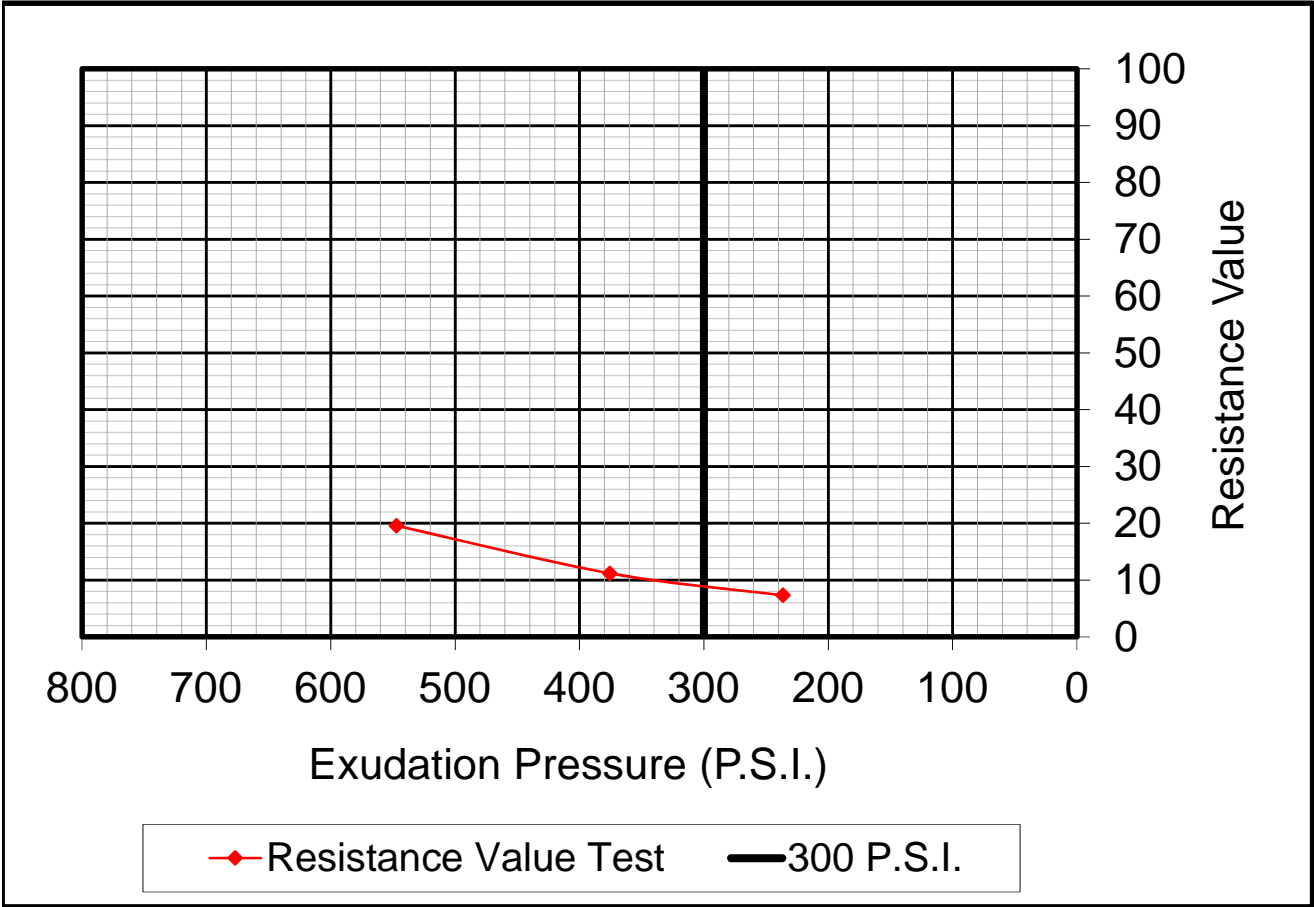
**RESISTANCE VALUE AT 300 P.S.I. 9**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171267  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay  
 Sample Location: #12, EB Fairview Rd. 3500' from McCloskey



Specimen No.	10	11	12
Moisture Content (%)	16.9	18.5	19.2
Dry Density (PCF)	116.9	115.0	114.1
Resistance Value (R)	20	11	7
Exudation Pressure (PSI)	547	376	236
Expansion Pressure	95	26	17
As Received Moisture Content (%)	16.9		

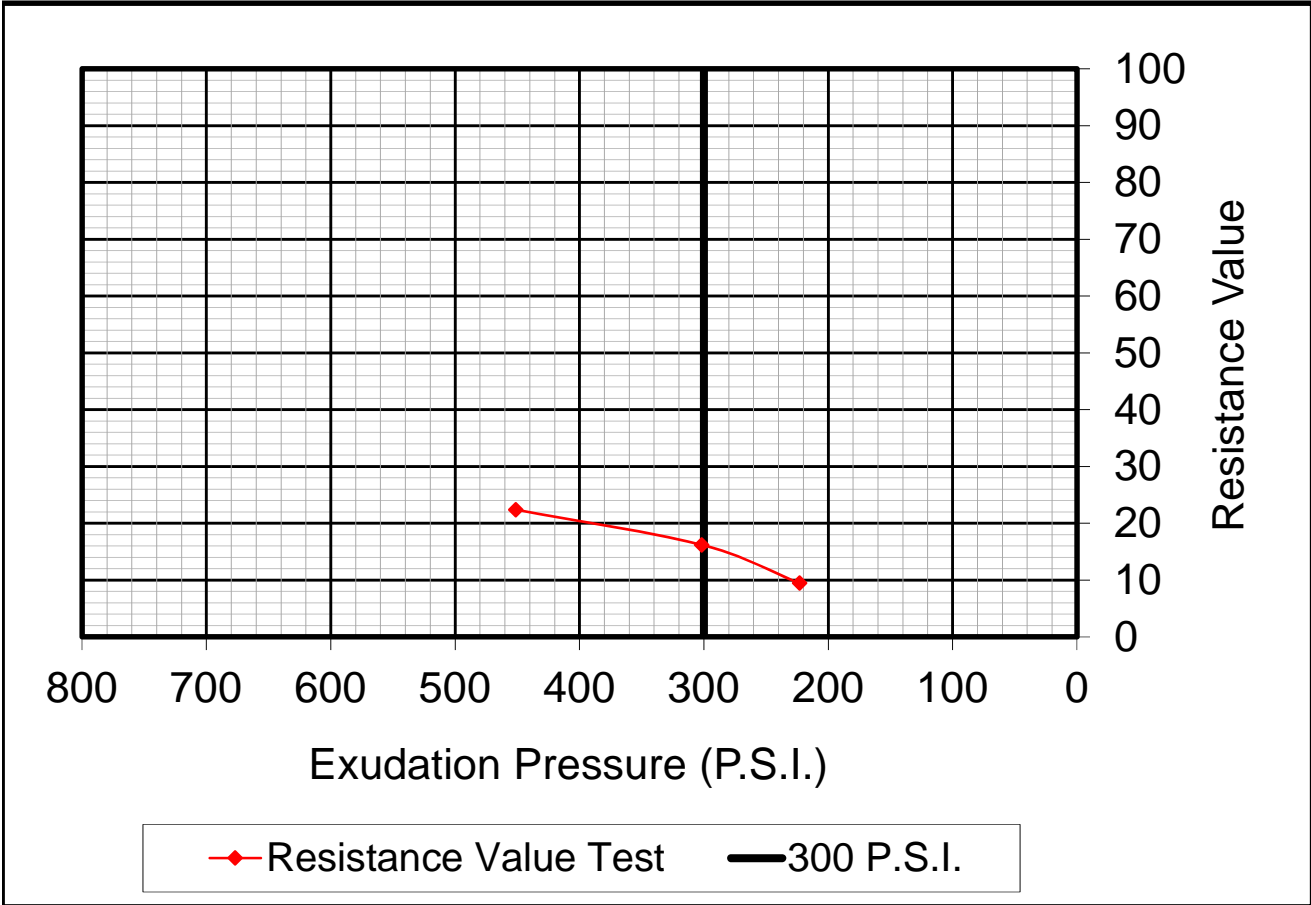
**RESISTANCE VALUE AT 300 P.S.I. 9**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171390  
 Project No.: 170178  
 Sample Date: August 8, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #12, EB John Smith Rd. 3500' from Best Rd.



Specimen No.	10	11	12
Moisture Content (%)	12.7	13.9	14.5
Dry Density (PCF)	123.3	120.9	119.8
Resistance Value (R)	22	16	9
Exudation Pressure (PSI)	451	302	223
Expansion Pressure	0	0	0
As Received Moisture Content (%)	12.7		

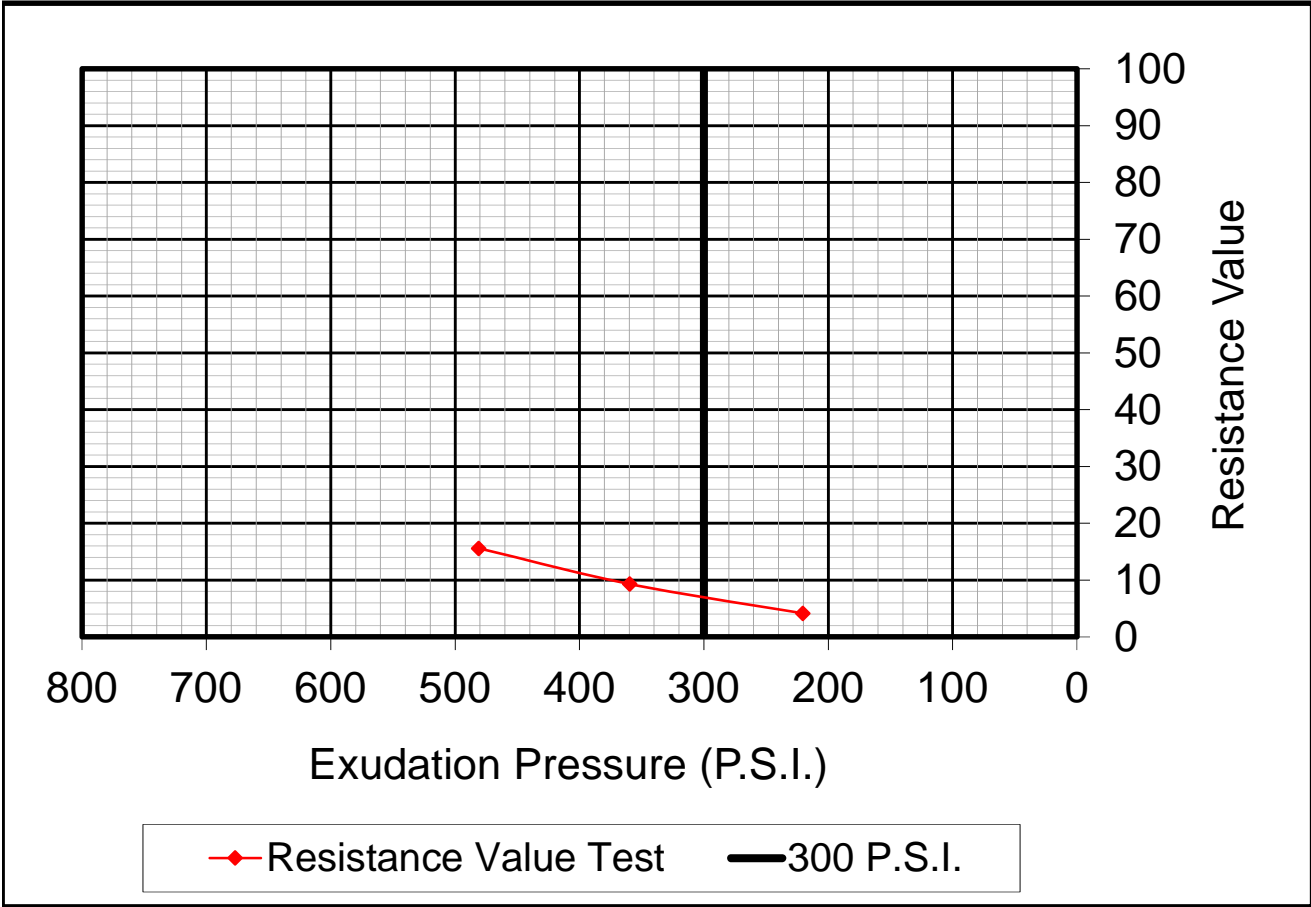
**RESISTANCE VALUE AT 300 P.S.I.      16**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171366  
 Project No.: 170178  
 Sample Date: August 7, 2017  
 Report Date: September 1, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #12, EB Shore Rd. 1500' from two miles of Hwy 25



Specimen No.	4	5	6
Moisture Content (%)	8.6	9.7	10.4
Dry Density (PCF)	134.9	132.9	131.7
Resistance Value (R)	16	9	4
Exudation Pressure (PSI)	481	360	220
Expansion Pressure	69	26	0
As Received Moisture Content (%)	8.6		

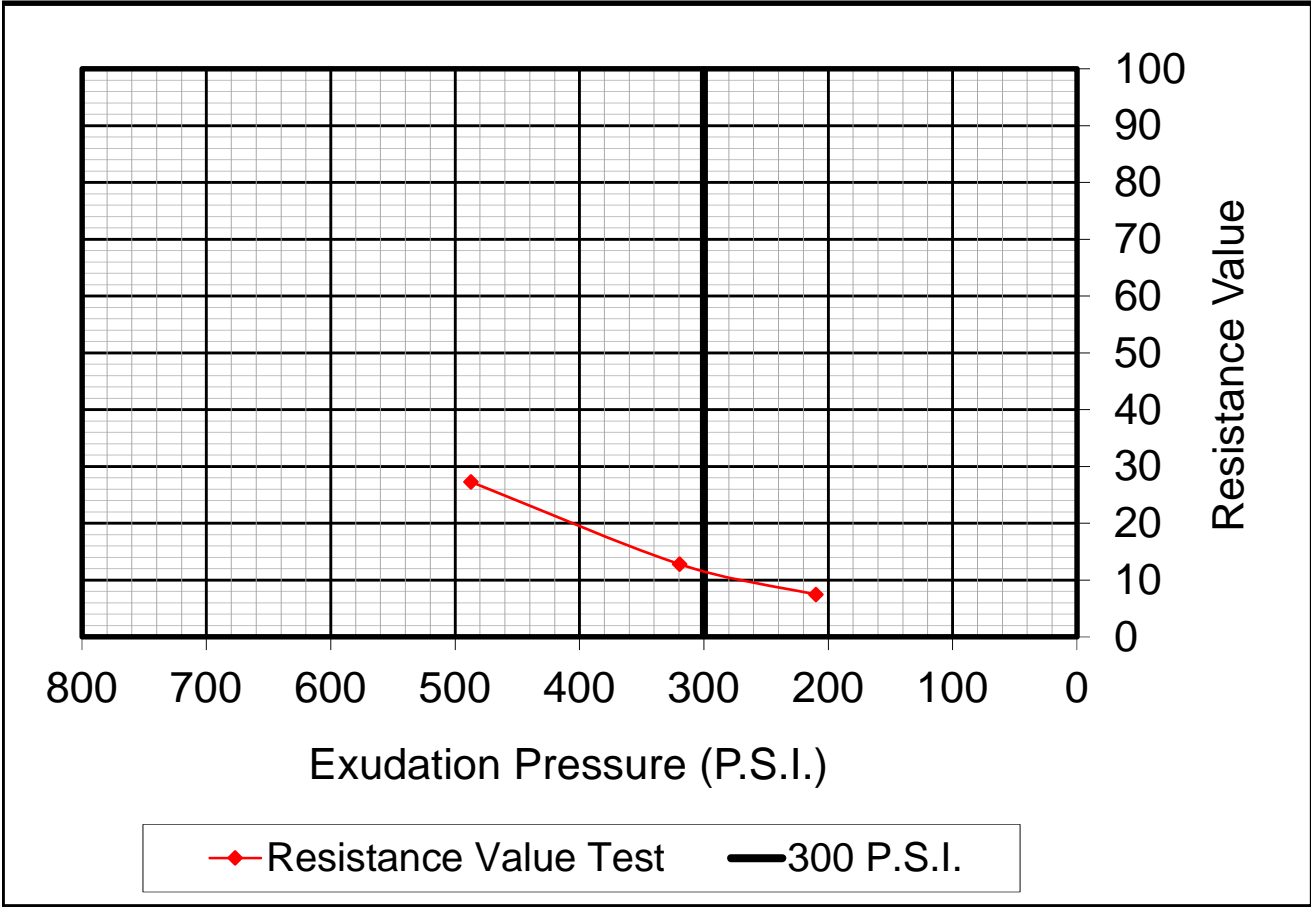
**RESISTANCE VALUE AT 300 P.S.I.      7**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171267  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #13, EB Fairview Rd. 4500' from McCloskey



Specimen No.	7	8	9
Moisture Content (%)	9.6	10.6	11.2
Dry Density (PCF)	132.2	130.4	129.4
Resistance Value (R)	27	13	7
Exudation Pressure (PSI)	487	319	210
Expansion Pressure	13	0	0
As Received Moisture Content (%)	9.6		

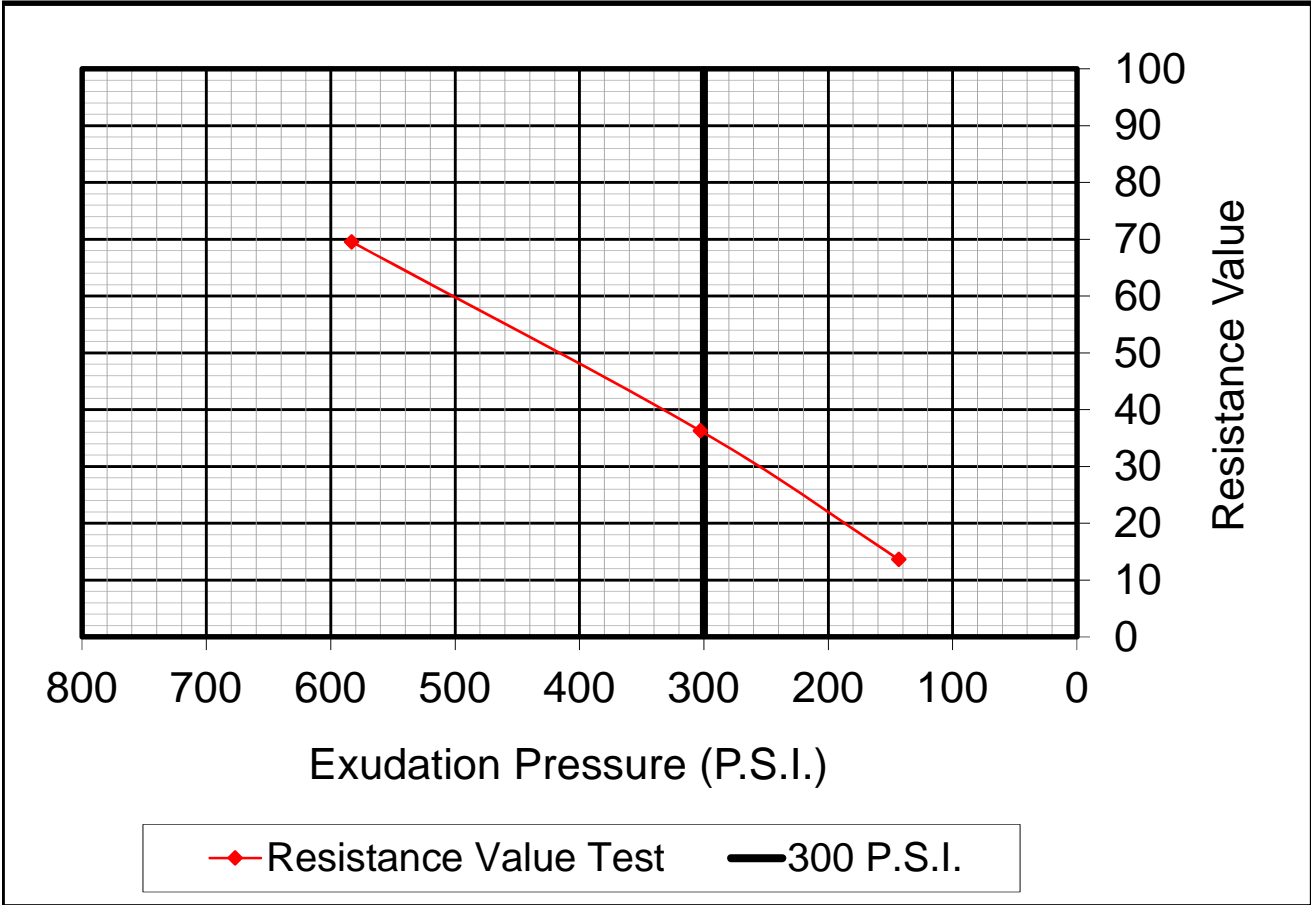
**RESISTANCE VALUE AT 300 P.S.I.      12**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171314  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 25, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #13, EB Shore Rd. 2500' from two miles of Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	8.2	9.1	7.6
Dry Density (PCF)	136.4	135.5	137.1
Resistance Value (R)	36	14	70
Exudation Pressure (PSI)	303	143	583
Expansion Pressure	9	0	30
As Received Moisture Content (%)	8.2		

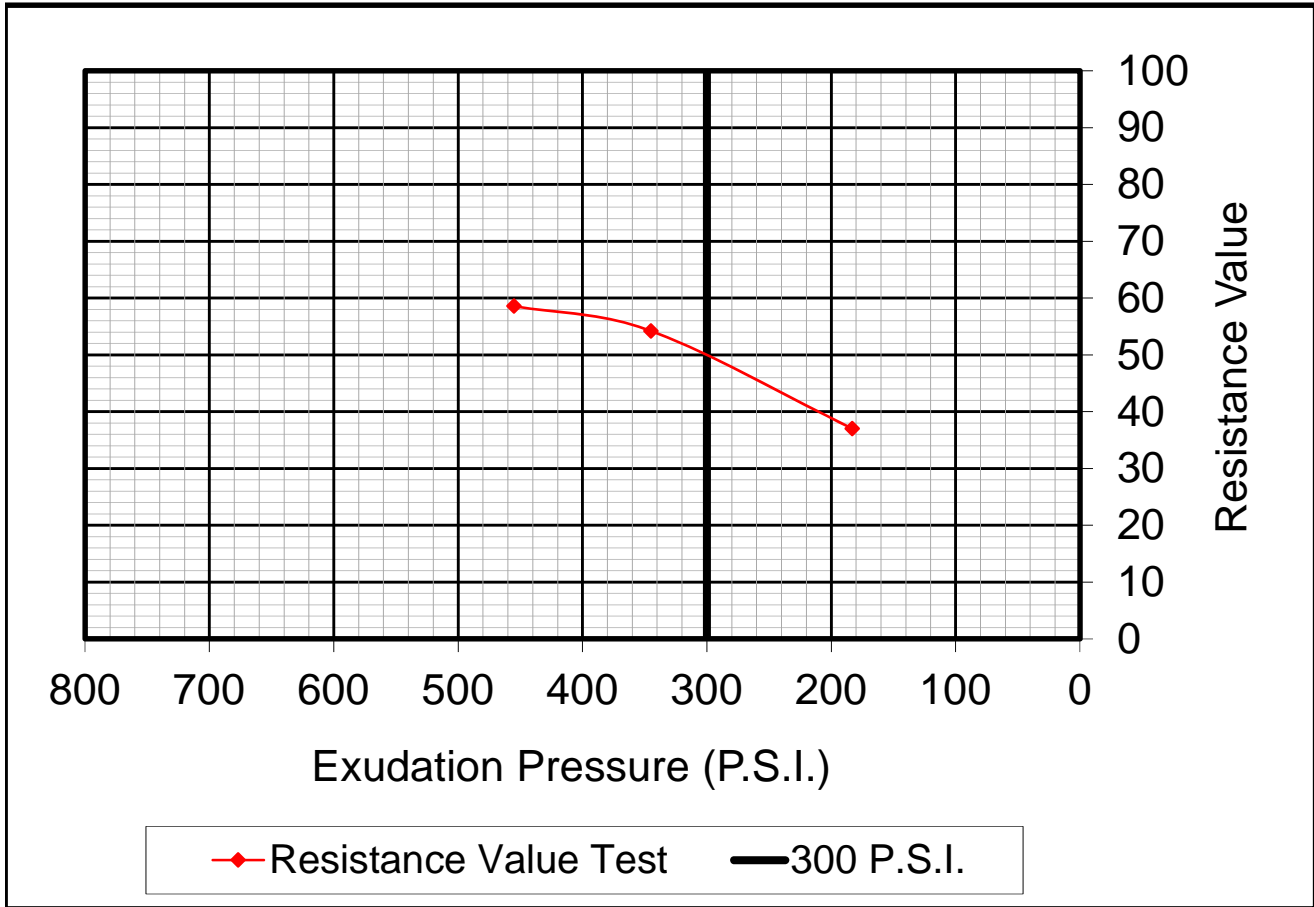
**RESISTANCE VALUE AT 300 P.S.I.      36**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171338  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 27, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #14, EB Fairview Rd. 500' from Dixie



Specimen No.	10	11	12
Moisture Content (%)	8.8	9.9	9.4
Dry Density (PCF)	134.1	132.4	132.9
Resistance Value (R)	59	37	54
Exudation Pressure (PSI)	455	183	345
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.8		

**RESISTANCE VALUE AT 300 P.S.I.      50**

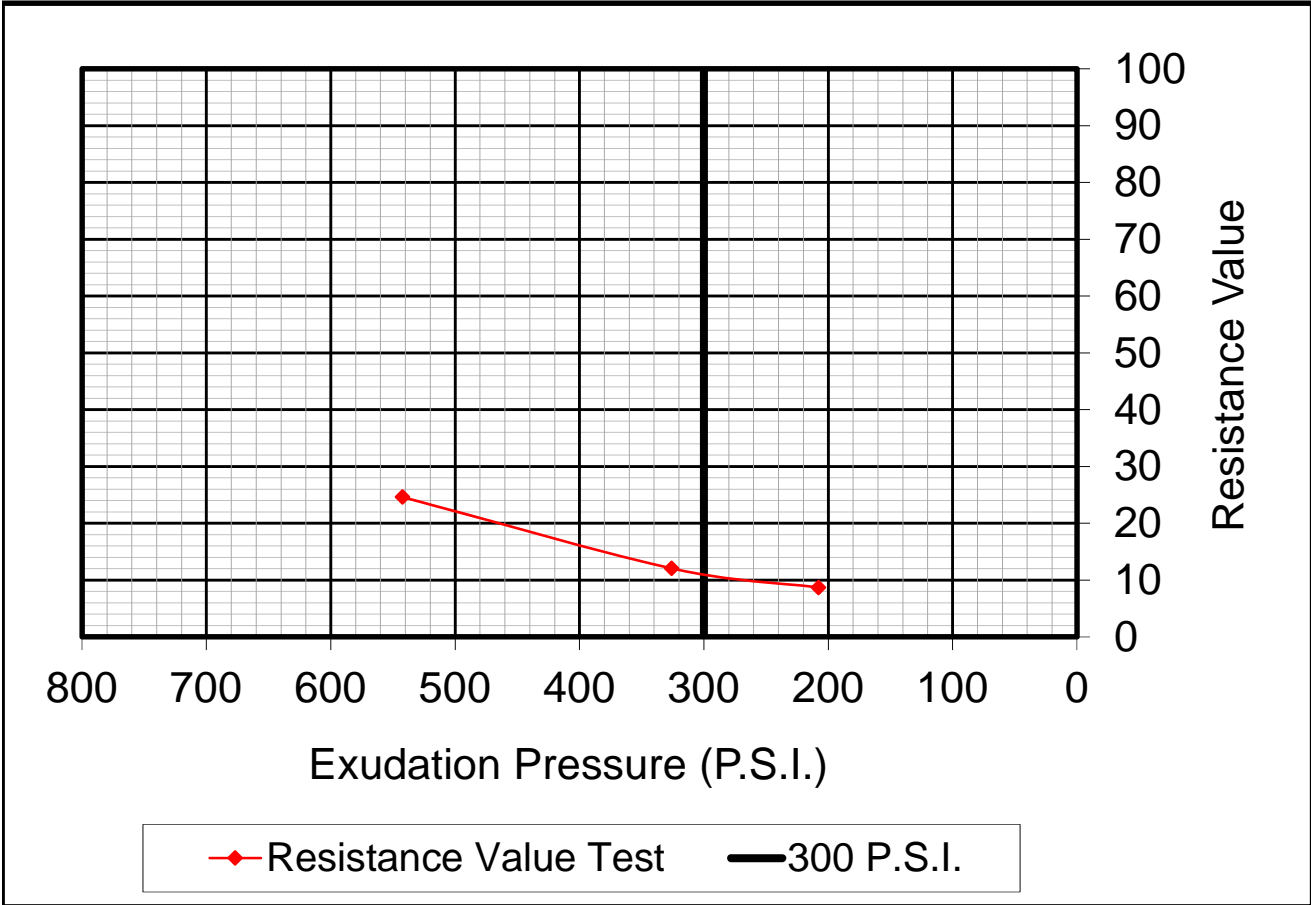


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171289  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #14, EB Shore Rd. 3500' from two miles of Hwy 25



Specimen No.	4	5	6
Moisture Content (%)	7.6	8.6	9.2
Dry Density (PCF)	136.9	134.0	133.2
Resistance Value (R)	25	12	9
Exudation Pressure (PSI)	542	326	208
Expansion Pressure	0	0	0
As Received Moisture Content (%)	7.6		

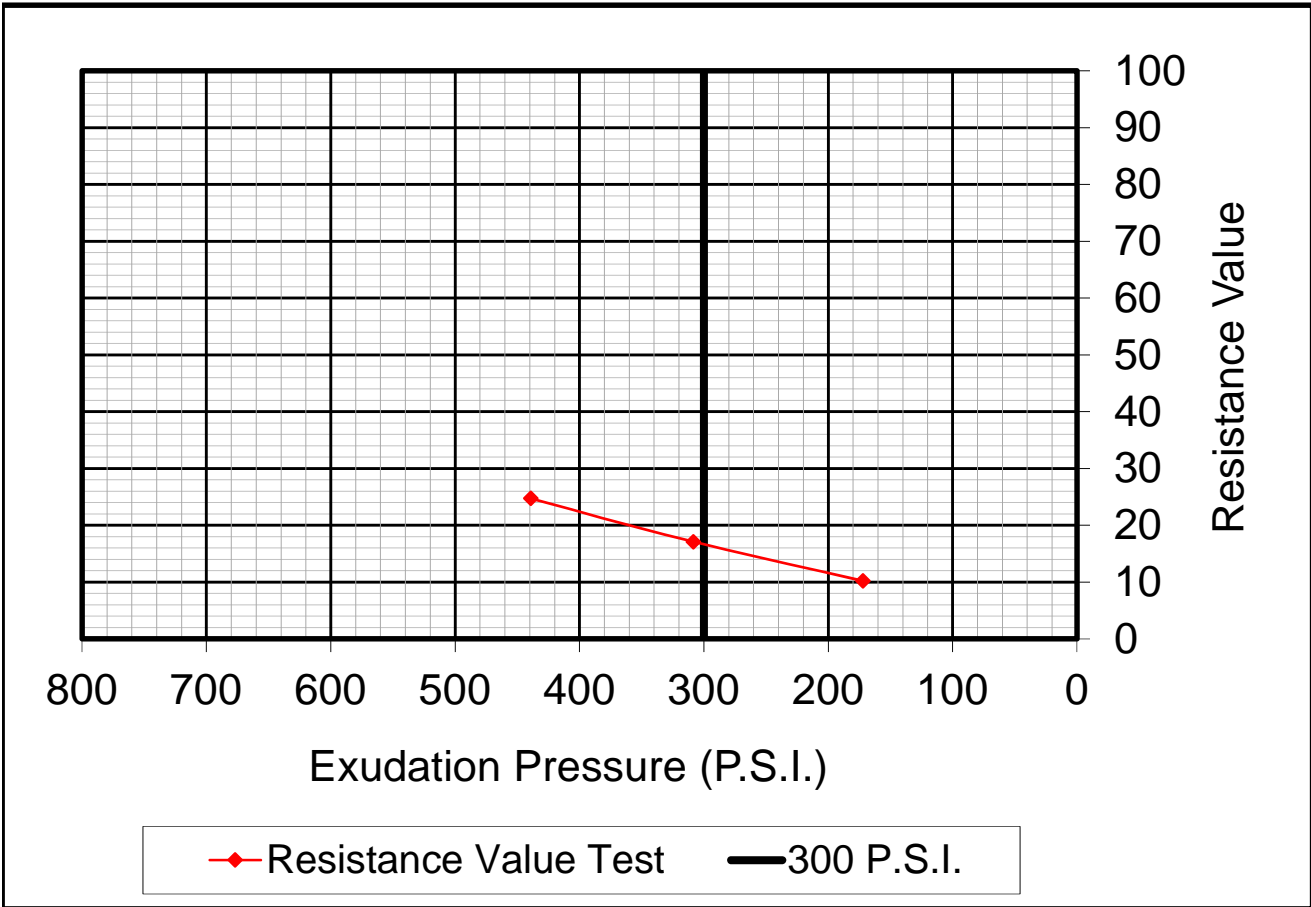
**RESISTANCE VALUE AT 300 P.S.I.      11**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171320  
 Project No.: 170178  
 Sample Date: August 9, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown sandy Clay  
 Sample Location: #15, EB Fairview Rd. 1500' from Dixie



Specimen No.	1	2	3
Moisture Content (%)	9.9	11.1	11.6
Dry Density (PCF)	130.2	128.8	126.5
Resistance Value (R)	25	17	10
Exudation Pressure (PSI)	439	308	172
Expansion Pressure	52	17	13
As Received Moisture Content (%)	9.9		

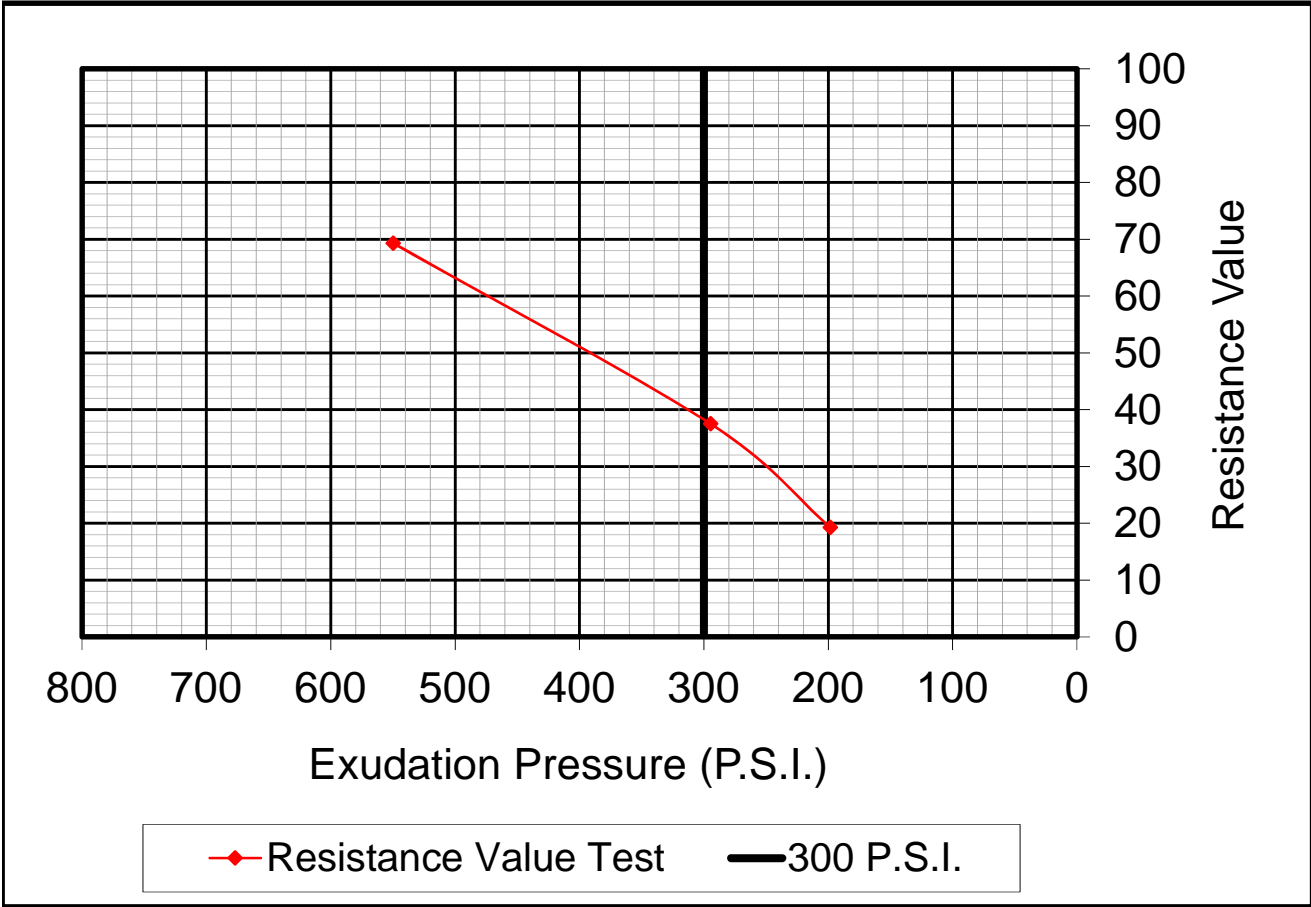
**RESISTANCE VALUE AT 300 P.S.I.      17**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171276  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Silt  
 Sample Location: #15, EB Shore Rd. 4500' from two miles of Hwy 25



Specimen No.	7	8	9
Moisture Content (%)	13.8	15.1	13.2
Dry Density (PCF)	119.3	118.5	120.6
Resistance Value (R)	38	19	69
Exudation Pressure (PSI)	295	198	550
Expansion Pressure	30	13	78
As Received Moisture Content (%)	13.8		

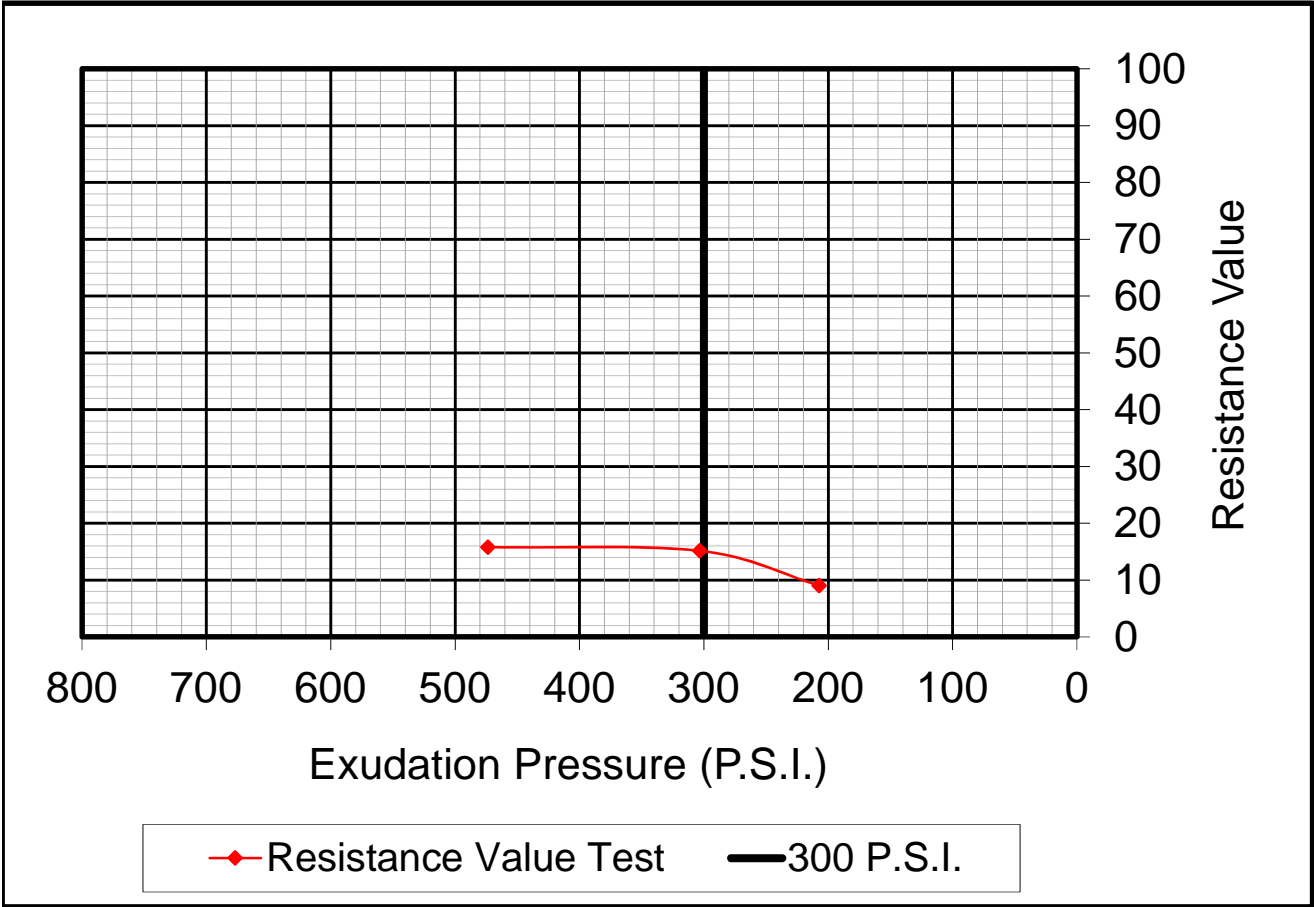
**RESISTANCE VALUE AT 300 P.S.I.      38**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
 ASTM D 2844

Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 14, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clay  
 Sample Location: #16, EB Fairview Rd. 2500' Dixie



Specimen No.	10	11	12
Moisture Content (%)	14.6	15.9	16.5
Dry Density (PCF)	118.5	117.2	115.8
Resistance Value (R)	16	15	9
Exudation Pressure (PSI)	474	303	207
Expansion Pressure	87	26	0
As Received Moisture Content (%)	14.6		

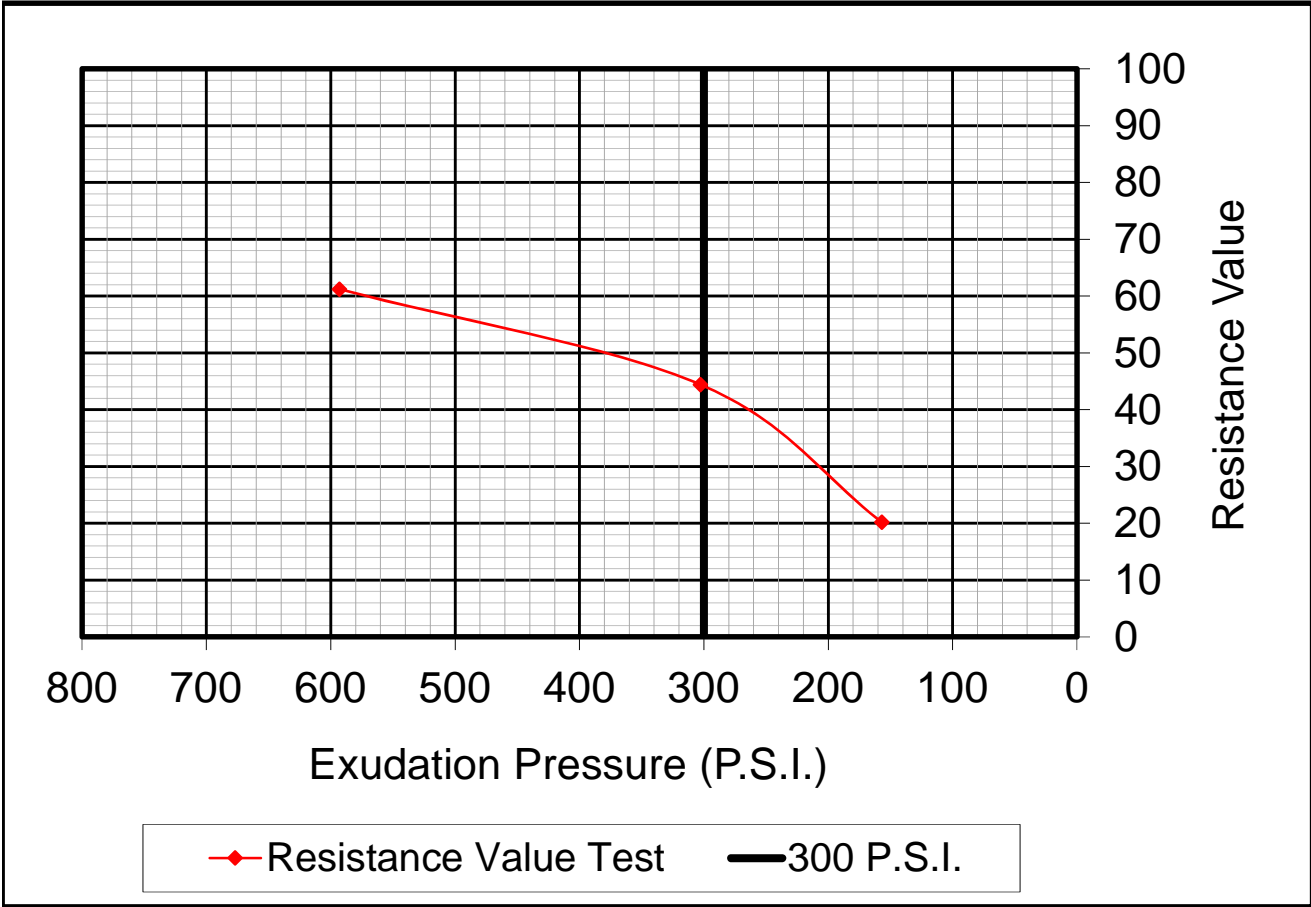
**RESISTANCE VALUE AT 300 P.S.I. 15**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171289  
 Project No.: 171289  
 Sample Date: August 15, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Silt  
 Sample Location: #16, EB Shore Rd. 500' from three miles of Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	9.7	10.8	9.1
Dry Density (PCF)	129.5	128.1	130.3
Resistance Value (R)	44	20	61
Exudation Pressure (PSI)	303	157	593
Expansion Pressure	13	0	35
As Received Moisture Content (%)	9.7		

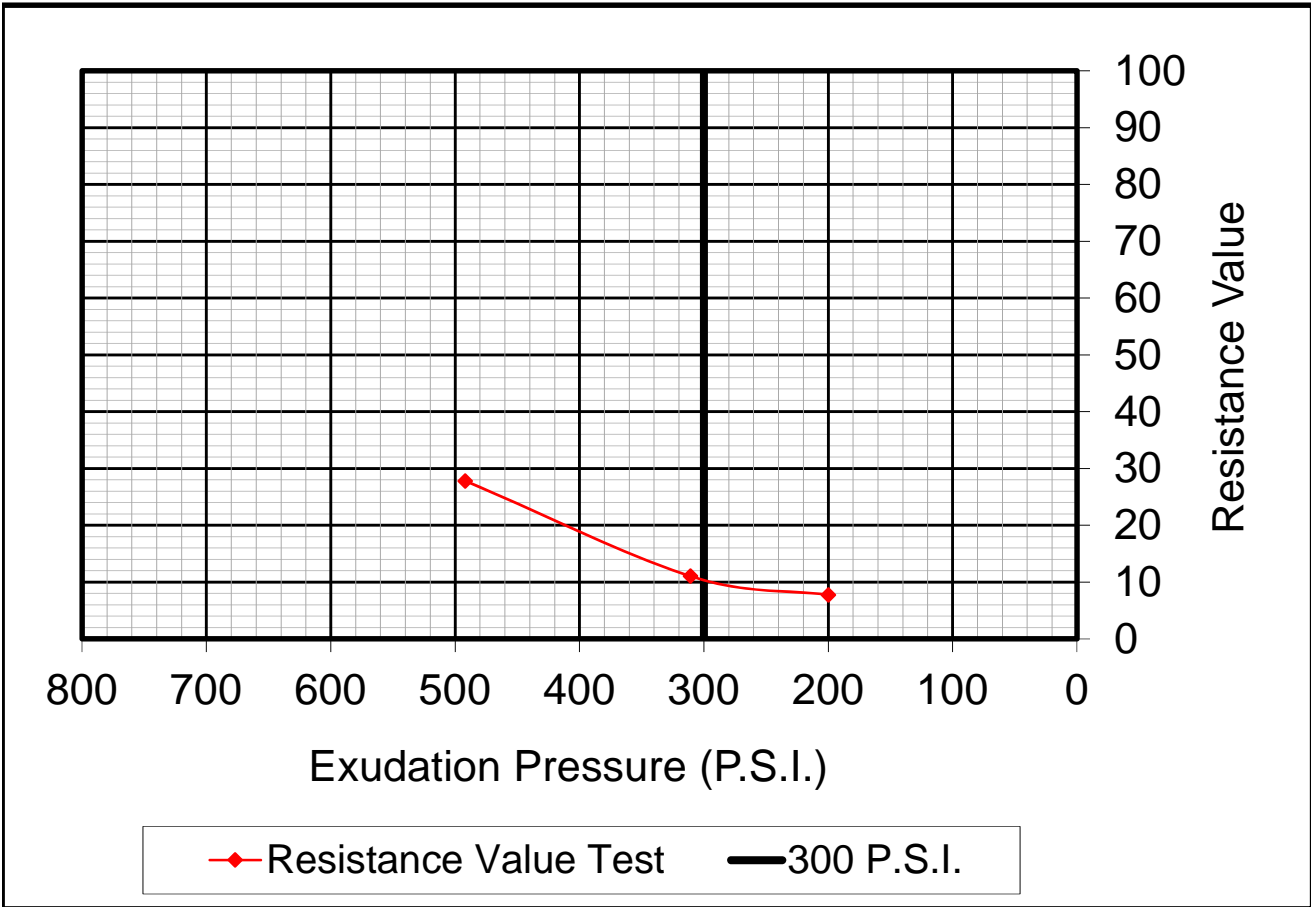
**RESISTANCE VALUE AT 300 P.S.I.      44**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171250  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 16, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #17, EB Fairview Rd. 1000' from Rosa Morada



Specimen No.	7	8	9
Moisture Content (%)	9.1	10.2	10.7
Dry Density (PCF)	134.1	131.3	130.9
Resistance Value (R)	28	11	8
Exudation Pressure (PSI)	492	311	200
Expansion Pressure	0	0	0
As Received Moisture Content (%)	9.1		

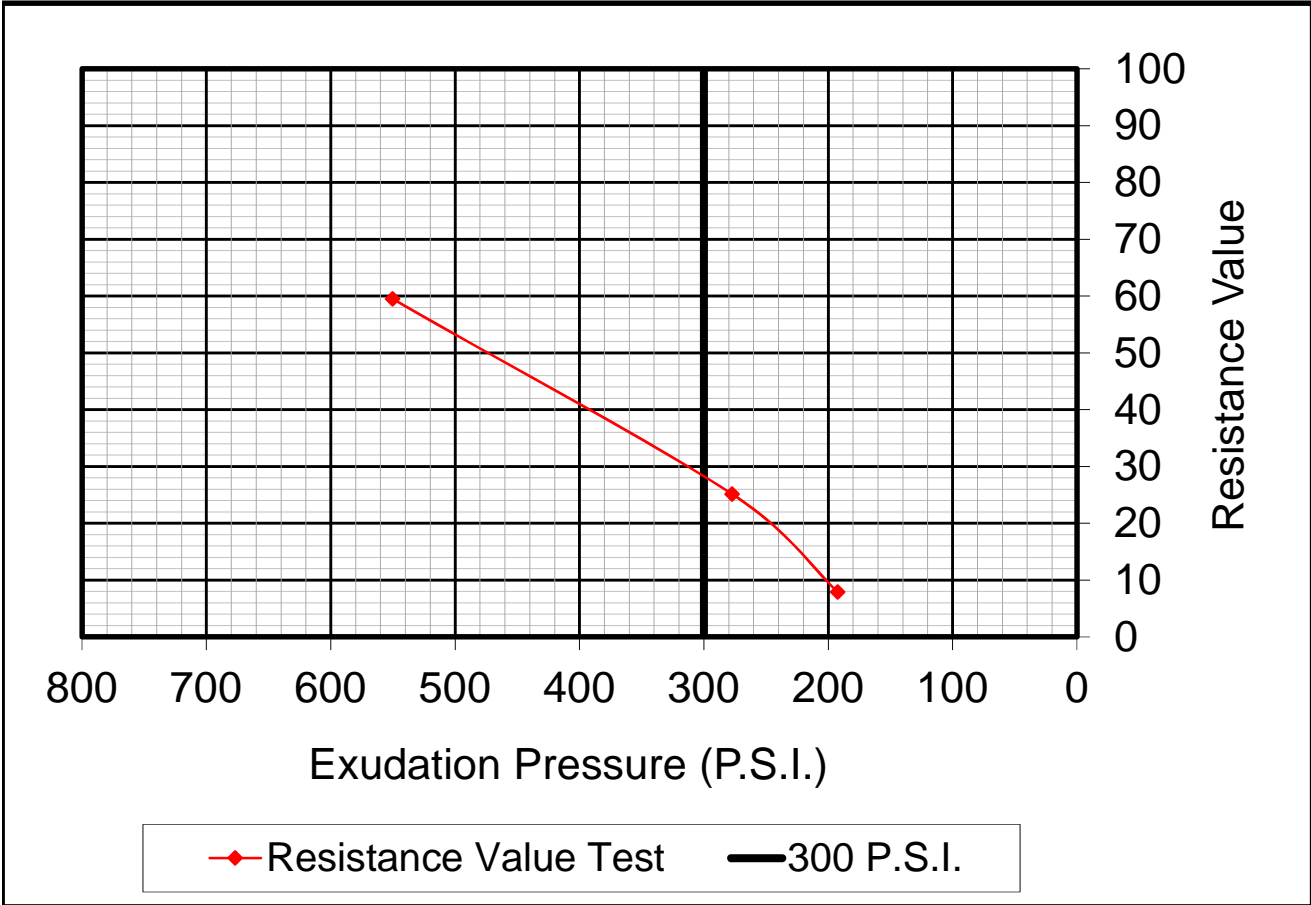
**RESISTANCE VALUE AT 300 P.S.I.      10**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171276  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Silt with Gravel  
 Sample Location: #17, Shore Rd. 1500' from three miles of Hwy 25



Specimen No.	1	2	3
Moisture Content (%)	8.8	9.9	8.1
Dry Density (PCF)	133.3	132.3	136.1
Resistance Value (R)	25	8	59
Exudation Pressure (PSI)	277	192	550
Expansion Pressure	30	13	87
As Received Moisture Content (%)	8.8		

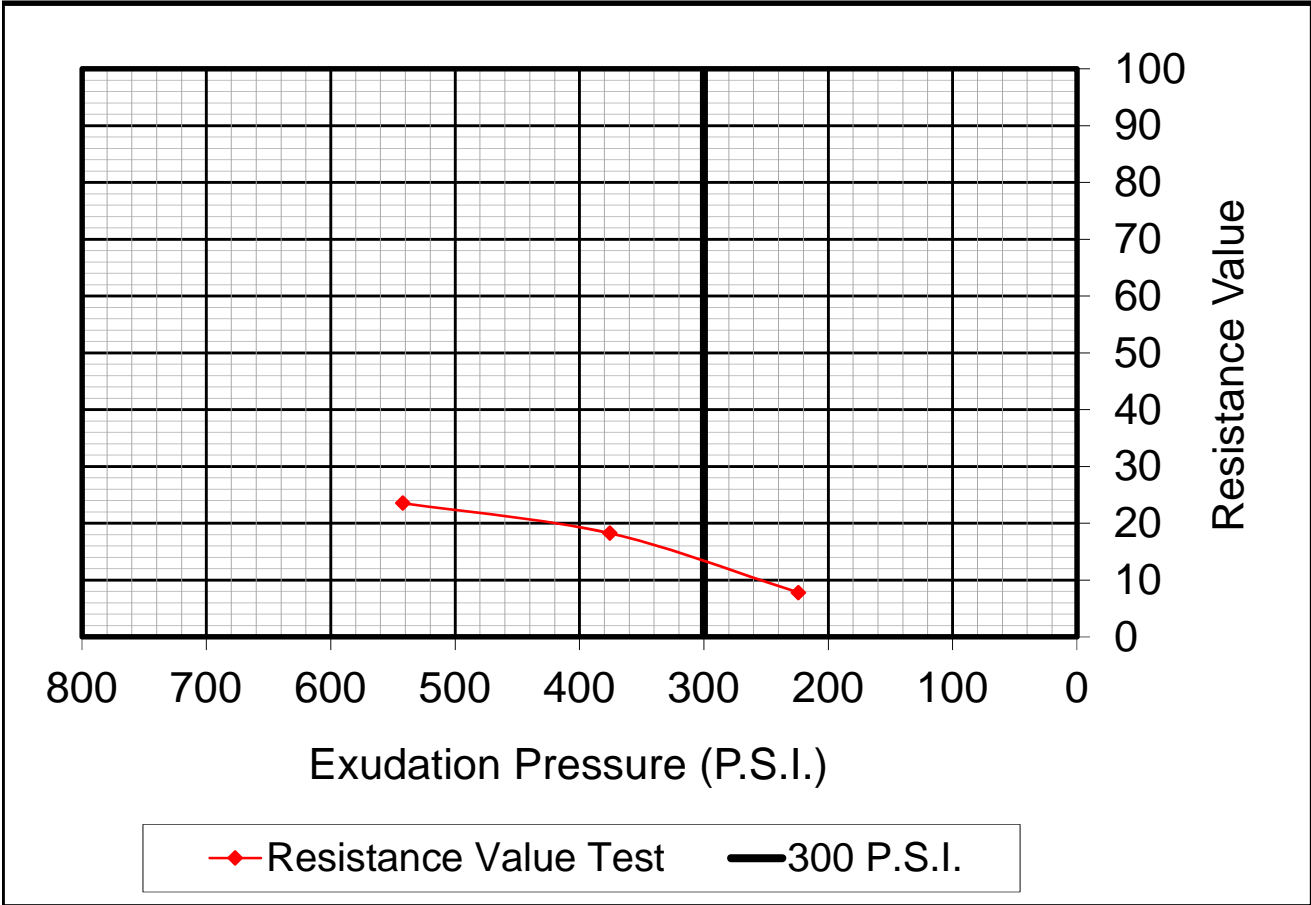
**RESISTANCE VALUE AT 300 P.S.I.      28**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171321  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 25, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #18, EB Fairview Rd. 2000' from Rosa Morada



Specimen No.	10	11	12
Moisture Content (%)	11.1	12.3	11.8
Dry Density (PCF)	126.0	123.9	124.2
Resistance Value (R)	24	8	18
Exudation Pressure (PSI)	542	224	376
Expansion Pressure	30	0	0
As Received Moisture Content (%)	11.1		

**RESISTANCE VALUE AT 300 P.S.I.      13**

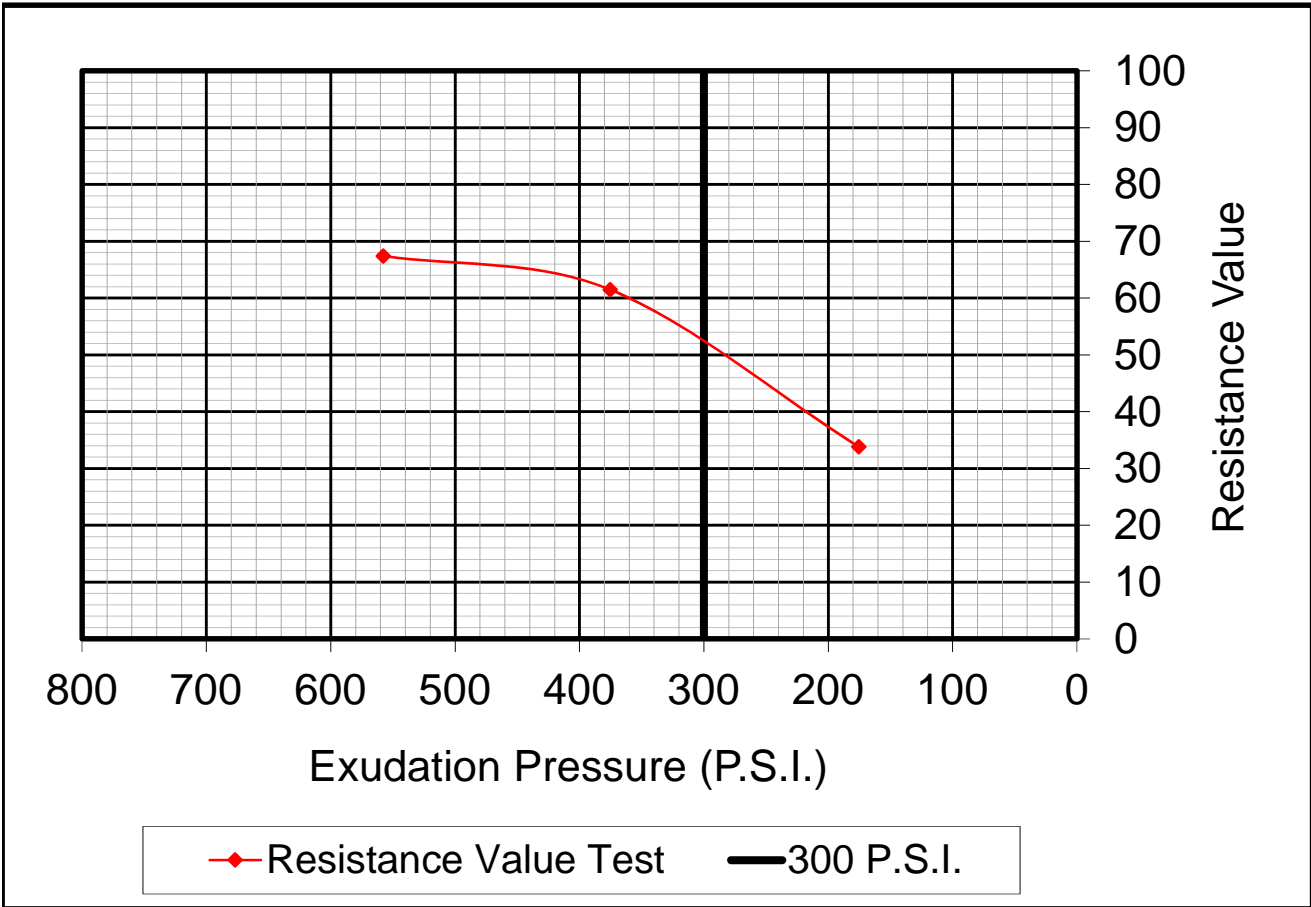


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171299  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 19, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #18, EB Shore Rd. 2500' from three miles of Hwy 25



Specimen No.	4	5	6
Moisture Content (%)	9.1	10.2	9.7
Dry Density (PCF)	134.7	134.1	134.3
Resistance Value (R)	67	34	61
Exudation Pressure (PSI)	558	175	375
Expansion Pressure	0	0	0
As Received Moisture Content (%)	9.1		

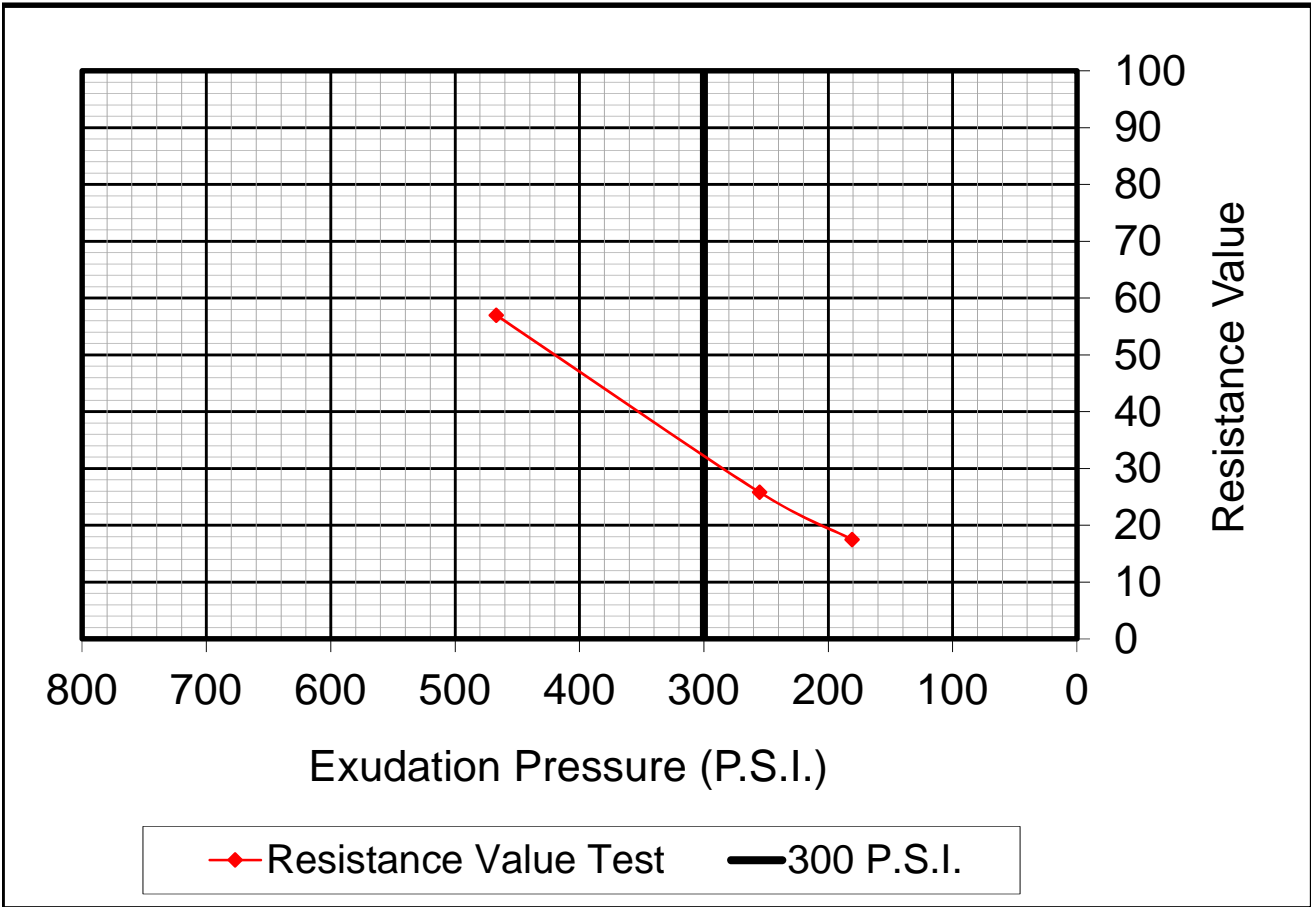
**RESISTANCE VALUE AT 300 P.S.I.      53**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171338  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #19, EB Fairview Rd. 3000' from Rosa Marada



Specimen No.	4	5	6
Moisture Content (%)	8.4	9.5	10.1
Dry Density (PCF)	132.8	132.1	130.8
Resistance Value (R)	57	26	18
Exudation Pressure (PSI)	467	255	181
Expansion Pressure	17	0	0
As Received Moisture Content (%)	8.4		

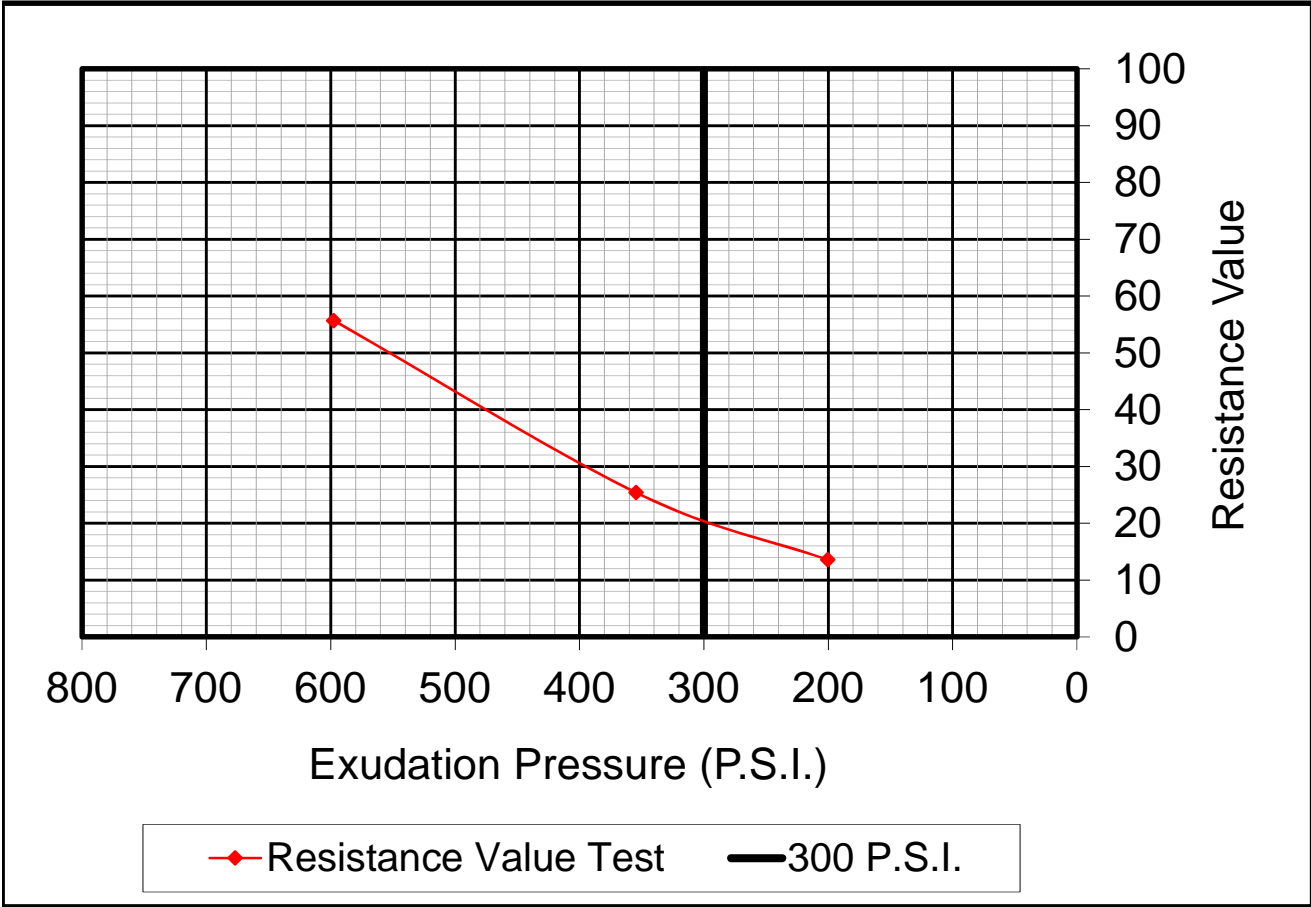
**RESISTANCE VALUE AT 300 P.S.I.      32**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171289  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #19, EB Shore Rd. 3500' from three miles of Hwy 25



Specimen No.	7	8	9
Moisture Content (%)	9.8	10.9	9.3
Dry Density (PCF)	131.8	130.7	132.3
Resistance Value (R)	25	14	56
Exudation Pressure (PSI)	354	200	598
Expansion Pressure	9	0	69
As Received Moisture Content (%)	9.8		

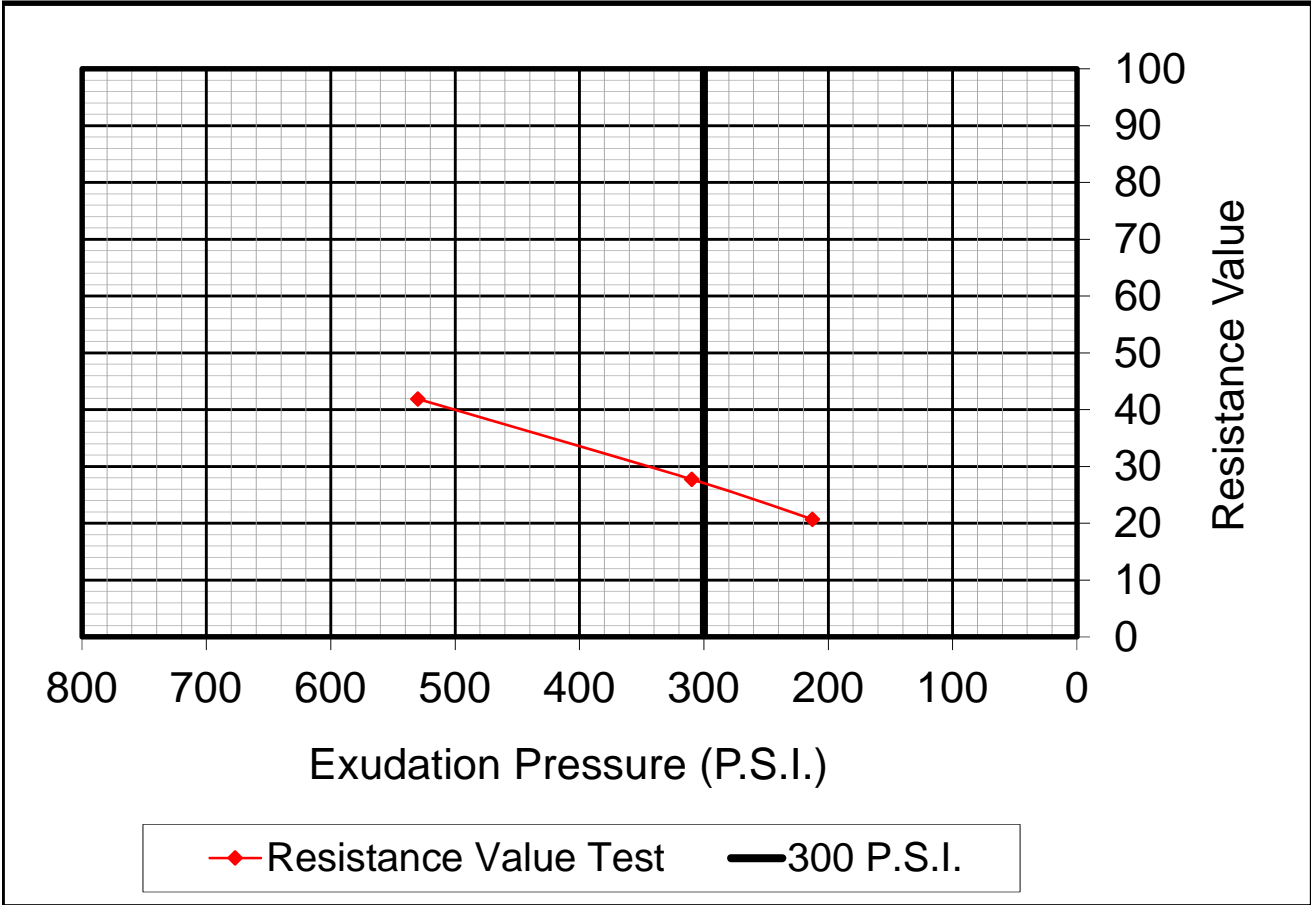
**RESISTANCE VALUE AT 300 P.S.I.      20**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171355  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 30, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #20, EB Fairview Rd. 4000' from Rosa Morada



Specimen No.	4	5	6
Moisture Content (%)	9.1	10.1	10.7
Dry Density (PCF)	132.8	131.0	129.9
Resistance Value (R)	42	28	21
Exudation Pressure (PSI)	530	310	213
Expansion Pressure	13	0	0
As Received Moisture Content (%)	9.1		

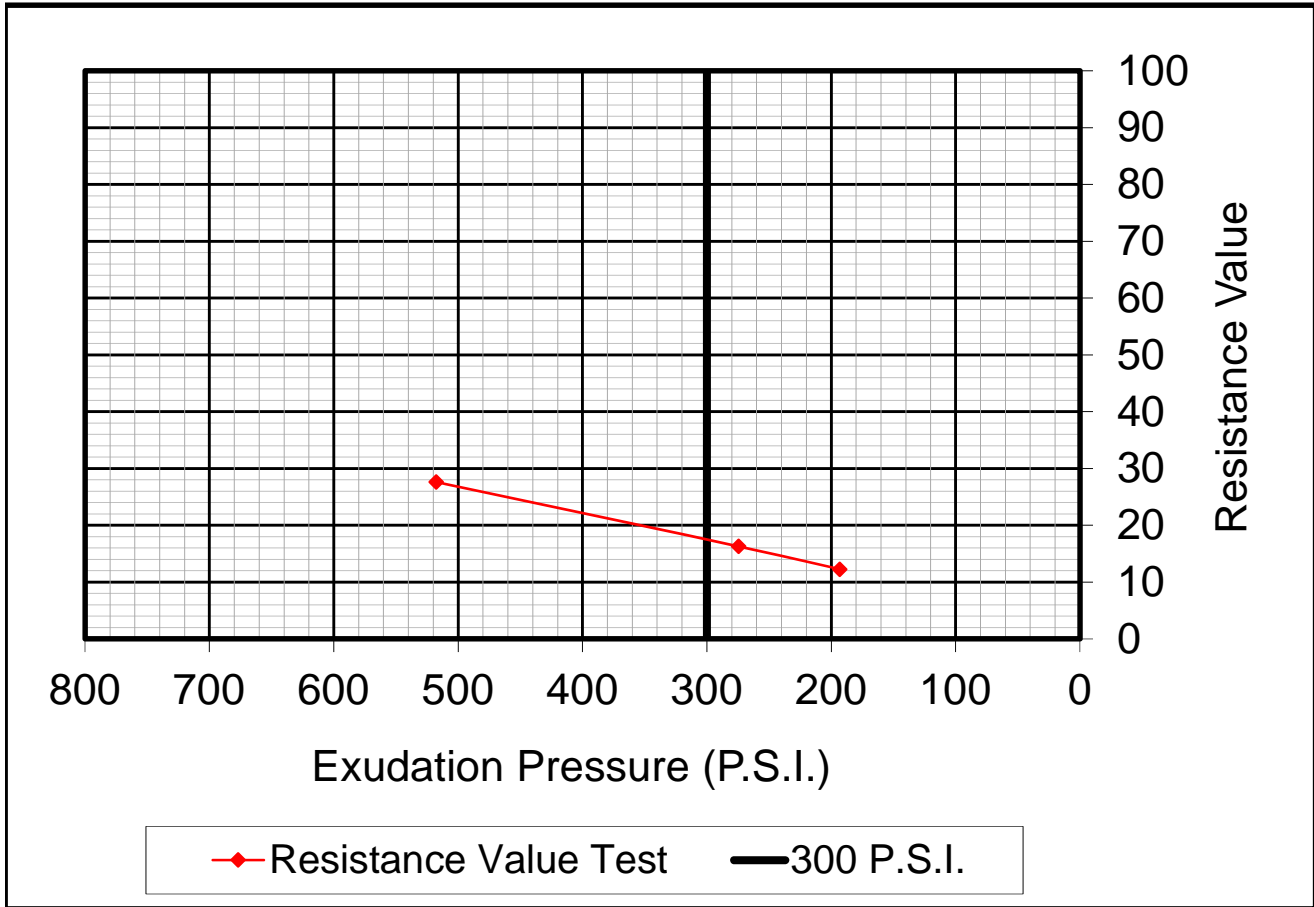
**RESISTANCE VALUE AT 300 P.S.I.      27**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171355  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 30, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #21, EB Fairview Rd. 5000' from Rosa Morada



Specimen No.	10	11	12
Moisture Content (%)	10.1	11.4	12.0
Dry Density (PCF)	130.9	128.2	127.3
Resistance Value (R)	28	16	12
Exudation Pressure (PSI)	518	275	193
Expansion Pressure	17	0	0
As Received Moisture Content (%)	10.1		

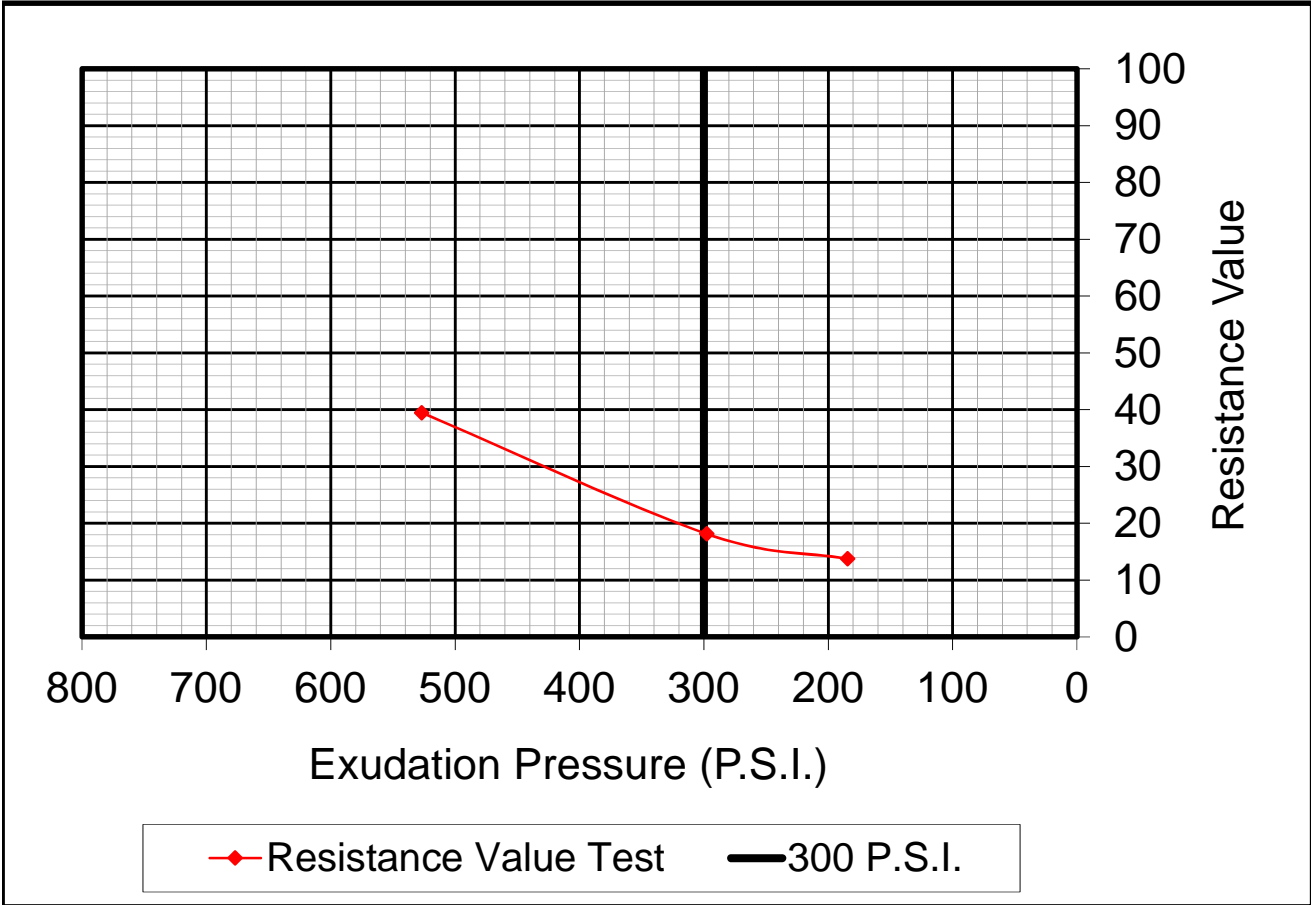
**RESISTANCE VALUE AT 300 P.S.I.      18**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171326  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #22, EB Fairview Rd. 6000' from Rosa Morada



Specimen No.	7	8	9
Moisture Content (%)	8.7	9.8	10.3
Dry Density (PCF)	133.0	131.5	129.9
Resistance Value (R)	39	18	14
Exudation Pressure (PSI)	527	298	184
Expansion Pressure	52	17	9
As Received Moisture Content (%)	8.7		

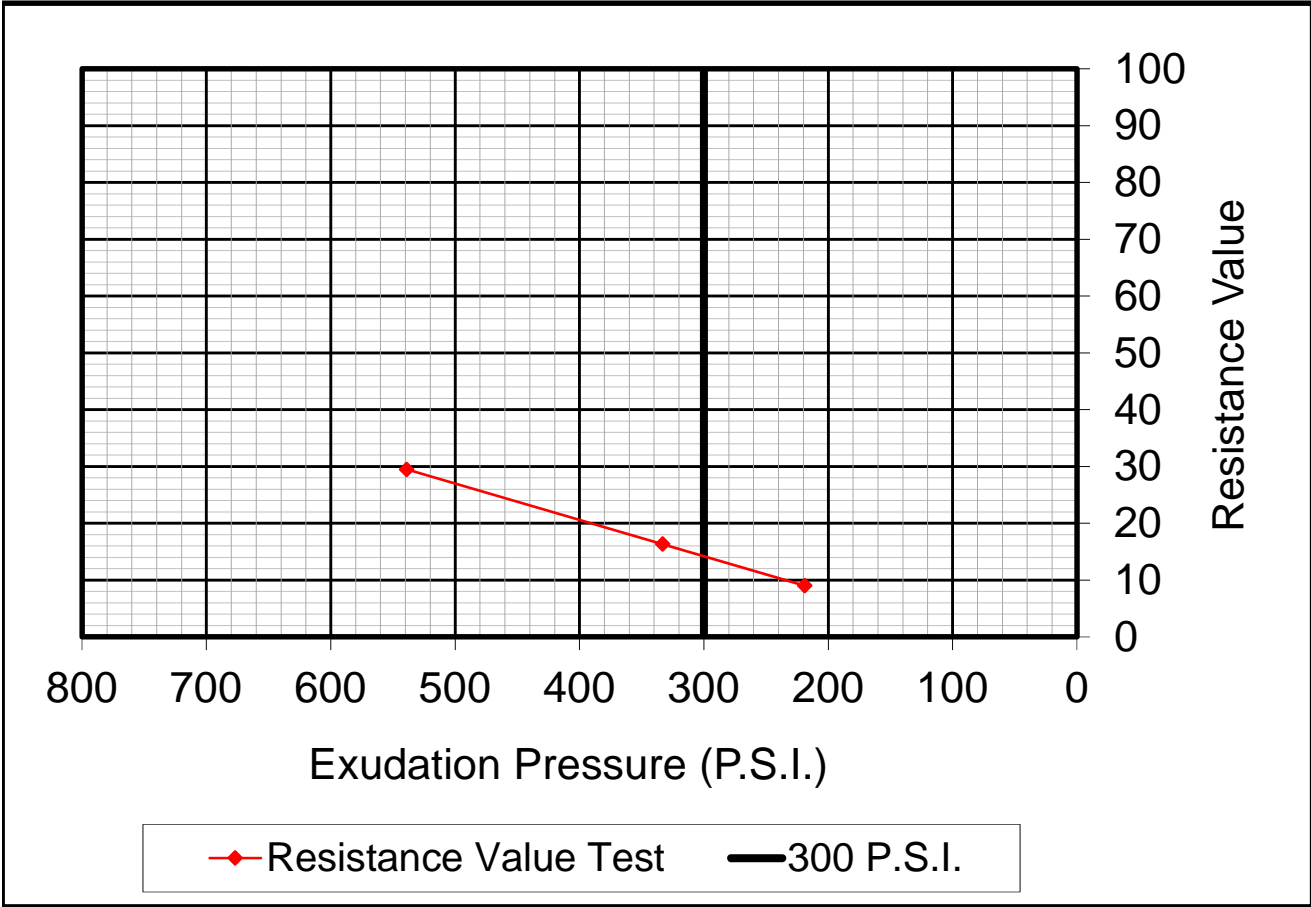
**RESISTANCE VALUE AT 300 P.S.I.      18**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171227  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 14, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Dark Brown Clayey Silt  
 Sample Location: #23, EB Fairview Rd. 250' from Fallon



Specimen No.	7	8	9
Moisture Content (%)	9.6	10.7	11.2
Dry Density (PCF)	131.1	129.3	128.2
Resistance Value (R)	30	16	9
Exudation Pressure (PSI)	539	333	219
Expansion Pressure	13	0	0
As Received Moisture Content (%)	9.6		

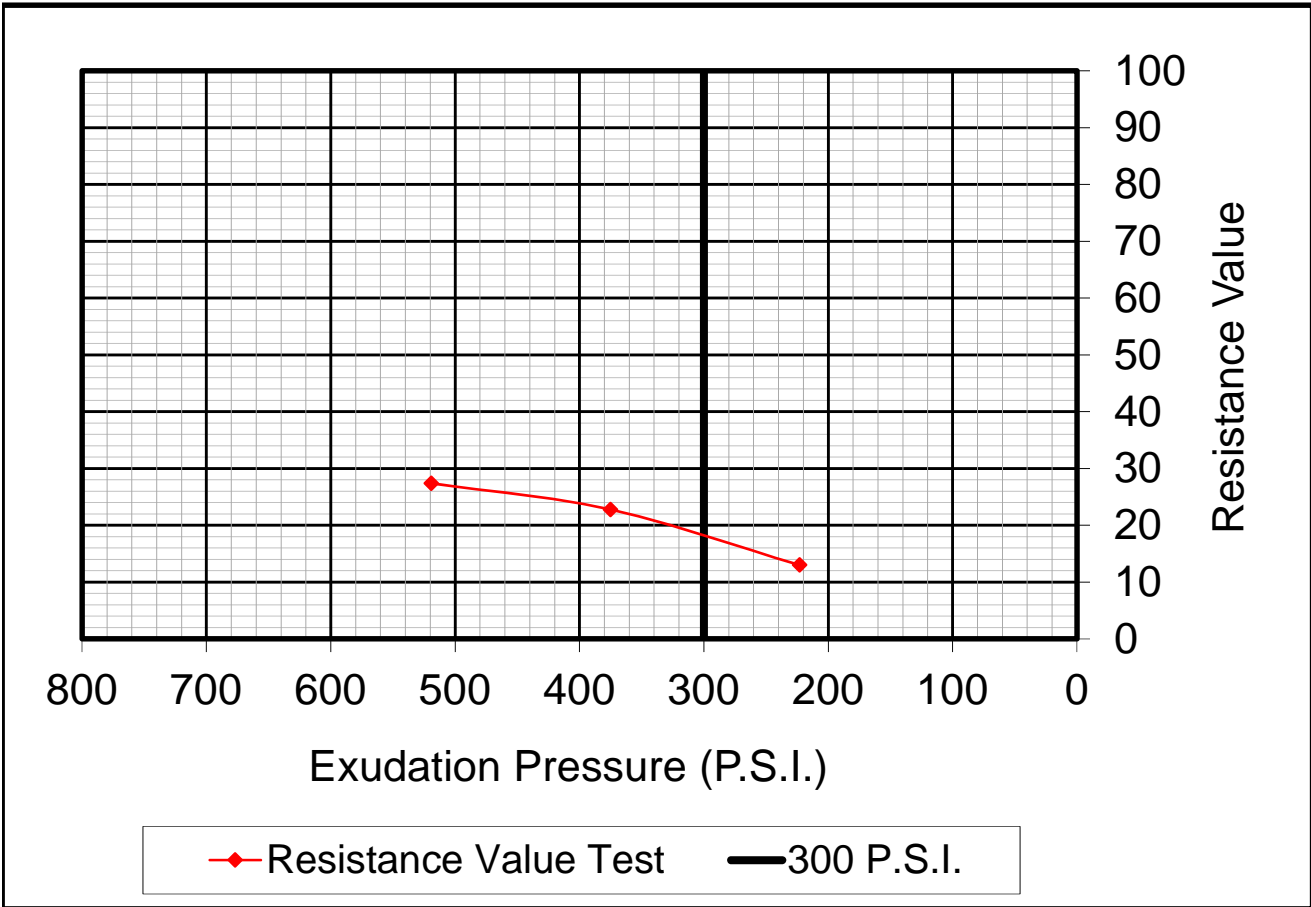
**RESISTANCE VALUE AT 300 P.S.I.      14**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171330  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #24, EB Fairview Rd. 1250' from Fallon



Specimen No.	7	8	9
Moisture Content (%)	9.6	10.7	10.2
Dry Density (PCF)	132.7	130.9	131.6
Resistance Value (R)	27	13	23
Exudation Pressure (PSI)	519	223	375
Expansion Pressure	0	0	0
As Received Moisture Content (%)	9.6		

**RESISTANCE VALUE AT 300 P.S.I.      18**

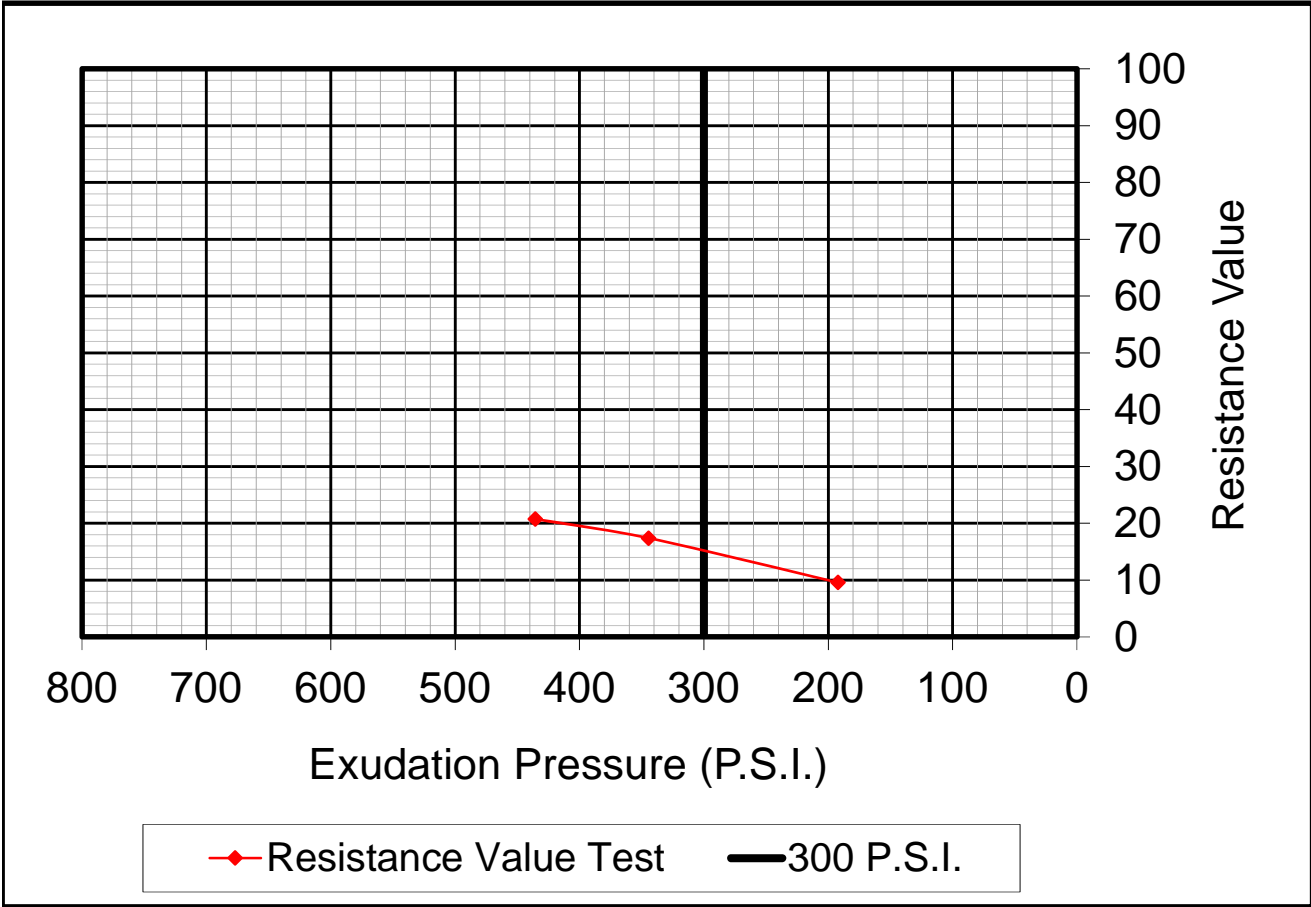


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171348  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #25, EB Fairview Rd. 2250' from Fallon



Specimen No.	4	5	6
Moisture Content (%)	14.1	15.3	14.8
Dry Density (PCF)	118.3	116.6	116.8
Resistance Value (R)	21	10	17
Exudation Pressure (PSI)	436	192	344
Expansion Pressure	61	26	35
As Received Moisture Content (%)	14.1		

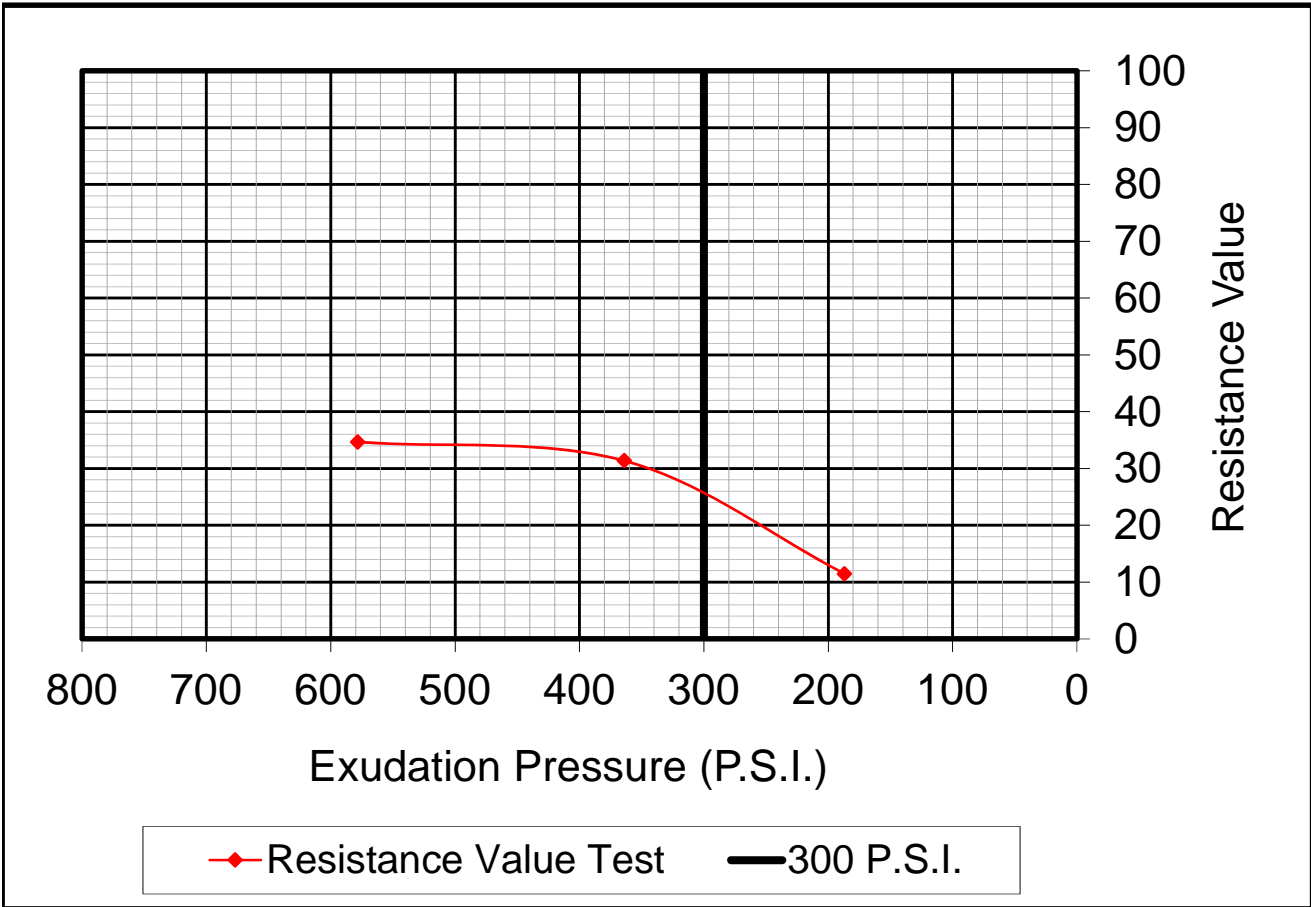
**RESISTANCE VALUE AT 300 P.S.I.      15**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171295  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Dark Brown Clayey Sand  
 Sample Location: #26, EB Fairview Rd. 500' from Spring Grove



Specimen No.	7	8	9
Moisture Content (%)	8.5	9.8	9.2
Dry Density (PCF)	136.4	134.4	135.7
Resistance Value (R)	35	11	31
Exudation Pressure (PSI)	578	187	364
Expansion Pressure	13	0	0
As Received Moisture Content (%)	8.5		

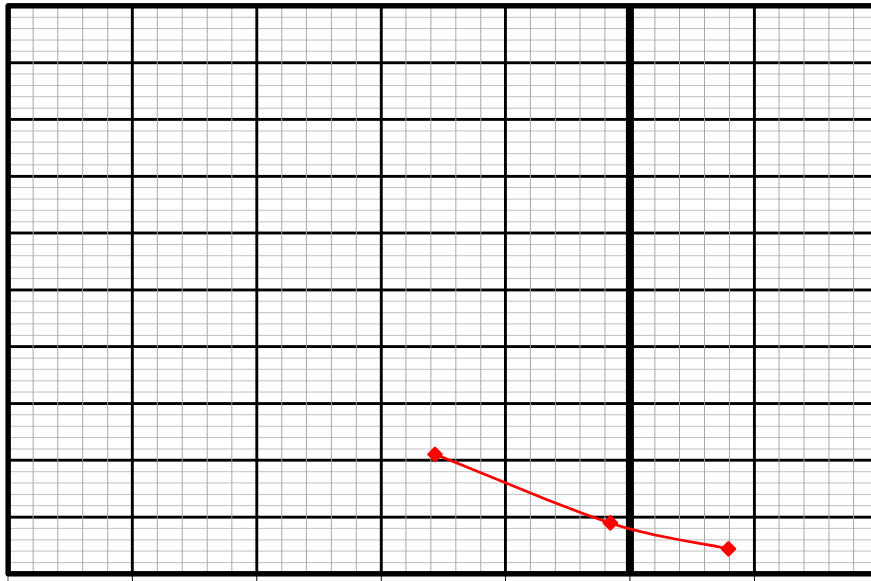
**RESISTANCE VALUE AT 300 P.S.I.      26**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171348  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: August 28, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #27, EB Fairview Rd. 1500' from Spring Grove




800 700 600 500 400 300 200 100 0  
 Exudation Pressure (P.S.I.)

◆ Resistance Value Test      — 300 P.S.I.

Specimen No.	10	11	12
Moisture Content (%)	10.4	11.5	12.1
Dry Density (PCF)	129.1	127.4	126.8
Resistance Value (R)	21	9	4
Exudation Pressure (PSI)	457	316	221
Expansion Pressure	0	0	0
As Received Moisture Content (%)	10.4		

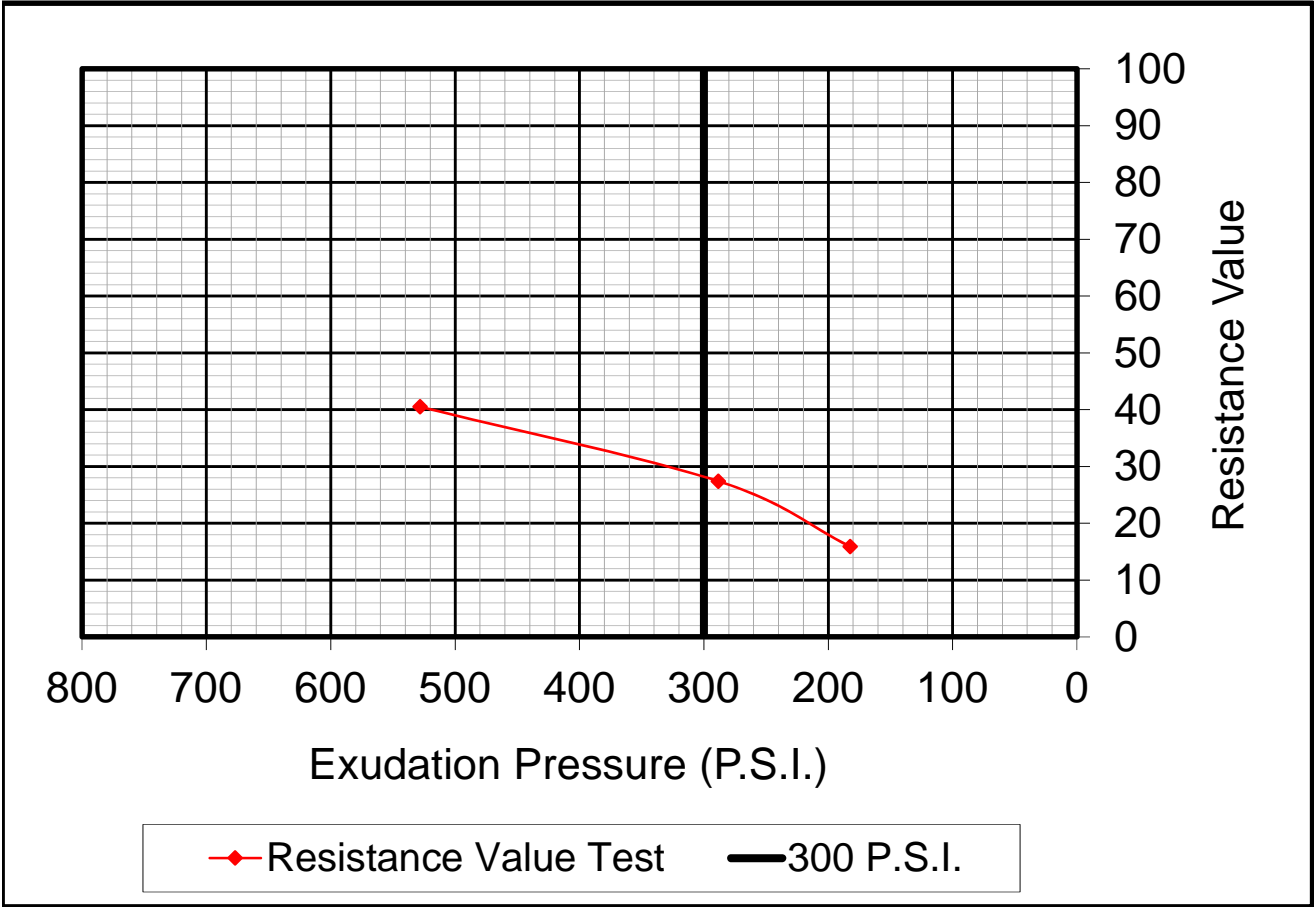
**RESISTANCE VALUE AT 300 P.S.I.      8**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171393  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #28, EB Fairview Rd. 2500' from Spring Grove



Specimen No.	7	8	9
Moisture Content (%)	7.9	9.0	9.5
Dry Density (PCF)	139.2	137.4	136.8
Resistance Value (R)	41	27	16
Exudation Pressure (PSI)	528	288	182
Expansion Pressure	17	0	0
As Received Moisture Content (%)	7.9		

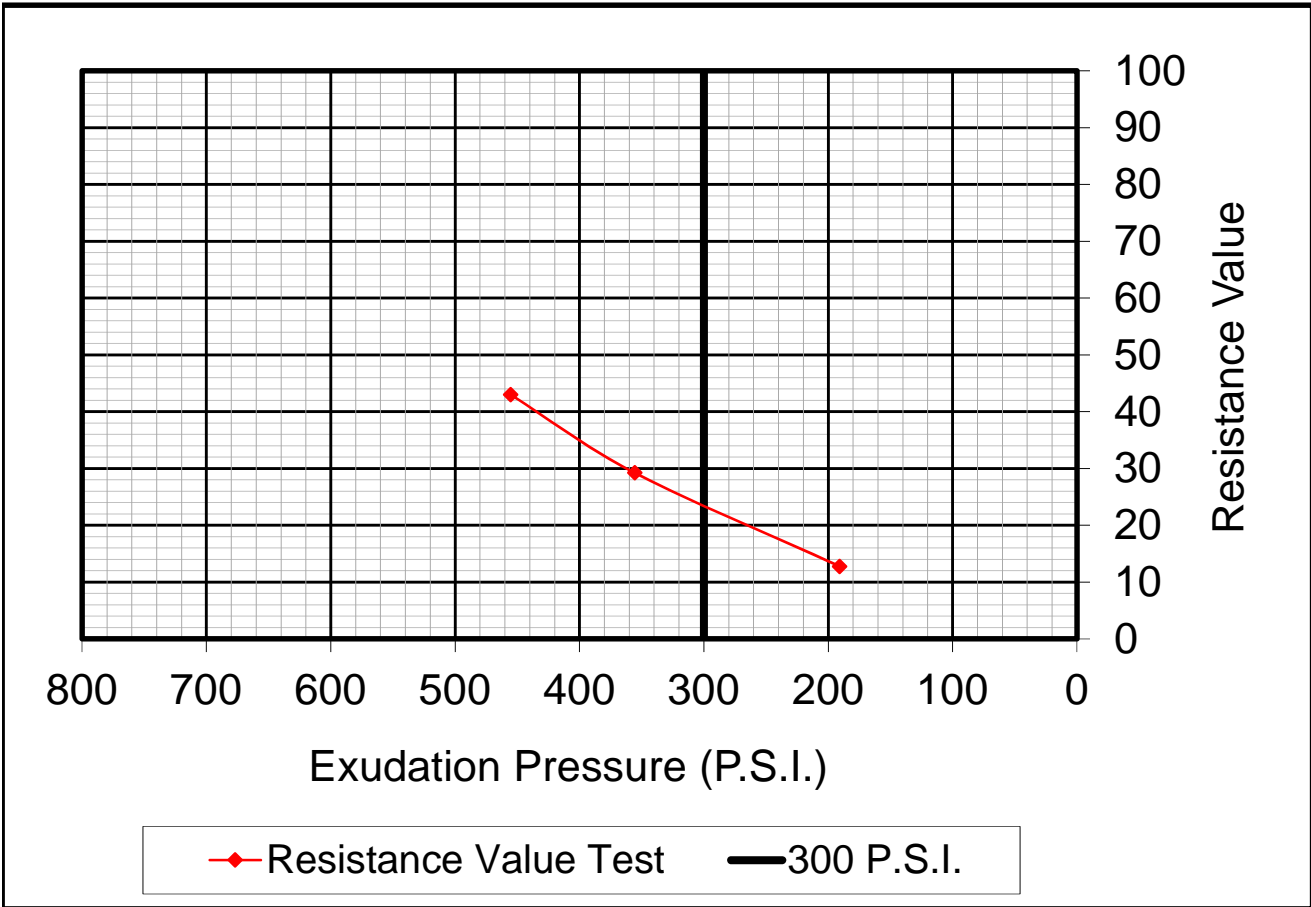
**RESISTANCE VALUE AT 300 P.S.I.      28**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171393  
 Project No.: 170178  
 Sample Date: August 10, 2017  
 Report Date: September 5, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #29, EB Fairview Rd. 3500' from Spring Grove



Specimen No.	4	5	6
Moisture Content (%)	10.7	10.0	10.3
Dry Density (PCF)	132.0	133.0	133.1
Resistance Value (R)	13	43	29
Exudation Pressure (PSI)	191	455	356
Expansion Pressure	4	17	9
As Received Moisture Content (%)	10.7		

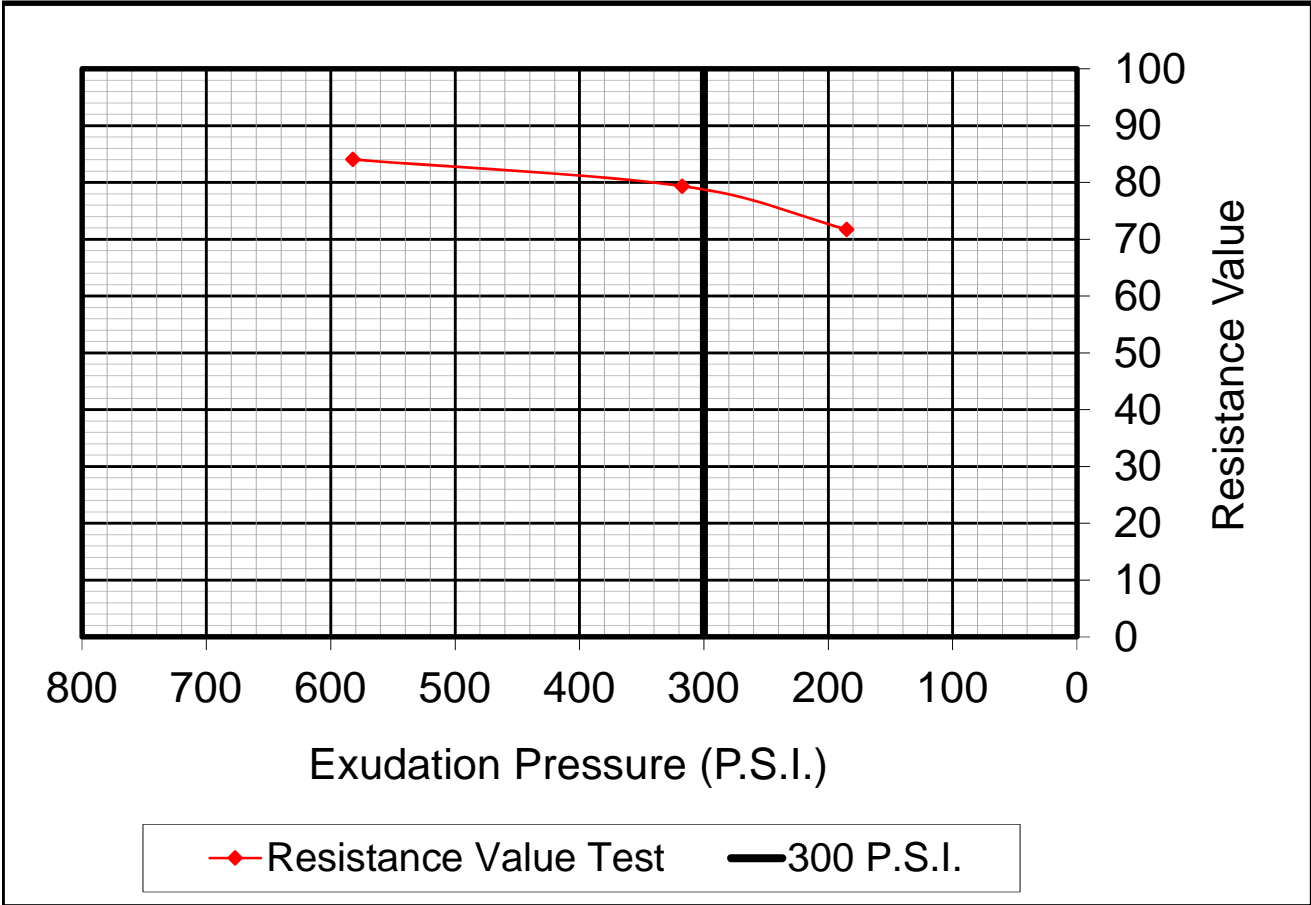
**RESISTANCE VALUE AT 300 P.S.I.      24**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171299  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Grayish Clayey Sand with Gravel  
 Sample Location: #30, EB Fairview Rd. 500' From Hwy 156



Specimen No.	1	2	3
Moisture Content (%)	8.1	9.1	8.7
Dry Density (PCF)	139.1	139.3	139.7
Resistance Value (R)	84	72	79
Exudation Pressure (PSI)	582	185	317
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.1		

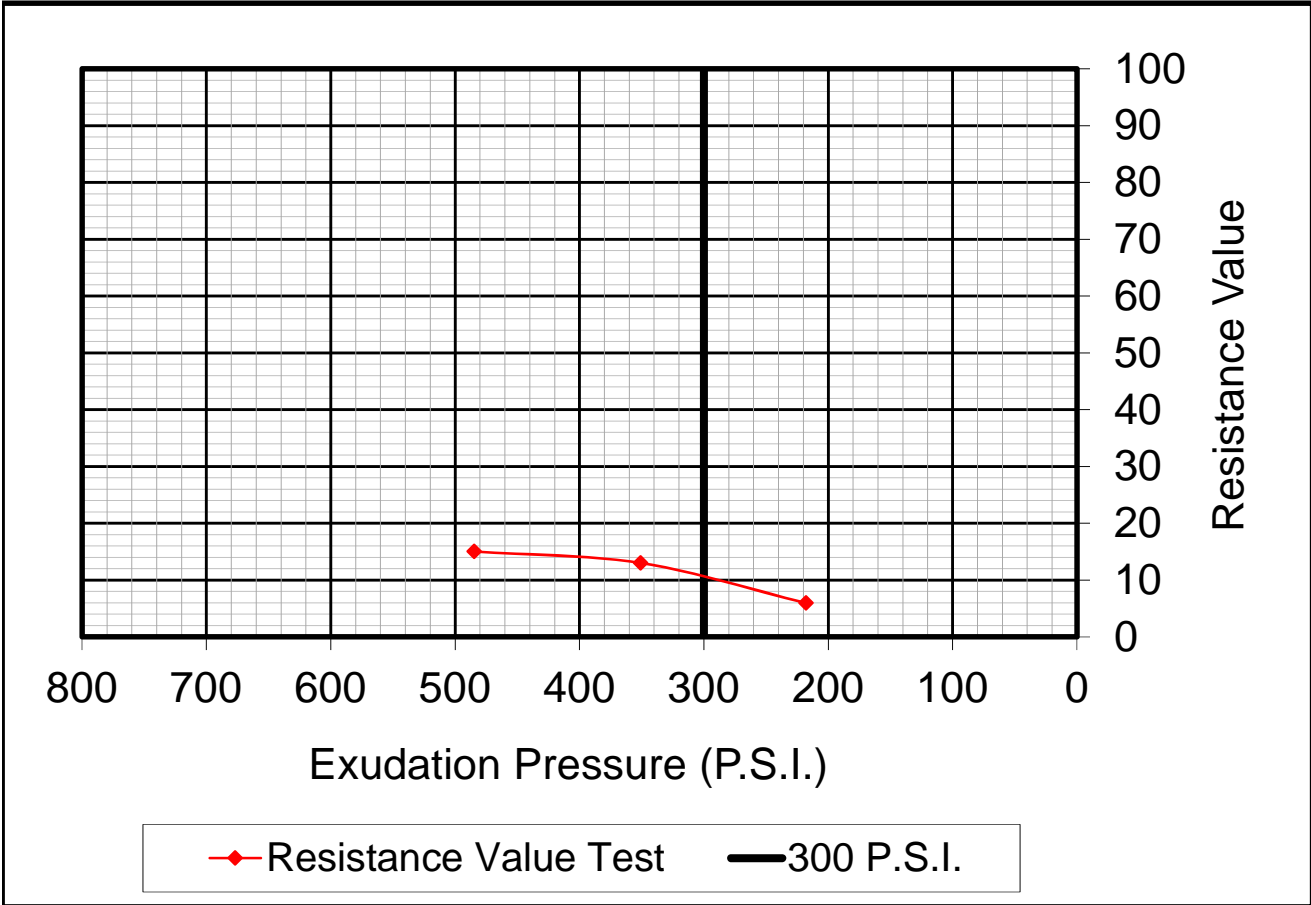
**RESISTANCE VALUE AT 300 P.S.I.      79**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171289  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay with Gravel  
 Sample Location: #31, EB Fairview Rd. 1500' From Hwy 156



Specimen No.	10	11	12
Moisture Content (%)	13.8	15.0	14.5
Dry Density (PCF)	121.4	119.4	120.2
Resistance Value (R)	15	6	13
Exudation Pressure (PSI)	485	218	351
Expansion Pressure	13	0	0
As Received Moisture Content (%)	13.8		

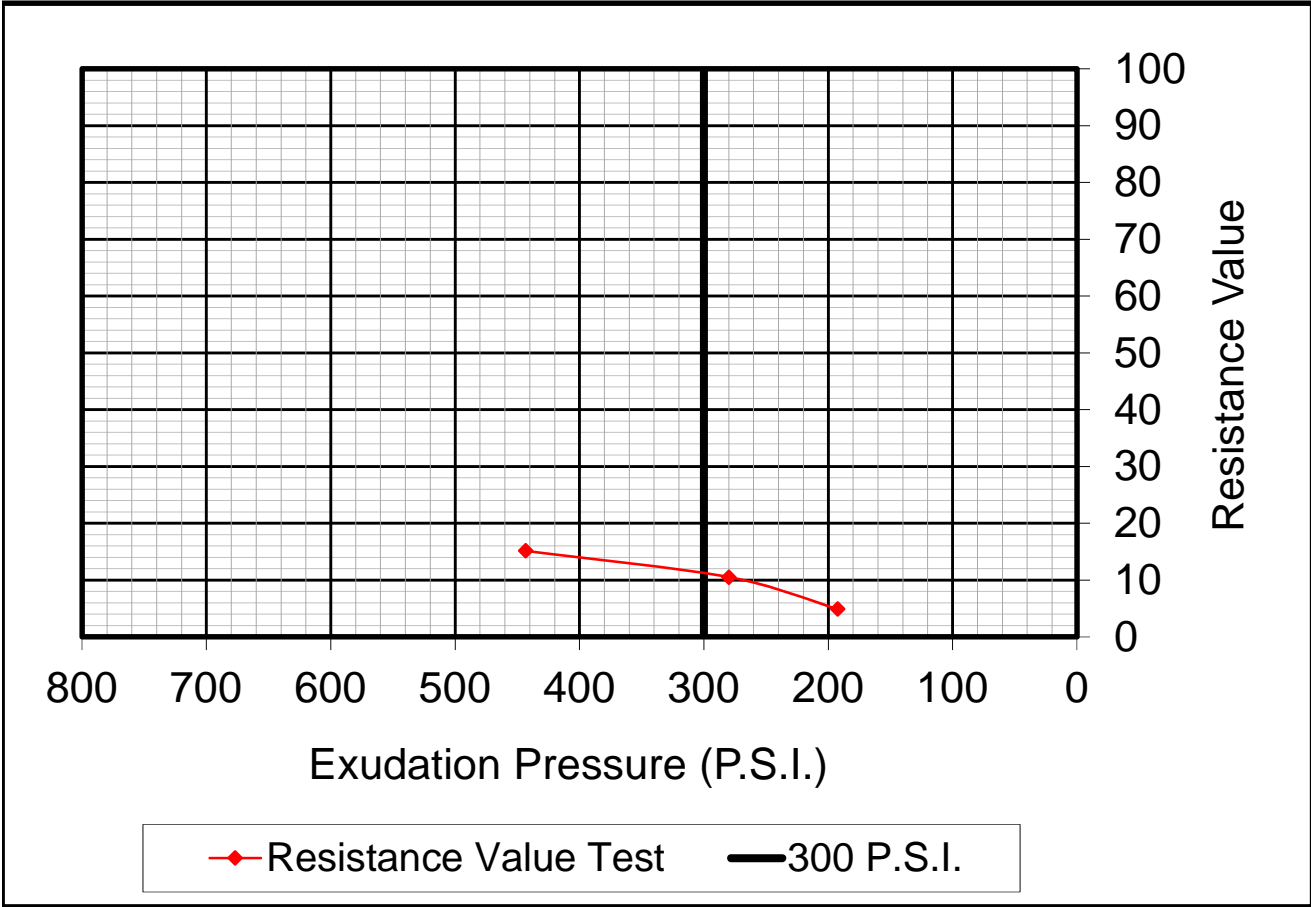
**RESISTANCE VALUE AT 300 P.S.I.      11**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171295  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay with Gravel  
 Sample Location: #32, EB Fairview Rd. 2500' From Hwy 156



Specimen No.	4	5	6
Moisture Content (%)	11.0	12.1	12.7
Dry Density (PCF)	127.8	125.4	124.8
Resistance Value (R)	15	11	5
Exudation Pressure (PSI)	443	280	192
Expansion Pressure	95	26	17
As Received Moisture Content (%)	11.0		

**RESISTANCE VALUE AT 300 P.S.I.      11**

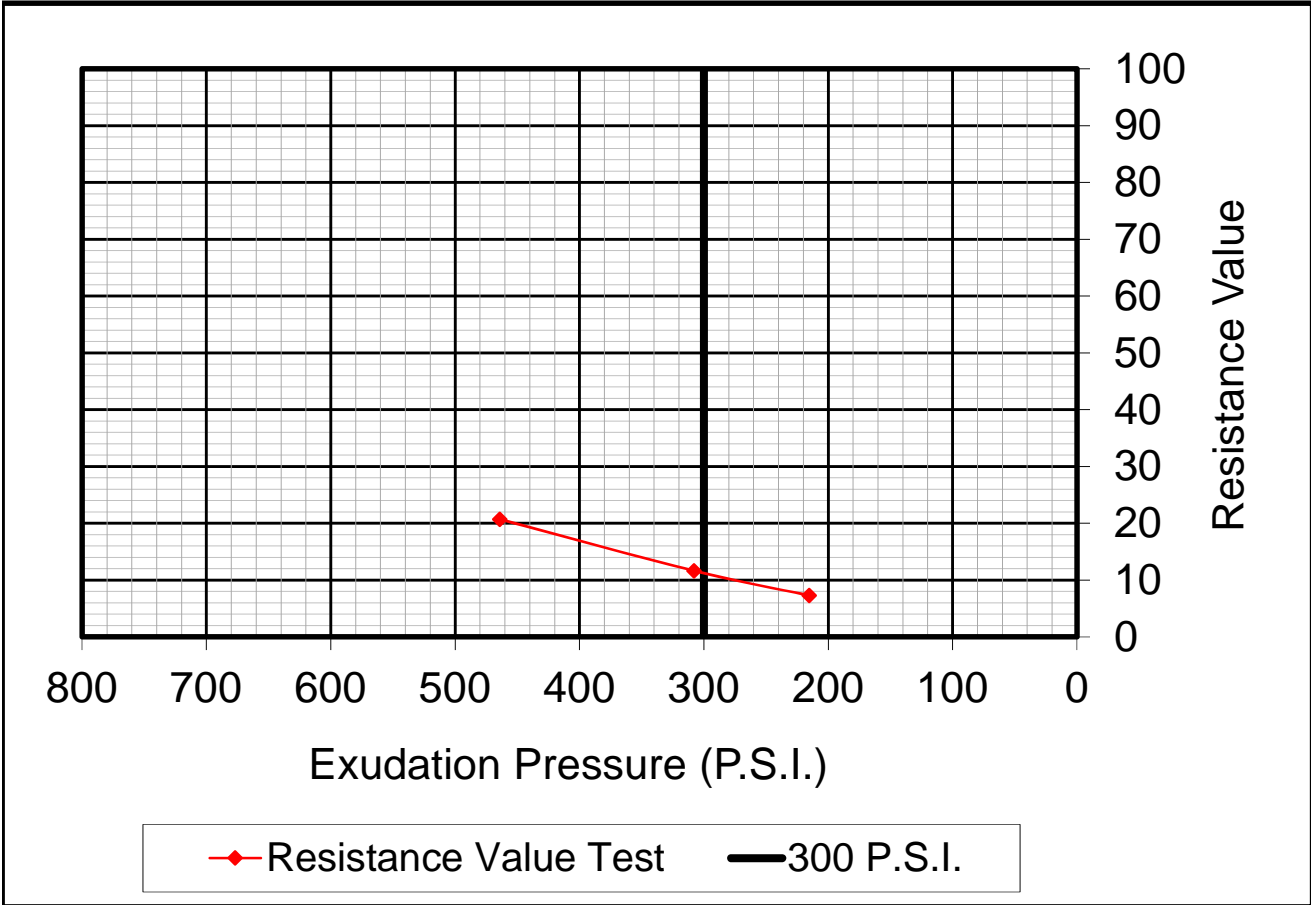


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171276  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay with Gravel  
 Sample Location: #33, EB Fairview Rd. 3500' From Hwy 156



Specimen No.	10	11	12
Moisture Content (%)	11.1	12.3	12.8
Dry Density (PCF)	129.0	126.2	125.3
Resistance Value (R)	21	12	7
Exudation Pressure (PSI)	464	308	215
Expansion Pressure	13	0	0
As Received Moisture Content (%)	11.1		

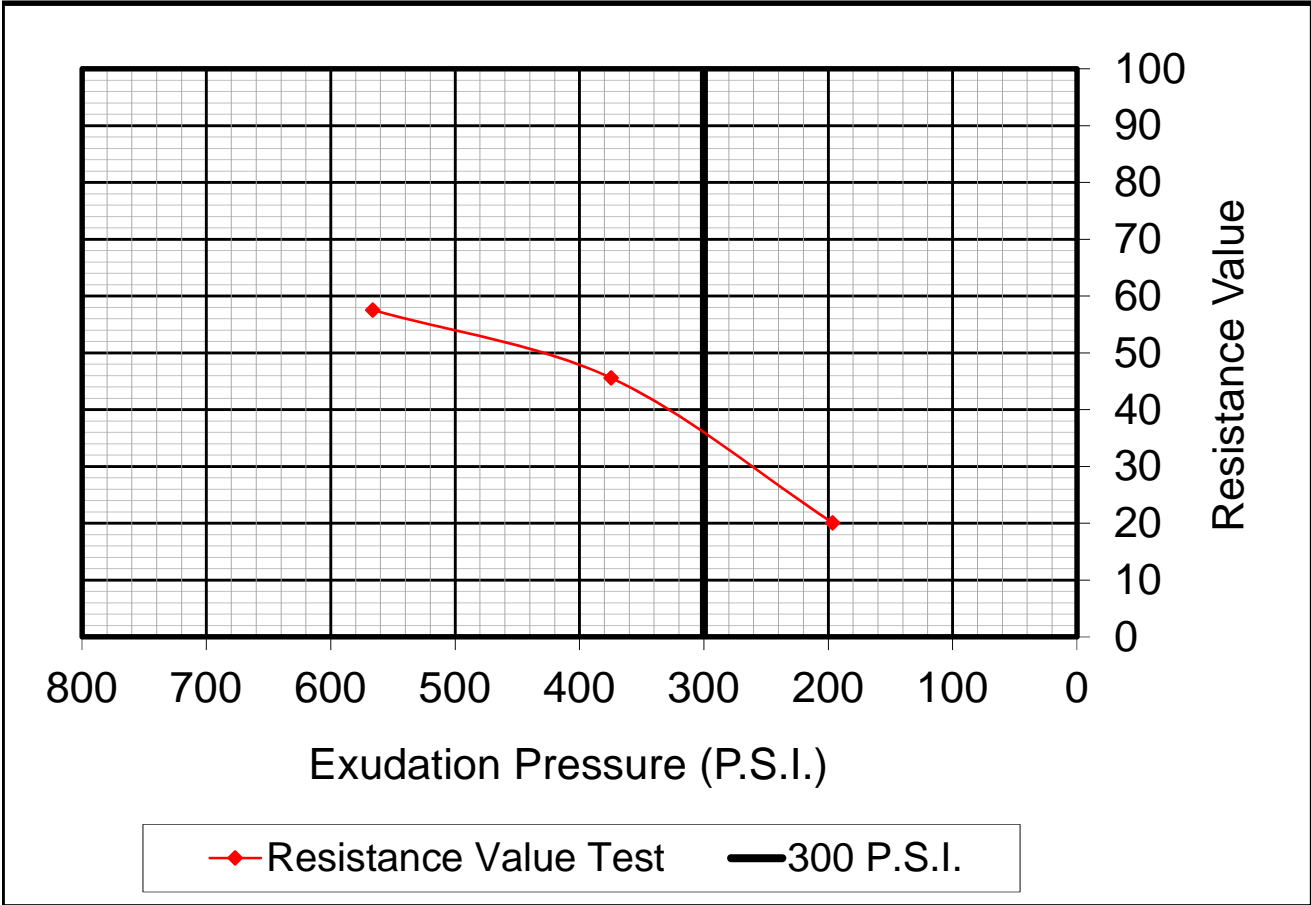
**RESISTANCE VALUE AT 300 P.S.I. 11**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171295  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #34, EB Fairview Rd. 500' From Los Viboras



Specimen No.	10	11	12
Moisture Content (%)	9.5	10.8	10.2
Dry Density (PCF)	136.7	134.9	135.6
Resistance Value (R)	58	20	46
Exudation Pressure (PSI)	566	196	375
Expansion Pressure	0	0	0
As Received Moisture Content (%)	9.5		

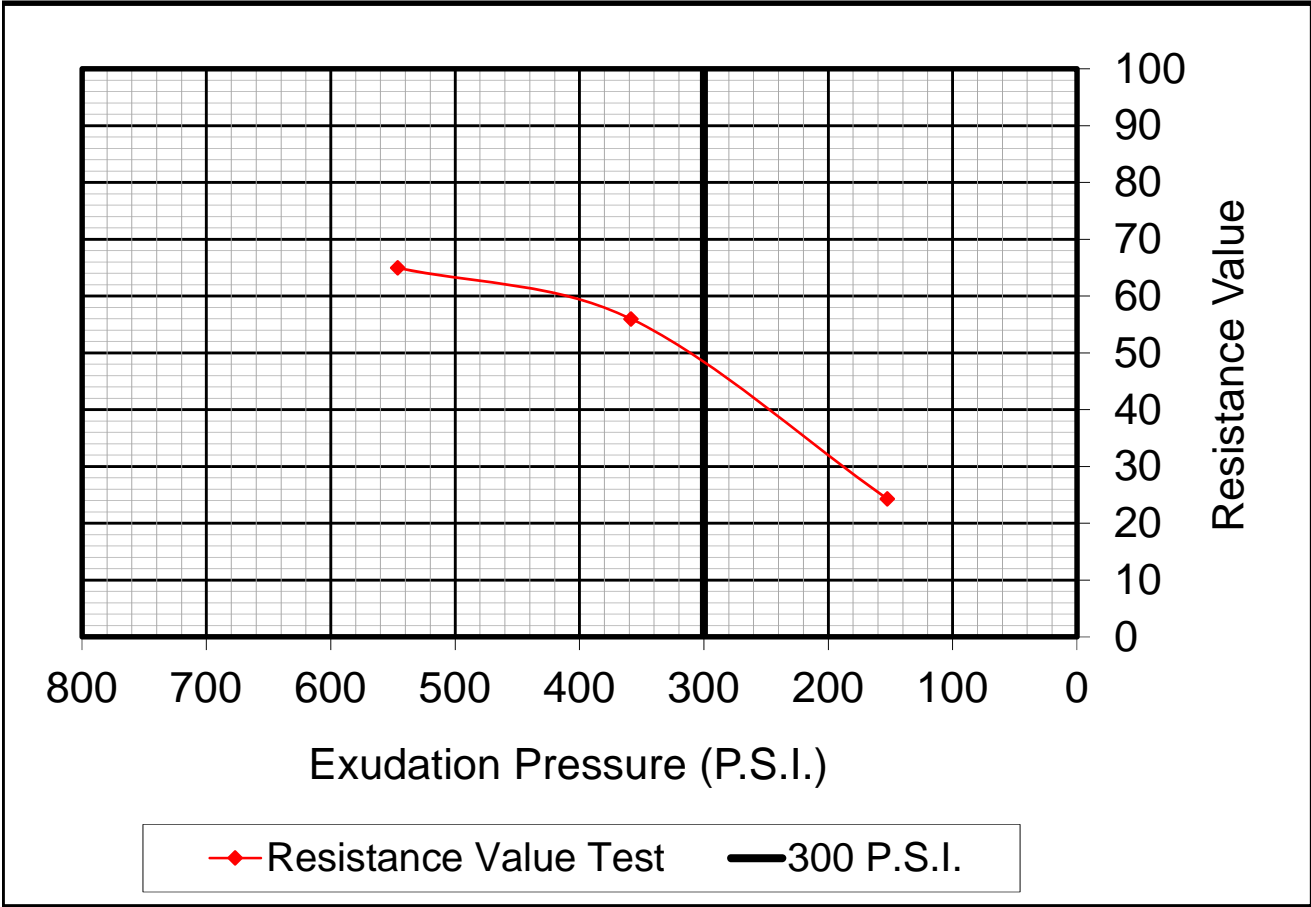
**RESISTANCE VALUE AT 300 P.S.I.      36**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171308  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 21, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #35, EB Fairview Rd. 1500' From Los Viboras



Specimen No.	4	5	6
Moisture Content (%)	8.2	9.3	8.8
Dry Density (PCF)	135.3	134.8	136.0
Resistance Value (R)	65	24	56
Exudation Pressure (PSI)	546	153	359
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.2		

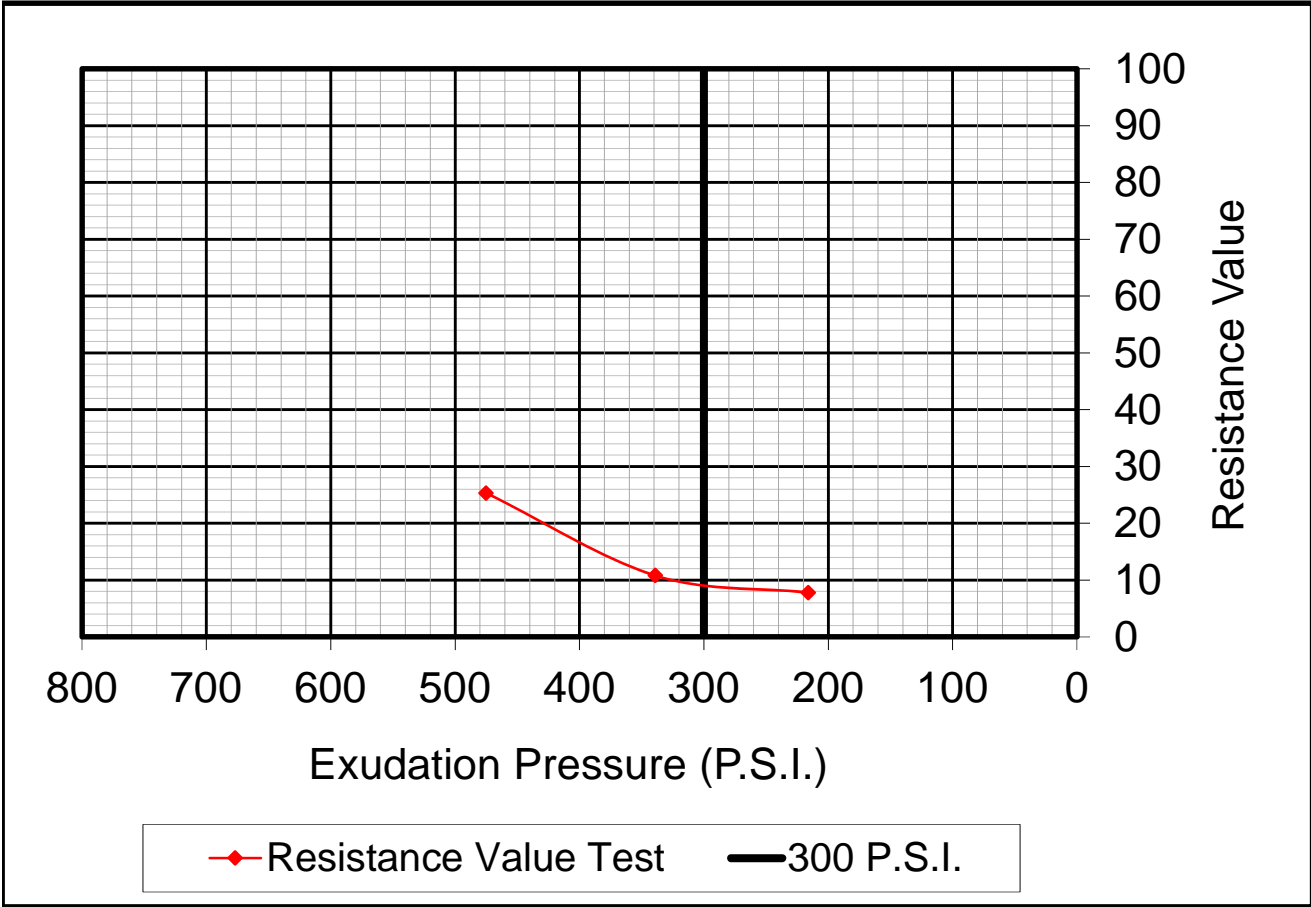
**RESISTANCE VALUE AT 300 P.S.I.      48**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171276  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay  
 Sample Location: #36, EB Fairview Rd. 500' from Aquistapace Rd.



Specimen No.	4	5	6
Moisture Content (%)	11.0	12.2	12.7
Dry Density (PCF)	127.2	125.4	124.1
Resistance Value (R)	25	11	8
Exudation Pressure (PSI)	475	339	216
Expansion Pressure	43	17	0
As Received Moisture Content (%)	11.0		

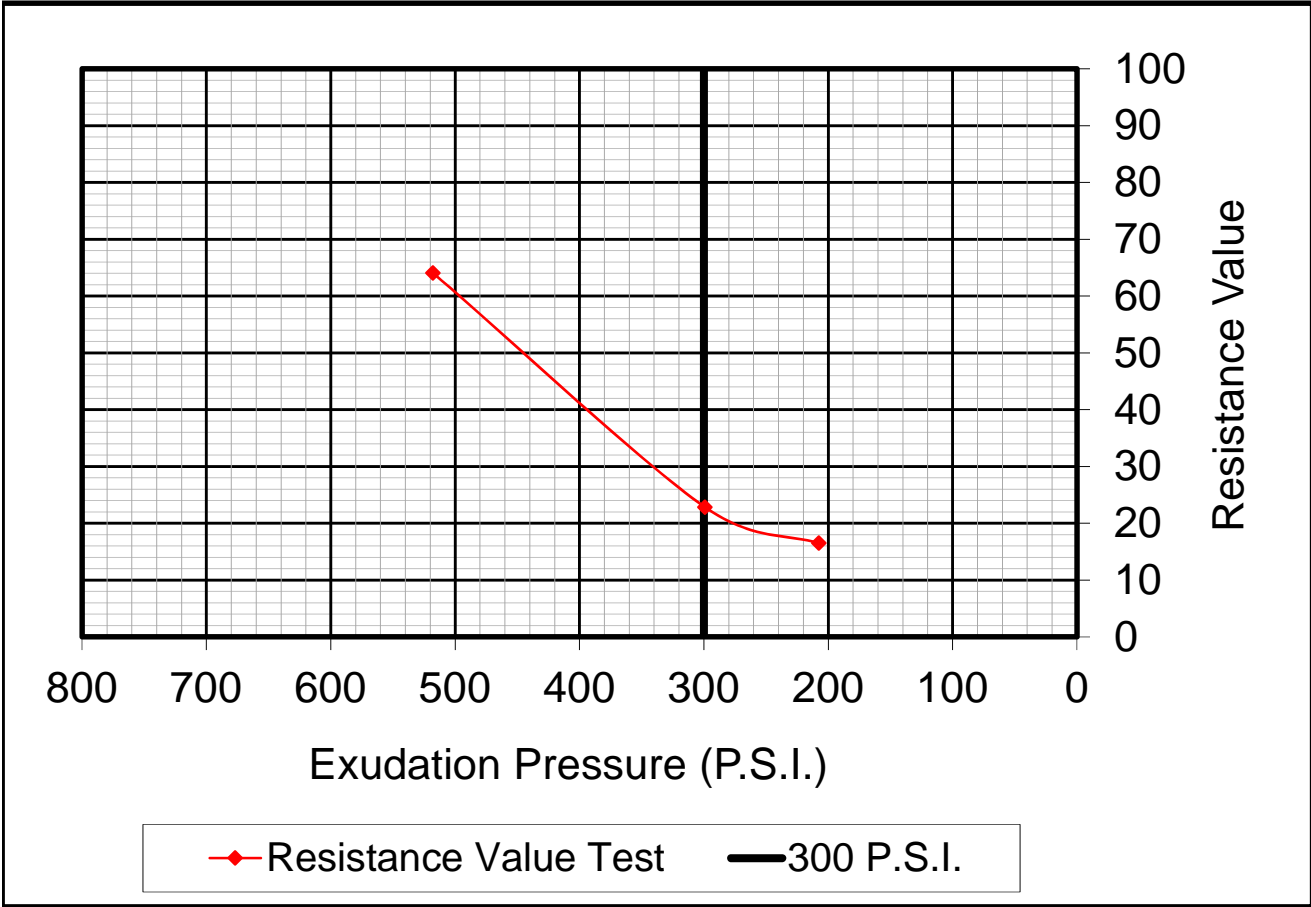
**RESISTANCE VALUE AT 300 P.S.I. 9**



Reviewed By: *Brandon Rodebaugh*  
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171308  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 22, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand  
 Sample Location: #37, EB Fairview Rd. 1500' from Aquistapace Rd.



Specimen No.	7	8	9
Moisture Content (%)	8.7	9.8	10.3
Dry Density (PCF)	137.2	134.2	133.1
Resistance Value (R)	64	23	17
Exudation Pressure (PSI)	518	299	208
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.7		

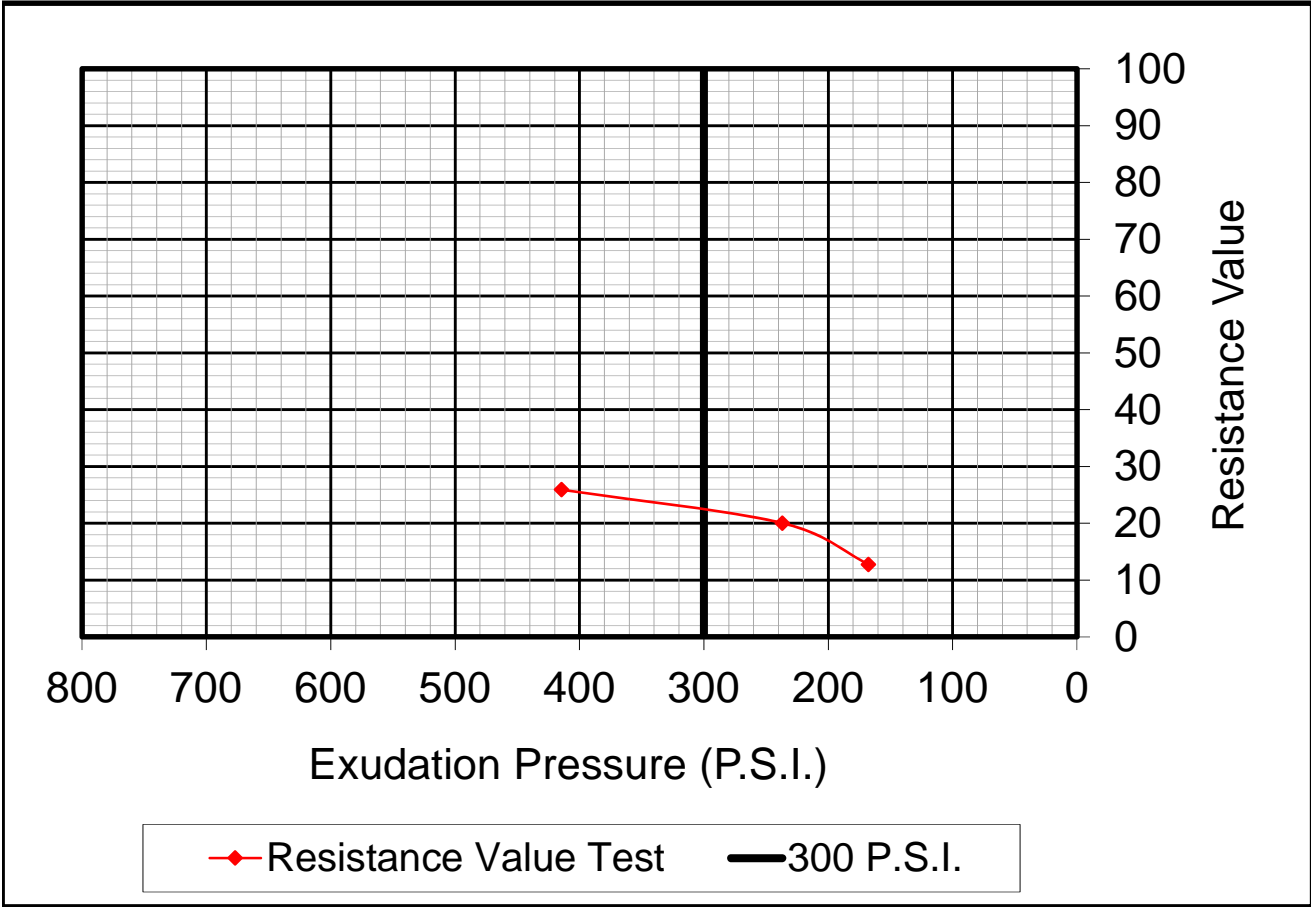
**RESISTANCE VALUE AT 300 P.S.I.      23**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171314  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 25, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #38, EB Fairview Rd. 2500' from Aquistapace Rd.



Specimen No.	10	11	12
Moisture Content (%)	9.7	10.8	11.3
Dry Density (PCF)	131.9	130.4	129.6
Resistance Value (R)	26	20	13
Exudation Pressure (PSI)	414	237	168
Expansion Pressure	0	0	0
As Received Moisture Content (%)	9.7		

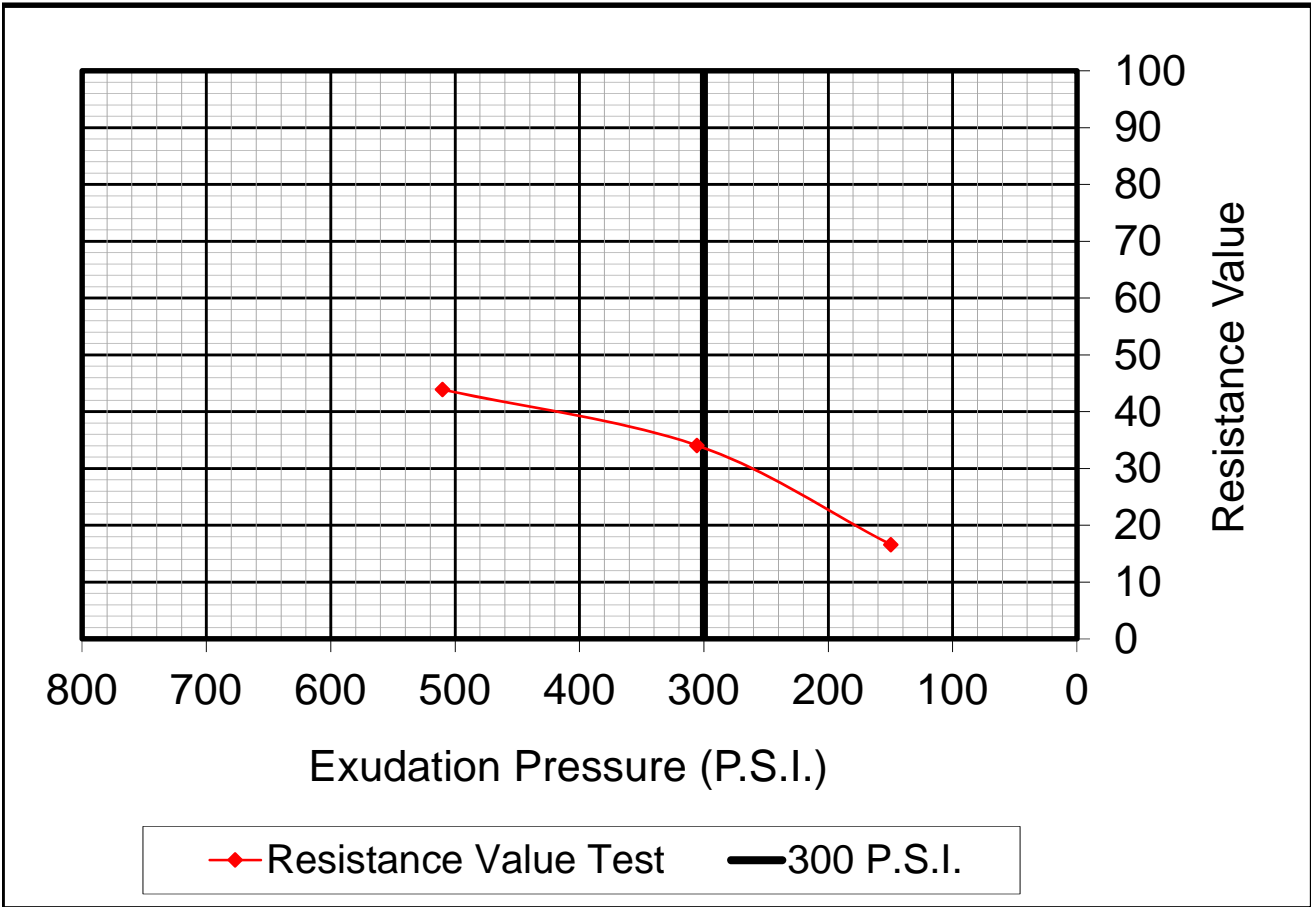
**RESISTANCE VALUE AT 300 P.S.I.      22**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171321  
 Project No.: 170178  
 Sample Date: August 15, 2017  
 Report Date: August 24, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay  
 Sample Location: #39, EB Fairview Rd. 500' from San Felipe



Specimen No.	1	2	3
Moisture Content (%)	7.9	9.0	8.6
Dry Density (PCF)	136.8	134.6	136.3
Resistance Value (R)	44	17	34
Exudation Pressure (PSI)	510	150	306
Expansion Pressure	52	9	17
As Received Moisture Content (%)	7.9		

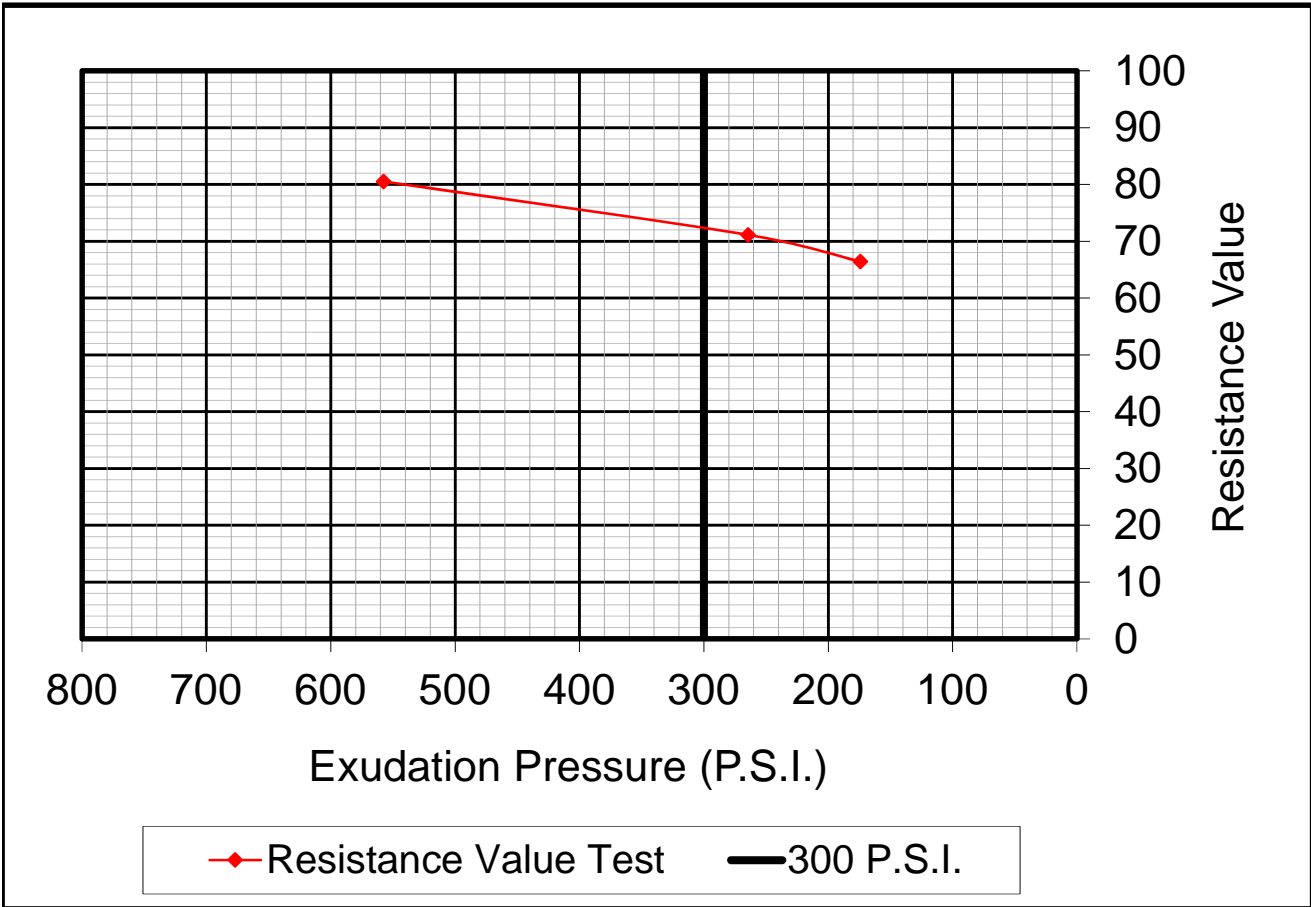
**RESISTANCE VALUE AT 300 P.S.I.      34**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**


Laboratory No.: L171314  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #40, EB Fairview Rd. 1500' from San Felipe



Specimen No.	4	5	6
Moisture Content (%)	7.7	8.8	9.3
Dry Density (PCF)	135.4	134.5	133.7
Resistance Value (R)	81	71	66
Exudation Pressure (PSI)	558	265	174
Expansion Pressure	0	0	0
As Received Moisture Content (%)	7.7		

**RESISTANCE VALUE AT 300 P.S.I.      72**

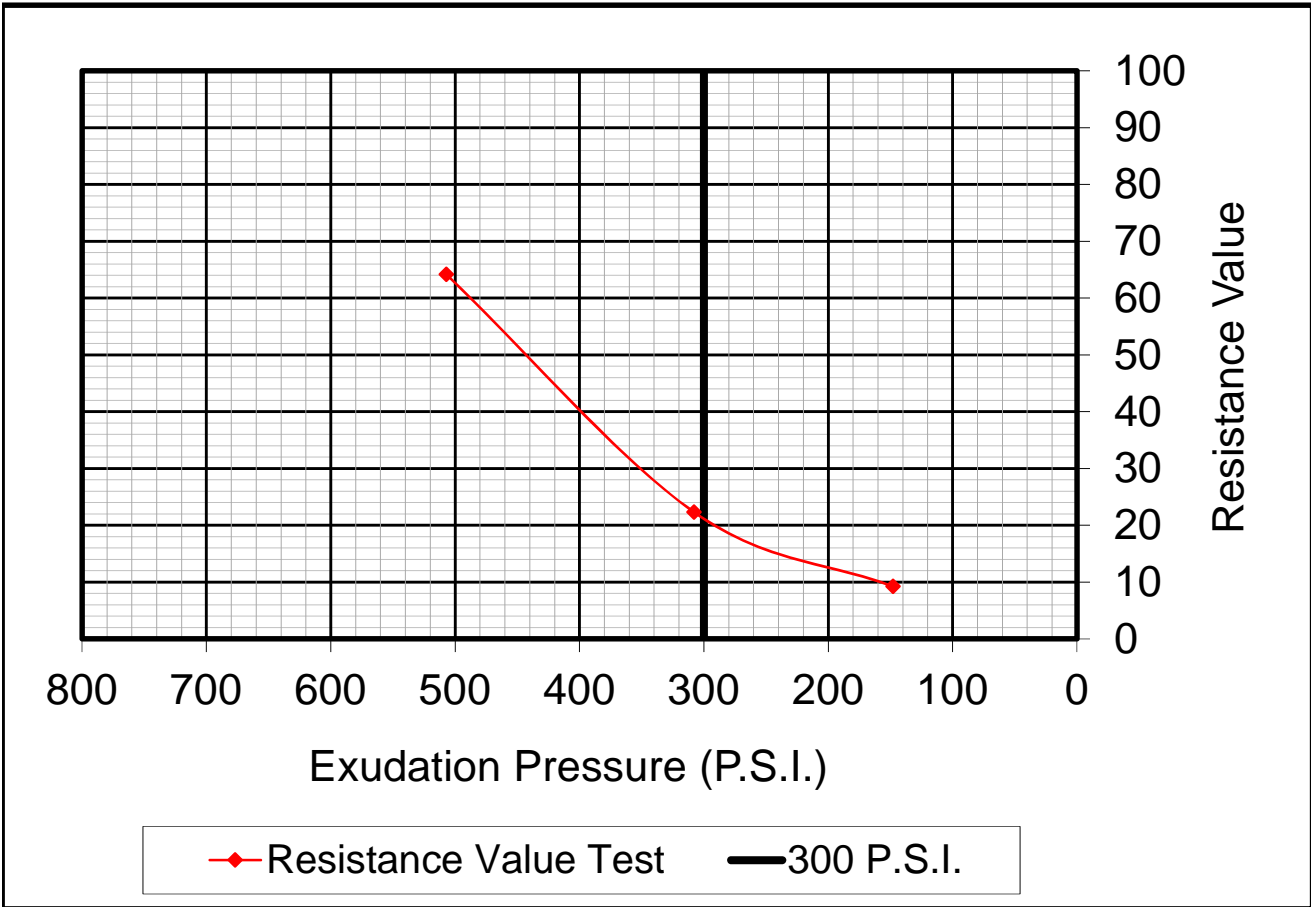


Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171348  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 29, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Silty Clay with Gravel  
 Sample Location: #41, EB Fairview Rd. 2500' from San Felipe



Specimen No.	1	2	3
Moisture Content (%)	9.7	10.8	9.2
Dry Density (PCF)	129.5	128.0	130.8
Resistance Value (R)	22	9	64
Exudation Pressure (PSI)	308	148	507
Expansion Pressure	52	22	95
As Received Moisture Content (%)	9.7		

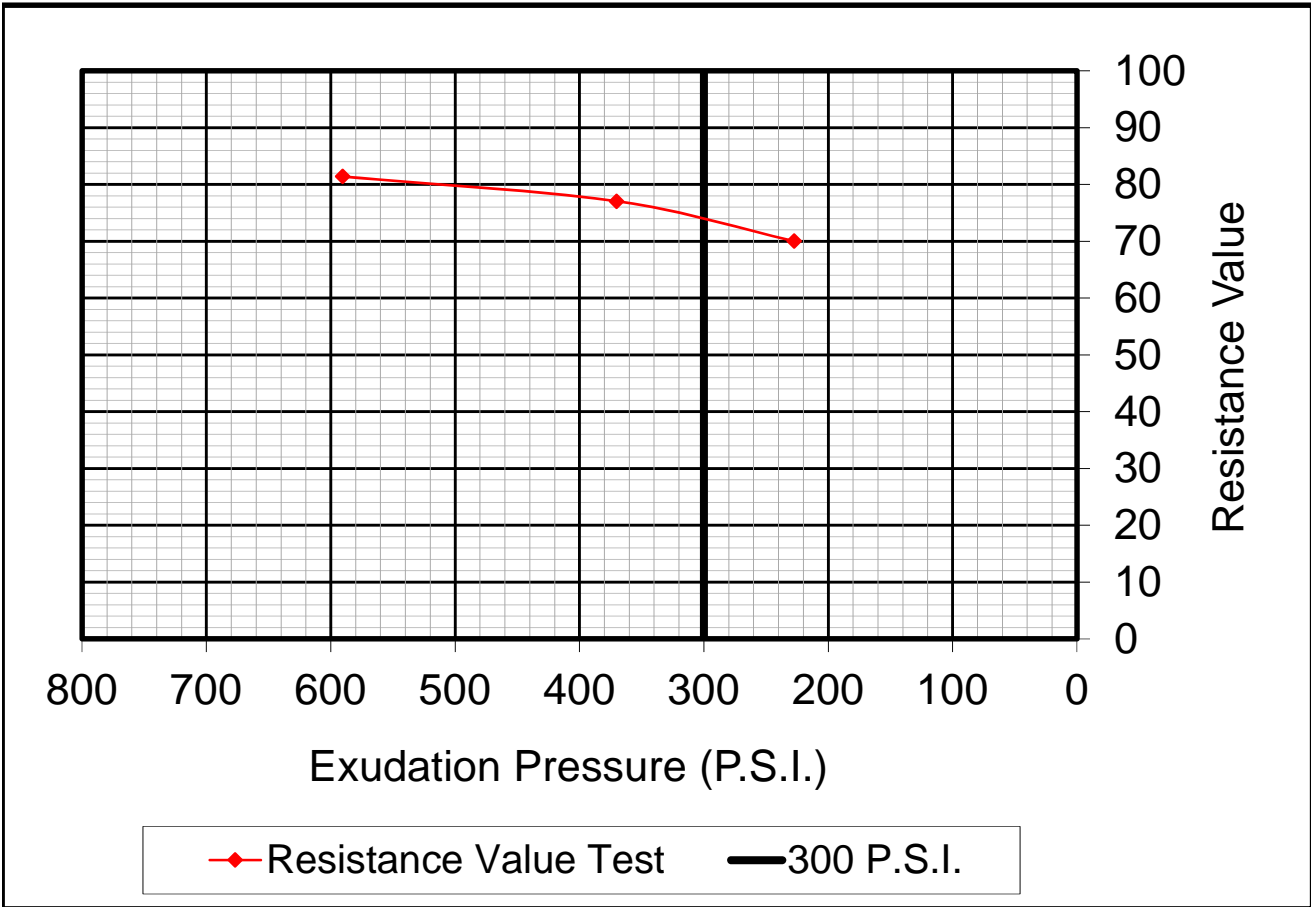
**RESISTANCE VALUE AT 300 P.S.I.      21**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171308  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 22, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #42, EB Fairview Rd. 3500' from San Felipe



Specimen No.	1	2	3
Moisture Content (%)	8.4	9.4	10.0
Dry Density (PCF)	136.9	136.6	135.4
Resistance Value (R)	81	77	70
Exudation Pressure (PSI)	590	370	227
Expansion Pressure	0	0	0
As Received Moisture Content (%)	8.4		

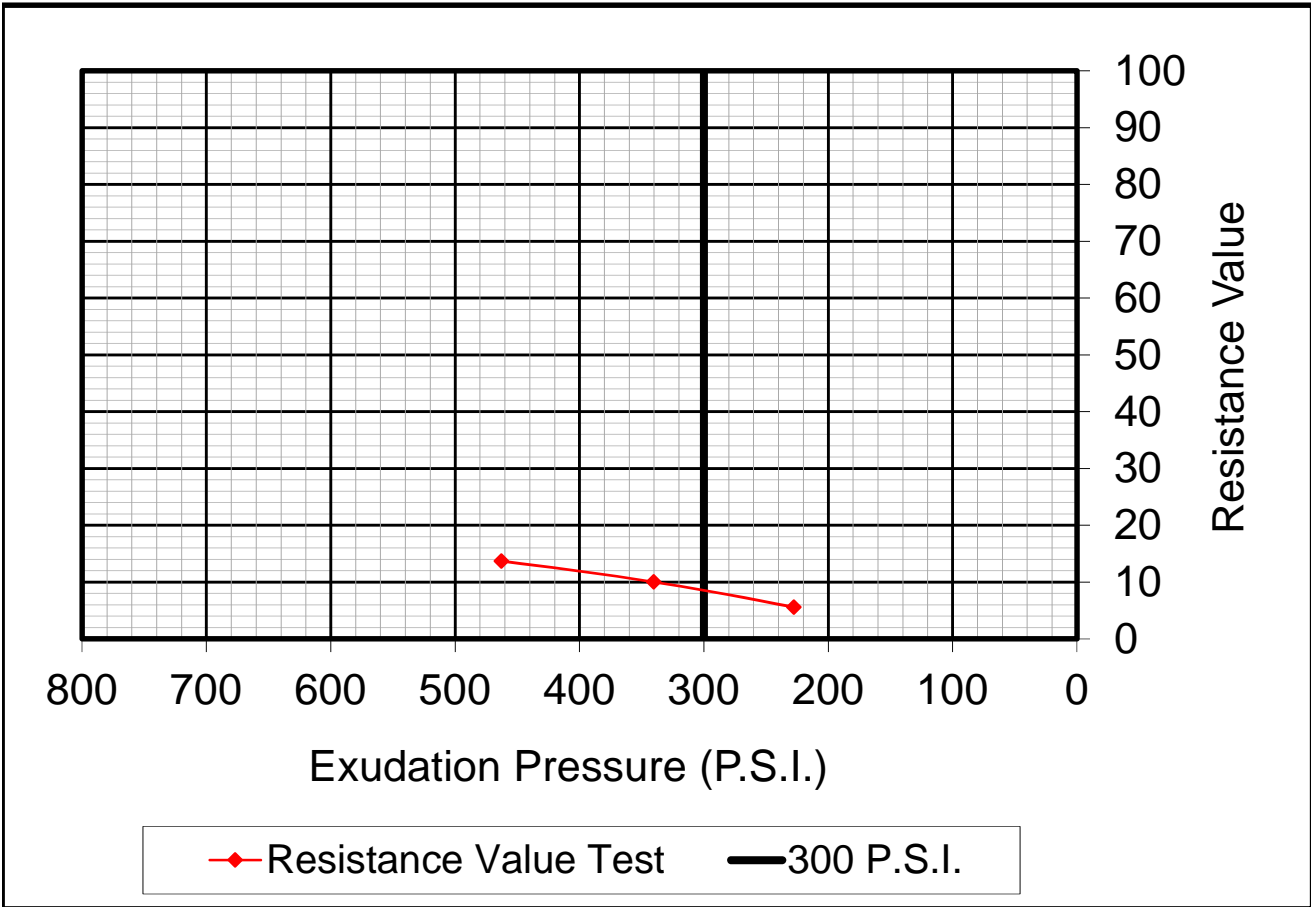
**RESISTANCE VALUE AT 300 P.S.I.      74**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171295  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 17, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Sandy Clay with Gravel  
 Sample Location: #43, EB Fairview Rd. 4500' from San Felipe



Specimen No.	1	2	3
Moisture Content (%)	12.8	14.0	13.5
Dry Density (PCF)	123.8	122.2	123.0
Resistance Value (R)	14	6	10
Exudation Pressure (PSI)	463	228	340
Expansion Pressure	61	9	26
As Received Moisture Content (%)	12.8		

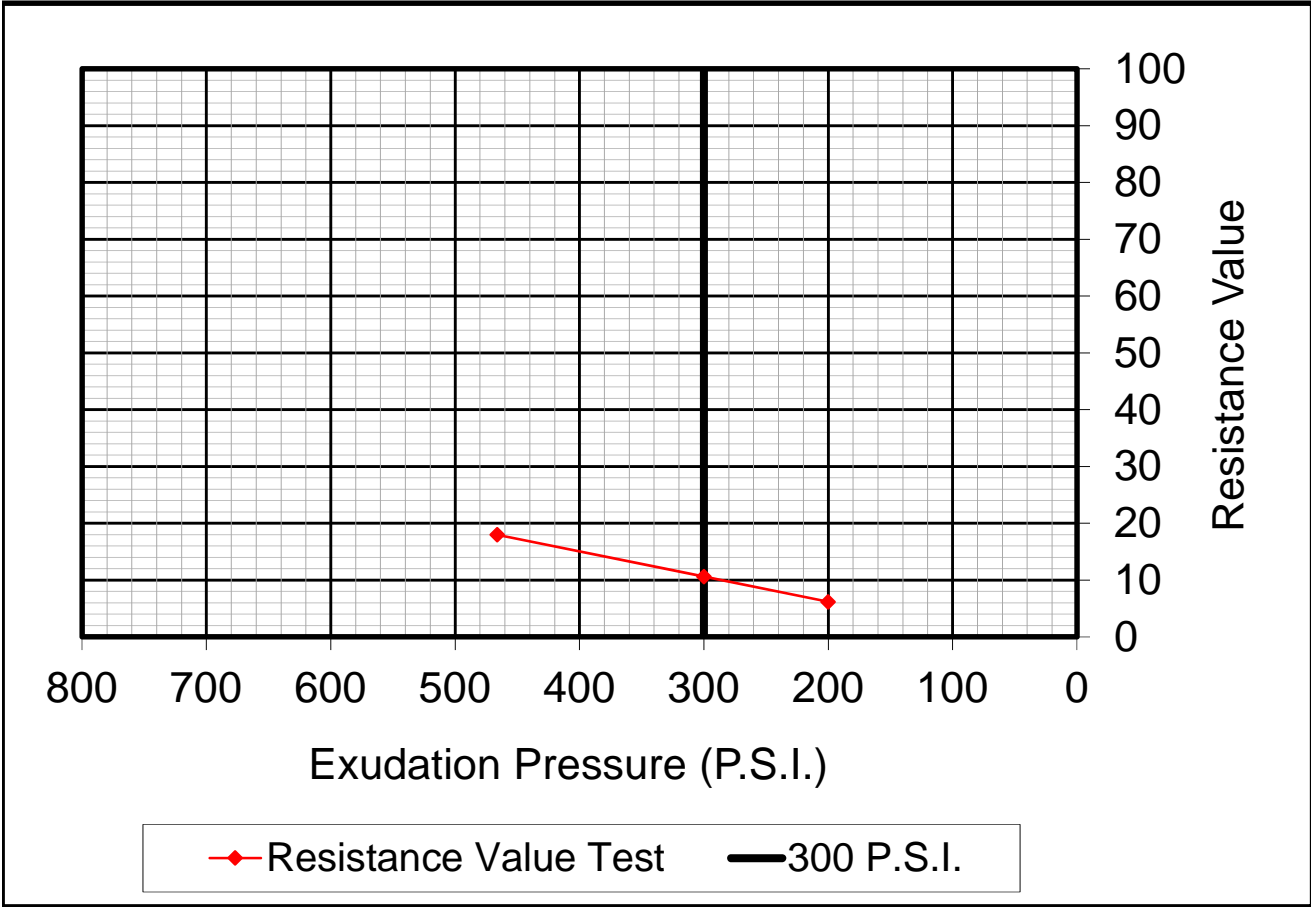
**RESISTANCE VALUE AT 300 P.S.I. 9**



Reviewed By: *Brandon Rodebaugh*  
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
**ASTM D 2844**

Laboratory No.: L171308  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 22, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #44, EB Fairview Rd. 500' from Ludis Ln.



Specimen No.	10	11	12
Moisture Content (%)	10.9	12.0	12.6
Dry Density (PCF)	129.6	127.3	126.5
Resistance Value (R)	18	11	6
Exudation Pressure (PSI)	466	300	200
Expansion Pressure	52	0	0
As Received Moisture Content (%)	6.3		

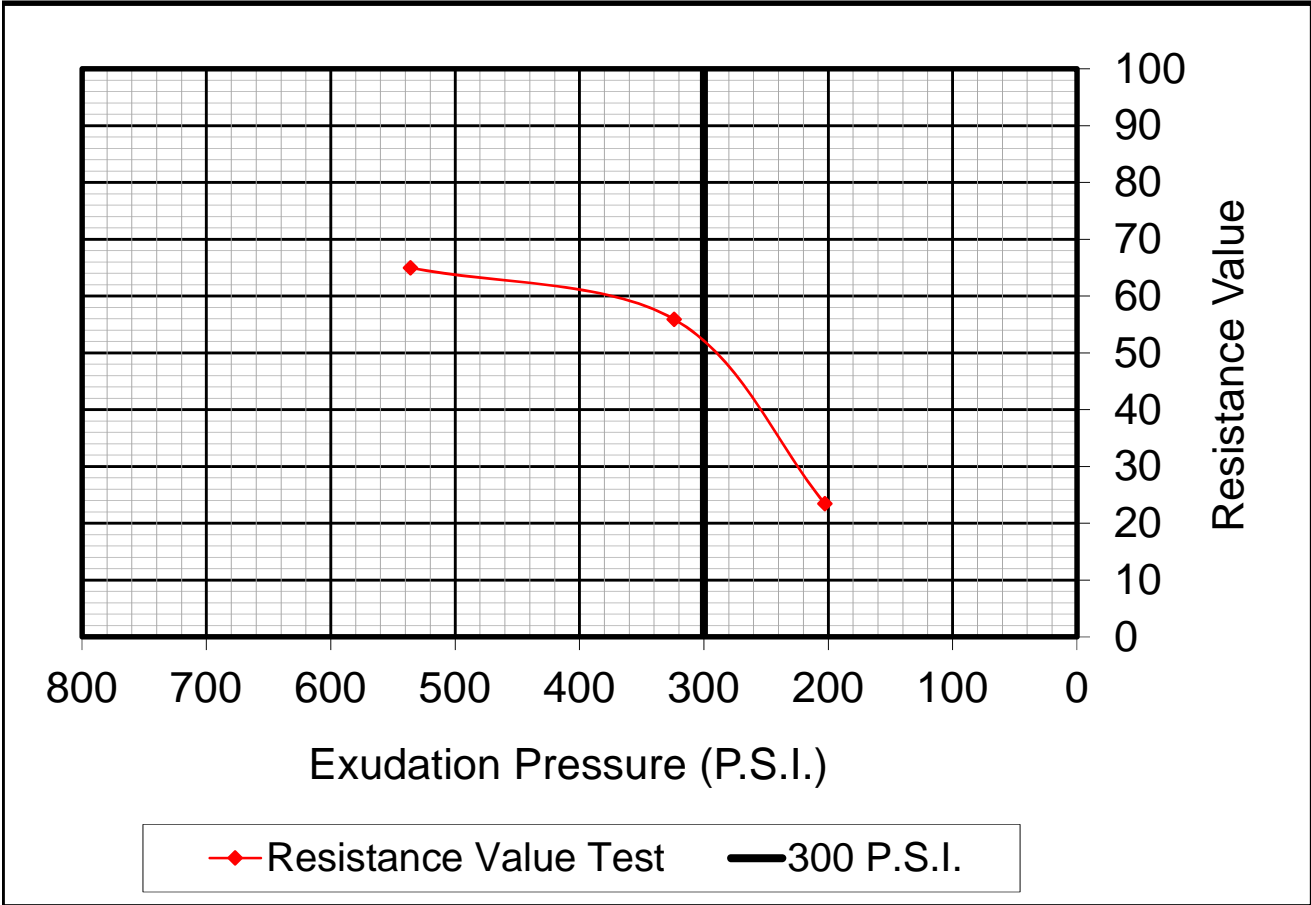
**RESISTANCE VALUE AT 300 P.S.I.      11**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer

**RESISTANCE (R) VALUE TEST**  
 ASTM D 2844

Laboratory No.: L171314  
 Project No.: 170178  
 Sample Date: August 14, 2017  
 Report Date: August 25, 2017  
 Client: Economic & Planning Systems, Inc.  
 Project Name: San Benito County Waste Impact Study  
 Sample Description: Brown Clayey Sand with Gravel  
 Sample Location: #45, EB Fairview Rd. 1500' from Ludis Ln.



Specimen No.	7	8	9
Moisture Content (%)	9.8	8.9	9.3
Dry Density (PCF)	135.4	137.1	136.5
Resistance Value (R)	23	65	56
Exudation Pressure (PSI)	203	536	324
Expansion Pressure	26	100	61
As Received Moisture Content (%)	9.8		

**RESISTANCE VALUE AT 300 P.S.I.      52**



Reviewed By:   
 Brandon Rodebaugh  
 Materials Engineer



**Pavement Engineering Inc.**

*You can ride on our reputation*

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## **San Benito County Waste Impact Study**

### **APPENDIX C**

#### **Traffic Index (TI) Calculations Based on Existing Pavement Sections**

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **SHORE ROAD**  
 SEGMENT FROM: **HWY 25**  
 SEGMENT TO: **1 MILE EAST OF HWY 25**

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7	3	6	
WB2	8	1.5	7	
WB3	7	1.5	6	
WB4	7.5	1.5	7.5	
WB5	7.5	4.5	5.5	
EB1	7	4	10	61
EB2	7	4	10	8
EB3	7.5	3.5	9	21
EB4	8	3	8	8
EB5	8	2.5	6	19
<b>AVERAGE</b>	<b>7.45</b>	<b>2.90</b>	<b>7.50</b>	<b>8.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.247875
GE <sub>AB</sub>	0.265833333
GE <sub>ASB</sub>	0.625
<b>GE<sub>TOTAL</sub></b>	<b>2.138708333</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.26**

GE <sub>AC</sub>	1.30602415
GE <sub>AB</sub>	0.265833333
GE <sub>ASB</sub>	0.625
<b>GE<sub>TOTAL</sub></b>	<b>2.196857483</b>

ASSUMED TI=	7.26
HMA G <sub>f</sub> =	2.103663
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.46**

GE <sub>AC</sub>	1.288623498
GE <sub>AB</sub>	0.265833333
GE <sub>ASB</sub>	0.625
<b>GE<sub>TOTAL</sub></b>	<b>2.179456832</b>

ASSUMED TI=	7.46
HMA G <sub>f</sub> =	2.075635
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.40**

GE <sub>AC</sub>	1.293757417
GE <sub>AB</sub>	0.265833333
GE <sub>ASB</sub>	0.625
<b>GE<sub>TOTAL</sub></b>	<b>2.184590751</b>

ASSUMED TI=	7.40
HMA G <sub>f</sub> =	2.083905
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.42**

GE <sub>AC</sub>	1.29223632
GE <sub>AB</sub>	0.265833333
GE <sub>ASB</sub>	0.625
<b>GE<sub>TOTAL</sub></b>	<b>2.183069653</b>

ASSUMED TI=	7.42
HMA G <sub>f</sub> =	2.081454
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.42**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALS}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 196,413**

$$\text{EQUATION 2A: } ESALS = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **SHORE ROAD**  
 SEGMENT FROM: **1 MILE EAST OF HWY 25**  
 SEGMENT TO: **2 MILES EAST OF HWY 25**

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	8	2.5	5	
WB2	8	2.5	4.5	
WB3	7.5	2.5	6	
WB4	7	2.5	6.5	
WB5	7.5	2.5	4	
<hr/>				
EB1	7.5	4	6.5	16
EB2	7.5	2.5	4	18
EB3	11	1.5	6	43
EB4	7	3.5	4	16
EB5	8	4	4	75
<hr/>				
AVERAGE	<b>7.90</b>	<b>2.80</b>	<b>5.05</b>	<b>16.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.32325
GE <sub>AB</sub>	0.256666667
GE <sub>ASB</sub>	0.420833333
<hr/>	
GE <sub>TOTAL</sub>	2.00075

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.44**

GE <sub>AC</sub>	1.368192242
GE <sub>AB</sub>	0.256666667
GE <sub>ASB</sub>	0.420833333
<hr/>	
GE <sub>TOTAL</sub>	2.045692242

ASSUMED TI=	7.44
HMA G <sub>f</sub> =	2.078267
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.61**

GE <sub>AC</sub>	1.353079727
GE <sub>AB</sub>	0.256666667
GE <sub>ASB</sub>	0.420833333
<hr/>	
GE <sub>TOTAL</sub>	2.030579727

ASSUMED TI=	7.61
HMA G <sub>f</sub> =	2.055311
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.55**

GE <sub>AC</sub>	1.358105517
GE <sub>AB</sub>	0.256666667
GE <sub>ASB</sub>	0.420833333
<hr/>	
GE <sub>TOTAL</sub>	2.035605517

ASSUMED TI=	7.55
HMA G <sub>f</sub> =	2.062945
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.57**

GE <sub>AC</sub>	1.35642794
GE <sub>AB</sub>	0.256666667
GE <sub>ASB</sub>	0.420833333
<hr/>	
GE <sub>TOTAL</sub>	2.03392794

ASSUMED TI=	7.57
HMA G <sub>f</sub> =	2.060397
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.57**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALS}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 232,768**

$$\text{EQUATION 2A: } ESALS = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$



**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **SHORE ROAD**  
 SEGMENT FROM: **2 MILES EAST OF HWY 25**  
 SEGMENT TO: **3 MILES EAST OF HWY 25**

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7	12	0	
WB2	6.5	13	0	
WB3	4	15	0	
WB4	8.5	14	0	
WB5	7	12	0	
EB1	7.5	5	3.5	9
EB2	7	4	4.5	7
EB3	8	9	0	36
EB4	7	12	0	11
EB5	7	11	0	38
<b>AVERAGE</b>	<b>6.95</b>	<b>10.70</b>	<b>0.80</b>	<b>7.00</b> (MIN)

**EQUATION 1:  $T = G_E / G_f$**

**EQUATION 1A:  $G_E = T \times G_f$**

Gravel Equivalent= Thickness \* Gravel Factor

**EQUATION 1B:  $TI = \frac{G_E}{(0.0032)(100 - R)}$**

GE <sub>AC</sub>	1.164125
GE <sub>AB</sub>	0.980833333
GE <sub>ASB</sub>	0.066666667
<b>GE<sub>TOTAL</sub></b>	<b>2.211625</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.43**

GE <sub>AC</sub>	1.204612417
GE <sub>AB</sub>	0.980833333
GE <sub>ASB</sub>	0.066666667
<b>GE<sub>TOTAL</sub></b>	<b>2.252112417</b>

ASSUMED TI=	7.43
HMA G <sub>f</sub> =	2.079906
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.57**

GE <sub>AC</sub>	1.193735332
GE <sub>AB</sub>	0.980833333
GE <sub>ASB</sub>	0.066666667
<b>GE<sub>TOTAL</sub></b>	<b>2.241235332</b>

ASSUMED TI=	7.57
HMA G <sub>f</sub> =	2.061126
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.53**

GE <sub>AC</sub>	1.196628523
GE <sub>AB</sub>	0.980833333
GE <sub>ASB</sub>	0.066666667
<b>GE<sub>TOTAL</sub></b>	<b>2.244128523</b>

ASSUMED TI=	7.53
HMA G <sub>f</sub> =	2.066121
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.54**

GE <sub>AC</sub>	1.195856912
GE <sub>AB</sub>	0.980833333
GE <sub>ASB</sub>	0.066666667
<b>GE<sub>TOTAL</sub></b>	<b>2.243356912</b>

ASSUMED TI=	7.54
HMA G <sub>f</sub> =	2.064789
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.54**

**EQUATION 2:  $TI = 9.0 \times \left(\frac{ESALS}{1 \times 10^6}\right)^{0.119}$**

**Calculated ESALs= 225,493**

**EQUATION 2A:  $ESALS = e^{\left(\frac{\ln(TI)}{0.119}\right)} \times (1 \times 10^6)$**

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **SHORE ROAD**  
 SEGMENT FROM: *3 MILES EAST OF HWY 25*  
 SEGMENT TO: *San Felipe Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	6.5	14	0	
WB2	7	14	0	
WB3	7	15	0	
WB4	6.5	13	0	
EB1	7	9	0	44
EB2	7.5	7	0	28
EB3	7	14	0	53
EB4	7	13	0	20

**AVERAGE 6.94 12.38 0.00 20.00 (MIN)**

**EQUATION 1:  $T = \frac{G_E}{G_f}$**

**EQUATION 1A:  $G_E = T \times G_f$**

Gravel Equivalent= Thickness \* Gravel Factor

**EQUATION 1B:  $TI = \frac{G_E}{(0.0032)(100 - R)}$**

GE <sub>AC</sub>	1.16203125
GE <sub>AB</sub>	1.134375
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.29640625</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.97**

GE <sub>AC</sub>	1.094461355
GE <sub>AB</sub>	1.134375
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.228836355</b>

ASSUMED TI=	8.97
HMA G <sub>f</sub> =	1.893122
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.71**

GE <sub>AC</sub>	1.110927456
GE <sub>AB</sub>	1.134375
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.245302456</b>

ASSUMED TI=	8.71
HMA G <sub>f</sub> =	1.921604
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.77**

GE <sub>AC</sub>	1.106846423
GE <sub>AB</sub>	1.134375
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.241221423</b>

ASSUMED TI=	8.77
HMA G <sub>f</sub> =	1.914545
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.75**

GE <sub>AC</sub>	1.107853691
GE <sub>AB</sub>	1.134375
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.242228691</b>

ASSUMED TI=	8.75
HMA G <sub>f</sub> =	1.916287
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 8.76**

**EQUATION 2:  $TI = 9.0 \times \left(\frac{ESALs}{1 \times 10^6}\right)^{0.119}$**

**Calculated ESALs= 795,827**

**EQUATION 2A:  $ESALs = e^{\left(\frac{\ln(TI)}{0.119}\right)} \times (1 \times 10^6)$**

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *San Felipe Road*  
 SEGMENT TO: *Ludis Lane*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7	11	0	
WB2	7.5	12	0	
WB3	4.75	0	12.5	
WB4	4.5	0	12.5	
WB5	6.5	11	0	
EB1	7	12	0	34
EB2	6.5	13	0	72
EB3	7	12	0	21
EB4	7	15	0	74
EB5	7	12	0	9
<b>AVERAGE</b>	<b>6.48</b>	<b>9.80</b>	<b>2.50</b>	<b>9.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.0845625
GE <sub>AB</sub>	0.898333333
GE <sub>ASB</sub>	0.208333333
<b>GE<sub>TOTAL</sub></b>	<b>2.191229167</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.52**

GE <sub>AC</sub>	1.115304285
GE <sub>AB</sub>	0.898333333
GE <sub>ASB</sub>	0.208333333
<b>GE<sub>TOTAL</sub></b>	<b>2.221970952</b>

ASSUMED TI=	7.52
HMA G <sub>f</sub> =	2.066973
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.63**

GE <sub>AC</sub>	1.107562091
GE <sub>AB</sub>	0.898333333
GE <sub>ASB</sub>	0.208333333
<b>GE<sub>TOTAL</sub></b>	<b>2.214228757</b>

ASSUMED TI=	7.63
HMA G <sub>f</sub> =	2.052625
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.60**

GE <sub>AC</sub>	1.109496732
GE <sub>AB</sub>	0.898333333
GE <sub>ASB</sub>	0.208333333
<b>GE<sub>TOTAL</sub></b>	<b>2.216163399</b>

ASSUMED TI=	7.60
HMA G <sub>f</sub> =	2.05621
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.61**

GE <sub>AC</sub>	1.109012349
GE <sub>AB</sub>	0.898333333
GE <sub>ASB</sub>	0.208333333
<b>GE<sub>TOTAL</sub></b>	<b>2.215679015</b>

ASSUMED TI=	7.61
HMA G <sub>f</sub> =	2.055312
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.61**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALS}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 243,875**

$$\text{EQUATION 2A: } ESALS = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Ludis Lane*  
 SEGMENT TO: *Highway 156*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7.5	10	0	
WB2	7.5	10	0	
EB1	7.5	12	0	11
EB2	4.5	9	0	52

AVERAGE	<b>6.75</b>	<b>10.25</b>	<b>0.00</b>	<b>11.00</b> (MIN)
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$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.130625
GE <sub>AB</sub>	0.939583333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.070208333</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.27**

GE <sub>AC</sub>	1.182955893
GE <sub>AB</sub>	0.939583333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.122539226</b>

ASSUMED TI=	7.27
HMA G <sub>f</sub> =	2.103033
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.45**

GE <sub>AC</sub>	1.168282081
GE <sub>AB</sub>	0.939583333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.107865414</b>

ASSUMED TI=	7.45
HMA G <sub>f</sub> =	2.076946
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.40**

GE <sub>AC</sub>	1.1723415
GE <sub>AB</sub>	0.939583333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.111924834</b>

ASSUMED TI=	7.40
HMA G <sub>f</sub> =	2.084163
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.42**

GE <sub>AC</sub>	1.171214255
GE <sub>AB</sub>	0.939583333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.110797588</b>

ASSUMED TI=	7.42
HMA G <sub>f</sub> =	2.082159
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.41**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 195,567**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Highway 156*  
 SEGMENT TO: *Los Viboras*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	8	5	0	
WB2	6.5	5	0	
WB3	7	6	0	
WB4	6.5	6	0	
<hr/>				
EB1	4	14	0	79
EB2	7	11	0	11
EB3	6.5	8	0	11
EB4	7	7	0	11
<hr/>				
AVERAGE	<b>6.56</b>	<b>7.75</b>	<b>0.00</b>	<b>11.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.09921875
GE <sub>AB</sub>	0.710416667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.809635417</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.35**

GE <sub>AC</sub>	1.230114614
GE <sub>AB</sub>	0.710416667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.940531281</b>

ASSUMED TI=	6.35
HMA G <sub>f</sub> =	2.249352
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.81**

GE <sub>AC</sub>	1.187902504
GE <sub>AB</sub>	0.710416667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.898319171</b>

ASSUMED TI=	6.81
HMA G <sub>f</sub> =	2.172165
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.67**

GE <sub>AC</sub>	1.201037327
GE <sub>AB</sub>	0.710416667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.911453993</b>

ASSUMED TI=	6.67
HMA G <sub>f</sub> =	2.196183
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.71**

GE <sub>AC</sub>	1.196903665
GE <sub>AB</sub>	0.710416667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.907320332</b>

ASSUMED TI=	6.71
HMA G <sub>f</sub> =	2.188624
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 6.70**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 83,436**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Los Viboras*  
 SEGMENT TO: *Acquistapace Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	4.5	17.5	0	
WB2	7.5	16.5	0	
WB3	7	3.5	0	
EB1	7	7	0	36
EB2	7	7	0	48

AVERAGE      **6.60**      **10.30**      **0.00**      **36.00** (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.1055
GE <sub>AB</sub>	0.944166667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.049666667</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 10.01**

GE <sub>AC</sub>	0.985755265
GE <sub>AB</sub>	0.944166667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.929921932</b>

ASSUMED TI=	10.01
HMA G <sub>f</sub> =	1.792282
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 9.42**

GE <sub>AC</sub>	1.015876359
GE <sub>AB</sub>	0.944166667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.960043026</b>

ASSUMED TI=	9.42
HMA G <sub>f</sub> =	1.847048
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 9.57**

GE <sub>AC</sub>	1.008040363
GE <sub>AB</sub>	0.944166667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.95220703</b>

ASSUMED TI=	9.57
HMA G <sub>f</sub> =	1.832801
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 9.53**

GE <sub>AC</sub>	1.010061432
GE <sub>AB</sub>	0.944166667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.954228099</b>

ASSUMED TI=	9.53
HMA G <sub>f</sub> =	1.836475
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 9.54**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALS}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 1,634,816**

$$\text{EQUATION 2A: } ESALS = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Acquistapace Road*  
 SEGMENT TO: *Spring Grove Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7.5	14	0	
WB2	6.5	14	0	
WB3	7	14	0	
WB4	6.5	14		
EB1	7.5	12	0	9
EB2	7	8	0	23
EB3	7.5	11	0	22

AVERAGE	<b>7.07</b>	<b>12.43</b>	<b>0.00</b>	<b>9.00</b>	(MIN)
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$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.184464286
GE <sub>AB</sub>	1.139285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.32375</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.98**

GE <sub>AC</sub>	1.182796296
GE <sub>AB</sub>	1.139285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.32208201</b>

ASSUMED TI=	7.98
HMA G <sub>f</sub> =	2.007169471
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.97**

GE <sub>AC</sub>	1.18322103
GE <sub>AB</sub>	1.139285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.322506745</b>

ASSUMED TI=	7.97
HMA G <sub>f</sub> =	2.007890234
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.98**

GE <sub>AC</sub>	1.183112833
GE <sub>AB</sub>	1.139285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.322398547</b>

ASSUMED TI=	7.98
HMA G <sub>f</sub> =	2.007706626
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.98**

GE <sub>AC</sub>	1.183140393
GE <sub>AB</sub>	1.139285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.322426107</b>

ASSUMED TI=	7.98
HMA G <sub>f</sub> =	2.007753393
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.98**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 362,152**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Spring Grove Road*  
 SEGMENT TO: *Fallon Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	11	14	0	
WB2	7	14	0	
WB3	6.5	10.5	0	
WB4	9	11		
EB1	6.5	10	0	26
EB2	7.5	12	0	8
EB3	7	9	0	28
EB4	7.5	12	0	24

**AVERAGE 7.75 11.56 0.00 8.00 (MIN)**

**EQUATION 1:  $T = \frac{G_E}{G_f}$**

**EQUATION 1A:  $G_E = T \times G_f$**

Gravel Equivalent= Thickness \* Gravel Factor

**EQUATION 1B:  $TI = \frac{G_E}{(0.0032)(100 - R)}$**

GE <sub>AC</sub>	1.298125
GE <sub>AB</sub>	1.059895833
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.358020833</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.01**

GE <sub>AC</sub>	1.293893703
GE <sub>AB</sub>	1.059895833
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.353789536</b>

ASSUMED TI=	8.01
HMA G <sub>f</sub> =	2.003448
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.00**

GE <sub>AC</sub>	1.295056167
GE <sub>AB</sub>	1.059895833
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.354952</b>

ASSUMED TI=	8.00
HMA G <sub>f</sub> =	2.005248
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.00**

GE <sub>AC</sub>	1.294736491
GE <sub>AB</sub>	1.059895833
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.354632324</b>

ASSUMED TI=	8.00
HMA G <sub>f</sub> =	2.004753
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.00**

GE <sub>AC</sub>	1.294824378
GE <sub>AB</sub>	1.059895833
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.354720211</b>

ASSUMED TI=	8.00
HMA G <sub>f</sub> =	2.004889
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 8.00**

**EQUATION 2:  $TI = 9.0 \times \left(\frac{ESALS}{1 \times 10^6}\right)^{0.119}$**

**Calculated ESALs= 371,025**

**EQUATION 2A:  $ESALS = e^{\left(\frac{\ln(TI/9)}{0.119}\right)} \times (1 \times 10^6)$**



**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Fallon Road*  
 SEGMENT TO: *Rosa Moranda Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	5.5	14	0	
WB2	5	14.5	0	
WB3	5	14	0	
EB1	4	16	0	14
EB2	3.5	17	0	18
EB3	4	16	0	15
EB4				

**AVERAGE 4.50 15.25 0.00 14.00 (MIN)**

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.75375
GE <sub>AB</sub>	1.397916667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.151666667</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.82**

GE <sub>AC</sub>	0.760415648
GE <sub>AB</sub>	1.397916667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.158332315</b>

ASSUMED TI=	7.82
HMA G <sub>f</sub> =	2.027775
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.84**

GE <sub>AC</sub>	0.759240532
GE <sub>AB</sub>	1.397916667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.157157199</b>

ASSUMED TI=	7.84
HMA G <sub>f</sub> =	2.024641
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.84**

GE <sub>AC</sub>	0.759447303
GE <sub>AB</sub>	1.397916667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.15736397</b>

ASSUMED TI=	7.84
HMA G <sub>f</sub> =	2.025193
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.84**

GE <sub>AC</sub>	0.759410908
GE <sub>AB</sub>	1.397916667
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.157327574</b>

ASSUMED TI=	7.84
HMA G <sub>f</sub> =	2.025096
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.84**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALS}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 313,336**

$$\text{EQUATION 2A: } ESALS = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Rosa Moranda Road*  
 SEGMENT TO: *Dixie Drive*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	5	14	0	
WB2	5	18	0	
WB3	5.5	16.5	0	
WB4	5	9	0	
WB5	4.5	9	0	
WB6	5.5	9	0	
EB1	4.5	16	0	10
EB2	4	14	0	13
EB3	4.5	15	0	32
EB4	4.5	14	0	27
EB5	4	14	0	18
EB6	4	15	0	18
<b>AVERAGE</b>	<b>4.67</b>	<b>13.63</b>	<b>0.00</b>	<b>10.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.781666667
GE <sub>AB</sub>	1.248958333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.030625</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.05**

GE <sub>AC</sub>	0.830405034
GE <sub>AB</sub>	1.248958333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.079363368</b>

ASSUMED TI=	7.05
HMA G <sub>f</sub> =	2.135327231
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.22**

GE <sub>AC</sub>	0.820615363
GE <sub>AB</sub>	1.248958333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.069573696</b>

ASSUMED TI=	7.22
HMA G <sub>f</sub> =	2.110153791
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.19**

GE <sub>AC</sub>	0.822553945
GE <sub>AB</sub>	1.248958333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.071512278</b>

ASSUMED TI=	7.19
HMA G <sub>f</sub> =	2.115138716
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 7.19**

GE <sub>AC</sub>	0.82216897
GE <sub>AB</sub>	1.248958333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>2.071127303</b>

ASSUMED TI=	7.19
HMA G <sub>f</sub> =	2.11414878
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 7.19**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 151,801**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Dixie Drive*  
 SEGMENT TO: *McClosky Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7.5	7	0	
WB2	7.5	7	0	
WB3	8	7	0	
WB4	5	7	0	
EB1	4.5	8	0	50
EB2	8	4	0	17
EB3	8	5	0	15

**AVERAGE 6.93 6.43 0.00 15.00 (MIN)**

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.160535714
GE <sub>AB</sub>	0.589285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.749821429</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.43**

GE <sub>AC</sub>	1.290723146
GE <sub>AB</sub>	0.589285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.88000886</b>

ASSUMED TI=	6.43
HMA G <sub>f</sub> =	2.235479263
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.91**

GE <sub>AC</sub>	1.245231262
GE <sub>AB</sub>	0.589285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.834516977</b>

ASSUMED TI=	6.91
HMA G <sub>f</sub> =	2.156689197
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.74**

GE <sub>AC</sub>	1.260576179
GE <sub>AB</sub>	0.589285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.849861893</b>

ASSUMED TI=	6.74
HMA G <sub>f</sub> =	2.183265959
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.80**

GE <sub>AC</sub>	1.255336945
GE <sub>AB</sub>	0.589285714
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.844622659</b>

ASSUMED TI=	6.80
HMA G <sub>f</sub> =	2.174191822
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 6.78**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 92,724**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *McClosky Road*  
 SEGMENT TO: *Santa Ana Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	7.5	6	0	
WB2	7	6	0	
WB3	7.75	7	0	
WB4	5	9	0	
WB5	7.5	7	0	
EB1	5	9	0	12
EB2	7	9	0	13
EB3	7	8	0	8
EB4	6	8	0	9
EB5	7	5	0	12
<b>AVERAGE</b>	<b>6.68</b>	<b>7.40</b>	<b>0.00</b>	<b>8.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	1.1180625
GE <sub>AB</sub>	0.678333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.796395833</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.10**

GE <sub>AC</sub>	1.276794391
GE <sub>AB</sub>	0.678333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.955127724</b>

ASSUMED TI=	6.10
HMA G <sub>f</sub> =	2.295361
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.64**

GE <sub>AC</sub>	1.223867546
GE <sub>AB</sub>	0.678333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.90220088</b>

ASSUMED TI=	6.64
HMA G <sub>f</sub> =	2.200211
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.46**

GE <sub>AC</sub>	1.240777178
GE <sub>AB</sub>	0.678333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.919110511</b>

ASSUMED TI=	6.46
HMA G <sub>f</sub> =	2.230611
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.52**

GE <sub>AC</sub>	1.235298726
GE <sub>AB</sub>	0.678333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.91363206</b>

ASSUMED TI=	6.52
HMA G <sub>f</sub> =	2.220762
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 6.50**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALS}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 64,926**

$$\text{EQUATION 2A: } ESALS = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Santa Ana Road*  
 SEGMENT TO: *Hillcrest Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	5.5	4.5	0	
WB2	4	4.5	0	
WB3	7	5	0	
EB1	5	16	0	19
EB2	4.5	14	0	25
EB3	6	14	0	12

AVERAGE	<b>5.33</b>	<b>9.67</b>	<b>0.00</b>	<b>12.00</b>	(MIN)
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$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.893333333
GE <sub>AB</sub>	0.886111111
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.779444444</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.32**

GE <sub>AC</sub>	1.002477535
GE <sub>AB</sub>	0.886111111
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.888588646</b>

ASSUMED TI=	6.32
HMA G <sub>f</sub> =	2.255574455
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.71**

GE <sub>AC</sub>	0.973079176
GE <sub>AB</sub>	0.886111111
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.859190287</b>

ASSUMED TI=	6.71
HMA G <sub>f</sub> =	2.189428146
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.60**

GE <sub>AC</sub>	0.980742386
GE <sub>AB</sub>	0.886111111
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.866853497</b>

ASSUMED TI=	6.60
HMA G <sub>f</sub> =	2.206670368
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.63**

GE <sub>AC</sub>	0.978727401
GE <sub>AB</sub>	0.886111111
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.864838512</b>

ASSUMED TI=	6.63
HMA G <sub>f</sub> =	2.202136652
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 6.62**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 75,925**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Hillcrest Road*  
 SEGMENT TO: *Sunnyslope Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	LTB LAYER (INCHES)	R-VALUE
WB1	4.5	4.5	0	
WB2	6.5	6.5	0	
WB3	7	7	0	
EB1	5		8	41
EB2	4.5	14	0	33
EB3	6	14	0	

AVERAGE	<b>5.58</b>	<b>9.20</b>	<b>0.00</b>	<b>33.00</b>	(MIN)
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$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.935208333
GE <sub>AB</sub>	0.843333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.778541667</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.30**

GE <sub>AC</sub>	0.915958375
GE <sub>AB</sub>	0.843333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.759291708</b>

ASSUMED TI=	8.30
HMA G <sub>f</sub> =	1.968626955
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.21**

GE <sub>AC</sub>	0.920955895
GE <sub>AB</sub>	0.843333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.764289228</b>

ASSUMED TI=	8.21
HMA G <sub>f</sub> =	1.979367893
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.23**

GE <sub>AC</sub>	0.919650622
GE <sub>AB</sub>	0.843333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.762983955</b>

ASSUMED TI=	8.23
HMA G <sub>f</sub> =	1.97656253
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 8.22**

GE <sub>AC</sub>	0.919991003
GE <sub>AB</sub>	0.843333333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.763324336</b>

ASSUMED TI=	8.22
HMA G <sub>f</sub> =	1.977294096
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 8.22**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 468,958**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **FAIRVIEW ROAD**  
 SEGMENT FROM: *Sunnyslope Road*  
 SEGMENT TO: *John Smith Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	6	4	0	
WB2	5.25	4	0	
EB1	5	3	8	16
EB2	5	2.5	9	36

AVERAGE	<b>5.31</b>	<b>3.38</b>	<b>4.25</b>	<b>16.00</b> (MIN)
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**EQUATION 1:**  $T = \frac{G_E}{G_f}$

**EQUATION 1A:**  $G_E = T \times G_f$

Gravel Equivalent= Thickness \* Gravel Factor

**EQUATION 1B:**  $TI = \frac{G_E}{(0.0032)(100 - R)}$

GE <sub>AC</sub>	0.88984375
GE <sub>AB</sub>	0.309375
GE <sub>ASB</sub>	0.354166667
<b>GE<sub>TOTAL</sub></b>	<b>1.553385417</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.78**

GE <sub>AC</sub>	1.044180975
GE <sub>AB</sub>	0.309375
GE <sub>ASB</sub>	0.354166667
<b>GE<sub>TOTAL</sub></b>	<b>1.707722642</b>

ASSUMED TI=	5.78
HMA G <sub>f</sub> =	2.358621
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.35**

GE <sub>AC</sub>	0.995879333
GE <sub>AB</sub>	0.309375
GE <sub>ASB</sub>	0.354166667
<b>GE<sub>TOTAL</sub></b>	<b>1.659421</b>

ASSUMED TI=	6.35
HMA G <sub>f</sub> =	2.249516
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.17**

GE <sub>AC</sub>	1.010269164
GE <sub>AB</sub>	0.309375
GE <sub>ASB</sub>	0.354166667
<b>GE<sub>TOTAL</sub></b>	<b>1.67381083</b>

ASSUMED TI=	6.17
HMA G <sub>f</sub> =	2.28202
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 6.23**

GE <sub>AC</sub>	1.005917124
GE <sub>AB</sub>	0.309375
GE <sub>ASB</sub>	0.354166667
<b>GE<sub>TOTAL</sub></b>	<b>1.669458791</b>

ASSUMED TI=	6.23
HMA G <sub>f</sub> =	2.272189
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 6.21**

**EQUATION 2:**  $TI = 9.0 \times \left(\frac{ESALS}{1 \times 10^6}\right)^{0.119}$

**Calculated ESALs= 44,284**

**EQUATION 2A:**  $ESALS = e^{\left(\frac{\ln(TI)}{0.119}\right)} \times (1 \times 10^6)$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **John Smith Road**  
 SEGMENT FROM: *Fairview Road*  
 SEGMENT TO: *Change of Pavement*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	0.5	15.5	0	
WB2	0.5	15	0	
EB1	1.5	5.5		13
EB2	0.5	12.5		11
EB3	0.5	8		19

AVERAGE      **0.70**                      **11.30**                      **0.00**                      **11.00** (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.11725
GE <sub>AB</sub>	1.035833333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.153083333</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 4.05**

GE <sub>AC</sub>	0.164376413
GE <sub>AB</sub>	1.035833333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.200209746</b>

ASSUMED TI=	4.05
HMA G <sub>f</sub> =	2.817881
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 4.21**

GE <sub>AC</sub>	0.161116964
GE <sub>AB</sub>	1.035833333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.196950298</b>

ASSUMED TI=	4.21
HMA G <sub>f</sub> =	2.762005
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 4.20**

GE <sub>AC</sub>	0.161336186
GE <sub>AB</sub>	1.035833333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.19716952</b>

ASSUMED TI=	4.20
HMA G <sub>f</sub> =	2.765763
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 4.20**

GE <sub>AC</sub>	0.161321414
GE <sub>AB</sub>	1.035833333
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.197154747</b>

ASSUMED TI=	4.20
HMA G <sub>f</sub> =	2.76551
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 4.20**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 1,666**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI/9)}{0.119} \right)} \times (1 \times 10^6)$$



**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **John Smith Road**  
 SEGMENT FROM: *Change of Pavement*  
 SEGMENT TO: *Best Road*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	3.5	7	0	
WB2	6	6.5	0	
WB3	3.5	8.5	0	
WB4	3	7	0	
WB5	3.5	7	0	
WB6	3.5	7	0	
EB1	3.5	14	0	6
EB2	3.25	14	0	9
EB3	4	9.5	0	11
EB4	3.5	13.5	0	13
EB5	3	14	0	9
<hr/>				
AVERAGE	<b>3.68</b>	<b>10.10</b>	<b>0.00</b>	<b>6.00</b> (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.6155625
GE <sub>AB</sub>	0.925833333
GE <sub>ASB</sub>	0
<hr/>	
GE <sub>TOTAL</sub>	1.541395833

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.12**

GE <sub>AC</sub>	0.767080569
GE <sub>AB</sub>	0.925833333
GE <sub>ASB</sub>	0
<hr/>	
GE <sub>TOTAL</sub>	1.692913903

ASSUMED TI=	5.12
HMA G <sub>f</sub> =	2.504753
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.63**

GE <sub>AC</sub>	0.731948688
GE <sub>AB</sub>	0.925833333
GE <sub>ASB</sub>	0
<hr/>	
GE <sub>TOTAL</sub>	1.657782021

ASSUMED TI=	5.63
HMA G <sub>f</sub> =	2.390037
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.51**

GE <sub>AC</sub>	0.739663792
GE <sub>AB</sub>	0.925833333
GE <sub>ASB</sub>	0
<hr/>	
GE <sub>TOTAL</sub>	1.665497125

ASSUMED TI=	5.51
HMA G <sub>f</sub> =	2.415229
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.54**

GE <sub>AC</sub>	0.737948626
GE <sub>AB</sub>	0.925833333
GE <sub>ASB</sub>	0
<hr/>	
GE <sub>TOTAL</sub>	1.663781959

ASSUMED TI=	5.54
HMA G <sub>f</sub> =	2.409628
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 5.53**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 16,724**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**SAN BENITO COUNTY: WASTE IMPACT STUDY**

STREET NAME: **John Smith Road**  
 SEGMENT FROM: *Best Road*  
 SEGMENT TO: *COP East of Landfill Entrance*

CORE NO.	HMA LAYER (INCHES)	AB LAYER (INCHES)	ASB LAYER (INCHES)	R-VALUE
WB1	5.5	6	0	
WB2	3.5	6	0	
WB3	3.5	9	0	
WB4	3.5	8	0	
EB1	2.75	10.25	0	17
EB2	3	10	0	18
EB3	3.5	9.5	0	9
EB4	2.75	10	0	16

AVERAGE                      **3.50**                      **8.59**                      **0.00**                      **9.00** (MIN)

$$\text{EQUATION 1: } T = \frac{G_E}{G_f}$$

$$\text{EQUATION 1A: } G_E = T \times G_f$$

Gravel Equivalent= Thickness \* Gravel Factor

$$\text{EQUATION 1B: } TI = \frac{G_E}{(0.0032)(100 - R)}$$

GE <sub>AC</sub>	0.58625
GE <sub>AB</sub>	0.787760417
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.374010417</b>

ASSUMED TI=	7.5
HMA G <sub>f</sub> =	2.01
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 4.72**

GE <sub>AC</sub>	0.761325769
GE <sub>AB</sub>	0.787760417
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.549086186</b>

ASSUMED TI=	4.72
HMA G <sub>f</sub> =	2.61026
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.32**

GE <sub>AC</sub>	0.717014192
GE <sub>AB</sub>	0.787760417
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.504774609</b>

ASSUMED TI=	5.32
HMA G <sub>f</sub> =	2.458334
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.17**

GE <sub>AC</sub>	0.727494669
GE <sub>AB</sub>	0.787760417
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.515255086</b>

ASSUMED TI=	5.17
HMA G <sub>f</sub> =	2.494267
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**TI= 5.20**

GE <sub>AC</sub>	0.724974394
GE <sub>AB</sub>	0.787760417
GE <sub>ASB</sub>	0
<b>GE<sub>TOTAL</sub></b>	<b>1.51273481</b>

ASSUMED TI=	5.20
HMA G <sub>f</sub> =	2.485626
AB G <sub>f</sub> =	1.1
AS G <sub>f</sub> =	1

**Calculated TI= 5.19**

$$\text{EQUATION 2: } TI = 9.0 \times \left( \frac{ESALs}{1 \times 10^6} \right)^{0.119}$$

**Calculated ESALs= 9,871**

$$\text{EQUATION 2A: } ESALs = e^{\left( \frac{\ln(TI)}{0.119} \right)} \times (1 \times 10^6)$$

**San Benito County Waste Impact Study**

**APPENDIX D**

**Tables**

Table 5 – Calculated Impact from 2011 through 2016

Table 8 – Summary of Calculated Data and Treatment Costs

Table 12 – Estimated 30 Year Maintenance Plan

Table 13 – Recommended Capital Improvement Projects (CIP)

Table 14 – Summary of Past Due Impact and Costs from 2014 through 2016

**San Bentio County Out of County Truck Waste Impact Study**

**Table 5 - Historical Summary of Out-of-County Trucks on Existing Pavement from Trips 2014 through 2016**

Road Segment	From	To	Pavement Area (SF)	PCI	Calculated Traffic Index (TI)	Calculated ESALs From Coring Data	Calculated Out-of-County Trucks ESALs from 2014 - 2016
Shore Road	Highway 25	1 Mile East of Highway 25	158,400	60	7.42	196,413	103,460
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	158,400	47	7.57	232,768	103,460
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	158,400	35	7.54	225,493	103,460
Shore Road	3 Miles East of Highway 25	San Felipe Road	127,500	54	8.76	795,827	103,460
Fairview Road	San Felipe Road	Ludis Lane	150,510	67	7.61	243,875	103,460
Fairview Road	Ludis Lane	Highway 156	56,840	51	7.41	195,567	103,460
Fairview Road	Highway 156	Los Vivas	151,626	39	6.70	83,436	103,460
Fairview Road	Los Vivas	Acquistapace Road	62,750	45	9.54	1,634,816	103,460
Fairview Road	Acquistapace Road	Spring Grove Road	126,252	28	7.98	362,152	103,460
Fairview Road	Spring Grove Road	Fallon Road	99,260	40	8.00	371,025	103,460
Fairview Road	Fallon Road	Rosa Moranda Road	76,750	49	7.84	313,336	103,460
Fairview Road	Rosa Moranda Road	Dixie Drive	159,600	37	7.19	151,801	103,460
Fairview Road	Dixie Drive	McClosky Road	103,500	34	6.78	92,724	103,460
Fairview Road	McClosky Road	Santa Ana Road	133,700	26	6.50	64,926	103,460
Fairview Road	Santa Ana Road	Hillcrest Road	93,450	25	6.62	75,925	103,460
Fairview Road	Hillcrest Road	Sunnyslope Road	114,724	55	8.22	468,958	103,460
Fairview Road	Sunnyslope Road	John Smith Road	98,028	35	6.21	44,284	103,460
John Smith Road	Fairview Road	Change of Pavement	61,250	49	4.20	1,666	103,460
John Smith Road	Change of Pavement	Best Road	130,750	89	5.53	16,724	103,460
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	106,000	87	5.19	9,871	103,460



**San Bentio County Out of County Truck Waste Impact Study**  
**Table 8 - Summary of Calculated Data and Treatment Costs**

Road Segment	From	To	Calculated Traffic Index (TI)	Calculated ESALs	PCI	Pavement Area (SF)	Design Traffic Index (TI-20 years)	Design R-Value	Existing GE	Design GE	Structural Deficiency in HMA (inches)	HMA Layer Thickness (inches)	AB Layer Thickness (inches)	Total Construction Cost	Impact of Out-of-County Trucks	Total Adjusted Cost for Out-of-County Trucks
														Treatment Cost Full Depth Reclamation (FDR)		Treatment Cost Full Depth Reclamation (FDR)
Shore Road	Highway 25	1 Mile East of Highway 25	7.42	196,413	60	158,400	11.0	8	2.1387	3.2384	-7.72	7	24.4	\$ 2,857,883.00	29%	\$ 828,786.07
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	7.57	232,768	47	158,400	11.0	16	2.0008	2.9568	-6.71	7	21.4	\$ 2,857,883.00	29%	\$ 828,786.07
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	7.54	225,493	35	158,400	11.0	7	2.2116	3.2736	-7.45	7	24.8	\$ 2,857,883.00	29%	\$ 828,786.07
Shore Road	3 Miles East of Highway 25	San Felipe Road	8.76	795,827	54	127,500	11.0	20	2.2964	2.8160	-3.65	7	19.8	\$ 2,300,379.00	29%	\$ 667,109.91
Fairview Road	San Felipe Road	Ludis Lane	7.61	243,875	67	150,510	11.0	9	2.1912	3.2032	-7.10	7	24.1	\$ 2,715,530.00	29%	\$ 787,503.70
Fairview Road	Ludis Lane	Highway 156	7.41	195,567	51	56,840	10.5	11	2.0702	2.9904	-6.46	6.75	22.1	\$ 926,270.00	31%	\$ 287,143.70
Fairview Road	Highway 156	Los Viveras	6.70	83,436	39	151,626	10.5	11	1.8096	2.9904	-8.29	6.75	22.1	\$ 2,470,912.00	31%	\$ 765,982.72
Fairview Road	Los Viveras	Acquistapace Road	9.54	1,634,816	45	62,750	10.5	36	2.0497	2.1504	-0.71	6.75	13.0	\$ 1,022,580.00	31%	\$ 316,999.80
Fairview Road	Acquistapace Road	Spring Grove Road	7.98	362,152	28	126,252	10.5	9	2.3238	3.0576	-5.15	6.75	22.9	\$ 2,057,414.00	31%	\$ 637,798.34
Fairview Road	Spring Grove Road	Fallon Road	8.00	371,025	40	99,260	10.5	8	2.3580	3.0912	-5.15	6.75	23.2	\$ 1,617,550.00	31%	\$ 501,440.50
Fairview Road	Fallon Road	Rosa Moranda Road	7.84	313,336	49	76,750	10.5	14	2.1517	2.8896	-5.18	6.75	20.5	\$ 1,250,725.00	39%	\$ 487,782.75
Fairview Road	Rosa Moranda Road	Dixie Drive	7.19	151,801	37	159,600	10.5	10	2.0306	3.0240	-6.97	6.75	22.0	\$ 2,600,857.00	39%	\$ 1,014,334.23
Fairview Road	Dixie Drive	McClosky Road	6.78	92,724	34	103,500	10.5	15	1.7498	2.8560	-7.76	6.75	20.2	\$ 1,686,646.00	39%	\$ 657,791.94
Fairview Road	McClosky Road	Santa Ana Road	6.50	64,926	26	133,700	10.5	8	1.7964	3.0912	-9.09	6.75	22.7	\$ 2,178,788.00	39%	\$ 849,727.32
Fairview Road	Santa Ana Road	Hillcrest Road	6.62	75,925	25	93,450	10.5	12	1.7794	2.9568	-8.26	6.75	21.3	\$ 1,522,870.00	39%	\$ 593,919.30
Fairview Road	Hillcrest Road	Sunnyslope Road	8.22	468,958	55	114,724	10.0	33	1.7785	2.1440	-2.45	6.5	12.8	\$ 1,829,489.00	48%	\$ 878,154.72
Fairview Road	Sunnyslope Road	John Smith Road	6.21	44,284	35	98,028	10.0	16	1.5534	2.6880	-7.61	6.5	18.7	\$ 1,563,240.00	48%	\$ 750,355.20
John Smith Road	Fairview Road	Change of Pavement	4.20	1,666	49	61,250	9.5	11	1.1531	2.7056	-10.41	6	19.8	\$ 924,779.00	82%	\$ 758,318.78
John Smith Road	Change of Pavement	Best Road	5.53	16,724	89	130,750	9.5	6	1.5414	2.8576	-8.82	6	21.4	\$ 1,974,121.00	82%	\$ 1,618,779.22
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	5.19	9,871	87	106,000	9.5	9	1.3740	2.7664	-9.33	6	20.4	\$ 1,600,434.00	82%	\$ 1,312,355.88
														<b>\$ 38,816,233.00</b>		<b>\$ 15,371,856.22</b>



**San Bentio County Out of County Truck Waste Impact Study**  
**Table 12 -Estimated 30 Year Maintenance Plan**  
**(Assumes New / Structurally Adequate Pavement at Start)**

Road Segment	From	To	Pavement Area (SF)	Year												Total Estimated Maintenance Cost	Percent Impact of Out-of-County Trucks	Total Adjusted Estimated Maintenance Cost for Out-of-County Trucks
				2018	2021	2024	2027	2030	2033	2036	2039	2042	2044	2046				
				Start	Crack Seal	Microsurface (Type II) & Crack Seal - 0% Digouts	Crack Seal	Microsurface (Type II) & Crack Seal - 5% Digouts	Crack Seal	Cape Seal - 10% Digouts	Crack Seal	Cold Plane and Replace - 10% Digouts	Crack Seal	Microsurface (Type II) Crack Seal - 0% Digouts				
Shore Road	Highway 25	1 Mile East of Highway 25	158,400	---	\$9,900	\$70,290	\$19,800	\$125,730	\$29,700	\$269,280	\$29,700	\$1,140,480	\$19,800	\$85,140	\$1,799,820	37%	\$665,933	
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	158,400	---	\$9,900	\$70,290	\$19,800	\$125,730	\$29,700	\$269,280	\$29,700	\$1,140,480	\$19,800	\$85,140	\$1,799,820	37%	\$665,933	
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	158,400	---	\$9,900	\$70,290	\$19,800	\$125,730	\$29,700	\$269,280	\$29,700	\$1,140,480	\$19,800	\$85,140	\$1,799,820	37%	\$665,933	
Shore Road	3 Miles East of Highway 25	San Felipe Road	127,500	---	\$7,969	\$56,578	\$15,938	\$101,203	\$23,906	\$216,750	\$23,906	\$918,000	\$15,938	\$68,531	\$1,448,719	37%	\$536,026	
Fairview Road	San Felipe Road	Ludis Lane	150,510	---	\$9,407	\$66,789	\$18,814	\$119,467	\$28,221	\$255,867	\$28,221	\$1,083,672	\$18,814	\$80,899	\$1,710,170	37%	\$632,763	
Fairview Road	Ludis Lane	Highway 156	56,840	---	\$3,553	\$25,223	\$7,105	\$45,117	\$10,658	\$96,628	\$10,658	\$409,248	\$7,105	\$30,552	\$645,845	40%	\$258,338	
Fairview Road	Highway 156	Los Vivas	151,626	---	\$9,477	\$67,284	\$18,953	\$120,353	\$28,430	\$257,764	\$28,430	\$1,091,707	\$18,953	\$81,499	\$1,722,850	40%	\$689,140	
Fairview Road	Los Vivas	Acquistapace Road	62,750	---	\$3,922	\$27,845	\$7,844	\$49,808	\$11,766	\$106,675	\$11,766	\$451,800	\$7,844	\$33,728	\$712,997	40%	\$285,199	
Fairview Road	Acquistapace Road	Spring Grove Road	126,252	---	\$7,891	\$56,024	\$15,782	\$100,213	\$23,672	\$214,628	\$23,672	\$909,014	\$15,782	\$67,860	\$1,434,538	40%	\$573,815	
Fairview Road	Spring Grove Road	Fallon Road	99,260	---	\$6,204	\$44,047	\$12,408	\$78,788	\$18,611	\$168,742	\$18,611	\$714,672	\$12,408	\$53,352	\$1,127,842	40%	\$451,137	
Fairview Road	Fallon Road	Rosa Moranda Road	76,750	---	\$4,797	\$34,058	\$9,594	\$60,920	\$14,391	\$130,475	\$14,391	\$552,600	\$9,594	\$41,253	\$872,072	54%	\$470,919	
Fairview Road	Rosa Moranda Road	Dixie Drive	159,600	---	\$9,975	\$70,823	\$19,950	\$126,683	\$29,925	\$271,320	\$29,925	\$1,149,120	\$19,950	\$85,785	\$1,813,455	54%	\$979,266	
Fairview Road	Dixie Drive	McClosky Road	103,500	---	\$6,469	\$45,928	\$12,938	\$82,153	\$19,406	\$175,950	\$19,406	\$745,200	\$12,938	\$55,631	\$1,176,019	54%	\$635,050	
Fairview Road	McClosky Road	Santa Ana Road	133,700	---	\$8,356	\$59,329	\$16,713	\$106,124	\$25,069	\$227,290	\$25,069	\$962,640	\$16,713	\$71,864	\$1,519,166	54%	\$820,350	
Fairview Road	Santa Ana Road	Hillcrest Road	93,450	---	\$5,841	\$41,468	\$11,681	\$74,176	\$17,522	\$158,865	\$17,522	\$672,840	\$11,681	\$50,229	\$1,061,826	54%	\$573,386	
Fairview Road	Hillcrest Road	Sunnyslope Road	114,724	---	\$7,170	\$50,909	\$14,341	\$91,062	\$21,511	\$195,031	\$21,511	\$826,013	\$14,341	\$61,664	\$1,303,551	73%	\$951,593	
Fairview Road	Sunnyslope Road	John Smith Road	98,028	---	\$6,127	\$43,500	\$12,254	\$77,810	\$18,380	\$166,648	\$18,380	\$705,802	\$12,254	\$52,690	\$1,113,843	73%	\$813,106	
John Smith Road	Fairview Road	Change of Pavement	61,250	---	\$3,828	\$27,180	\$7,656	\$48,617	\$11,484	\$104,125	\$11,484	\$441,000	\$7,656	\$32,922	\$695,953	100%	\$695,953	
John Smith Road	Change of Pavement	Best Road	130,750	---	\$8,172	\$58,020	\$16,344	\$103,783	\$24,516	\$222,275	\$24,516	\$941,400	\$16,344	\$70,278	\$1,485,647	100%	\$1,485,647	
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	106,000	---	\$6,625	\$47,038	\$13,250	\$84,138	\$19,875	\$180,200	\$19,875	\$763,200	\$13,250	\$56,975	\$1,204,425	100%	\$1,204,425	
<b>Totals:</b>					<b>\$145,481</b>	<b>\$1,032,912</b>	<b>\$290,961</b>	<b>\$1,847,604</b>	<b>\$436,442</b>	<b>\$3,957,073</b>	<b>\$436,442</b>	<b>\$16,759,368</b>	<b>\$290,961</b>	<b>\$1,251,133</b>	<b>\$26,448,378</b>		<b>\$14,053,911</b>	



**San Bentio County Out of County Truck Waste Impact Study  
Table 13 - Recommended Capital Improvement Projects (CIP)**

Road Segment	From	To	PCI	Pavement Area (SF)	Recommended Year to Perform Work				
					FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
Shore Road	Highway 25	1 Mile East of Highway 25	60	158,400				X	
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	47	158,400			X		
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	35	158,400		X			
Shore Road	3 Miles East of Highway 25	San Felipe Road	54	127,500			X		
Fairview Road	San Felipe Road	Ludis Lane	67	150,510				X	
Fairview Road	Ludis Lane	Highway 156	51	56,840			X		
Fairview Road	Highway 156	Los Vivas	39	151,626	X				
Fairview Road	Los Vivas	Acquistapace Road	45	62,750	X				
Fairview Road	Acquistapace Road	Spring Grove Road	28	126,252	X				
Fairview Road	Spring Grove Road	Fallon Road	40	99,260	X				
Fairview Road	Fallon Road	Rosa Moranda Road	49	76,750	X				
Fairview Road	Rosa Moranda Road	Dixie Drive	37	159,600	X				
Fairview Road	Dixie Drive	McClosky Road	34	103,500		X			
Fairview Road	McClosky Road	Santa Ana Road	26	133,700	X				
Fairview Road	Santa Ana Road	Hillcrest Road	25	93,450	X				
Fairview Road	Hillcrest Road	Sunnyslope Road	55	114,724			X		
Fairview Road	Sunnyslope Road	John Smith Road	35	98,028	X				
John Smith Road	Fairview Road	Change of Pavement	49	61,250	X				
John Smith Road	Change of Pavement	Best Road	89	130,750					X
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	87	106,000					X



**San Bentio County Out of County Truck Waste Impact Study**  
**Table 14 - Summary of Past Due Impact and Costs from 2014 through 2016**

Road Segment	From	To	Design Traffic Index (TI-20 years)	ESALs for TI-20 years (Column A)	Calculated Out-of-County Trucks ESALs from 2014 - 2016 (Column B)	Treatment Cost Full Depth Reclamation (FDR)	Past Due Impact of Out-of-County Trucks from 2014-2016 (Column B / Column A)	Past Due Cost of Out-of-County Trucks from 2014-2016
Shore Road	Highway 25	1 Mile East of Highway 25	11.0	5,399,511	103,460	\$ 2,857,883	2%	\$ 54,760
Shore Road	1 Mile East of Highway 25	2 Miles East of Highway 25	11.0	5,399,511	103,460	\$ 2,857,883	2%	\$ 54,760
Shore Road	2 Miles East of Highway 25	3 Miles East of Highway 25	11.0	5,399,511	103,460	\$ 2,857,883	2%	\$ 54,760
Shore Road	3 Miles East of Highway 25	San Felipe Road	11.0	5,399,511	103,460	\$ 2,300,379	2%	\$ 44,078
Fairview Road	San Felipe Road	Ludis Lane	11.0	5,399,511	103,460	\$ 2,715,530	2%	\$ 52,032
Fairview Road	Ludis Lane	Highway 156	10.5	3,652,398	103,460	\$ 926,270	3%	\$ 26,238
Fairview Road	Highway 156	Los Viveras	10.5	3,652,398	103,460	\$ 2,470,912	3%	\$ 69,993
Fairview Road	Los Viveras	Acquistapace Road	10.5	3,652,398	103,460	\$ 1,022,580	3%	\$ 28,966
Fairview Road	Acquistapace Road	Spring Grove Road	10.5	3,652,398	103,460	\$ 2,057,414	3%	\$ 58,280
Fairview Road	Spring Grove Road	Fallon Road	10.5	3,652,398	103,460	\$ 1,617,550	3%	\$ 45,820
Fairview Road	Fallon Road	Rosa Moranda Road	10.5	3,652,398	103,460	\$ 1,250,725	3%	\$ 35,429
Fairview Road	Rosa Moranda Road	Dixie Drive	10.5	3,652,398	103,460	\$ 2,600,857	3%	\$ 73,673
Fairview Road	Dixie Drive	McClosky Road	10.5	3,652,398	103,460	\$ 1,686,646	3%	\$ 47,777
Fairview Road	McClosky Road	Santa Ana Road	10.5	3,652,398	103,460	\$ 2,178,788	3%	\$ 61,718
Fairview Road	Santa Ana Road	Hillcrest Road	10.5	3,652,398	103,460	\$ 1,522,870	3%	\$ 43,138
Fairview Road	Hillcrest Road	Sunnyslope Road	10.0	2,423,911	103,460	\$ 1,829,489	4%	\$ 78,088
Fairview Road	Sunnyslope Road	John Smith Road	10.0	2,423,911	103,460	\$ 1,563,240	4%	\$ 66,724
John Smith Road	Fairview Road	Change of Pavement	9.5	1,575,144	103,460	\$ 924,779	7%	\$ 60,742
John Smith Road	Change of Pavement	Best Road	9.5	1,575,144	103,460	\$ 1,974,121	7%	\$ 129,666
John Smith Road	Best Road	Change of Pavement East of Landfill Entrance	9.5	1,575,144	103,460	\$ 1,600,434	7%	\$ 105,121
						<b>\$ 38,816,233</b>		<b>\$ 1,191,761</b>







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**San Benito County Waste Impact Study**

**APPENDIX E**

**Traffic Index (TI) Calculations (20 year)**

**San Benito County Out of County Truck Waste Impact Study  
 Project No. 170178-01  
 Fairview Road west of SR25 between Hwy 156 and Ludis Lane**

**Northbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	1187	44	52228
	3	27	150	4050
	4	8	234	1872
	5	160	312	49920
Buses		0	597	0
Garbage Trucks		0	450	0
				108070

**Southbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	1107	44	48708
	3	15	150	2250
	4	7	234	1638
	5	176	312	54912
Buses		0	597	0
Garbage Trucks		0	450	0
				107508

Average Annual EALs 107789

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	1271910	2845630
Traffic Index	9.3	10.2

Greatest Annual EALs 108070

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	1275226	2853048
Traffic Index	9.3	10.2

**San Benito County Out of County Truck Waste Impact Study**  
**Project No. 170178-01**  
**Fairview Road south of Fallon Road between Rosa Morada and Fallon Road**

**Northbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	1126	44	49544
	3	45	150	6750
	4	5	234	1170
	5	73	312	22776
Buses		0	597	0
Garbage Trucks		0	450	0
				80240

**Southbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	1473	44	64812
	3	5	150	750
	4	9	234	2106
	5	68	312	21216
Buses		0	597	0
Garbage Trucks		0	450	0
				88884

Average Annual EALs 84562

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	997832	2232437
Traffic Index	9.0	9.9

Greatest Annual EALs 80240

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	946832	2118336
Traffic Index	8.9	9.8

**San Benito County Out of County Truck Waste Impact Study  
 Project No. 170178-01  
 Fairview Road north of St. Benedict Way and Sunnyslope Road**

**Northbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	854	44	37576
	3	24	150	3600
	4	0	234	0
	5	59	312	18408
Buses		0	597	0
Garbage Trucks		0	450	0
				59584

**Southbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	884	44	38896
	3	26	150	3900
	4	3	234	702
	5	44	312	13728
Buses		0	597	0
Garbage Trucks		0	450	0
				57226

Average Annual EALs 58405

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	689179	1541892
Traffic Index	8.6	9.5

Greatest Annual EALs 59584

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	703091	1573018
Traffic Index	8.6	9.5

**San Benito County Out of County Truck Waste Impact Study  
 Project No. 170178-01  
 John Smith Road Landfill Entrance**

**Eastbound No. 1 (Entrance)**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	36	44	1584
	3	25	150	3750
	4	15	234	3510
	5	37	312	11544
Buses		0	597	0
Garbage Trucks		0	450	0
				20388

**Westbound No. 1 (Exit)**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	32	44	1408
	3	22	150	3300
	4	7	234	1638
	5	40	312	12480
Buses		0	597	0
Garbage Trucks		0	450	0
				18826

Average Annual EALs 19607

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	231363	517625
Traffic Index	7.6	8.3

Greatest Annual EALs 20388

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	240578	538243
Traffic Index	7.6	8.4

**San Benito County Out of County Truck Waste Impact Study**  
**Project No. 170178-01**  
**Shore Road east of SR25 between Bolsa Road and Frazier Lake Road**

**Eastbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	890	44	39160
	3	14	150	2100
	4	9	234	2106
	5	239	312	74568
Buses		0	597	0
Garbage Trucks		0	450	0
				117934

**Westbound No. 1**

Axles Type	One -Way ADTT		EAL Constant	Annual EALs
	6 hr Total	24 hr Total		
	2	531	44	23364
	3	22	150	3300
	4	10	234	2340
	5	221	312	68952
Buses		0	597	0
Garbage Trucks		0	450	0
				97956

Average Annual EALs 107945

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	1273751	2849748
Traffic Index	9.3	10.2

Greatest Annual EALs 117934

Factors	10 yr	20 yr
Growth	1.18	1.32
Years	10	20
Total EALs	1391621	3113458
Traffic Index	9.4	10.3

## ATTACHMENT B

### Traffic and Safety Analysis Detail





**TJKM**

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## TECHNICAL MEMORANDUM

*Date:* December 22, 2017

*To:* Benjamin C. Sigman  
Economic and Planning Systems, Inc  
Email: bsigman@epsys.com

*From:* Chris D. Kinzel, T.E., P.E.  
Vice President

*Jurisdiction:* San Benito County

Janice Spuller  
Project Manager

*Subject:* **San Benito County Waste Impact Traffic Study**

As part of the project deliverable, TJKM performed a traffic analysis of the project truck route between State Route 25 and Shore Road to the John Smith Road Landfill (Landfill) located at 2650 John Smith Road in San Benito County. The purpose of the analysis is to assist in determining how the amount of Out-of-County truck trips to the landfill contribute to roadway deterioration along the project route. This technical memorandum summarizes the following:

- Existing Traffic Conditions
- Field Observations
- Collision History
- Out-of-County Waste Transport

The project vicinity map and truck route to the landfill is shown in **Figure 1**.

As information, the weekday operating hours are Mondays through Fridays 8:00 a.m. to 4:00 p.m. On Saturdays and Sundays, operating hours are 9:00 a.m. to 3:00 p.m. The landfill is closed on four holidays: New Year's Day, Easter, Thanksgiving, and Christmas.

### EXISTING TRAFFIC CONDITIONS

#### Existing Setting and Roadway System

The truck routes described are a part of the analysis:

**State Route (SR) 25** is a two-lane highway that carries regional traffic between Gilroy and Hollister. SR 25 is a state route running generally in a north-south direction. SR 25 begins at its junction with Highway 101 in Gilroy and extends south through Hollister towards Paicines.

**SR 156** is a two-lane highway that carries regional traffic between Highway 101 and Highway 152. SR 156 is a major roadway for trucks traveling between Highway 101 and Interstate 5. Between Hollister





and San Juan Bautista, SR 156 is a two-lane highway. Between San Juan Bautista and US 101, SR 156 is a four-lane divided highway.

**Fairview Road** is a two-lane north-south arterial roadway that is situated on the east edge of Hollister. Fairview Road provides access to Airline Highway to the south and to SR 25 and SR 156 to the north. Fairview Road forms the western boundary of the project site. Access to the project site would be provided by John Smith Road, adjacent to Fairview Road. The posted speed limit is 50 mph.

**Sunnyslope Road** is an east-west arterial roadway that extends from Fairview Road to Airline Highway, where it changes designation to Tres Pinos Road. Between Fairview Road and El Toro Drive, Sunnyslope Road is a two-lane roadway, and between El Toro Drive and Airline Highway it is a four-lane roadway. The posted speed limit is 35 mph.

**Santa Ana Road** is an east-west collector roadway that extends from Fairview Road to San Felipe Road. Santa Ana Road has two lanes in the vicinity of the project site. It provides access to the local residential areas in the immediate vicinity of the project. The posted speed limit is 40 mph.

**John Smith Road** is a two-lane rural county road without shoulders. The road is designated as a minor collector. John Smith Road provides direct access to the project site. As an unposted rural road in California, the speed limit is automatically 55 mph.

**San Felipe Road** is a north-south two-lane arterial roadway that extends from SR 152 to Santa Ana Road where it changes designation to San Benito Street. Between SR 156 and Santa Ana Road, San Felipe Road is a four-lane roadway, and between SR 156 and SR 152, it is a two-lane roadway. The posted speed limit along San Felipe Road is 45 mph.

**Shore Road** is a two-lane, east-west arterial roadway that extends between SR 25 and San Felipe Road. The posted speed limit along Shore Road is 50 mph.

## Data Collection

TJKM collected the following data in the field under existing conditions:

- Manual turning movement counts and lane geometry for each study intersection for the weekday a.m., and p.m. peak periods along Fairview Road. These counts include passenger vehicles, trucks, pedestrians, and bicyclists (See **Appendix A**).
- 24-hour Daily Traffic counts at five locations within the study corridors (See **Appendix A**).

# San Benito County - John Smith Landfill Vicinity Map & Truck Route

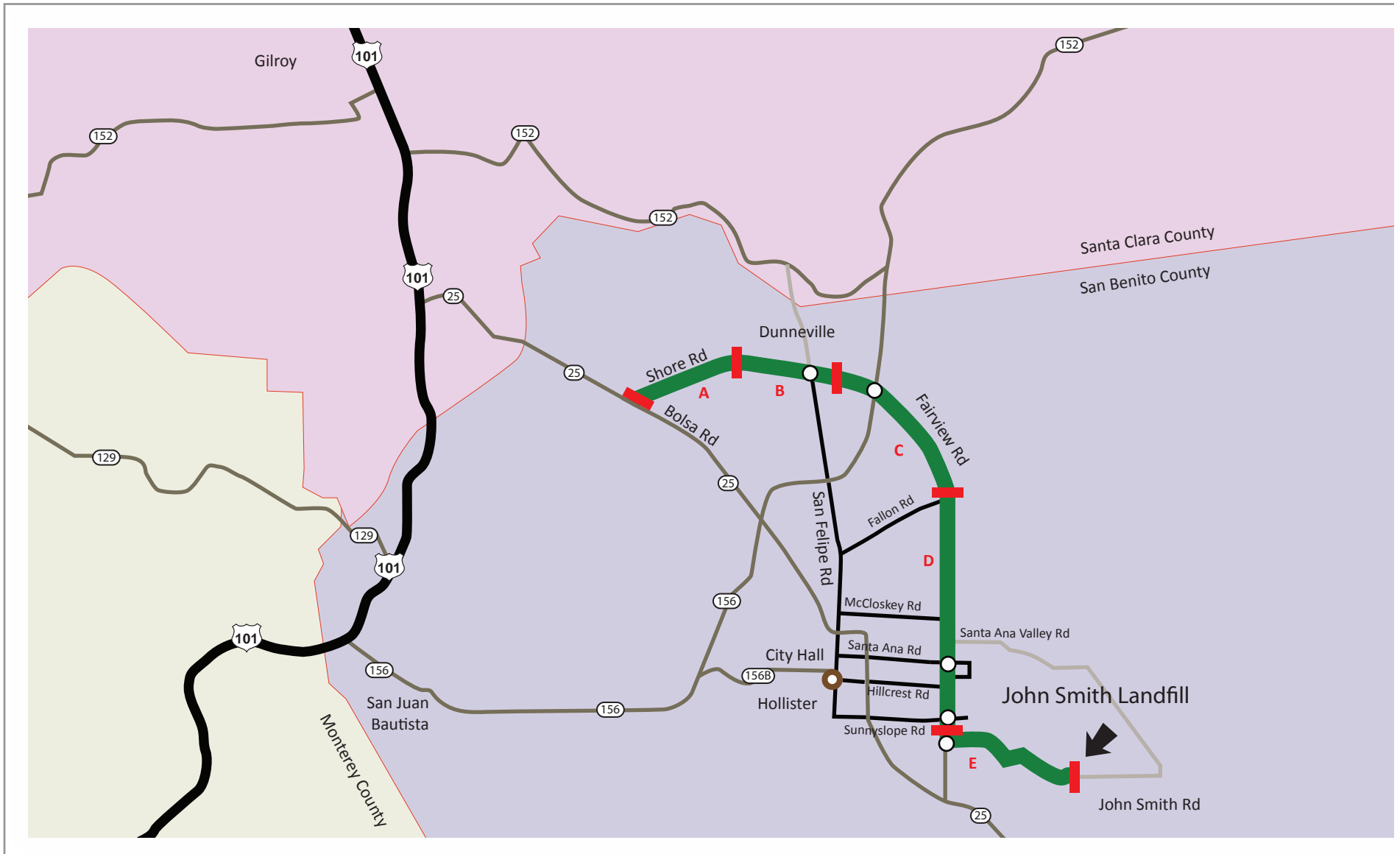








Figure 1

## LEGEND

-  Study Intersection
-  Project Route
-  Segment
-  Santa Clara County
-  San Benito County
-  Monterey County



### Peak Hour Turning Movement Counts

The following study intersections were analyzed:

1. Fairview Road and John Smith Road (unsignalized)
2. Fairview Road and Sunnyslope Road (signalized)
3. Fairview Road and Santa Ana Road (signalized)
4. Pacheco Pass Highway (State Route 156) and Fairview Road (signalized)
5. San Felipe Road and Shore Road-Fairview Road (all way stop controlled)

Data were collected between 7:30 a.m. to 9:30 am and 3:00 p.m. to 5:00 p.m., which reflects the peak time of truck activity based on field observations. The data collection period overlaps with the commute a.m. peak hour of 7:00 a.m. to 9:00 a.m. and p.m. peak hour of 4:00 p.m. to 6:00 p.m. The information collected included separate counts of autos, trucks, bicyclists and pedestrians, summarized by 15-minute intervals. Buses are considered as two-axle trucks. The data includes summations of right, through and left turning movements for all traffic entering the intersection being studied, enabling a subsequent calculation of intersection level of service.

### Daily Count Volume

TJKM collected 24-hour bi-directional traffic volumes, including vehicle classification and speed at the following locations:

1. Shore Road east of SR 25
2. Fairview Road west of SR 156
3. Fairview Road south of Fallon Road
4. Fairview Road north of the John Smith Road
5. John Smith Landfill Entrance, 2650 John Smith Road.

At all the locations, one-day 24-hour count data was collected, except the John Smith Road Landfill, which was conducted over a seven-day period, Friday August 19-Thursdays August 24, 2017. Data is collected via the Metro Count tube boxes, consisting on two hoses to collect vehicle classification and speed. These boxes are laid across the roadway and nailed down. At the John Smith Road Landfill entrance, technicians were on site during the hours of operations, performing field observations.

Turning movement counts and daily counts were conducted on the same day, Wednesday August 23, 2017. The collection date was chosen based on the out of county tonnage log, July 2016 to June 2017, provided by the landfill operator. TJKM reviewed daily and monthly averages and found during this timeframe, July had the largest number of out of county trucks, and Tuesday and Wednesday had the largest number of out of county trucks by day. The collection of 24-hour traffic volumes is common for traffic analysis studies. It is understood that traffic volumes vary by season or time of year. Also, from the landfill operator data, August had the second largest number of out of county trucks by month. This data is further detailed later in this memorandum. Traffic engineers typically rely on traffic counts for a single day as representative of typical or average conditions. This is because studies and observations have shown that traffic does not vary significantly from day to day, particularly in the middle of the week including Tuesdays, Wednesdays and Thursdays. Consequently, the one-day traffic counts and



observations on a Wednesday used for a portion of this study adequately depicts typical midweek conditions in the month of August.

The counts provided a breakdown of vehicle classification. **Table 1** shows the daily traffic for Existing Conditions at the five roadway segments. At the John Smith Road Landfill entrance, the vehicles moved at a slower pace over the road tubes and may not have been accurately classified by axle type. However, TJKM compared the data with the video taken during hours of operation (8.00 a.m. to 4:00 p.m.) to confirm the vehicle classification. We suspect that some westbound exiting trucks may have left the landfill after formal closing hours, which affected the balance of inbound vs. outbound trucks. **Figure 2** illustrates the daily truck traffic volumes along the project route.

# San Benito County - Existing Daily Truck Traffic (4 axle or more)

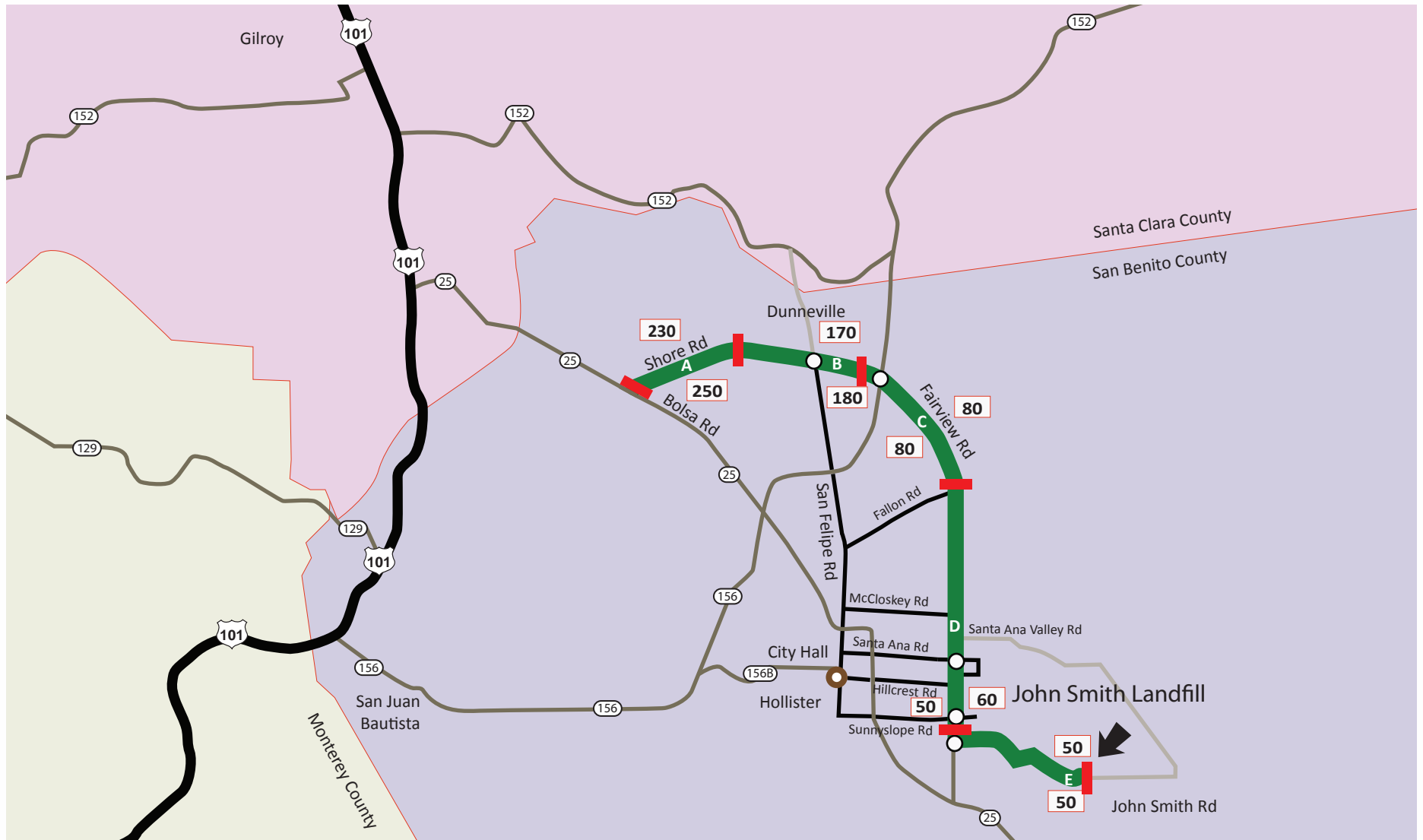


Figure 2

## LEGEND

- Study Intersection
- █ Project Route
- A █ Segment
- █ Santa Clara County
- █ San Benito County
- █ Monterey County



**Table 1: Existing Daily Traffic**

#	Roadway	Segment	Direction	Passenger Cars	2-Axle	3-Axle	4 or more Axle
A	Shore Road east of SR 25	Shore Road between Bolsa Road and Frazier Lake Road	Eastbound	767	890	14	248
			Westbound	1214	531	22	231
B	Fairview Road west of SR 156	Fairview Road between Highway 156 and Ludis Lane	Northbound	2286	1187	27	168
			Southbound	2002	1107	15	183
C	Fairview Road south of Fallon Road	Fairview Road between Rosa Morada and Fallon Road	Northbound	2121	1126	45	78
			Southbound	2206	1473	5	77
D	Fairview Road north of the John Smith Road	Fairview Road between St. Benedict Way and Sunnyslope Road	Northbound	1528	854	24	59
			Southbound	1422	884	26	47
E	John Smith Landfill Entrance		Eastbound (Entrance)	101	36	25	52
			Westbound (Exit)	90	32	22	47

According to the count data, around 30-40 percent of the traffic is comprised of trucks at all the locations. The remaining percentage of traffic is attributable to motorcycles and passenger cars. **Table 2** shows the daily truck traffic at the following five roadway segments.

**Table 2: Daily Truck Traffic**

#	Roadway	Percentage of Trucks		
		2-Axle	3-Axle	4 or more Axle
A	Shore Road east of SR 25	36.3%	0.9%	12.2%
B	Fairview Road west of SR 156	32.9%	0.6%	5.0%
C	Fairview Road south of Fallon Road	36.4%	0.7%	2.2%
D	Fairview Road north of the John Smith Road	35.9%	1.0%	2.2%
E	John Smith Landfill Entrance	16.8%	11.6%	24.4%

Twenty-four hour vehicle speed data was collected along four of the five roadway segments. Segment E, John Smith Landfill Entrance, is not included due to the slow volume entering and exiting the landfill. Twenty-four-hour vehicle speed data was collected at the same four locations identified above. The speed limit for each is 55 mph. The 85th percentile is considered to be the prevailing speed, the speed at

which vehicles generally travel under optimum pavement, weather, visibility and traffic volume, regardless of vehicle type. **Table 3** summarizes vehicular speed along Shore Road/Fairview Road. Based on the collected data, the 85th percentile speed of vehicles traveling along Shore Road/Fairview Road at the four count locations ranges between 41 mph and 67 mph.

**Table 3: Daily Average and 85<sup>th</sup> Percentile Speeds**

#	Roadway	Speed Limit	Direction	Average Speed	85 <sup>th</sup> Percentile Speed
A	Shore Road east of SR 25	55 mph	EB	58	68
			WB	51	62
B	Fairview Road west of SR 156	55 mph	NB	43	49
			SB	41	47
C	Fairview Road south of Fallon Road	55 mph	NB	56	62
			SB	56	62
D	Fairview Road north of the John Smith Road	55 mph	NB	52	60
			SB	51	51

At Shore Road, the average 85th percentile speed is 63 mph. This can be attributed to minimal driveway access along the predominantly rural/agricultural environment and this roadway feeds into SR 25 to Highway 101.

In some portions of Fairview Road, south of Fallon Road and near John Smith Road, the 85<sup>th</sup> percentile speed of vehicles is above the posted speed limit. Thus, data indicates that the majority of vehicles traveling along each of the roadways are traveling faster than the 55 mph speed limit.

Speed limits can be reduced based on an engineering traffic study which includes 85<sup>th</sup> percentile speed, accidents, at conditions not readily apparent to motorists. The existence of trucks would also be a factor in the study.

**Level of Service Analysis Methodology**

Level of Service (LOS) is a qualitative index of the performance of an element of the transportation system. It is a rating scale running from A to F, with LOS A indicating no congestion, and LOS F indicating unacceptable congestion and delays. LOS in this study describes the operating conditions for unsignalized and signalized intersections.

The average control delay for signalized and unsignalized intersections was calculated using TRAFFIX 8.0 analysis software, a comprehensive traffic impact analysis tool. Trip generation, distribution and

assignment of traffic development and multiple scenario management are measured. TRAFFIX calculates delay based on critical movements and determines any impacts based on an accumulation of delays. The standard measure of heavy vehicle composition is two percent, however the actual percentage at each location was factored into the analysis based on existing truck volumes.

**Signalized Intersections**

The study intersections under traffic signal control were analyzed using the 2000 Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000). This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is shown in **Table 4**.

**Table 4: Signalized Intersection Level of Service Definitions based on Average Control Delay**

Level of Service	Description	Average Control Delay
<b>A</b>	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
<b>B</b>	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
<b>C</b>	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
<b>D</b>	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume to capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
<b>E</b>	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
<b>F</b>	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Highway Capacity Manual 2000

**Unsignalized Intersections**

The study intersections under stop control (unsignalized) were analyzed using the 2000 HCM Operations Methodology for signalized intersections described in Chapter 17 (HCM 2000). LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At the side street, controlled intersections or two-way stop sign intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for



the entire intersections is presented for all-way stop controlled intersections. LOS designation is shown in **Table 5**.

**Table 5: Unsignalized Intersection Level of Service Definitions based on Control Delay**

Level of Service	Description	Average Control Delay
A	Operations with very low delay occurring with favorable progression.	Up to 10.0
B	Operations with low delay occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation and poor progression.	Greater than 50.0

Source: Highway Capacity Manual 2000

**Existing Intersection Volumes and Lane Configurations**

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. Turning movement counts for vehicles, trucks, bicycles, and pedestrians were collected during typical weekday a.m. and p.m. peak periods (7:30 a.m. to 9:30 a.m. and 3:00 p.m. to 5:00 p.m., respectively) at the study intersections in August 2017. Data sheets for the collected vehicle, trucks, bicycle and pedestrian counts were included in **Appendix A**. **Figure 3** illustrates the existing lane geometry, traffic control, and peak hour traffic volumes at all the study intersections.

**Existing Truck Routes**

San Benito County experiences a higher than average amount of truck traffic in and around San Juan Bautista and Hollister. While this traffic is largely confined to state highways, it also impacts local streets and rural roads not designed to handle large heavy trucks, creating conflicts with local traffic and adding to congestion. State Highways 25, 101, 129 and 156 carry the highest highway traffic in loads in the county and serve as major truck routes for the area.

**Intersection Level of Service Analysis – Existing Conditions**

Existing intersection lane configurations and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The peak hour factor and heavy vehicle composition based on the counts was used to all study intersections for the existing conditions analysis. Heavy vehicle composition averaged 10 percent during the a.m. peak hour and eight percent during the p.m. peak hour and was specifically accounted for in the LOS calculations.

The study intersections were analyzed using the 2000 Highway Capacity Manual (HCM 2000) methodology by using Traffix analysis software. The results of the LOS analysis using Traffix analysis software for Existing Conditions are summarized in **Table 6. Appendix B** contains the corresponding calculation sheets. Under this scenario, all the study intersections operate within the County of San Benito standards of LOS C or better during the a.m. and p.m. peak hours. It can be concluded that current operations of the landfill, based on vehicle volume, are not impacting the study intersections.

**Table 6: Intersection Level of Service Analysis – Existing Conditions**

#	Study Intersections	Control	Peak Hour <sup>1</sup>	Existing	
				Delay <sup>2</sup>	LOS <sup>3</sup>
1	Fairview Road and John Smith Road	One-Way Stop	AM	10.7	B
			PM	10.0	B
2	Fairview Road and Sunnyslope Road	Signalized	AM	27.7	C
			PM	23.9	C
3	Fairview Road and Santa Ana Road	Signalized	AM	11.6	B
			PM	10.5	B
4	Pacheco Pass Highway (SR 156) and Fairview Road	Signalized	AM	21.8	C
			PM	27.7	C
5	San Felipe Road and Shore Road - Fairview Road	All-Way Stop	AM	11.8	B
			PM	24.3	C

Notes: <sup>1</sup>. AM – morning peak hour (between 7:30 a.m. and 9:30 a.m.), PM – evening peak hour (between 3:00 p.m. and 5:00 p.m.)  
<sup>2</sup>. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections.  
<sup>3</sup>. LOS – Level of Service calculations conducted using the Traffix Software level of service analysis software package, which applies the methodology described in the 2000 HCM.

**Level of Service Added Volume Analysis**

As requested, TJKM reviewed the traffic analysis of the study intersections to see at what volume of added vehicles would create a Level of Service (LOS) deficiency requiring mitigation. The San Benito County General Plan Transportation has the following policy:

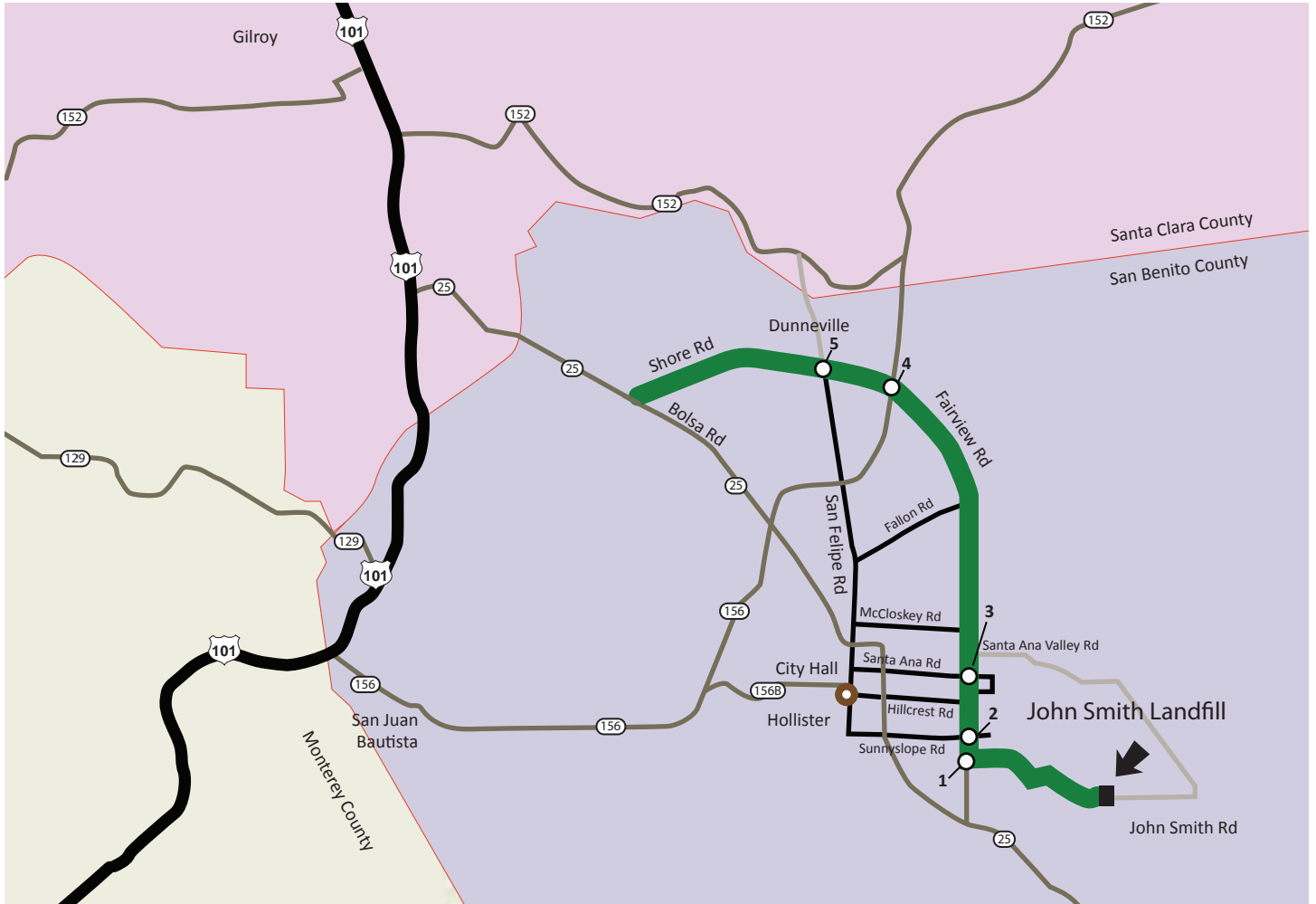
“A level of service of C shall be used for the accepted minimum standard of operation for intersections and roadways.”

TJKM reviewed the signalized study intersections #2 (Fairview Road and Sunnyslope Road) and #4 (Pacheco Pass Highway and Fairview Road) to determine how many added vehicles traveling along the route would require mitigation. The method including reviewing the TRAFFIX software program and adding vehicle volumes until the LOS degraded to D, with an average delay of 35.0 seconds or more. Volumes were added to the direction the vehicles to the landfill would travel through the intersection. For the Fairview Road and Sunnyslope Road intersection, trucks would travel north and south. For the Pacheco Pass Highway (SR 156) and Fairview Road, trucks would travel east and west. Added volumes by peak hour are shown in **Appendix B**.



Per the analysis, the volumes would have to increase three to seven times in order to degrade to LOS D at the intersection of Fairview Road and Sunnyslope Road. At the intersection of Pacheco Pass Highway and Fairview Road, vehicle volumes would have to increase two to three times in order to degrade to LOS D. **Appendix B** contains the corresponding calculation sheets.

# Existing Conditions Traffic Volumes, Lane Geometry & Traffic Controls



Intersection #1 Fairview Rd./ John Smith Rd.	Intersection #2 Sunnyslope Rd./ Fairview Rd.	Intersection #3 Santa Ana Rd./ Fairview Rd.	Intersection #4 Fairview Rd./ SR 156	Intersection #5 Shore Rd./ San Felipe Rd.

## LEGEND

- Study Intersection
- Traffic Signal
- Stop Sign
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



Figure 3

## FIELD OBSERVATIONS

TJKM performed field observations along the project route, study intersections and at the John Smith Road Landfill during the a.m. and p.m. peak hour (7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 5:00 p.m.) and hours of operation, 8:00 a.m. to 4:00 p.m.

The intersections appear to operate at the level of service depicted in the Existing Conditions. The intersection of Pacheco Pass Highway/SR 156 and Fairview Road, is repaved and in the process of being restriped.

Along the project route, the pavement conditions, which will be discuss in a separate report, are average to poor. The roadway is primarily rural until south of Fallon Road towards Hollister where residential neighborhoods appear. Vehicles tend to travel at 55 mph and are predominately passenger vehicles and trucks, with limited speed limit signage. There are slight curvature and dips on the roadway, with signage to aid navigation of the turns.



*Intersection of Fairview Road and John Smith Road*

The turning pocket lengths at the signalized study intersections tend to be about 200 feet long and the queues at the intersections are not long and pass through the intersection in one cycle.

At the intersection of Fairview Road and John Smith Road, the roadway is narrow and there is no left turn pocket eastbound onto John Smith Road. Trucks turning onto John Smith Road created a small queue of vehicles as the truck waited for the opportunity to turn left. The three-legged intersection is narrow along Fairview Road. John Smith Road, at this intersection, is wide and angled towards northbound Fairview Road. From existing data collected, the majority of the movement from John Smith Road is the northbound right turn. Along Fairview, the through movement is predominant with the northbound volumes higher in the a.m. peak hour and southbound volumes higher in the p.m. peak hour.



*John Smith Road Landfill Entrance*



Data collected at the intersection also showed approximately 37 percent of heavy vehicles traversed along John Smith Road in the a.m. peak hour and approximately 22 percent in the p.m. peak hour. John Smith Road lacks speed limit signage and is a two lane rural road. There are limited shoulders, roadway curvature and slopes. Vehicles tend to travel at the speed limit of 55 mph. The predominant destination on John Smith Road is to and from the landfill.

At the entrance to the Landfill there is a left turn pocket approximately 125 feet long. During the observation, there was a small queue waiting to enter the landfill in the morning prior to opening. Once inside the landfill, all vehicles weigh in and proceed to the unloading area. The site has one entrance and exit and has adequate access.

Many commercial trucks entered/exited the site. TJKM identified a few trucks that appeared to be out-of-county trucks but verified the information with the landfill operator. Waste transport is discussed in a later section.

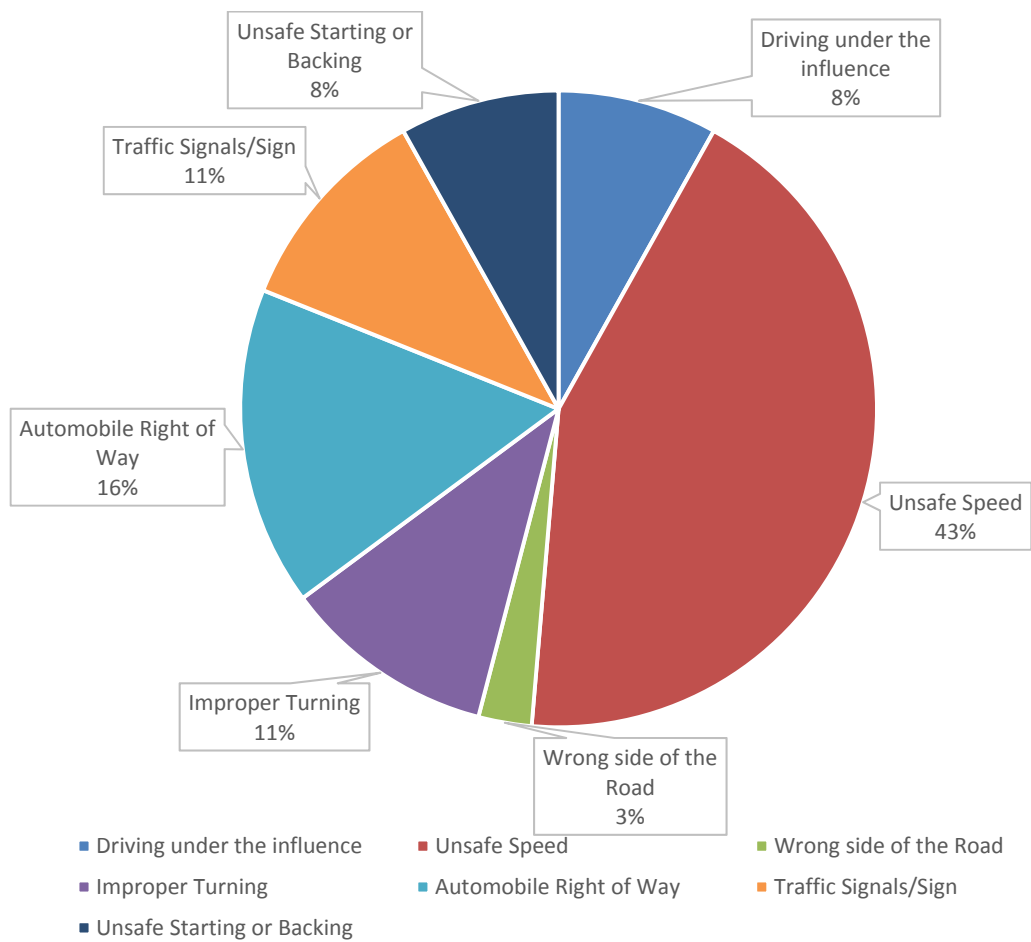
### COLLISION HISTORY

TJKM obtained collision data from the California Statewide Integrated Traffic Records System (SWITRS) for four years, 2013 to 2016. There were 37 total collisions along the truck route. There were 10 truck-involved collisions during the same time. A breakdown of the type of collision violations is shown in the **Table 7** and **Figure 4** below.

**Table 7: Collision Violation Type**

Driving Under the Influence	Unsafe Speed	Wrong Side of the Road	Improper Turning	Automobile Right of Way	Traffic Signals/Sign	Unsafe Starting or Backing	Total Collisions
3	16	1	4	6	4	3	37

**Figure 4 Collision Type by Percentage**



### Intersection Collision Analysis

A review of collisions helps to determine if some of the collisions that occur at the intersections are attributable to signal timings at signalized intersections. For example, a higher number of rear-end collision can sometimes occur due to insufficient yellow change intervals at the intersections. Similarly, right-angle collisions can occur due to poor visibility of signal indications or insufficient red clearance intervals. **Table 8** summarizes the number of collisions, total collisions and those involving trucks that were reported at the study intersections during the four-year analysis period. The collision rates at the intersections along study corridors were compared with the statewide average collision rates for roadways and intersections with similar characteristics (Collision Data on California State Highways). The statewide average compares similar roadways, vehicle classification and volumes. **Appendix C** contains the complete dataset used to conduct the collision analysis, including collision reports.

**Table 8: Intersection Collision Summary**

#	Study Intersections	Total # of All Collisions (2013-16)	Intersection Collision Rate (RSE) for all Vehicles	Total # of Truck Collisions (2013-16)	Intersection Truck Collision Rate (RSE)	Statewide Average Collision Rate	Intersection Collision Rate > Statewide Average Collision Rate?
1	Fairview Road and John Smith Road	0	0.00	0	0.00	0.16	No
2	Fairview Road and Sunnyslope Road	0	0.00	0	0.00	0.50	No
3	Fairview Road and Santa Ana Road	1	0.07	0	0.00	0.24	No
4	Pacheco Pass Highway (State Route 156) and Fairview Road	2	0.11	1	0.30	0.50	No
5	San Felipe Road and Shore Road-Fairview Road	0	0.00	0	0.00	0.60	No

Notes:  $ICR = 1000000 * A / (365 * T * ADT)$

ICR= Observed collision rate; Number of accidents/vehicles miles traveled

A = Number of collisions over study period

T = Total number of years over which intersection accidents were collected; January 2013 to December 2016 = 4 years

ADT = Average Daily Traffic

### Roadway Segment Collision Analysis

**Table 9** summarizes the number of collisions that were reported at the study segments during the four-year analysis period. The collision rates at the study segments were compared with the statewide mean collision rates for roadways with similar characteristics, rural roads with two and three lanes.

Of the 37 total collisions, nine truck-related collisions occurred along study segments, one occurred at one study intersection, and two occurred at non-study intersections. Based on the analysis, the statewide average except at the segments of Shore Road near Lake Road, Fairview Road at Lone Tree Road and Fairview Road at Santa Ana Road.



**Table 9: Roadway Segment Collision Summary**

Primary Road	Secondary Road	Total # of All Collisions (2013-16)	Segment Collision Rate (RSE) for all Vehicles	Total # of Truck Collisions (2013-16)	Collision Rate	Statewide Collision Rate	Collision Rate >Statewide Standard
Route 25	Shore Road	12	0.11	1	0.01	0.38	No
Shore Road	Lake Road	3	0.58	1	0.19	0.38	Yes
SR 156	Fairview Road (Eastbound)	6	0.19	2	0.06	0.38	No
SR 156	Fairview Road (Westbound)	3	0.12	3	0.12	0.38	No
Fairview Road	Lone Tree Road	4	0.88	1	0.22	0.38	Yes
Fairview Road	Santa Ana Road	6	1.32	1	0.22	0.38	Yes

**SAFETY**

Based on the field observations and collision data, truck volumes and speed do not significantly impact the roadways segments and study intersections. The speed limit on John Smith Road is 55 mph. Though there are no recorded collisions on the segment between Fairview Road and the landfill, safety enhancements can be considered. The topography of the roadway leaves limited shoulders, if any, and twelve-foot travel lanes at most. The County Board of Supervisors could consider a reduction of speed.

Additional suggested recommendations would be to include sign additions along John Smith Road such as a speed limit signage, R2-1 (55 mph), and warning signs such as the W1-5 for winding road and W2-2 for side road to alert the driver of the roadway conditions. Advanced warning signage of the John Smith Road Landfill is also recommended.



Speed limit signs are recommended at the eastbound entrance to John Smith Road from Fairview Road, and westbound near the exit of the landfill on John Smith Road. Two winding road signs, located eastbound, east of Heatherwood Drive on John Smith Road and west of the John Smith Landfill in the westbound direction are recommended. Two side road signs, W2-2 are recommended in the eastbound direction towards the landfill at approximately 1,000 and 300 feet in advance of the landfill entrance. Sign locations are based on the standards set forth in the California Manual on Uniform Traffic Control Devices (CAMUTCD). Signs and posts cost approximately \$500.00, for a total cost of \$3,000.00. The consideration of advance flashing warning lights located 300 feet west of the landfill (at the same location as the second W2-2 sign) would allow for visibility during fog or other adverse weather conditions. The approximate cost of the installation and equipment for a flashing warning sign is \$25,000 considering the limited power source along the rural roadway.

There are some instances throughout the year, where the landfill offers Household Hazardous Waste events for residents only. These occur the third Saturday of the month. The event is limited to residents, however, commercial use is still open for service, which may cause a mix of traffic onto John Smith Road with heavy vehicles/trucks and standard residential vehicles. From data collected on a Saturday, there are limited vehicles with four or more axles, approximately 1.5 percent. During the week, there is no experience of spillover or excessive queuing of the left turn lane into the landfill as a result of the trucks entering the landfill. Since the truck impact is minor, no mitigations are recommended.

#### **Fairview Road and John Smith Road Intersection Analysis**

An assessment was made of the need for signalization at the intersection of Fairview Road/John Smith Road. This assessment was based on the Peak-Hour Volume Signal Warrant (Section 4C.04) described in the CAMUTCD. This method makes no evaluation of intersection levels of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions. Based on the analysis, a traffic signal does not meet the criteria at this intersection. The detail for the traffic signal warrant is provided in **Appendix D**.

However, as part of the San Benito County John Smith Road Landfill Expansion Project Draft Initial Study/Mitigated Negative Declaration dated June 2012, future roadway configurations assumes left turn lanes will be provided at this intersection. Recently, the County of San Benito County Governments programed the realignment of John Smith Road at Fairview as part of their 2040 Regional Transportation Plan. This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road. TJKM supports the concept of improving the intersection, particularly adding a southbound left turn lane on Fairview Road at John Smith Road.

## OUT-OF-COUNTY WASTE TRANSPORT

To determine the amount of out-of-county truck volumes and weight contributes to the San Benito County roadways, TJKM reviewed the following items:

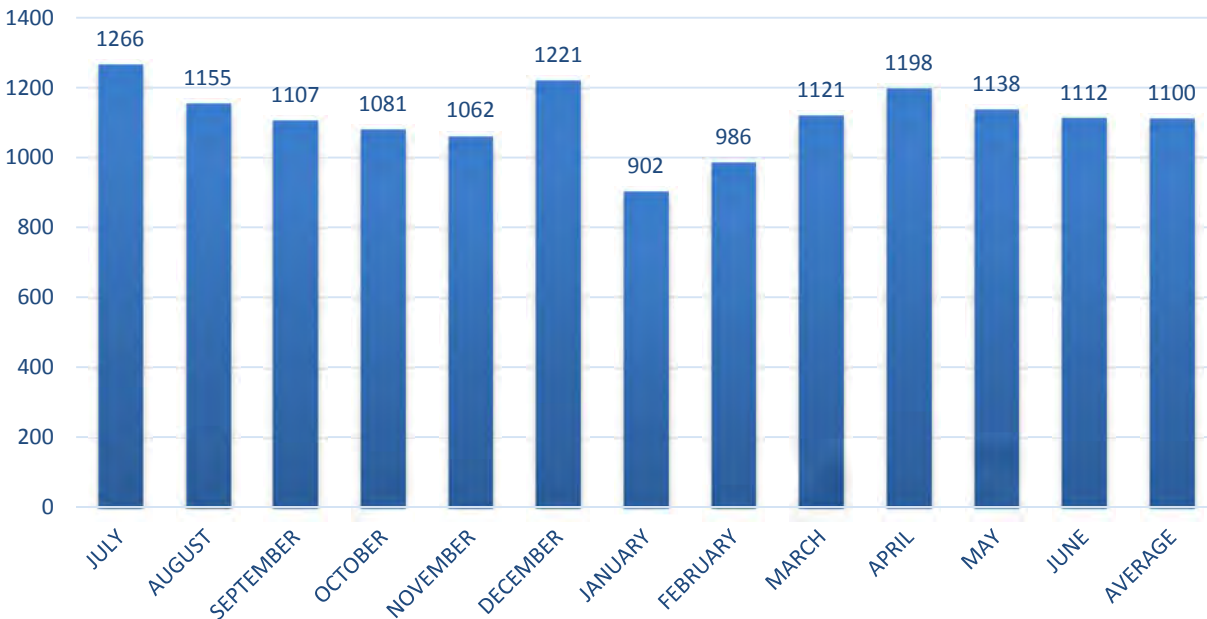
- Annual Out-of-County Tonnage (Gross Vehicle Weight) - The data provided included daily truck loads (truck trips) and weight between July 2016 and June 2017.
- Weekly Trip Log from data collected August 19 to August 24, 2017
- Daily Trip Log from data collected Wednesday, August 23, 2017

Data was provided by the landfill operator and is included in **Appendix E**.

### Annual Out-of-County Data

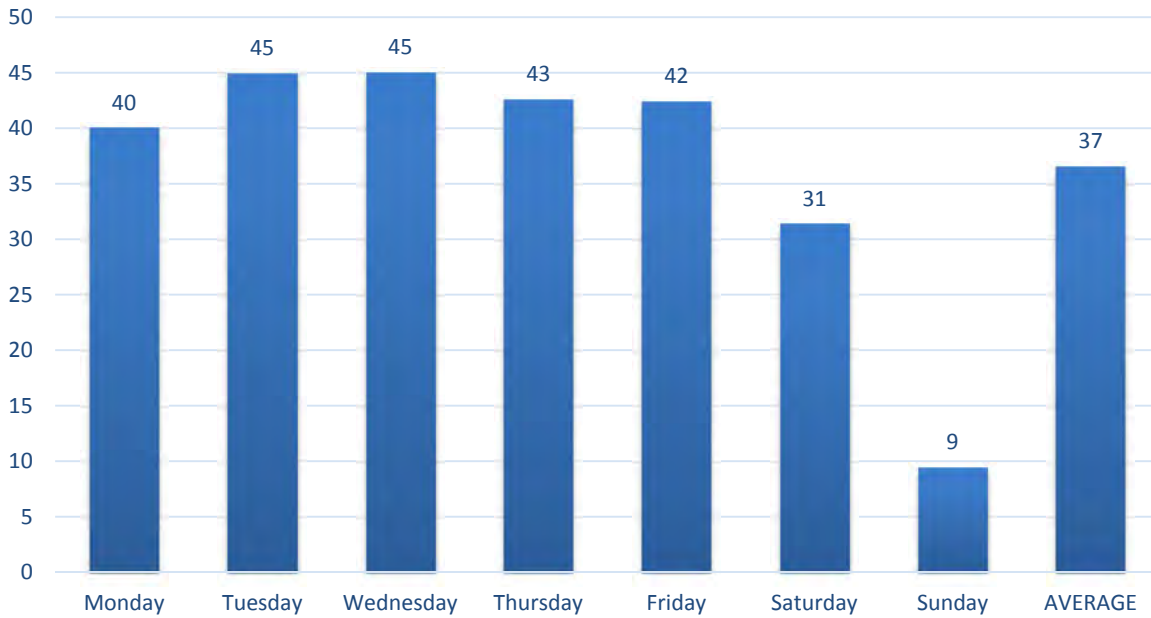
TJKM reviewed the John Smith Road Landfill Out-of-County tonnage in gross vehicle weight for July 2016 through June 2017. Based on the annual data, the monthly average of commercial trucks is 1,100. July had the largest amount with a total of 1,266 commercial trucks. **Figure 5** illustrates the number of commercial trucks per month.

**Figure 5 Annual Out-of-County Truck Loads by Month**



TJKM also reviewed the data to determine the average number of commercial trucks by day as shown in **Figure 6**. On average, 37 Out-of-County trucks visit the landfill on a daily basis. Tuesdays and Wednesdays average 45 commercial trucks each. The least number of trucks occurs on Sundays.

**Figure 6 Average Out-of-County Number of Truck Loads by Day**



**Weekly Truck Load Volumes**

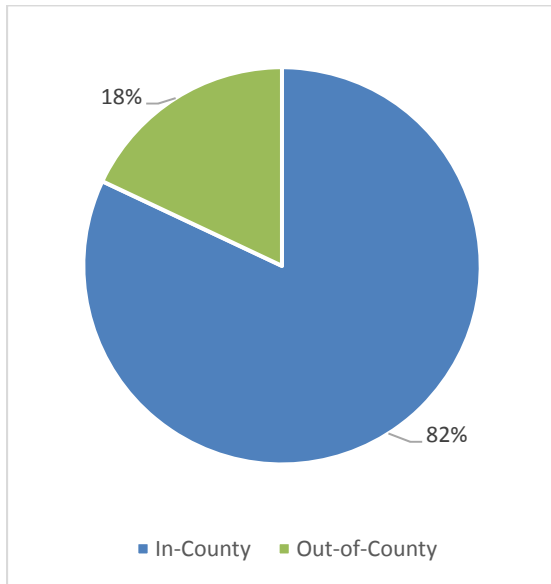
In-County and Out-of-County data was provided for the period Friday August 18, 2017 to Thursday, August 24, 2017. This data, provided by the landfill operator, shown in **Table 10**, is concurrent with the seven-day, 24-hour tube count data collected by TJKM at the entrance of the John Smith Landfill. The data provided by the landfill operator provides a snapshot of the total loads and weight by In-County and Out-County trucks. To note, this total includes cash customers which could be residential, small commercial and landscaping businesses. In addition, Out-of-County can include the counties of Santa Clara and Monterey.

**Table 10: Daily Truck Loads and Weight**

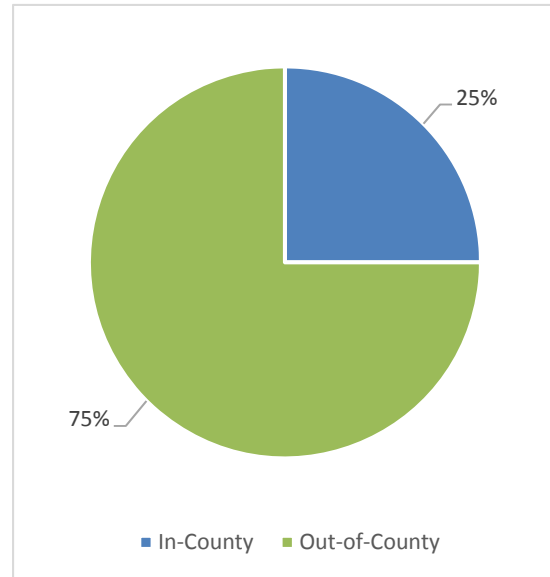
Date	In-County		Out-of-County		Total	
	Loads	Tons	Loads	Tons	Loads	Tons
<b>8/18/2017</b>	131	227.95	36	739.83	167	967.78
<b>8/19/2017</b>	155	112.6	20	393.93	175	506.53
<b>8/20/2017</b>	213	86.47	23	474	236	560.47
<b>8/21/2017</b>	118	222.78	33	644.02	151	866.8
<b>8/22/2017</b>	106	260.83	33	638.31	139	899.14
<b>8/23/2017</b>	133	295.58	34	660.06	167	955.64
<b>8/24/2017</b>	99	216.75	37	721.89	136	938.64
<b>Weekly Totals</b>	<b>955</b>	<b>1422.96</b>	<b>216</b>	<b>4272.04</b>	<b>1171</b>	<b>5695</b>
<b>Daily Average</b>	<b>136</b>	<b>203</b>	<b>31</b>	<b>610</b>	<b>167</b>	<b>814</b>

The percentages of Truck Loads and Weight in Tons by In-County and Out-of-County are depicted in the following graphs, **Figures 7 and 8**.

**Figure 7 Truck Load Percentage by County**



**Figure 8 Total Weight Percentage by County**



During the week, the In-county loads were 82 percent and the Out-of-County loads were 18 percent. This includes the cash customers such as residents or small businesses that take their waste on an as needed basis. Though there were more loads taken to the landfill within the County, the weight the Out-of-County loads were 75 percent of the in-take to the landfill compared to 25 percent within the County. It can be summarized that most of the Out-of-County loads taken to the landfill were existing customers and brought in via commercial trucks with 5-axes or more.

**Daily Truck Volumes**

Based on the annual data discussed earlier in this section, TJKM chose Wednesday, August 23, 2017 to collect operational data for the entrance and exit to the John Smith Road Landfill. Wednesday represents one of the peak days for the landfill. TJKM data included the 24-hour tube count data and a service technician to perform field observations of the type of trucks entering the landfill. The landfill operator provided the customer daily log for the customer loads and weight brought that day. Data is divided into three locations: 1) In-county, 2) Out-of-County-Santa Clara County (SCC), 3) Out-of-County-Monterey County.

The a.m. and p.m. peak hour data provides the directional volumes of heavy vehicles passing through the intersections. This does not account for turning movements, but the general direction of the heavy vehicle. It can be inferred that a percentage of the vehicles passing could be a truck headed to and from the landfill in the northbound and southbound direction along Fairview Road at the intersection of John

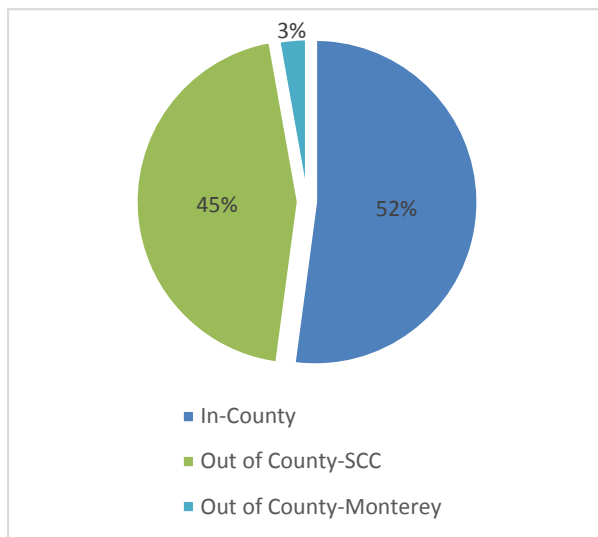
Smith Road. From John Smith Road, it is highly likely that all vehicles entering the intersection are from the landfill. During the a.m. peak hour, 7:30 a.m. to 8:30 a.m., 11 heavy vehicles were driving in the southbound direction, 6 in the northbound direction and 14 in the westbound direction at this intersection. During the p.m. peak hour, 3:15 p.m. to 4:15 p.m., 10 vehicles were driving in the southbound direction, 8 vehicles in the northbound direction and 13 in the westbound direction at the intersection of Fairview Road and John Smith Road

**Table 11** reflects the total In-County and Out-of-County truck loads and weight for the day. **Figure 9** and **10** represents the percentage of loads and total weight by County. The data utilized is provided by the landfill operator.

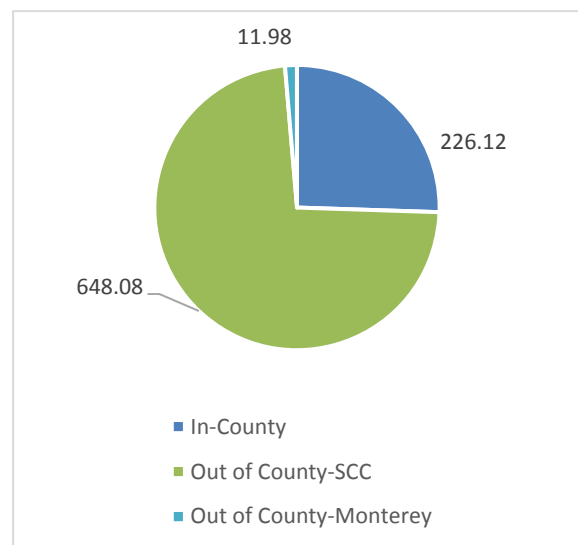
**Table 11: Truck Loads and Tons by Day**

Location	Number of Loads	Tons
In-County	37	226.12
Out-of-County-Santa Clara Co.	32	648.08
Out-of-County-Monterey Co.	2	11.98
<b>Total</b>	<b>71</b>	<b>886.18</b>

**Figure 9 Percentage of Customer Truck Loads by County**



**Figure 10 Customer Truck Tons Received by County**



From the daily data provided, TJKM assumes that 45 percent of the truck trips to the landfill are from Santa Clara County. Based on the daily tonnage received, Santa Clara County trucks accounted for 73 percent of the total refuse, In-County trucks accounted for 26 percent, and Monterey County 1 percent.



## FINDINGS

This technical memorandum summarizes the vehicle volumes along the roadway segment between Shore Road and SR 25 to the John Smith Landfill. Based on existing conditions data collected and field observations, the out-of-county trucks using the designated route to the John Smith Landfill do not provide a significant impact to the capacity of the roadway segments or study intersections. Collision data also shows that there are limited truck-related collisions along the route. Future roadway improvements at the intersection of Fairview Road and John Smith Road are documented in the San Benito County 2040 Regional Transportation Plan which includes realignment of the intersection to connect with St. Benedict's Way north of the existing intersection.

From the landfill operator, 45 percent of the truck loads, or truck trips, and 73 percent of the truck tonnage on a daily basis are contributed from out-of-county, namely Santa Clara County.

TJKM recommends signage, including a speed limit sign, and advanced warning signs, would contribute to safer travel along the rural roadway on John Smith Road to the landfill.



VISION THAT MOVES YOUR COMMUNITY

## Appendix A

# Traffic Data Collection

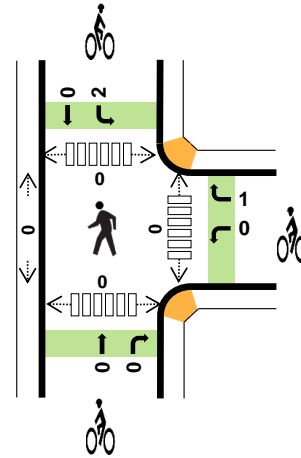
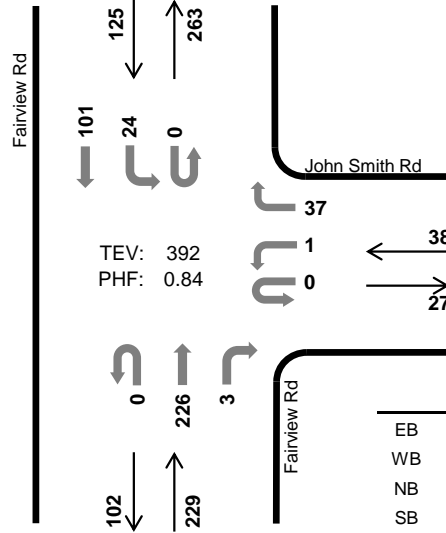


# Fairview Rd John Smith Rd



Peak Hour

Date: 08/23/2017  
Count Period: 7:30 AM to 9:30 AM  
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	36.8%	0.73
NB	2.6%	0.83
SB	8.8%	0.82
TOTAL	7.9%	0.84

### Two-Hour Count Summaries

Interval Start	0				John Smith Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	6	0	0	52	0	0	4	19	0	81	0	
7:45 AM	0	0	0	0	0	0	0	9	0	0	69	0	0	7	31	0	116	0	
8:00 AM	0	0	0	0	0	0	0	10	0	0	63	1	0	4	26	0	104	0	
8:15 AM	0	0	0	0	0	1	0	12	0	0	42	2	0	9	25	0	91	392	
8:30 AM	0	0	0	0	0	0	0	6	0	0	25	0	0	11	21	0	63	374	
8:45 AM	0	0	0	0	0	1	0	10	0	0	37	1	0	9	21	0	79	337	
9:00 AM	0	0	0	0	0	0	0	8	0	0	29	1	0	14	19	0	71	304	
9:15 AM	0	0	0	0	1	3	0	9	0	0	25	2	0	5	24	0	69	282	
Count Total	0	0	0	0	1	5	0	70	0	0	342	7	0	63	186	0	674	0	
Peak Hour	All	0	0	0	0	0	1	0	37	0	0	226	3	0	24	101	0	392	0
	HV	0	0	0	0	0	0	0	14	0	0	6	0	0	7	4	0	31	0
	HV%	-	-	-	-	-	0%	-	38%	-	-	3%	0%	-	29%	4%	-	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	1	2	5	0	1	0	0	1	0	0	0	0	0
7:45 AM	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	4	5	0	9	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	5	0	6	11	0	0	0	2	2	0	0	0	0	0
8:30 AM	0	3	1	3	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	2	3	6	0	2	0	0	2	0	0	0	0	0
9:15 AM	0	4	3	4	11	0	0	0	0	0	1	0	1	1	3
Count Total	0	22	13	27	62	0	3	0	2	5	1	0	1	1	3
Peak Hr	0	14	6	11	31	0	1	0	2	3	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				John Smith Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	2	0	0	5	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1	0	6	0
8:00 AM	0	0	0	0	0	0	0	4	0	0	5	0	0	0	0	0	9	0
8:15 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	3	3	0	11	31
8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	3	0	0	7	33
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	7	34
9:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	3	0	0	6	31
9:15 AM	0	0	0	0	0	1	0	3	0	0	3	0	0	3	1	0	11	31
Count Total	0	0	0	0	0	1	0	21	0	0	12	1	0	20	7	0	62	0
Peak Hour	0	0	0	0	0	0	0	14	0	0	6	0	0	7	4	0	31	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			John Smith Rd			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	3	0	0	0	2	0	0	5	0
Peak Hour	0	0	0	0	0	1	0	0	0	2	0	0	3	0

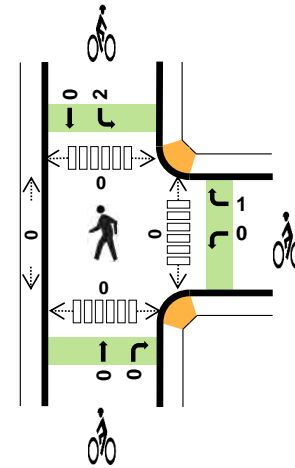
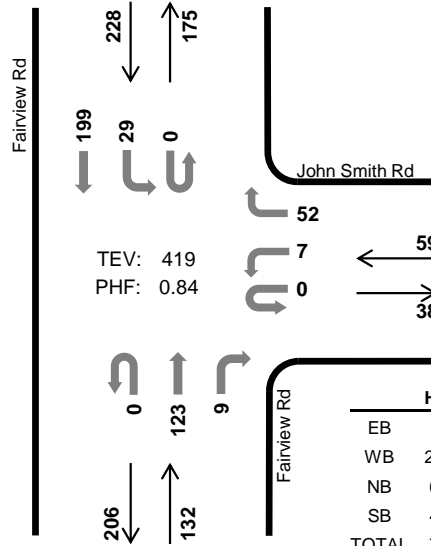
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

### Fairview Rd John Smith Rd



Peak Hour

Date: 08/23/2017  
Count Period: 3:00 PM to 5:00 PM  
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	-	-
WB	22.0%	0.87
NB	6.1%	0.85
SB	4.4%	0.84
TOTAL	7.4%	0.84

#### Two-Hour Count Summaries

Interval Start	0				John Smith Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	0	0	0	3	0	6	0	0	41	1	0	9	36	0	96	0	
3:15 PM	0	0	0	0	0	2	0	13	0	0	28	3	0	9	44	0	99	0	
3:30 PM	0	0	0	0	0	2	0	8	0	0	31	1	0	6	51	0	99	0	
3:45 PM	0	0	0	0	0	1	0	16	0	0	37	2	0	9	59	0	124	418	
4:00 PM	0	0	0	0	0	2	0	15	0	0	27	3	0	5	45	0	97	419	
4:15 PM	0	0	0	0	0	1	0	3	0	0	34	1	0	8	46	0	93	413	
4:30 PM	0	0	0	0	0	0	0	3	0	0	33	2	0	8	51	0	97	411	
4:45 PM	0	0	0	0	0	2	0	3	0	0	39	0	0	9	49	0	102	389	
Count Total	0	0	0	0	0	13	0	67	0	0	270	13	0	63	381	0	807	0	
Peak Hour	All	0	0	0	0	0	7	0	52	0	0	123	9	0	29	199	0	419	0
	HV	0	0	0	0	0	0	0	13	0	0	5	3	0	3	7	0	31	0
	HV%	-	-	-	-	-	0%	-	25%	-	-	4%	33%	-	10%	4%	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	5	2	3	10	0	1	0	0	1	0	0	0	0	0
3:30 PM	0	3	1	2	6	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	5	2	4	11	0	0	0	1	1	0	0	0	0	0
4:00 PM	0	0	3	1	4	0	0	0	1	1	0	0	0	0	0
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
Count Total	0	15	11	18	44	0	1	0	2	3	0	0	0	0	0
Peak Hr	0	13	8	10	31	0	1	0	2	3	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				John Smith Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0
3:15 PM	0	0	0	0	0	0	0	5	0	0	1	1	0	2	1	0	10	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	2	0	6	0
3:45 PM	0	0	0	0	0	0	0	5	0	0	1	1	0	1	3	0	11	32
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4	31
4:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	23
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	19
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	12
Count Total	0	0	0	0	0	1	0	14	0	0	8	3	0	7	11	0	44	0
Peak Hour	0	0	0	0	0	0	0	13	0	0	5	3	0	3	7	0	31	0

Two-Hour Count Summaries - Bikes																		
Interval Start	0			John Smith Rd			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3	0	3	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3	0	3	0

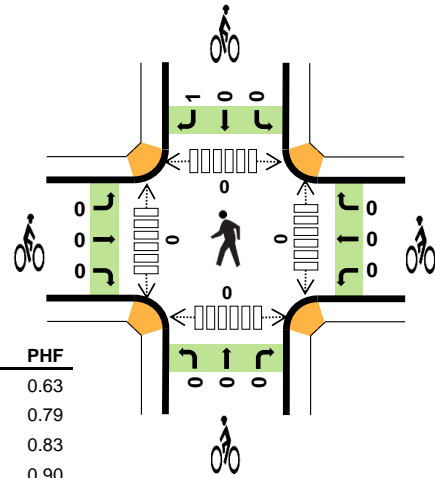
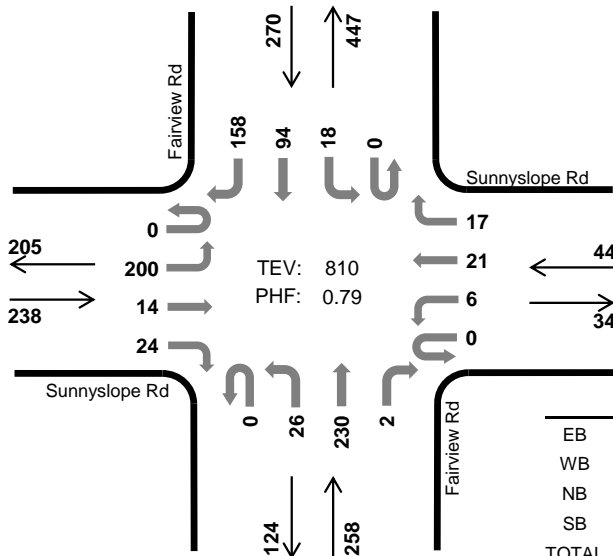
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Fairview Rd Sunnyslope Rd



Peak Hour

Date: 08/23/2017  
Count Period: 7:30 AM to 9:30 AM  
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.8%	0.63
WB	4.5%	0.79
NB	7.4%	0.83
SB	4.4%	0.90
TOTAL	4.3%	0.79

### Two-Hour Count Summaries

Interval Start	Sunnyslope Rd Eastbound				Sunnyslope Rd Westbound				Fairview Rd Northbound				Fairview Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	57	2	4	0	0	9	5	0	5	46	0	0	4	20	24	176	0	
7:45 AM	0	80	5	9	0	1	5	4	0	3	75	0	0	1	27	45	255	0	
8:00 AM	0	34	4	6	0	2	3	2	0	14	61	1	0	9	25	40	201	0	
8:15 AM	0	29	3	5	0	3	4	6	0	4	48	1	0	4	22	49	178	810	
8:30 AM	0	25	4	6	0	2	2	4	0	9	25	0	0	5	26	32	140	774	
8:45 AM	0	16	4	6	0	2	3	1	0	7	39	1	0	3	21	43	146	665	
9:00 AM	0	24	2	7	0	1	1	3	0	5	35	0	0	2	25	15	120	584	
9:15 AM	0	25	1	5	0	3	3	2	0	6	25	4	0	3	24	20	121	527	
Count Total	0	290	25	48	0	14	30	27	0	53	354	7	0	31	190	268	1,337	0	
Peak Hour	All	0	200	14	24	0	6	21	17	0	26	230	2	0	18	94	158	810	0
	HV	0	1	1	0	0	1	0	1	0	2	16	1	0	2	10	0	35	0
	HV%	-	1%	7%	0%	-	17%	0%	6%	-	8%	7%	50%	-	11%	11%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	3	2	6	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	3	4	8	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	8	2	10	0	0	0	1	1	0	0	0	0	0
8:15 AM	0	2	5	4	11	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	4	4	10	0	0	0	0	0	0	0	3	0	3
8:45 AM	1	1	0	6	8	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	6	2	9	0	0	0	0	0	0	0	0	0	0
9:15 AM	2	0	6	3	11	0	0	0	0	0	0	0	0	0	0
Count Total	7	4	35	27	73	0	0	0	1	1	0	0	3	0	3
Peak Hour	2	2	19	12	35	0	0	0	1	1	0	0	0	0	0

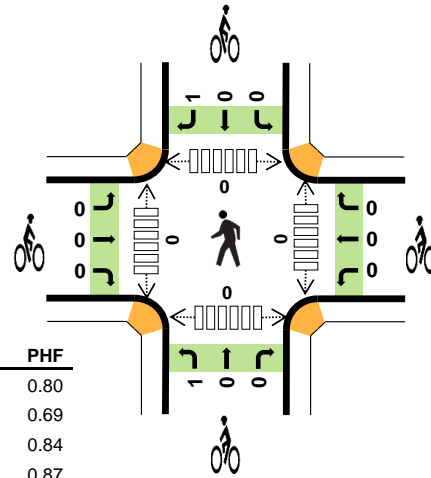
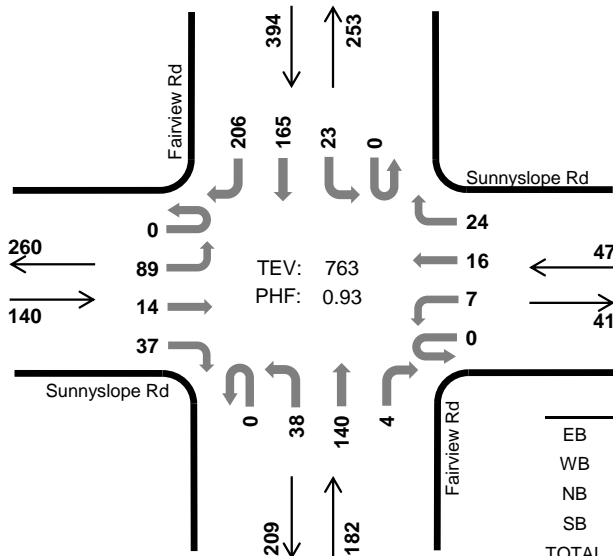
<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Sunnyslope Rd				Sunnyslope Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	6	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	1	3	0	8	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	6	1	0	0	2	0	10	0
8:15 AM	0	0	0	0	0	1	0	1	0	1	4	0	0	1	3	0	11	35
8:30 AM	0	1	0	0	0	0	0	1	0	0	4	0	0	0	3	1	10	39
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	1	8	39
9:00 AM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	2	0	9	38
9:15 AM	0	1	0	1	0	0	0	0	0	3	3	0	0	0	3	0	11	38
Count Total	0	3	2	2	0	1	1	2	0	5	29	1	0	2	23	2	73	0
Peak Hour	0	1	1	0	0	1	0	1	0	2	16	1	0	2	10	0	35	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	Sunnyslope Rd			Sunnyslope Rd			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

### Fairview Rd Sunnyslope Rd



Peak Hour

Date: 08/23/2017  
Count Period: 3:00 PM to 5:00 PM  
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	5.0%	0.80
WB	6.4%	0.69
NB	8.8%	0.84
SB	3.3%	0.87
TOTAL	5.1%	0.93

#### Two-Hour Count Summaries

Interval Start	Sunnyslope Rd Eastbound				Sunnyslope Rd Westbound				Fairview Rd Northbound				Fairview Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	12	1	5	0	4	2	11	0	11	35	3	0	4	35	46	169	0	
3:15 PM	0	30	4	10	0	1	3	5	0	5	34	0	0	7	39	67	205	0	
3:30 PM	0	28	1	8	0	0	7	6	0	9	31	0	0	7	46	44	187	0	
3:45 PM	0	19	8	14	0	2	4	2	0	13	40	1	0	5	45	49	202	763	
4:00 PM	0	22	4	5	0	0	3	5	0	6	35	0	0	2	47	38	167	761	
4:15 PM	0	19	5	6	0	0	7	2	0	11	27	0	0	3	49	43	172	728	
4:30 PM	0	34	6	10	0	1	2	4	0	9	26	3	0	2	51	46	194	735	
4:45 PM	0	27	8	6	0	3	3	2	0	2	40	1	0	7	43	48	190	723	
Count Total	0	191	37	64	0	11	31	37	0	66	268	8	0	37	355	381	1,486	0	
Peak Hour	All	0	89	14	37	0	7	16	24	0	38	140	4	0	23	165	206	763	0
	HV	0	3	2	2	0	1	1	1	0	3	13	0	0	0	12	1	39	0
	HV%	-	3%	14%	5%	-	14%	6%	4%	-	8%	9%	0%	-	0%	7%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	1	0	5	7	0	0	0	0	0	0	0	0	0	0
3:15 PM	3	0	6	3	12	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	4	3	9	0	0	1	1	2	0	0	0	0	0
3:45 PM	2	1	6	2	11	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	2	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	8	4	21	16	49	0	0	1	1	2	0	0	0	0	0
Peak Hour	7	3	16	13	39	0	0	1	1	2	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Sunnyslope Rd				Sunnyslope Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	5	0	7	0
3:15 PM	0	1	0	2	0	0	0	0	0	2	4	0	0	0	2	1	12	0
3:30 PM	0	1	0	0	0	0	1	0	0	1	3	0	0	0	3	0	9	0
3:45 PM	0	0	2	0	0	1	0	0	0	0	6	0	0	0	2	0	11	39
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	35
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	25
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	17
4:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4	10
Count Total	0	4	2	2	0	1	1	2	0	3	18	0	0	0	15	1	49	0
Peak Hour	0	3	2	2	0	1	1	1	0	3	13	0	0	0	12	1	39	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	Sunnyslope Rd			Sunnyslope Rd			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	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	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

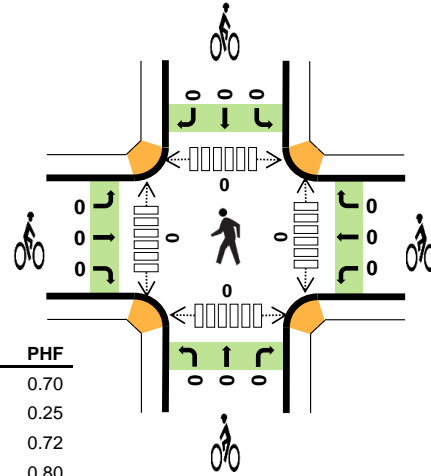
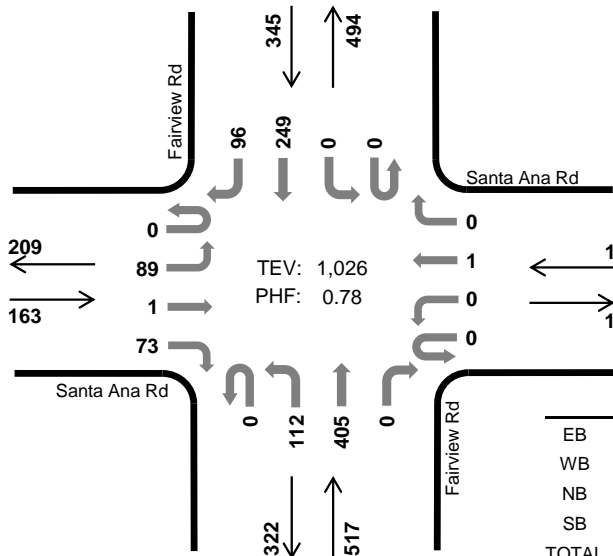


### Fairview Rd Santa Ana Rd



Peak Hour

Date: 08/23/2017  
Count Period: 7:30 AM to 9:30 AM  
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.8%	0.70
WB	0.0%	0.25
NB	4.3%	0.72
SB	4.3%	0.80
TOTAL	3.9%	0.78

#### Two-Hour Count Summaries

Interval Start	Santa Ana Rd Eastbound				Santa Ana Rd Westbound				Fairview Rd Northbound				Fairview Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	25	0	15	0	0	1	0	0	22	101	0	0	0	31	18	213	0	
7:45 AM	0	37	1	20	0	0	0	0	0	30	150	0	0	0	68	21	327	0	
8:00 AM	0	14	0	20	0	0	0	0	0	36	106	0	0	0	68	31	275	0	
8:15 AM	0	13	0	18	0	0	0	0	0	24	48	0	0	0	82	26	211	1,026	
8:30 AM	0	13	0	30	0	0	0	0	0	24	48	0	0	0	43	13	171	984	
8:45 AM	0	15	0	14	0	0	0	1	0	11	41	0	0	0	50	21	153	810	
9:00 AM	0	11	0	8	0	0	0	0	0	16	55	0	0	0	30	13	133	668	
9:15 AM	0	7	0	9	0	0	0	0	0	6	56	0	0	1	37	9	125	582	
Count Total	0	135	1	134	0	0	1	1	0	169	605	0	0	1	409	152	1,608	0	
Peak Hour	All	0	89	1	73	0	0	1	0	0	112	405	0	0	0	249	96	1,026	0
	HV	0	2	0	1	0	0	0	0	0	2	20	0	0	0	12	3	40	0
	HV%	-	2%	0%	1%	-	-	0%	-	-	2%	5%	-	-	-	5%	3%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	5	6	12	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	7	3	11	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	6	4	11	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	0	6	3	12	1	0	0	0	1	0	0	0	0	0
8:45 AM	1	0	0	7	8	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0
Count Total	7	0	37	30	74	1	0	0	0	1	0	1	0	0	1
Peak Hour	3	0	22	15	40	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Santa Ana Rd				Santa Ana Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	1	6	0
7:45 AM	0	1	0	0	0	0	0	0	0	1	4	0	0	0	5	1	12	0
8:00 AM	0	0	0	1	0	0	0	0	0	1	6	0	0	0	2	1	11	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	4	0	11	40
8:30 AM	0	2	0	1	0	0	0	0	0	1	5	0	0	0	3	0	12	46
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	8	42
9:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	1	6	37
9:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	34
Count Total	0	5	0	2	0	0	0	0	0	3	34	0	0	0	23	7	74	0
Peak Hour	0	2	0	1	0	0	0	0	0	2	20	0	0	0	12	3	40	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Santa Ana Rd			Santa Ana Rd			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

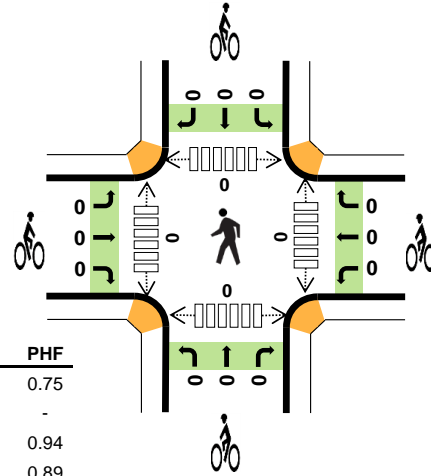
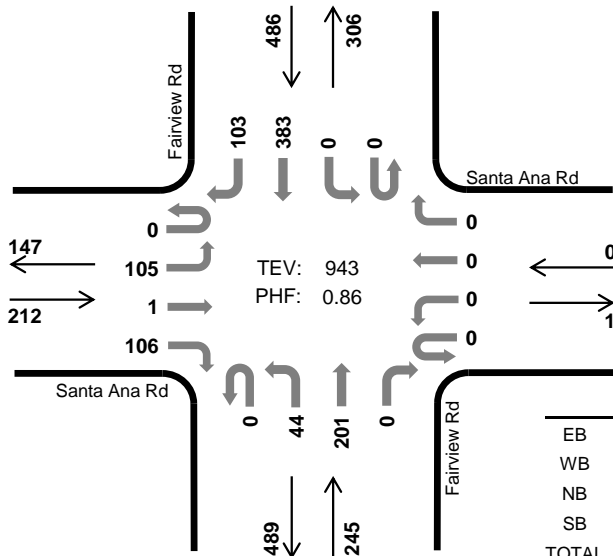
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

### Fairview Rd Santa Ana Rd



Peak Hour

Date: 08/23/2017  
Count Period: 3:00 PM to 5:00 PM  
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	1.9%	0.75
WB	-	-
NB	5.7%	0.94
SB	2.5%	0.89
TOTAL	3.2%	0.86

#### Two-Hour Count Summaries

Interval Start	Santa Ana Rd Eastbound				Santa Ana Rd Westbound				Fairview Rd Northbound				Fairview Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	14	0	22	0	0	0	0	0	17	48	0	0	0	82	26	209	0	
<b>3:15 PM</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>25</b>	<b>273</b>	<b>0</b>	
3:30 PM	0	31	0	24	0	0	0	0	0	7	55	0	0	0	82	27	226	0	
3:45 PM	0	23	0	18	0	0	0	0	0	14	47	0	0	0	95	28	225	933	
4:00 PM	0	22	1	22	0	0	0	0	0	7	50	0	0	0	94	23	219	943	
4:15 PM	0	26	0	14	0	0	0	0	0	15	49	0	0	0	97	31	232	902	
4:30 PM	0	15	0	15	0	0	0	0	0	19	45	0	0	0	98	30	222	898	
4:45 PM	0	26	0	15	0	0	0	0	0	19	51	0	0	0	96	26	233	906	
Count Total	0	186	1	172	0	0	0	0	0	114	394	0	0	0	756	216	1,839	0	
Peak Hour	All	0	105	1	106	0	0	0	0	0	44	201	0	0	0	383	103	943	0
	HV	0	2	0	2	0	0	0	0	0	2	12	0	0	0	8	4	30	0
	HV%	-	2%	0%	2%	-	-	-	-	-	5%	6%	-	-	-	2%	4%	3%	0

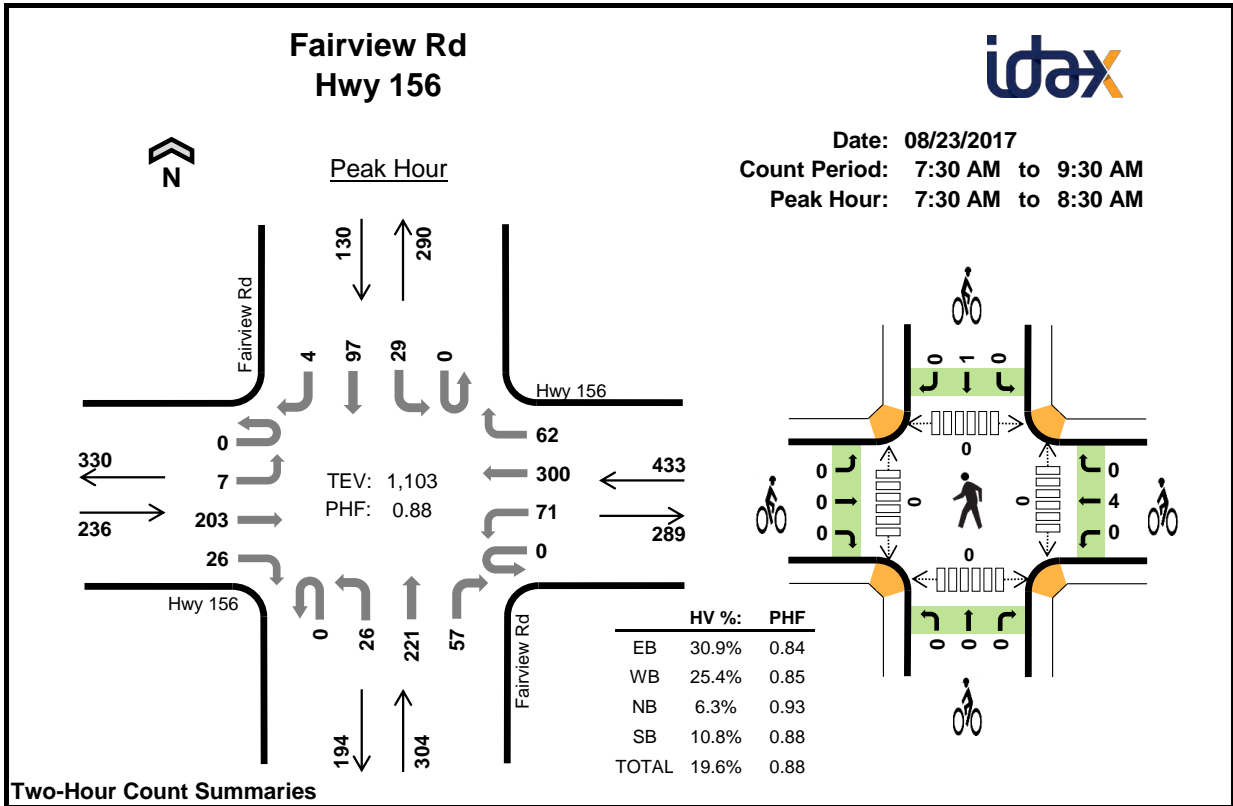
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	2	0	0	3	5	0	0	0	0	0	0	0	0	0	0
<b>3:15 PM</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
3:30 PM	3	0	4	1	8	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	2	2	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
Count Total	6	0	20	21	47	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	0	14	12	30	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Santa Ana Rd				Santa Ana Rd				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	5	0
<b>3:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>8</b>	0
3:30 PM	0	2	0	1	0	0	0	0	0	1	3	0	0	0	1	0	8	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	3	9	30
4:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	5	30
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	25
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	20
4:45 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	1	6	17
Count Total	0	3	0	3	0	0	0	0	0	4	16	0	0	0	16	5	47	0
Peak Hour	0	2	0	2	0	0	0	0	0	2	12	0	0	0	8	4	30	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Santa Ana Rd			Santa Ana Rd			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>3:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



**Two-Hour Count Summaries**

Interval Start	Hwy 156 Eastbound				Hwy 156 Westbound				Fairview Rd Northbound				Fairview Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	31	5	0	26	80	19	0	6	47	9	0	11	25	1	261	0	
7:45 AM	0	1	58	11	0	25	90	12	0	6	52	21	0	5	30	2	313	0	
8:00 AM	0	2	62	5	0	14	81	17	0	9	60	12	0	6	29	1	298	0	
8:15 AM	0	3	52	5	0	6	49	14	0	5	62	15	0	7	13	0	231	1,103	
8:30 AM	0	0	55	3	0	16	60	22	0	2	33	12	0	6	10	1	220	1,062	
8:45 AM	0	0	53	5	0	12	81	22	0	3	27	11	0	12	13	3	242	991	
9:00 AM	0	2	52	0	0	10	73	7	0	3	24	7	0	12	13	1	204	897	
9:15 AM	0	0	55	6	0	11	83	5	0	4	37	11	0	13	7	3	235	901	
Count Total	0	9	418	40	0	120	597	118	0	38	342	98	0	72	140	12	2,004	0	
Peak Hour	All	0	7	203	26	0	71	300	62	0	26	221	57	0	29	97	4	1,103	0
	HV	0	0	70	3	0	7	88	15	0	1	11	7	0	5	9	0	216	0
	HV%	-	0%	34%	12%	-	10%	29%	24%	-	4%	5%	12%	-	17%	9%	0%	20%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	14	40	2	6	62	0	0	0	0	0	0	0	0	0	0
7:45 AM	21	23	8	0	52	0	0	0	0	0	0	0	0	0	0
8:00 AM	24	32	4	2	62	0	0	0	0	0	0	0	0	0	0
8:15 AM	14	15	5	6	40	0	4	0	1	5	0	0	0	0	0
8:30 AM	21	25	8	3	57	0	0	0	0	0	0	0	0	0	0
8:45 AM	19	39	1	9	68	0	0	0	0	0	0	0	0	0	0
9:00 AM	26	28	5	9	68	0	0	0	0	0	0	0	0	0	0
9:15 AM	22	32	4	6	64	0	0	0	0	0	0	0	0	0	0
Count Total	161	234	37	41	473	0	4	0	1	5	0	0	0	0	0
Peak Hour	73	110	19	14	216	0	4	0	1	5	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Hwy 156				Hwy 156				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	11	3	0	3	30	7	0	0	2	0	0	2	4	0	62	0
7:45 AM	0	0	21	0	0	2	20	1	0	1	3	4	0	0	0	0	52	0
8:00 AM	0	0	24	0	0	2	26	4	0	0	3	1	0	0	2	0	62	0
8:15 AM	0	0	14	0	0	0	12	3	0	0	3	2	0	3	3	0	40	216
8:30 AM	0	0	21	0	0	2	17	6	0	0	5	3	0	2	1	0	57	211
8:45 AM	0	0	19	0	0	2	35	2	0	0	0	1	0	5	4	0	68	227
9:00 AM	0	0	26	0	0	2	22	4	0	1	3	1	0	8	1	0	68	233
9:15 AM	0	0	22	0	0	1	31	0	0	1	1	2	0	5	1	0	64	257
Count Total	0	0	158	3	0	14	193	27	0	3	20	14	0	25	16	0	473	0
Peak Hour	0	0	70	3	0	7	88	15	0	1	11	7	0	5	9	0	216	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Hwy 156			Hwy 156			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5	0
Peak Hour	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

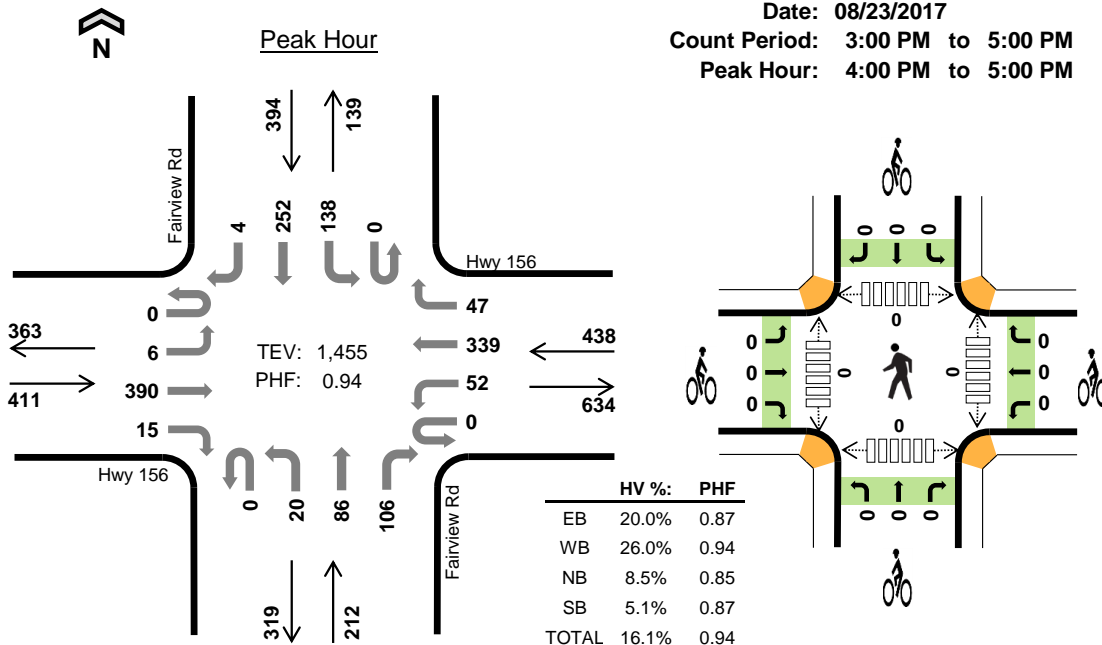


### Fairview Rd Hwy 156

Date: 08/23/2017

Count Period: 3:00 PM to 5:00 PM

Peak Hour: 4:00 PM to 5:00 PM



#### Two-Hour Count Summaries

Interval Start	Hwy 156 Eastbound				Hwy 156 Westbound				Fairview Rd Northbound				Fairview Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	95	5	0	15	84	11	0	10	29	21	0	34	33	2	339	0	
3:15 PM	0	0	99	4	0	14	83	11	0	3	29	19	0	25	41	4	332	0	
3:30 PM	0	0	115	6	0	7	82	12	0	3	22	26	0	27	54	1	355	0	
3:45 PM	0	1	96	6	0	14	87	9	0	2	17	15	0	22	62	0	331	1,357	
4:00 PM	0	1	113	4	0	10	96	6	0	8	26	28	0	32	56	1	381	1,399	
4:15 PM	0	1	89	5	0	12	88	13	0	2	14	22	0	27	59	1	333	1,400	
4:30 PM	0	2	97	2	0	14	73	9	0	5	23	26	0	37	68	0	356	1,401	
4:45 PM	0	2	91	4	0	16	82	19	0	5	23	30	0	42	69	2	385	1,455	
Count Total	0	7	795	36	0	102	675	90	0	38	183	187	0	246	442	11	2,812	0	
Peak Hour	All	0	6	390	15	0	52	339	47	0	20	86	106	0	138	252	4	1,455	0
	HV	0	0	80	2	0	6	104	4	0	3	11	4	0	9	11	0	234	0
	HV%	-	0%	21%	13%	-	12%	31%	9%	-	15%	13%	4%	-	7%	4%	0%	16%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	17	37	5	9	68	0	0	0	0	0	0	0	0	0	0
3:15 PM	26	27	4	3	60	0	0	0	0	0	0	0	0	0	0
3:30 PM	16	26	5	4	51	0	0	0	0	0	0	0	0	0	0
3:45 PM	18	30	5	6	59	0	0	0	0	0	0	0	0	0	0
4:00 PM	28	32	7	5	72	0	0	0	0	0	0	0	0	0	0
4:15 PM	18	29	2	8	57	0	0	0	0	0	0	0	0	0	0
4:30 PM	21	22	4	4	51	0	0	0	0	0	0	0	0	0	0
4:45 PM	15	31	5	3	54	0	0	0	0	0	0	0	0	0	0
Count Total	159	234	37	42	472	0	0	0	0	0	0	0	0	0	0
Peak Hour	82	114	18	20	234	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Hwy 156				Hwy 156				Fairview Rd				Fairview Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	16	1	0	2	34	1	0	1	3	1	0	6	2	1	68	0
3:15 PM	0	0	26	0	0	0	26	1	0	1	2	1	0	2	0	1	60	0
3:30 PM	0	0	15	1	0	1	22	3	0	0	3	2	0	1	3	0	51	0
3:45 PM	0	0	17	1	0	1	26	3	0	0	4	1	0	3	3	0	59	238
4:00 PM	0	0	26	2	0	1	30	1	0	0	5	2	0	2	3	0	72	242
4:15 PM	0	0	18	0	0	1	25	3	0	0	1	1	0	3	5	0	57	239
4:30 PM	0	0	21	0	0	0	22	0	0	2	1	1	0	2	2	0	51	239
4:45 PM	0	0	15	0	0	4	27	0	0	1	4	0	0	2	1	0	54	234
Count Total	0	0	154	5	0	10	212	12	0	5	23	9	0	21	19	2	472	0
Peak Hour	0	0	80	2	0	6	104	4	0	3	11	4	0	9	11	0	234	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Hwy 156			Hwy 156			Fairview Rd			Fairview Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

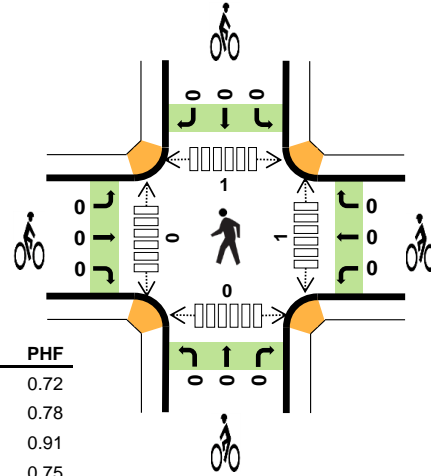
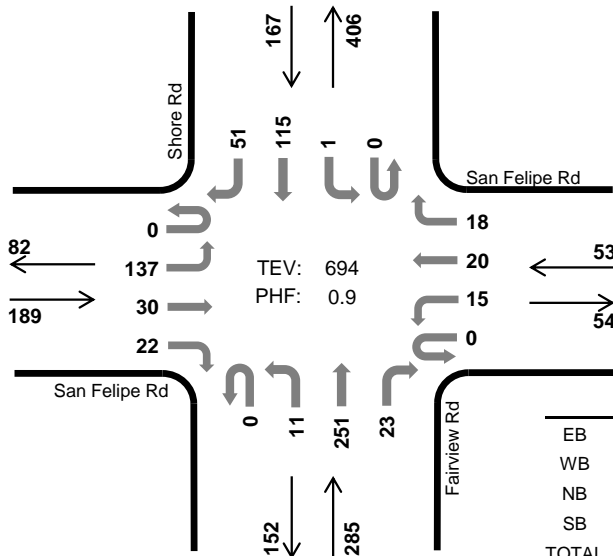


### Fairview Rd San Felipe Rd



Peak Hour

Date: 08/23/2017  
Count Period: 7:30 AM to 9:30 AM  
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	6.9%	0.72
WB	3.8%	0.78
NB	9.8%	0.91
SB	12.0%	0.75
TOTAL	9.1%	0.90

#### Two-Hour Count Summaries

Interval Start	San Felipe Rd Eastbound				San Felipe Rd Westbound				Fairview Rd Northbound				Shore Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	52	10	4	0	1	7	3	0	6	60	3	0	0	29	17	192	0	
7:45 AM	0	28	6	7	0	8	4	5	0	5	59	5	0	0	41	15	183	0	
8:00 AM	0	29	6	6	0	5	5	7	0	0	63	6	0	1	23	8	159	0	
8:15 AM	0	28	8	5	0	1	4	3	0	0	69	9	0	0	22	11	160	694	
8:30 AM	0	14	2	5	0	3	7	3	0	0	56	4	0	1	16	10	121	623	
8:45 AM	0	30	5	3	0	2	5	3	0	0	42	0	0	3	27	13	133	573	
9:00 AM	0	23	3	4	0	3	3	2	0	2	28	2	0	2	29	5	106	520	
9:15 AM	0	43	4	4	0	1	4	0	0	1	41	2	0	3	27	6	136	496	
Count Total	0	247	44	38	0	24	39	26	0	14	418	31	0	10	214	85	1,190	0	
Peak Hour	All	0	137	30	22	0	15	20	18	0	11	251	23	0	1	115	51	694	0
	HV	0	9	2	2	0	0	0	2	0	3	24	1	0	0	17	3	63	0
	HV%	-	7%	7%	9%	-	0%	0%	11%	-	27%	10%	4%	-	0%	15%	6%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	0	10	2	17	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	6	4	11	0	0	0	0	0	0	0	0	1	0
8:00 AM	4	1	7	5	17	0	0	0	0	0	1	0	0	0	1
8:15 AM	4	0	5	9	18	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	14	6	21	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	4	9	15	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	2	4	11	19	0	0	0	0	0	0	0	0	0	0
9:15 AM	5	1	3	9	18	0	0	0	0	0	0	0	0	0	0
Count Total	22	6	53	55	136	0	0	0	0	0	1	0	1	0	2
Peak Hour	13	2	28	20	63	0	0	0	0	0	1	0	1	0	2

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	San Felipe Rd				San Felipe Rd				Fairview Rd				Shore Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	4	0	1	0	0	0	0	0	1	9	0	0	0	2	0	17	0
7:45 AM	0	0	0	0	0	0	0	1	0	2	4	0	0	0	4	0	11	0
8:00 AM	0	2	1	1	0	0	0	1	0	0	6	1	0	0	4	1	17	0
8:15 AM	0	3	1	0	0	0	0	0	0	0	5	0	0	0	7	2	18	63
8:30 AM	0	0	0	0	0	1	0	0	0	0	13	1	0	0	4	2	21	67
8:45 AM	0	1	1	0	0	0	0	0	0	0	4	0	0	1	7	1	15	71
9:00 AM	0	2	0	0	0	2	0	0	0	0	4	0	0	1	10	0	19	73
9:15 AM	0	5	0	0	0	0	1	0	0	0	3	0	0	0	8	1	18	73
Count Total	0	17	3	2	0	3	1	2	0	3	48	2	0	2	46	7	136	0
Peak Hour	0	9	2	2	0	0	0	2	0	3	24	1	0	0	17	3	63	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	San Felipe Rd			San Felipe Rd			Fairview Rd			Shore Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

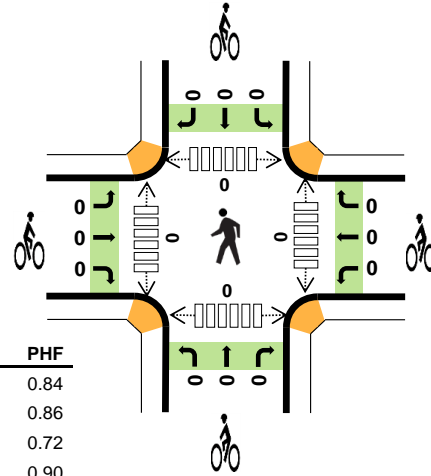
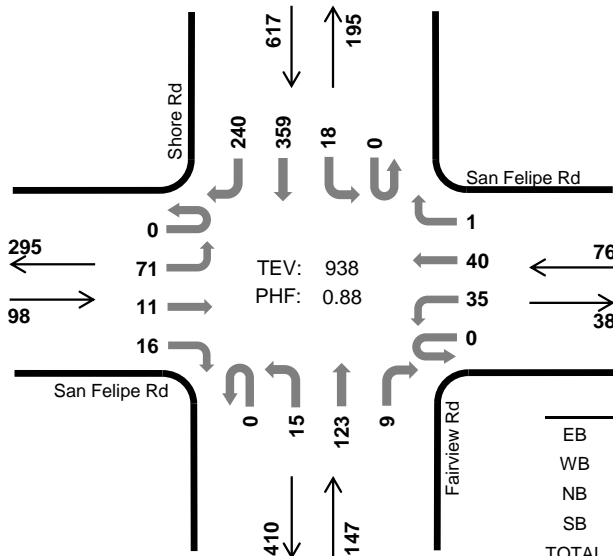
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

### Fairview Rd San Felipe Rd



Peak Hour

Date: 08/23/2017  
Count Period: 3:00 PM to 5:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	6.1%	0.84
WB	3.9%	0.86
NB	11.6%	0.72
SB	3.4%	0.90
TOTAL	5.0%	0.88

#### Two-Hour Count Summaries

Interval Start	San Felipe Rd				San Felipe Rd				Fairview Rd				Shore Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	16	6	6	0	4	6	2	0	1	28	4	0	1	56	35	165	0	
3:15 PM	0	22	5	2	0	5	5	3	0	4	38	1	0	2	68	64	219	0	
3:30 PM	0	14	11	1	0	8	10	2	0	7	34	1	0	4	70	34	196	0	
3:45 PM	0	11	6	4	0	6	4	5	0	6	27	1	0	3	76	51	200	780	
4:00 PM	0	19	2	6	0	6	9	1	0	2	25	3	0	2	89	50	214	829	
4:15 PM	0	21	1	0	0	7	12	0	0	5	23	0	0	6	64	66	205	815	
4:30 PM	0	15	1	4	0	12	10	0	0	5	31	2	0	5	102	64	251	870	
4:45 PM	0	16	7	6	0	10	9	0	0	3	44	4	0	5	104	60	268	938	
Count Total	0	134	39	29	0	58	65	13	0	33	250	16	0	28	629	424	1,718	0	
Peak Hour	All	0	71	11	16	0	35	40	1	0	15	123	9	0	18	359	240	938	0
	HV	0	5	1	0	0	1	2	0	0	1	16	0	0	0	14	7	47	0
	HV%	-	7%	9%	0%	-	3%	5%	0%	-	7%	13%	0%	-	0%	4%	3%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	0	3	8	12	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	2	2	3	9	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	6	4	12	0	0	0	0	0	0	0	0	0	0
3:45 PM	2	1	3	6	12	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	1	4	4	11	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	5	8	15	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	1	4	5	11	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	4	4	10	0	0	0	0	0	0	0	0	0	0
Count Total	12	7	31	42	92	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	3	17	21	47	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																			
Interval Start	San Felipe Rd				San Felipe Rd				Fairview Rd				Shore Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	8	0	12	0
3:15 PM	0	2	0	0	0	1	0	1	0	0	2	0	0	0	3	0	9	0	
3:30 PM	0	0	0	1	0	0	1	0	0	1	5	0	0	0	3	1	12	0	
3:45 PM	0	1	0	1	0	1	0	0	0	0	3	0	0	0	5	1	12	45	
4:00 PM	0	1	1	0	0	0	1	0	0	0	4	0	0	0	3	1	11	44	
4:15 PM	0	1	0	0	0	0	1	0	0	1	4	0	0	0	5	3	15	50	
4:30 PM	0	1	0	0	0	1	0	0	0	0	4	0	0	0	3	2	11	49	
4:45 PM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	3	1	10	47	
Count Total	0	9	1	2	0	3	3	1	0	2	28	1	0	0	33	9	92	0	
Peak Hour	0	5	1	0	0	1	2	0	0	1	16	0	0	0	14	7	47	0	
<b>Two-Hour Count Summaries - Bikes</b>																			
Interval Start	San Felipe Rd			San Felipe Rd			Fairview Rd			Shore Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	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	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

## Vehicle Classification Report Summary

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	15	1,513	627	12	215	24	0	0	46	2	10	0	1	2,465
<b>Percent</b>	0.6%	61.4%	25.4%	0.5%	8.7%	1.0%	0.0%	0.0%	1.9%	0.1%	0.4%	0.0%	0.0%	100%
<b>Southbound</b>	11	1,411	654	13	217	26	0	3	40	1	5	0	1	2,382
<b>Percent</b>	0.5%	59.2%	27.5%	0.5%	9.1%	1.1%	0.0%	0.1%	1.7%	0.0%	0.2%	0.0%	0.0%	100%
<b>Total</b>	26	2,924	1,281	25	432	50	0	3	86	3	15	0	2	4,847
<b>Percent</b>	0.5%	60.3%	26.4%	0.5%	8.9%	1.0%	0.0%	0.1%	1.8%	0.1%	0.3%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**Wednesday, August 23, 2017**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	22	12	0	6	0	0	0	0	0	0	0	0	40
6:00 AM	0	40	13	1	4	1	0	0	2	0	1	0	0	62
7:00 AM	0	56	27	1	9	2	0	0	9	0	0	0	1	105
8:00 AM	0	68	48	1	10	2	0	0	6	0	0	0	0	135
9:00 AM	2	41	38	3	13	2	0	0	1	0	1	0	0	101
10:00 AM	0	57	37	2	19	4	0	1	3	0	0	0	0	123
11:00 AM	3	70	42	1	11	0	0	0	6	0	0	0	0	133
12:00 PM	0	82	50	2	9	2	0	1	3	0	1	0	0	150
1:00 PM	0	76	39	1	12	3	0	0	3	0	0	0	0	134
2:00 PM	1	96	53	1	18	3	0	0	2	0	2	0	0	176
3:00 PM	1	131	66	0	16	3	0	1	4	0	0	0	0	222
4:00 PM	1	137	56	0	30	0	0	0	1	1	0	0	0	226
5:00 PM	1	147	55	0	24	3	0	0	0	0	0	0	0	230
6:00 PM	2	132	40	0	13	0	0	0	0	0	0	0	0	187
7:00 PM	0	85	29	0	8	0	0	0	0	0	0	0	0	122
8:00 PM	0	59	20	0	7	1	0	0	0	0	0	0	0	87
9:00 PM	0	40	13	0	5	0	0	0	0	0	0	0	0	58
10:00 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	46
11:00 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
<b>Total</b>	<b>11</b>	<b>1,411</b>	<b>654</b>	<b>13</b>	<b>217</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2,382</b>
<b>Percent</b>	<b>0.5%</b>	<b>59.2%</b>	<b>27.5%</b>	<b>0.5%</b>	<b>9.1%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**Total Study Average  
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
4:00 AM	1	26	19	0	5	0	0	0	2	0	3	0	0	56
5:00 AM	1	49	33	0	12	0	0	0	0	0	0	0	0	95
6:00 AM	1	81	23	0	20	1	0	0	0	0	0	0	0	126
7:00 AM	2	146	48	1	15	1	0	0	5	0	1	0	0	219
8:00 AM	0	123	50	3	18	3	0	0	7	1	2	0	0	207
9:00 AM	0	97	54	3	13	4	0	0	6	0	1	0	0	178
10:00 AM	0	88	33	1	14	1	0	0	2	0	1	0	0	140
11:00 AM	0	79	52	0	11	1	0	0	3	0	0	0	0	146
12:00 PM	2	92	32	2	18	1	0	0	6	0	0	0	0	153
1:00 PM	0	82	42	1	13	2	0	0	7	1	0	0	1	149
2:00 PM	1	81	39	1	11	2	0	0	2	0	1	0	0	138
3:00 PM	2	92	53	0	21	7	0	0	4	0	0	0	0	179
4:00 PM	1	93	51	0	15	0	0	0	1	0	1	0	0	162
5:00 PM	1	112	34	0	10	0	0	0	1	0	0	0	0	158
6:00 PM	1	79	28	0	4	0	0	0	0	0	0	0	0	112
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	61	12	0	6	0	0	0	0	0	0	0	0	79
9:00 PM	0	28	3	0	2	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
<b>Total</b>	<b>13</b>	<b>1,440</b>	<b>610</b>	<b>12</b>	<b>208</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>2,366</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.9%</b>	<b>25.8%</b>	<b>0.5%</b>	<b>8.8%</b>	<b>1.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**Total Study Average  
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	22	12	0	6	0	0	0	0	0	0	0	0	40
6:00 AM	0	40	13	1	4	1	0	0	2	0	1	0	0	62
7:00 AM	0	56	27	1	9	2	0	0	9	0	0	0	1	105
8:00 AM	0	68	48	1	10	2	0	0	6	0	0	0	0	135
9:00 AM	2	41	38	3	13	2	0	0	1	0	1	0	0	101
10:00 AM	0	57	37	2	19	4	0	1	3	0	0	0	0	123
11:00 AM	3	70	42	1	11	0	0	0	6	0	0	0	0	133
12:00 PM	0	82	50	2	9	2	0	1	3	0	1	0	0	150
1:00 PM	0	76	39	1	12	3	0	0	3	0	0	0	0	134
2:00 PM	1	96	53	1	18	3	0	0	2	0	2	0	0	176
3:00 PM	1	131	66	0	16	3	0	1	4	0	0	0	0	222
4:00 PM	1	137	56	0	30	0	0	0	1	1	0	0	0	226
5:00 PM	1	147	55	0	24	3	0	0	0	0	0	0	0	230
6:00 PM	2	132	40	0	13	0	0	0	0	0	0	0	0	187
7:00 PM	0	85	29	0	8	0	0	0	0	0	0	0	0	122
8:00 PM	0	59	20	0	7	1	0	0	0	0	0	0	0	87
9:00 PM	0	40	13	0	5	0	0	0	0	0	0	0	0	58
10:00 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	46
11:00 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
<b>Total</b>	<b>11</b>	<b>1,411</b>	<b>654</b>	<b>13</b>	<b>217</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2,382</b>
<b>Percent</b>	<b>0.5%</b>	<b>59.2%</b>	<b>27.5%</b>	<b>0.5%</b>	<b>9.1%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.



**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
4:00 AM	1	26	19	0	5	0	0	0	2	0	3	0	0	56
5:00 AM	1	49	33	0	12	0	0	0	0	0	0	0	0	95
6:00 AM	1	81	23	0	20	1	0	0	0	0	0	0	0	126
7:00 AM	2	146	48	1	15	1	0	0	5	0	1	0	0	219
8:00 AM	0	123	50	3	18	3	0	0	7	1	2	0	0	207
9:00 AM	0	97	54	3	13	4	0	0	6	0	1	0	0	178
10:00 AM	0	88	33	1	14	1	0	0	2	0	1	0	0	140
11:00 AM	0	79	52	0	11	1	0	0	3	0	0	0	0	146
12:00 PM	2	92	32	2	18	1	0	0	6	0	0	0	0	153
1:00 PM	0	82	42	1	13	2	0	0	7	1	0	0	1	149
2:00 PM	1	81	39	1	11	2	0	0	2	0	1	0	0	138
3:00 PM	2	92	53	0	21	7	0	0	4	0	0	0	0	179
4:00 PM	1	93	51	0	15	0	0	0	1	0	1	0	0	162
5:00 PM	1	112	34	0	10	0	0	0	1	0	0	0	0	158
6:00 PM	1	79	28	0	4	0	0	0	0	0	0	0	0	112
7:00 PM	2	54	13	0	6	0	0	0	0	0	0	0	0	75
8:00 PM	0	61	12	0	6	0	0	0	0	0	0	0	0	79
9:00 PM	0	28	3	0	2	0	0	0	0	0	0	0	0	33
10:00 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
<b>Total</b>	<b>15</b>	<b>1,513</b>	<b>627</b>	<b>12</b>	<b>215</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>2,465</b>
<b>Percent</b>	<b>0.6%</b>	<b>61.4%</b>	<b>25.4%</b>	<b>0.5%</b>	<b>8.7%</b>	<b>1.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	22	12	0	6	0	0	0	0	0	0	0	0	40
6:00 AM	0	40	13	1	4	1	0	0	2	0	1	0	0	62
7:00 AM	0	56	27	1	9	2	0	0	9	0	0	0	1	105
8:00 AM	0	68	48	1	10	2	0	0	6	0	0	0	0	135
9:00 AM	2	41	38	3	13	2	0	0	1	0	1	0	0	101
10:00 AM	0	57	37	2	19	4	0	1	3	0	0	0	0	123
11:00 AM	3	70	42	1	11	0	0	0	6	0	0	0	0	133
12:00 PM	0	82	50	2	9	2	0	1	3	0	1	0	0	150
1:00 PM	0	76	39	1	12	3	0	0	3	0	0	0	0	134
2:00 PM	1	96	53	1	18	3	0	0	2	0	2	0	0	176
3:00 PM	1	131	66	0	16	3	0	1	4	0	0	0	0	222
4:00 PM	1	137	56	0	30	0	0	0	1	1	0	0	0	226
5:00 PM	1	147	55	0	24	3	0	0	0	0	0	0	0	230
6:00 PM	2	132	40	0	13	0	0	0	0	0	0	0	0	187
7:00 PM	0	85	29	0	8	0	0	0	0	0	0	0	0	122
8:00 PM	0	59	20	0	7	1	0	0	0	0	0	0	0	87
9:00 PM	0	40	13	0	5	0	0	0	0	0	0	0	0	58
10:00 PM	0	35	9	0	2	0	0	0	0	0	0	0	0	46
11:00 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
<b>Total</b>	<b>11</b>	<b>1,411</b>	<b>654</b>	<b>13</b>	<b>217</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2,382</b>
<b>Percent</b>	<b>0.5%</b>	<b>59.2%</b>	<b>27.5%</b>	<b>0.5%</b>	<b>9.1%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	

## Vehicle Speed Report Summary

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd

**Count Direction:** Northbound / Southbound

**Date Range:** 8/23/2017 to 8/23/2017

**Site Code:** 01

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
<b>Study Total</b>																		
<b>Northbound</b>	0	1	3	1	8	33	71	242	504	716	543	238	80	14	8	2	1	2,465
<b>Percent</b>	0.0%	0.0%	0.1%	0.0%	0.3%	1.3%	2.9%	9.8%	20.4%	29.0%	22.0%	9.7%	3.2%	0.6%	0.3%	0.1%	0.0%	100%
<b>Southbound</b>	0	5	1	0	10	51	135	273	628	624	438	149	53	8	5	2	0	2,382
<b>Percent</b>	0.0%	0.2%	0.0%	0.0%	0.4%	2.1%	5.7%	11.5%	26.4%	26.2%	18.4%	6.3%	2.2%	0.3%	0.2%	0.1%	0.0%	100%
<b>Total</b>	0	6	4	1	18	84	206	515	1,132	1,340	981	387	133	22	13	4	1	4,847
<b>Percent</b>	0.0%	0.1%	0.1%	0.0%	0.4%	1.7%	4.3%	10.6%	23.4%	27.6%	20.2%	8.0%	2.7%	0.5%	0.3%	0.1%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Northbound</b>			<b>Northbound</b>		
50th Percentile (Median)	52.3	mph	Mean (Average) Speed	52.4	mph
85th Percentile	59.6	mph	10 mph Pace	47.0 - 57.0	mph
95th Percentile	64.3	mph	Percent in Pace	53.3	%
<b>Southbound</b>			<b>Southbound</b>		
50th Percentile (Median)	50.7	mph	Mean (Average) Speed	50.6	mph
85th Percentile	57.9	mph	10 mph Pace	46.6 - 56.6	mph
95th Percentile	62.4	mph	Percent in Pace	53.3	%

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**Wednesday, August 23, 2017**  
**Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	2	1	1	0	1	0	0	0	0	6
1:00 AM	0	0	0	0	0	1	1	1	1	1	1	0	1	0	0	0	0	7
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	1	1	1	3	2	1	0	0	0	0	9
4:00 AM	0	0	0	0	0	0	0	2	3	11	13	13	10	3	1	0	0	56
5:00 AM	0	0	0	0	1	0	1	3	11	26	26	14	10	1	2	0	0	95
6:00 AM	0	0	0	0	0	0	0	3	24	31	30	28	6	3	0	1	0	126
7:00 AM	0	0	1	0	2	4	5	6	20	71	71	34	4	1	0	0	0	219
8:00 AM	0	0	0	0	3	4	7	30	46	60	35	19	2	1	0	0	0	207
9:00 AM	0	1	0	0	0	7	9	30	50	47	19	11	4	0	0	0	0	178
10:00 AM	0	0	0	0	1	0	3	18	22	49	32	14	1	0	0	0	0	140
11:00 AM	0	0	0	0	0	0	7	17	41	42	29	9	1	0	0	0	0	146
12:00 PM	0	0	0	1	0	2	8	23	42	36	29	12	0	0	0	0	0	153
1:00 PM	0	0	0	0	1	3	6	19	31	45	32	8	4	0	0	0	0	149
2:00 PM	0	0	0	0	0	4	8	16	42	31	29	7	1	0	0	0	0	138
3:00 PM	0	0	1	0	0	5	5	15	35	51	48	12	4	3	0	0	0	179
4:00 PM	0	0	0	0	0	0	1	14	36	56	39	12	4	0	0	0	0	162
5:00 PM	0	0	0	0	0	1	1	10	32	50	37	16	11	0	0	0	0	158
6:00 PM	0	0	0	0	0	0	0	5	14	44	32	12	5	0	0	0	0	112
7:00 PM	0	0	1	0	0	0	3	5	15	19	20	5	4	0	3	0	0	75
8:00 PM	0	0	0	0	0	2	5	15	20	24	4	5	0	1	1	1	1	79
9:00 PM	0	0	0	0	0	0	0	5	9	5	7	3	4	0	0	0	0	33
10:00 PM	0	0	0	0	0	0	1	2	6	7	5	1	1	0	1	0	0	24
11:00 PM	0	0	0	0	0	0	0	1	0	8	1	1	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>33</b>	<b>71</b>	<b>242</b>	<b>504</b>	<b>716</b>	<b>543</b>	<b>238</b>	<b>80</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2,465</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>1.3%</b>	<b>2.9%</b>	<b>9.8%</b>	<b>20.4%</b>	<b>29.0%</b>	<b>22.0%</b>	<b>9.7%</b>	<b>3.2%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	52.3 mph	Mean (Average) Speed	52.4 mph
85th Percentile	59.6 mph	10 mph Pace	47.0 - 57.0 mph
95th Percentile	64.3 mph	Percent in Pace	53.3 %

Location: Fairview Rd between St. Benedict Way and Sunnyslope Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 01

Wednesday, August 23, 2017  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6
1:00 AM	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	1	0	5
2:00 AM	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	1	0	6
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	1	2	2	2	0	1	0	0	0	0	8
5:00 AM	0	0	0	0	0	1	0	7	5	13	9	3	2	0	0	0	0	40
6:00 AM	0	0	0	0	0	6	4	8	16	11	7	7	3	0	0	0	0	62
7:00 AM	0	0	0	0	0	6	17	12	23	23	14	6	4	0	0	0	0	105
8:00 AM	0	1	0	0	4	9	8	24	43	24	12	9	1	0	0	0	0	135
9:00 AM	0	1	0	0	0	2	12	14	29	24	13	5	1	0	0	0	0	101
10:00 AM	0	0	1	0	0	4	6	26	32	32	17	5	0	0	0	0	0	123
11:00 AM	0	3	0	0	1	4	5	14	38	32	26	6	3	1	0	0	0	133
12:00 PM	0	0	0	0	0	4	23	15	33	36	31	7	1	0	0	0	0	150
1:00 PM	0	0	0	0	1	4	7	22	40	30	22	5	3	0	0	0	0	134
2:00 PM	0	0	0	0	4	2	12	23	47	40	35	9	2	1	1	0	0	176
3:00 PM	0	0	0	0	0	3	13	41	61	52	42	6	4	0	0	0	0	222
4:00 PM	0	0	0	0	0	1	4	12	86	75	36	9	2	1	0	0	0	226
5:00 PM	0	0	0	0	0	2	12	23	64	60	49	12	7	1	0	0	0	230
6:00 PM	0	0	0	0	0	1	8	8	47	59	34	23	5	0	2	0	0	187
7:00 PM	0	0	0	0	0	0	2	9	18	42	38	11	1	1	0	0	0	122
8:00 PM	0	0	0	0	0	0	2	11	19	30	17	2	4	1	1	0	0	87
9:00 PM	0	0	0	0	0	2	0	1	14	18	14	7	2	0	0	0	0	58
10:00 PM	0	0	0	0	0	0	0	0	7	10	17	6	4	1	1	0	0	46
11:00 PM	0	0	0	0	0	0	0	1	1	6	1	7	1	1	0	0	0	18
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>135</b>	<b>273</b>	<b>628</b>	<b>624</b>	<b>438</b>	<b>149</b>	<b>53</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2,382</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>2.1%</b>	<b>5.7%</b>	<b>11.5%</b>	<b>26.4%</b>	<b>26.2%</b>	<b>18.4%</b>	<b>6.3%</b>	<b>2.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	50.7 mph	Mean (Average) Speed	50.6 mph
85th Percentile	57.9 mph	10 mph Pace	46.6 - 56.6 mph
95th Percentile	62.4 mph	Percent in Pace	53.3 %

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 01

**Total Study Average  
 Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	2	1	1	0	1	0	0	0	0	6
1:00 AM	0	0	0	0	0	1	1	1	1	1	1	0	1	0	0	0	0	7
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	1	1	1	3	2	1	0	0	0	0	9
4:00 AM	0	0	0	0	0	0	0	2	3	11	13	13	10	3	1	0	0	56
5:00 AM	0	0	0	0	1	0	1	3	11	26	26	14	10	1	2	0	0	95
6:00 AM	0	0	0	0	0	0	0	3	24	31	30	28	6	3	0	1	0	126
7:00 AM	0	0	1	0	2	4	5	6	20	71	71	34	4	1	0	0	0	219
8:00 AM	0	0	0	0	3	4	7	30	46	60	35	19	2	1	0	0	0	207
9:00 AM	0	1	0	0	0	7	9	30	50	47	19	11	4	0	0	0	0	178
10:00 AM	0	0	0	0	1	0	3	18	22	49	32	14	1	0	0	0	0	140
11:00 AM	0	0	0	0	0	0	7	17	41	42	29	9	1	0	0	0	0	146
12:00 PM	0	0	0	1	0	2	8	23	42	36	29	12	0	0	0	0	0	153
1:00 PM	0	0	0	0	1	3	6	19	31	45	32	8	4	0	0	0	0	149
2:00 PM	0	0	0	0	0	4	8	16	42	31	29	7	1	0	0	0	0	138
3:00 PM	0	0	1	0	0	5	5	15	35	51	48	12	4	3	0	0	0	179
4:00 PM	0	0	0	0	0	0	1	14	36	56	39	12	4	0	0	0	0	162
5:00 PM	0	0	0	0	0	1	1	10	32	50	37	16	11	0	0	0	0	158
6:00 PM	0	0	0	0	0	0	0	5	14	44	32	12	5	0	0	0	0	112
7:00 PM	0	0	1	0	0	0	3	5	15	19	20	5	4	0	3	0	0	75
8:00 PM	0	0	0	0	0	2	5	15	20	24	4	5	0	1	1	1	1	79
9:00 PM	0	0	0	0	0	0	0	5	9	5	7	3	4	0	0	0	0	33
10:00 PM	0	0	0	0	0	0	1	2	6	7	5	1	1	0	1	0	0	24
11:00 PM	0	0	0	0	0	0	0	1	0	8	1	1	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>33</b>	<b>71</b>	<b>242</b>	<b>504</b>	<b>716</b>	<b>543</b>	<b>238</b>	<b>80</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2,465</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>1.3%</b>	<b>2.9%</b>	<b>9.8%</b>	<b>20.4%</b>	<b>29.0%</b>	<b>22.0%</b>	<b>9.7%</b>	<b>3.2%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	52.3 mph	Mean (Average) Speed	52.4 mph
85th Percentile	59.6 mph	10 mph Pace	47.0 - 57.0 mph
95th Percentile	64.3 mph	Percent in Pace	53.3 %

Location: Fairview Rd between St. Benedict Way and Sunnyslope Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 01

**Total Study Average  
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6
1:00 AM	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	1	0	5
2:00 AM	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	1	0	6
3:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	1	2	2	2	0	1	0	0	0	0	8
5:00 AM	0	0	0	0	0	1	0	7	5	13	9	3	2	0	0	0	0	40
6:00 AM	0	0	0	0	0	6	4	8	16	11	7	7	3	0	0	0	0	62
7:00 AM	0	0	0	0	0	6	17	12	23	23	14	6	4	0	0	0	0	105
8:00 AM	0	1	0	0	4	9	8	24	43	24	12	9	1	0	0	0	0	135
9:00 AM	0	1	0	0	0	2	12	14	29	24	13	5	1	0	0	0	0	101
10:00 AM	0	0	1	0	0	4	6	26	32	32	17	5	0	0	0	0	0	123
11:00 AM	0	3	0	0	1	4	5	14	38	32	26	6	3	1	0	0	0	133
12:00 PM	0	0	0	0	0	4	23	15	33	36	31	7	1	0	0	0	0	150
1:00 PM	0	0	0	0	1	4	7	22	40	30	22	5	3	0	0	0	0	134
2:00 PM	0	0	0	0	4	2	12	23	47	40	35	9	2	1	1	0	0	176
3:00 PM	0	0	0	0	0	3	13	41	61	52	42	6	4	0	0	0	0	222
4:00 PM	0	0	0	0	0	1	4	12	86	75	36	9	2	1	0	0	0	226
5:00 PM	0	0	0	0	0	2	12	23	64	60	49	12	7	1	0	0	0	230
6:00 PM	0	0	0	0	0	1	8	8	47	59	34	23	5	0	2	0	0	187
7:00 PM	0	0	0	0	0	0	2	9	18	42	38	11	1	1	0	0	0	122
8:00 PM	0	0	0	0	0	0	2	11	19	30	17	2	4	1	1	0	0	87
9:00 PM	0	0	0	0	0	2	0	1	14	18	14	7	2	0	0	0	0	58
10:00 PM	0	0	0	0	0	0	0	0	7	10	17	6	4	1	1	0	0	46
11:00 PM	0	0	0	0	0	0	0	1	1	6	1	7	1	1	0	0	0	18
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>135</b>	<b>273</b>	<b>628</b>	<b>624</b>	<b>438</b>	<b>149</b>	<b>53</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2,382</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>2.1%</b>	<b>5.7%</b>	<b>11.5%</b>	<b>26.4%</b>	<b>26.2%</b>	<b>18.4%</b>	<b>6.3%</b>	<b>2.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	50.7 mph	Mean (Average) Speed	50.6 mph
85th Percentile	57.9 mph	10 mph Pace	46.6 - 56.6 mph
95th Percentile	62.4 mph	Percent in Pace	53.3 %

**Location:** Fairview Rd between St. Benedict Way and Sunnyslope Rd  
**Date Range:** 8/23/2017 - 8/29/2017  
**Site Code:** 01

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average		
	8/23/2017			8/24/2017			8/25/2017			8/26/2017			8/27/2017			8/28/2017			8/29/2017					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	12
1:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
2:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
3:00 AM	9	2	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	2	11
4:00 AM	56	8	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	8	64
5:00 AM	95	40	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	40	135
6:00 AM	126	62	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126	62	188
7:00 AM	219	105	324	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	105	324
8:00 AM	207	135	342	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	135	342
9:00 AM	178	101	279	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	101	279
10:00 AM	140	123	263	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	123	263
11:00 AM	146	133	279	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	133	279
12:00 PM	153	150	303	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	150	303
1:00 PM	149	134	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	149	134	283
2:00 PM	138	176	314	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	176	314
3:00 PM	179	222	401	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	179	222	401
4:00 PM	162	226	388	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	162	226	388
5:00 PM	158	230	388	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158	230	388
6:00 PM	112	187	299	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112	187	299
7:00 PM	75	122	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	122	197
8:00 PM	79	87	166	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	87	166
9:00 PM	33	58	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	58	91
10:00 PM	24	46	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	46	70
11:00 PM	11	18	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	18	29
<b>Total</b>	<b>2,465</b>	<b>2,382</b>	<b>4,847</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>2,465</b>	<b>2,382</b>	<b>4,847</b>
<b>Percent</b>	<b>51%</b>	<b>49%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>51%</b>	<b>49%</b>	-

1. Mid-week average includes data between Tuesday and Thursday.



## Vehicle Classification Report Summary

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	16	2,105	851	4	271	45	0	5	44	8	13	3	5	3,370
<b>Percent</b>	0.5%	62.5%	25.3%	0.1%	8.0%	1.3%	0.0%	0.1%	1.3%	0.2%	0.4%	0.1%	0.1%	100%
<b>Southbound</b>	10	2,196	979	5	489	5	0	9	50	3	9	3	3	3,761
<b>Percent</b>	0.3%	58.4%	26.0%	0.1%	13.0%	0.1%	0.0%	0.2%	1.3%	0.1%	0.2%	0.1%	0.1%	100%
<b>Total</b>	26	4,301	1,830	9	760	50	0	14	94	11	22	6	8	7,131
<b>Percent</b>	0.4%	60.3%	25.7%	0.1%	10.7%	0.7%	0.0%	0.2%	1.3%	0.2%	0.3%	0.1%	0.1%	100%

<b>FHWA Vehicle Classification</b>	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

**Wednesday, August 23, 2017**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	1	12
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	10	7	0	1	0	0	0	0	0	0	0	0	18
5:00 AM	0	36	19	1	11	0	0	0	1	0	0	0	0	68
6:00 AM	0	59	36	0	17	1	0	1	3	0	2	0	1	120
7:00 AM	0	113	46	1	29	0	0	0	9	1	1	0	0	200
8:00 AM	0	125	79	0	35	0	0	1	5	0	0	2	0	247
9:00 AM	0	55	52	1	22	0	0	0	3	0	1	0	0	134
10:00 AM	0	64	41	0	19	1	0	1	3	1	0	1	0	131
11:00 AM	2	69	49	1	20	2	0	0	5	0	0	0	0	148
12:00 PM	2	100	47	0	37	0	0	0	5	0	1	0	0	192
1:00 PM	0	88	62	0	22	0	0	0	4	0	0	0	0	176
2:00 PM	1	159	74	1	37	0	0	2	2	0	1	0	1	278
3:00 PM	1	241	116	0	44	0	0	1	4	1	1	0	0	409
4:00 PM	1	254	82	0	65	0	0	1	3	0	0	0	0	406
5:00 PM	1	257	82	0	39	1	0	0	0	0	0	0	0	380
6:00 PM	2	183	68	0	42	0	0	1	2	0	0	0	0	298
7:00 PM	0	115	39	0	22	0	0	0	0	0	0	0	0	176
8:00 PM	0	98	39	0	11	0	0	1	0	0	0	0	0	149
9:00 PM	0	81	16	0	6	0	0	0	1	0	1	0	0	105
10:00 PM	0	37	18	0	4	0	0	0	0	0	0	0	0	59
11:00 PM	0	23	3	0	3	0	0	0	0	0	1	0	0	30
<b>Total</b>	<b>10</b>	<b>2,196</b>	<b>979</b>	<b>5</b>	<b>489</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3,761</b>
<b>Percent</b>	<b>0.3%</b>	<b>58.4%</b>	<b>26.0%</b>	<b>0.1%</b>	<b>13.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

**Total Study Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	4	0	0	1	0	0	0	2	0	0	0	0	7
3:00 AM	0	18	4	0	2	0	0	0	2	0	0	0	0	26
4:00 AM	1	50	23	0	8	1	0	0	2	0	0	0	0	85
5:00 AM	2	111	54	0	22	0	0	0	1	0	3	0	0	193
6:00 AM	3	141	48	0	21	0	0	0	1	0	0	0	0	214
7:00 AM	0	268	97	1	26	8	0	0	4	0	1	0	0	405
8:00 AM	2	157	56	1	15	6	0	0	5	1	2	0	1	246
9:00 AM	0	95	51	1	15	9	0	0	5	1	1	0	0	178
10:00 AM	2	78	37	0	13	3	0	0	3	0	0	2	0	138
11:00 AM	1	86	57	0	15	1	0	1	3	1	0	1	0	166
12:00 PM	0	83	43	0	16	6	0	0	5	2	0	0	0	155
1:00 PM	2	94	63	0	14	4	0	2	4	1	1	0	0	185
2:00 PM	0	116	59	1	22	3	0	1	2	1	1	0	1	207
3:00 PM	0	133	60	0	28	2	0	1	1	1	0	0	2	228
4:00 PM	0	127	49	0	15	0	0	0	2	0	1	0	1	195
5:00 PM	2	145	54	0	13	1	0	0	2	0	0	0	0	217
6:00 PM	0	113	30	0	8	0	0	0	0	0	0	0	0	151
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	81	22	0	5	0	0	0	0	0	0	0	0	108
9:00 PM	0	41	12	0	1	0	0	0	0	0	1	0	0	55
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	17	3	0	0	0	0	0	0	0	2	0	0	22
<b>Total</b>	<b>15</b>	<b>1,975</b>	<b>824</b>	<b>4</b>	<b>261</b>	<b>44</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>3,201</b>
<b>Percent</b>	<b>0.5%</b>	<b>61.7%</b>	<b>25.7%</b>	<b>0.1%</b>	<b>8.2%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.2%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

**Total Study Average**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	1	12
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	10	7	0	1	0	0	0	0	0	0	0	0	18
5:00 AM	0	36	19	1	11	0	0	0	1	0	0	0	0	68
6:00 AM	0	59	36	0	17	1	0	1	3	0	2	0	1	120
7:00 AM	0	113	46	1	29	0	0	0	9	1	1	0	0	200
8:00 AM	0	125	79	0	35	0	0	1	5	0	0	2	0	247
9:00 AM	0	55	52	1	22	0	0	0	3	0	1	0	0	134
10:00 AM	0	64	41	0	19	1	0	1	3	1	0	1	0	131
11:00 AM	2	69	49	1	20	2	0	0	5	0	0	0	0	148
12:00 PM	2	100	47	0	37	0	0	0	5	0	1	0	0	192
1:00 PM	0	88	62	0	22	0	0	0	4	0	0	0	0	176
2:00 PM	1	159	74	1	37	0	0	2	2	0	1	0	1	278
3:00 PM	1	241	116	0	44	0	0	1	4	1	1	0	0	409
4:00 PM	1	254	82	0	65	0	0	1	3	0	0	0	0	406
5:00 PM	1	257	82	0	39	1	0	0	0	0	0	0	0	380
6:00 PM	2	183	68	0	42	0	0	1	2	0	0	0	0	298
7:00 PM	0	115	39	0	22	0	0	0	0	0	0	0	0	176
8:00 PM	0	98	39	0	11	0	0	1	0	0	0	0	0	149
9:00 PM	0	81	16	0	6	0	0	0	1	0	1	0	0	105
10:00 PM	0	37	18	0	4	0	0	0	0	0	0	0	0	59
11:00 PM	0	23	3	0	3	0	0	0	0	0	1	0	0	30
<b>Total</b>	<b>10</b>	<b>2,196</b>	<b>979</b>	<b>5</b>	<b>489</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3,761</b>
<b>Percent</b>	<b>0.3%</b>	<b>58.4%</b>	<b>26.0%</b>	<b>0.1%</b>	<b>13.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	4	0	0	1	0	0	0	2	0	0	0	0	7
3:00 AM	0	18	4	0	2	0	0	0	2	0	0	0	0	26
4:00 AM	1	50	23	0	8	1	0	0	2	0	0	0	0	85
5:00 AM	2	111	54	0	22	0	0	0	1	0	3	0	0	193
6:00 AM	3	141	48	0	21	0	0	0	1	0	0	0	0	214
7:00 AM	0	268	97	1	26	8	0	0	4	0	1	0	0	405
8:00 AM	2	157	56	1	15	6	0	0	5	1	2	0	1	246
9:00 AM	0	95	51	1	15	9	0	0	5	1	1	0	0	178
10:00 AM	2	78	37	0	13	3	0	0	3	0	0	2	0	138
11:00 AM	1	86	57	0	15	1	0	1	3	1	0	1	0	166
12:00 PM	0	83	43	0	16	6	0	0	5	2	0	0	0	155
1:00 PM	2	94	63	0	14	4	0	2	4	1	1	0	0	185
2:00 PM	0	116	59	1	22	3	0	1	2	1	1	0	1	207
3:00 PM	0	133	60	0	28	2	0	1	1	1	0	0	2	228
4:00 PM	0	127	49	0	15	0	0	0	2	0	1	0	1	195
5:00 PM	2	145	54	0	13	1	0	0	2	0	0	0	0	217
6:00 PM	0	113	30	0	8	0	0	0	0	0	0	0	0	151
7:00 PM	1	108	23	0	9	1	0	0	0	0	0	0	0	142
8:00 PM	0	81	22	0	5	0	0	0	0	0	0	0	0	108
9:00 PM	0	41	12	0	1	0	0	0	0	0	1	0	0	55
10:00 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
11:00 PM	0	17	3	0	0	0	0	0	0	0	2	0	0	22
<b>Total</b>	<b>16</b>	<b>2,105</b>	<b>851</b>	<b>4</b>	<b>271</b>	<b>45</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>3,370</b>
<b>Percent</b>	<b>0.5%</b>	<b>62.5%</b>	<b>25.3%</b>	<b>0.1%</b>	<b>8.0%</b>	<b>1.3%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>	

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average  
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
1:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	1	12
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	10	7	0	1	0	0	0	0	0	0	0	0	18
5:00 AM	0	36	19	1	11	0	0	0	1	0	0	0	0	68
6:00 AM	0	59	36	0	17	1	0	1	3	0	2	0	1	120
7:00 AM	0	113	46	1	29	0	0	0	9	1	1	0	0	200
8:00 AM	0	125	79	0	35	0	0	1	5	0	0	2	0	247
9:00 AM	0	55	52	1	22	0	0	0	3	0	1	0	0	134
10:00 AM	0	64	41	0	19	1	0	1	3	1	0	1	0	131
11:00 AM	2	69	49	1	20	2	0	0	5	0	0	0	0	148
12:00 PM	2	100	47	0	37	0	0	0	5	0	1	0	0	192
1:00 PM	0	88	62	0	22	0	0	0	4	0	0	0	0	176
2:00 PM	1	159	74	1	37	0	0	2	2	0	1	0	1	278
3:00 PM	1	241	116	0	44	0	0	1	4	1	1	0	0	409
4:00 PM	1	254	82	0	65	0	0	1	3	0	0	0	0	406
5:00 PM	1	257	82	0	39	1	0	0	0	0	0	0	0	380
6:00 PM	2	183	68	0	42	0	0	1	2	0	0	0	0	298
7:00 PM	0	115	39	0	22	0	0	0	0	0	0	0	0	176
8:00 PM	0	98	39	0	11	0	0	1	0	0	0	0	0	149
9:00 PM	0	81	16	0	6	0	0	0	1	0	1	0	0	105
10:00 PM	0	37	18	0	4	0	0	0	0	0	0	0	0	59
11:00 PM	0	23	3	0	3	0	0	0	0	0	1	0	0	30
<b>Total</b>	<b>10</b>	<b>2,196</b>	<b>979</b>	<b>5</b>	<b>489</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3,761</b>
<b>Percent</b>	<b>0.3%</b>	<b>58.4%</b>	<b>26.0%</b>	<b>0.1%</b>	<b>13.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	

## Vehicle Speed Report Summary

**Location:** Fairview Rd between Rosa Morada and Rallon Rd  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 02

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
<b>Study Total</b>																		
<b>Northbound</b>	0	0	2	3	9	13	28	116	290	872	1,174	614	174	51	12	8	4	3,370
<b>Percent</b>	0.0%	0.0%	0.1%	0.1%	0.3%	0.4%	0.8%	3.4%	8.6%	25.9%	34.8%	18.2%	5.2%	1.5%	0.4%	0.2%	0.1%	100%
<b>Southbound</b>	0	0	5	7	8	7	29	127	343	957	1,270	701	220	63	15	4	5	3,761
<b>Percent</b>	0.0%	0.0%	0.1%	0.2%	0.2%	0.2%	0.8%	3.4%	9.1%	25.4%	33.8%	18.6%	5.8%	1.7%	0.4%	0.1%	0.1%	100%
<b>Total</b>	0	0	7	10	17	20	57	243	633	1,829	2,444	1,315	394	114	27	12	9	7,131
<b>Percent</b>	0.0%	0.0%	0.1%	0.1%	0.2%	0.3%	0.8%	3.4%	8.9%	25.6%	34.3%	18.4%	5.5%	1.6%	0.4%	0.2%	0.1%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Northbound</b>			<b>Northbound</b>		
50th Percentile (Median)	56.4	mph	Mean (Average) Speed	56.3	mph
85th Percentile	62.1	mph	10 mph Pace	51.2 - 61.2	mph
95th Percentile	66.6	mph	Percent in Pace	63.2	%
<b>Southbound</b>			<b>Southbound</b>		
50th Percentile (Median)	56.4	mph	Mean (Average) Speed	56.4	mph
85th Percentile	62.5	mph	10 mph Pace	51.8 - 61.8	mph
95th Percentile	67.0	mph	Percent in Pace	61.9	%

Location: Fairview Rd between Rosa Morada and Rallon Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 02

Wednesday, August 23, 2017  
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	1	4	1	1	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	1	0	0	3	4	1	2	0	0	0	0	11
2:00 AM	0	0	0	0	0	0	0	3	0	1	1	0	1	1	0	0	0	7
3:00 AM	0	0	0	0	0	0	0	0	2	1	5	10	5	3	0	0	0	26
4:00 AM	0	0	0	0	0	0	0	2	2	7	24	26	13	6	1	4	0	85
5:00 AM	0	0	0	0	0	2	1	5	18	53	68	26	13	3	2	2	0	193
6:00 AM	0	0	0	0	0	0	3	5	9	38	78	52	19	7	2	0	1	214
7:00 AM	0	0	0	0	0	1	0	6	45	118	153	72	7	2	1	0	0	405
8:00 AM	0	0	0	0	0	0	3	20	23	68	87	29	13	2	1	0	0	246
9:00 AM	0	0	0	0	0	0	1	6	14	69	54	27	6	1	0	0	0	178
10:00 AM	0	0	0	0	0	0	1	2	8	42	52	22	6	2	2	1	0	138
11:00 AM	0	0	0	0	1	1	3	9	10	36	68	31	5	2	0	0	0	166
12:00 PM	0	0	0	0	2	1	7	7	12	49	36	25	10	4	1	0	1	155
1:00 PM	0	0	1	2	0	0	1	5	21	52	59	29	15	0	0	0	0	185
2:00 PM	0	0	0	0	0	1	2	8	22	60	67	37	8	1	0	0	1	207
3:00 PM	0	0	0	0	0	2	1	9	33	76	74	25	4	3	0	0	1	228
4:00 PM	0	0	0	0	0	1	0	6	17	45	76	42	6	1	1	0	0	195
5:00 PM	0	0	0	0	2	2	0	3	8	45	77	62	13	5	0	0	0	217
6:00 PM	0	0	0	0	1	0	1	3	7	18	61	43	12	4	1	0	0	151
7:00 PM	0	0	1	1	3	1	0	2	2	36	61	26	7	1	0	1	0	142
8:00 PM	0	0	0	0	0	1	0	9	23	26	33	14	2	0	0	0	0	108
9:00 PM	0	0	0	0	0	0	3	2	6	15	16	9	3	1	0	0	0	55
10:00 PM	0	0	0	0	0	0	0	2	6	7	8	1	3	0	0	0	0	27
11:00 PM	0	0	0	0	0	0	0	1	1	6	8	4	0	2	0	0	0	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>28</b>	<b>116</b>	<b>290</b>	<b>872</b>	<b>1,174</b>	<b>614</b>	<b>174</b>	<b>51</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>3,370</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.8%</b>	<b>3.4%</b>	<b>8.6%</b>	<b>25.9%</b>	<b>34.8%</b>	<b>18.2%</b>	<b>5.2%</b>	<b>1.5%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.1%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	56.4 mph	Mean (Average) Speed	56.3 mph
85th Percentile	62.1 mph	10 mph Pace	51.2 - 61.2 mph
95th Percentile	66.6 mph	Percent in Pace	63.2 %



Location: Fairview Rd between Rosa Morada and Rallon Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 02

Wednesday, August 23, 2017  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	2	2	1	3	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	0	2	1	1	2	0	1	0	0	1	8
2:00 AM	0	0	0	0	0	0	0	1	1	2	2	3	1	2	0	0	0	12
3:00 AM	0	0	0	0	0	0	0	0	1	0	3	2	1	0	0	0	0	7
4:00 AM	0	0	0	0	0	0	1	1	2	3	7	1	1	2	0	0	0	18
5:00 AM	0	0	0	0	0	2	0	5	6	9	26	11	6	1	1	1	0	68
6:00 AM	0	0	0	0	0	0	1	8	11	38	31	20	8	3	0	0	0	120
7:00 AM	0	0	0	0	1	0	0	3	17	56	64	33	18	5	3	0	0	200
8:00 AM	0	0	0	0	1	0	4	10	34	68	74	45	9	2	0	0	0	247
9:00 AM	0	0	2	3	0	0	2	5	13	42	39	21	5	1	0	0	1	134
10:00 AM	0	0	0	0	0	0	2	10	14	24	33	34	10	4	0	0	0	131
11:00 AM	0	0	0	0	0	0	0	10	9	40	50	26	11	1	1	0	0	148
12:00 PM	0	0	0	1	2	1	0	9	17	49	62	31	16	3	1	0	0	192
1:00 PM	0	0	2	2	1	0	6	9	19	53	45	31	7	1	0	0	0	176
2:00 PM	0	0	0	0	0	1	4	17	43	80	88	32	11	1	1	0	0	278
3:00 PM	0	0	0	0	0	0	5	12	37	125	134	73	13	7	2	1	0	409
4:00 PM	0	0	0	0	0	0	0	2	26	102	163	82	27	3	1	0	0	406
5:00 PM	0	0	0	0	1	0	1	8	26	93	151	74	21	3	0	0	2	380
6:00 PM	0	0	0	0	1	2	2	6	16	51	118	71	25	5	0	1	0	298
7:00 PM	0	0	0	0	0	0	0	1	13	25	71	47	11	6	2	0	0	176
8:00 PM	0	0	1	0	1	1	0	5	24	43	42	24	5	2	0	1	0	149
9:00 PM	0	0	0	1	0	0	1	4	9	31	38	15	3	3	0	0	0	105
10:00 PM	0	0	0	0	0	0	0	0	1	17	18	13	5	4	1	0	0	59
11:00 PM	0	0	0	0	0	0	0	0	1	3	8	9	3	3	2	0	1	30
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>29</b>	<b>127</b>	<b>343</b>	<b>957</b>	<b>1,270</b>	<b>701</b>	<b>220</b>	<b>63</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>3,761</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>3.4%</b>	<b>9.1%</b>	<b>25.4%</b>	<b>33.8%</b>	<b>18.6%</b>	<b>5.8%</b>	<b>1.7%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	56.4 mph	Mean (Average) Speed	56.4 mph
85th Percentile	62.5 mph	10 mph Pace	51.8 - 61.8 mph
95th Percentile	67.0 mph	Percent in Pace	61.9 %

Location: Fairview Rd between Rosa Morada and Rallon Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 02

**Total Study Average  
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	1	4	1	1	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	1	0	0	3	4	1	2	0	0	0	0	11
2:00 AM	0	0	0	0	0	0	0	3	0	1	1	0	1	1	0	0	0	7
3:00 AM	0	0	0	0	0	0	0	0	2	1	5	10	5	3	0	0	0	26
4:00 AM	0	0	0	0	0	0	0	2	2	7	24	26	13	6	1	4	0	85
5:00 AM	0	0	0	0	0	2	1	5	18	53	68	26	13	3	2	2	0	193
6:00 AM	0	0	0	0	0	0	3	5	9	38	78	52	19	7	2	0	1	214
7:00 AM	0	0	0	0	0	1	0	6	45	118	153	72	7	2	1	0	0	405
8:00 AM	0	0	0	0	0	0	3	20	23	68	87	29	13	2	1	0	0	246
9:00 AM	0	0	0	0	0	0	1	6	14	69	54	27	6	1	0	0	0	178
10:00 AM	0	0	0	0	0	0	1	2	8	42	52	22	6	2	2	1	0	138
11:00 AM	0	0	0	0	1	1	3	9	10	36	68	31	5	2	0	0	0	166
12:00 PM	0	0	0	0	2	1	7	7	12	49	36	25	10	4	1	0	1	155
1:00 PM	0	0	1	2	0	0	1	5	21	52	59	29	15	0	0	0	0	185
2:00 PM	0	0	0	0	0	1	2	8	22	60	67	37	8	1	0	0	1	207
3:00 PM	0	0	0	0	0	2	1	9	33	76	74	25	4	3	0	0	1	228
4:00 PM	0	0	0	0	0	1	0	6	17	45	76	42	6	1	1	0	0	195
5:00 PM	0	0	0	0	2	2	0	3	8	45	77	62	13	5	0	0	0	217
6:00 PM	0	0	0	0	1	0	1	3	7	18	61	43	12	4	1	0	0	151
7:00 PM	0	0	1	1	3	1	0	2	2	36	61	26	7	1	0	1	0	142
8:00 PM	0	0	0	0	0	1	0	9	23	26	33	14	2	0	0	0	0	108
9:00 PM	0	0	0	0	0	0	3	2	6	15	16	9	3	1	0	0	0	55
10:00 PM	0	0	0	0	0	0	0	2	6	7	8	1	3	0	0	0	0	27
11:00 PM	0	0	0	0	0	0	0	1	1	6	8	4	0	2	0	0	0	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>28</b>	<b>116</b>	<b>290</b>	<b>872</b>	<b>1,174</b>	<b>614</b>	<b>174</b>	<b>51</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>3,370</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.8%</b>	<b>3.4%</b>	<b>8.6%</b>	<b>25.9%</b>	<b>34.8%</b>	<b>18.2%</b>	<b>5.2%</b>	<b>1.5%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	56.4 mph	Mean (Average) Speed	56.3 mph
85th Percentile	62.1 mph	10 mph Pace	51.2 - 61.2 mph
95th Percentile	66.6 mph	Percent in Pace	63.2 %

Location: Fairview Rd between Rosa Morada and Rallon Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 02

**Total Study Average  
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	2	2	1	3	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	0	2	1	1	2	0	1	0	0	1	8
2:00 AM	0	0	0	0	0	0	0	1	1	2	2	3	1	2	0	0	0	12
3:00 AM	0	0	0	0	0	0	0	0	1	0	3	2	1	0	0	0	0	7
4:00 AM	0	0	0	0	0	0	1	1	2	3	7	1	1	2	0	0	0	18
5:00 AM	0	0	0	0	0	2	0	5	6	9	26	11	6	1	1	1	0	68
6:00 AM	0	0	0	0	0	0	1	8	11	38	31	20	8	3	0	0	0	120
7:00 AM	0	0	0	0	1	0	0	3	17	56	64	33	18	5	3	0	0	200
8:00 AM	0	0	0	0	1	0	4	10	34	68	74	45	9	2	0	0	0	247
9:00 AM	0	0	2	3	0	0	2	5	13	42	39	21	5	1	0	0	1	134
10:00 AM	0	0	0	0	0	0	2	10	14	24	33	34	10	4	0	0	0	131
11:00 AM	0	0	0	0	0	0	0	10	9	40	50	26	11	1	1	0	0	148
12:00 PM	0	0	0	1	2	1	0	9	17	49	62	31	16	3	1	0	0	192
1:00 PM	0	0	2	2	1	0	6	9	19	53	45	31	7	1	0	0	0	176
2:00 PM	0	0	0	0	0	1	4	17	43	80	88	32	11	1	1	0	0	278
3:00 PM	0	0	0	0	0	0	5	12	37	125	134	73	13	7	2	1	0	409
4:00 PM	0	0	0	0	0	0	0	2	26	102	163	82	27	3	1	0	0	406
5:00 PM	0	0	0	0	1	0	1	8	26	93	151	74	21	3	0	0	2	380
6:00 PM	0	0	0	0	1	2	2	6	16	51	118	71	25	5	0	1	0	298
7:00 PM	0	0	0	0	0	0	0	1	13	25	71	47	11	6	2	0	0	176
8:00 PM	0	0	1	0	1	1	0	5	24	43	42	24	5	2	0	1	0	149
9:00 PM	0	0	0	1	0	0	1	4	9	31	38	15	3	3	0	0	0	105
10:00 PM	0	0	0	0	0	0	0	0	1	17	18	13	5	4	1	0	0	59
11:00 PM	0	0	0	0	0	0	0	0	1	3	8	9	3	3	2	0	1	30
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>29</b>	<b>127</b>	<b>343</b>	<b>957</b>	<b>1,270</b>	<b>701</b>	<b>220</b>	<b>63</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>3,761</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>3.4%</b>	<b>9.1%</b>	<b>25.4%</b>	<b>33.8%</b>	<b>18.6%</b>	<b>5.8%</b>	<b>1.7%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	56.4 mph	Mean (Average) Speed	56.4 mph
85th Percentile	62.5 mph	10 mph Pace	51.8 - 61.8 mph
95th Percentile	67.0 mph	Percent in Pace	61.9 %

Location: Fairview Rd between Rosa Morada and Rallon Rd  
 Date Range: 8/23/2017 - 8/29/2017  
 Site Code: 02

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average		
	8/23/2017			8/24/2017			8/25/2017			8/26/2017			8/27/2017			8/28/2017			8/29/2017					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	10	19
1:00 AM	11	8	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	8	19
2:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
3:00 AM	26	7	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	7	33
4:00 AM	85	18	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	18	103
5:00 AM	193	68	261	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	193	68	261
6:00 AM	214	120	334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	214	120	334
7:00 AM	405	200	605	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	405	200	605
8:00 AM	246	247	493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	246	247	493
9:00 AM	178	134	312	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	134	312
10:00 AM	138	131	269	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	131	269
11:00 AM	166	148	314	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	148	314
12:00 PM	155	192	347	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	192	347
1:00 PM	185	176	361	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	176	361
2:00 PM	207	278	485	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	278	485
3:00 PM	228	409	637	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	228	409	637
4:00 PM	195	406	601	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	406	601
5:00 PM	217	380	597	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	380	597
6:00 PM	151	298	449	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	151	298	449
7:00 PM	142	176	318	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	176	318
8:00 PM	108	149	257	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	149	257
9:00 PM	55	105	160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	105	160
10:00 PM	27	59	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	59	86
11:00 PM	22	30	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	30	52
<b>Total</b>	<b>3,370</b>	<b>3,761</b>	<b>7,131</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>3,370</b>	<b>3,761</b>	<b>7,131</b>
<b>Percent</b>	<b>47%</b>	<b>53%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>47%</b>	<b>53%</b>	-

1. Mid-week average includes data between Tuesday and Thursday.

## Vehicle Classification Report Summary

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	25	2,261	831	3	353	27	0	8	113	4	33	1	9	3,668
<b>Percent</b>	0.7%	61.6%	22.7%	0.1%	9.6%	0.7%	0.0%	0.2%	3.1%	0.1%	0.9%	0.0%	0.2%	100%
<b>Southbound</b>	15	1,987	727	0	380	15	0	7	117	19	28	6	13	3,314
<b>Percent</b>	0.5%	60.0%	21.9%	0.0%	11.5%	0.5%	0.0%	0.2%	3.5%	0.6%	0.8%	0.2%	0.4%	100%
<b>Total</b>	40	4,248	1,558	3	733	42	0	15	230	23	61	7	22	6,982
<b>Percent</b>	0.6%	60.8%	22.3%	0.0%	10.5%	0.6%	0.0%	0.2%	3.3%	0.3%	0.9%	0.1%	0.3%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**Wednesday, August 23, 2017**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	0	0	0	0	2	0	1	0	0	15
1:00 AM	0	10	2	0	0	0	0	0	4	1	0	0	0	17
2:00 AM	0	11	3	0	1	0	0	0	1	1	0	0	0	17
3:00 AM	0	7	6	0	0	0	0	0	8	0	0	0	0	21
4:00 AM	0	13	6	0	1	0	0	0	3	1	0	0	0	24
5:00 AM	0	26	8	0	3	0	0	0	0	0	0	0	0	37
6:00 AM	1	34	13	0	16	0	0	0	4	0	0	0	0	68
7:00 AM	0	61	27	0	15	0	0	1	5	2	3	1	0	115
8:00 AM	0	47	18	0	20	1	0	1	7	2	4	1	2	103
9:00 AM	0	36	27	0	15	0	0	1	10	0	3	0	1	93
10:00 AM	0	59	30	0	21	2	0	0	10	1	1	0	0	124
11:00 AM	3	73	33	0	26	1	0	0	6	1	1	0	2	146
12:00 PM	0	76	34	0	28	0	0	0	9	0	3	2	1	153
1:00 PM	0	100	46	0	29	0	0	0	6	0	3	0	0	184
2:00 PM	1	130	55	0	20	0	0	1	6	0	1	1	5	220
3:00 PM	1	194	70	0	32	0	0	0	7	2	3	0	0	309
4:00 PM	0	272	88	0	40	2	0	1	7	0	3	0	0	413
5:00 PM	2	248	92	0	35	4	0	1	2	1	0	0	0	385
6:00 PM	4	214	63	0	34	2	0	1	7	3	0	0	0	328
7:00 PM	0	107	28	0	17	0	0	0	1	3	0	0	1	157
8:00 PM	1	102	39	0	15	2	0	0	7	0	0	0	1	167
9:00 PM	1	74	19	0	7	1	0	0	2	0	2	1	0	107
10:00 PM	1	44	15	0	3	0	0	0	1	0	0	0	0	64
11:00 PM	0	39	3	0	2	0	0	0	2	1	0	0	0	47
<b>Total</b>	<b>15</b>	<b>1,987</b>	<b>727</b>	<b>0</b>	<b>380</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>117</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>13</b>	<b>3,314</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.0%</b>	<b>21.9%</b>	<b>0.0%</b>	<b>11.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>3.5%</b>	<b>0.6%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>0.4%</b>	

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**Total Study Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	3	0	0	0	0	0	3	0	0	0	1	10
1:00 AM	0	14	3	0	1	0	0	0	1	0	0	0	0	19
2:00 AM	0	10	1	0	1	0	0	0	3	0	0	0	1	16
3:00 AM	0	32	5	0	3	0	0	0	2	0	0	0	0	42
4:00 AM	3	129	55	0	22	1	0	0	1	0	1	0	0	212
5:00 AM	4	390	150	0	44	1	0	0	5	0	0	1	3	598
6:00 AM	6	342	112	0	49	3	0	0	8	1	4	0	1	526
7:00 AM	2	172	75	0	36	1	0	2	11	0	4	0	0	303
8:00 AM	3	162	56	1	25	1	0	1	10	0	5	0	0	264
9:00 AM	0	91	38	0	19	1	0	0	6	0	1	0	0	156
10:00 AM	1	92	31	0	19	3	0	0	5	0	2	0	0	153
11:00 AM	1	109	53	0	23	3	0	1	5	0	4	0	0	199
12:00 PM	0	92	41	0	14	1	0	1	12	0	2	0	0	163
1:00 PM	0	71	23	0	14	1	0	0	7	1	5	0	1	123
2:00 PM	1	81	29	1	13	2	0	1	10	0	2	0	1	141
3:00 PM	0	87	25	0	17	3	0	1	8	0	0	0	0	141
4:00 PM	1	86	35	0	15	0	0	1	5	0	1	0	0	144
5:00 PM	2	88	29	0	12	0	0	0	0	2	1	0	0	134
6:00 PM	1	73	23	1	12	1	0	0	2	0	0	0	1	114
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	35	14	0	3	1	0	0	1	0	0	0	0	54
9:00 PM	0	24	10	0	1	1	0	0	5	0	0	0	0	41
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	11	3	0	2	3	0	0	1	0	1	0	0	21
<b>Total</b>	<b>25</b>	<b>2,194</b>	<b>814</b>	<b>3</b>	<b>345</b>	<b>27</b>	<b>0</b>	<b>8</b>	<b>111</b>	<b>4</b>	<b>33</b>	<b>1</b>	<b>9</b>	<b>3,574</b>
<b>Percent</b>	<b>0.7%</b>	<b>61.4%</b>	<b>22.8%</b>	<b>0.1%</b>	<b>9.7%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>3.1%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.3%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**Total Study Average**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	0	0	0	0	2	0	1	0	0	15
1:00 AM	0	10	2	0	0	0	0	0	4	1	0	0	0	17
2:00 AM	0	11	3	0	1	0	0	0	1	1	0	0	0	17
3:00 AM	0	7	6	0	0	0	0	0	8	0	0	0	0	21
4:00 AM	0	13	6	0	1	0	0	0	3	1	0	0	0	24
5:00 AM	0	26	8	0	3	0	0	0	0	0	0	0	0	37
6:00 AM	1	34	13	0	16	0	0	0	4	0	0	0	0	68
7:00 AM	0	61	27	0	15	0	0	1	5	2	3	1	0	115
8:00 AM	0	47	18	0	20	1	0	1	7	2	4	1	2	103
9:00 AM	0	36	27	0	15	0	0	1	10	0	3	0	1	93
10:00 AM	0	59	30	0	21	2	0	0	10	1	1	0	0	124
11:00 AM	3	73	33	0	26	1	0	0	6	1	1	0	2	146
12:00 PM	0	76	34	0	28	0	0	0	9	0	3	2	1	153
1:00 PM	0	100	46	0	29	0	0	0	6	0	3	0	0	184
2:00 PM	1	130	55	0	20	0	0	1	6	0	1	1	5	220
3:00 PM	1	194	70	0	32	0	0	0	7	2	3	0	0	309
4:00 PM	0	272	88	0	40	2	0	1	7	0	3	0	0	413
5:00 PM	2	248	92	0	35	4	0	1	2	1	0	0	0	385
6:00 PM	4	214	63	0	34	2	0	1	7	3	0	0	0	328
7:00 PM	0	107	28	0	17	0	0	0	1	3	0	0	1	157
8:00 PM	1	102	39	0	15	2	0	0	7	0	0	0	1	167
9:00 PM	1	74	19	0	7	1	0	0	2	0	2	1	0	107
10:00 PM	1	44	15	0	3	0	0	0	1	0	0	0	0	64
11:00 PM	0	39	3	0	2	0	0	0	2	1	0	0	0	47
<b>Total</b>	<b>15</b>	<b>1,987</b>	<b>727</b>	<b>0</b>	<b>380</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>117</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>13</b>	<b>3,314</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.0%</b>	<b>21.9%</b>	<b>0.0%</b>	<b>11.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>3.5%</b>	<b>0.6%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>0.4%</b>	

Note: Average only considered on days with 24-hours of data.



**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	3	0	0	0	0	0	3	0	0	0	1	10
1:00 AM	0	14	3	0	1	0	0	0	1	0	0	0	0	19
2:00 AM	0	10	1	0	1	0	0	0	3	0	0	0	1	16
3:00 AM	0	32	5	0	3	0	0	0	2	0	0	0	0	42
4:00 AM	3	129	55	0	22	1	0	0	1	0	1	0	0	212
5:00 AM	4	390	150	0	44	1	0	0	5	0	0	1	3	598
6:00 AM	6	342	112	0	49	3	0	0	8	1	4	0	1	526
7:00 AM	2	172	75	0	36	1	0	2	11	0	4	0	0	303
8:00 AM	3	162	56	1	25	1	0	1	10	0	5	0	0	264
9:00 AM	0	91	38	0	19	1	0	0	6	0	1	0	0	156
10:00 AM	1	92	31	0	19	3	0	0	5	0	2	0	0	153
11:00 AM	1	109	53	0	23	3	0	1	5	0	4	0	0	199
12:00 PM	0	92	41	0	14	1	0	1	12	0	2	0	0	163
1:00 PM	0	71	23	0	14	1	0	0	7	1	5	0	1	123
2:00 PM	1	81	29	1	13	2	0	1	10	0	2	0	1	141
3:00 PM	0	87	25	0	17	3	0	1	8	0	0	0	0	141
4:00 PM	1	86	35	0	15	0	0	1	5	0	1	0	0	144
5:00 PM	2	88	29	0	12	0	0	0	0	2	1	0	0	134
6:00 PM	1	73	23	1	12	1	0	0	2	0	0	0	1	114
7:00 PM	0	52	15	0	4	0	0	0	2	0	0	0	0	73
8:00 PM	0	35	14	0	3	1	0	0	1	0	0	0	0	54
9:00 PM	0	24	10	0	1	1	0	0	5	0	0	0	0	41
10:00 PM	0	15	2	0	4	0	0	0	0	0	0	0	0	21
11:00 PM	0	11	3	0	2	3	0	0	1	0	1	0	0	21
<b>Total</b>	<b>25</b>	<b>2,261</b>	<b>831</b>	<b>3</b>	<b>353</b>	<b>27</b>	<b>0</b>	<b>8</b>	<b>113</b>	<b>4</b>	<b>33</b>	<b>1</b>	<b>9</b>	<b>3,668</b>
<b>Percent</b>	<b>0.7%</b>	<b>61.6%</b>	<b>22.7%</b>	<b>0.1%</b>	<b>9.6%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>3.1%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.2%</b>	

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average  
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	0	0	0	0	2	0	1	0	0	15
1:00 AM	0	10	2	0	0	0	0	0	4	1	0	0	0	17
2:00 AM	0	11	3	0	1	0	0	0	1	1	0	0	0	17
3:00 AM	0	7	6	0	0	0	0	0	8	0	0	0	0	21
4:00 AM	0	13	6	0	1	0	0	0	3	1	0	0	0	24
5:00 AM	0	26	8	0	3	0	0	0	0	0	0	0	0	37
6:00 AM	1	34	13	0	16	0	0	0	4	0	0	0	0	68
7:00 AM	0	61	27	0	15	0	0	1	5	2	3	1	0	115
8:00 AM	0	47	18	0	20	1	0	1	7	2	4	1	2	103
9:00 AM	0	36	27	0	15	0	0	1	10	0	3	0	1	93
10:00 AM	0	59	30	0	21	2	0	0	10	1	1	0	0	124
11:00 AM	3	73	33	0	26	1	0	0	6	1	1	0	2	146
12:00 PM	0	76	34	0	28	0	0	0	9	0	3	2	1	153
1:00 PM	0	100	46	0	29	0	0	0	6	0	3	0	0	184
2:00 PM	1	130	55	0	20	0	0	1	6	0	1	1	5	220
3:00 PM	1	194	70	0	32	0	0	0	7	2	3	0	0	309
4:00 PM	0	272	88	0	40	2	0	1	7	0	3	0	0	413
5:00 PM	2	248	92	0	35	4	0	1	2	1	0	0	0	385
6:00 PM	4	214	63	0	34	2	0	1	7	3	0	0	0	328
7:00 PM	0	107	28	0	17	0	0	0	1	3	0	0	1	157
8:00 PM	1	102	39	0	15	2	0	0	7	0	0	0	1	167
9:00 PM	1	74	19	0	7	1	0	0	2	0	2	1	0	107
10:00 PM	1	44	15	0	3	0	0	0	1	0	0	0	0	64
11:00 PM	0	39	3	0	2	0	0	0	2	1	0	0	0	47
<b>Total</b>	<b>15</b>	<b>1,987</b>	<b>727</b>	<b>0</b>	<b>380</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>117</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>13</b>	<b>3,314</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.0%</b>	<b>21.9%</b>	<b>0.0%</b>	<b>11.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>3.5%</b>	<b>0.6%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>0.4%</b>	

## Vehicle Speed Report Summary

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
<b>Study Total</b>																		
<b>Northbound</b>	2	8	33	46	124	295	573	1,110	1,016	362	73	18	6	2	0	0	0	3,668
<b>Percent</b>	0.1%	0.2%	0.9%	1.3%	3.4%	8.0%	15.6%	30.3%	27.7%	9.9%	2.0%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	100%
<b>Southbound</b>	1	2	12	38	129	455	858	1,010	555	190	43	19	0	2	0	0	0	3,314
<b>Percent</b>	0.0%	0.1%	0.4%	1.1%	3.9%	13.7%	25.9%	30.5%	16.7%	5.7%	1.3%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	100%
<b>Total</b>	3	10	45	84	253	750	1,431	2,120	1,571	552	116	37	6	4	0	0	0	6,982
<b>Percent</b>	0.0%	0.1%	0.6%	1.2%	3.6%	10.7%	20.5%	30.4%	22.5%	7.9%	1.7%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Northbound</b>			<b>Northbound</b>		
50th Percentile (Median)	43.6	mph	Mean (Average) Speed	42.7	mph
85th Percentile	49.2	mph	10 mph Pace	38.9 - 48.9	mph
95th Percentile	52.9	mph	Percent in Pace	59.1	%
<b>Southbound</b>			<b>Southbound</b>		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	40.6	mph
85th Percentile	47.2	mph	10 mph Pace	35.8 - 45.8	mph
95th Percentile	51.6	mph	Percent in Pace	57.0	%

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**Wednesday, August 23, 2017**  
**Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	2	0	1	3	1	1	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	4	2	8	1	3	1	0	0	0	0	0	0	19
2:00 AM	0	0	0	1	2	2	2	2	6	1	0	0	0	0	0	0	0	16
3:00 AM	0	1	0	0	0	0	4	9	13	8	5	1	1	0	0	0	0	42
4:00 AM	0	0	0	0	1	2	4	52	85	53	11	4	0	0	0	0	0	212
5:00 AM	0	0	2	0	9	23	76	199	200	69	16	2	2	0	0	0	0	598
6:00 AM	0	0	10	10	10	41	84	145	151	56	12	7	0	0	0	0	0	526
7:00 AM	0	0	0	1	13	21	28	93	101	36	7	1	1	1	0	0	0	303
8:00 AM	0	1	0	1	7	25	50	86	67	24	3	0	0	0	0	0	0	264
9:00 AM	0	0	0	0	5	7	26	61	47	9	0	1	0	0	0	0	0	156
10:00 AM	0	0	10	1	4	18	28	42	32	18	0	0	0	0	0	0	0	153
11:00 AM	0	0	4	12	9	31	38	51	41	10	1	0	1	1	0	0	0	199
12:00 PM	0	0	0	7	12	28	30	47	32	5	2	0	0	0	0	0	0	163
1:00 PM	0	0	0	0	9	16	17	34	35	10	1	1	0	0	0	0	0	123
2:00 PM	0	0	0	0	8	18	34	45	25	7	3	0	1	0	0	0	0	141
3:00 PM	0	0	7	8	2	6	28	53	30	6	1	0	0	0	0	0	0	141
4:00 PM	0	6	0	0	2	22	34	41	33	4	1	1	0	0	0	0	0	144
5:00 PM	2	0	0	0	11	11	35	43	21	11	0	0	0	0	0	0	0	134
6:00 PM	0	0	0	0	6	5	19	47	28	9	0	0	0	0	0	0	0	114
7:00 PM	0	0	0	0	4	7	15	16	21	8	2	0	0	0	0	0	0	73
8:00 PM	0	0	0	1	4	4	7	13	16	7	2	0	0	0	0	0	0	54
9:00 PM	0	0	0	4	3	0	5	14	11	1	3	0	0	0	0	0	0	41
10:00 PM	0	0	0	0	0	0	3	3	11	4	0	0	0	0	0	0	0	21
11:00 PM	0	0	0	0	1	2	4	5	6	2	1	0	0	0	0	0	0	21
<b>Total</b>	<b>2</b>	<b>8</b>	<b>33</b>	<b>46</b>	<b>124</b>	<b>295</b>	<b>573</b>	<b>1,110</b>	<b>1,016</b>	<b>362</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,668</b>
<b>Percent</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>1.3%</b>	<b>3.4%</b>	<b>8.0%</b>	<b>15.6%</b>	<b>30.3%</b>	<b>27.7%</b>	<b>9.9%</b>	<b>2.0%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	43.6 mph	Mean (Average) Speed	42.7 mph
85th Percentile	49.2 mph	10 mph Pace	38.9 - 48.9 mph
95th Percentile	52.9 mph	Percent in Pace	59.1 %

**Location:** Fairview Rd between Hwy 156 and Ludis Ln  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 03

**Wednesday, August 23, 2017**  
**Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	4	3	4	2	1	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	0	1	4	6	2	2	2	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	0	2	3	6	4	0	1	1	0	0	0	0	0	17
3:00 AM	0	0	0	0	6	3	4	5	2	1	0	0	0	0	0	0	0	21
4:00 AM	0	0	0	0	1	2	9	7	3	1	0	1	0	0	0	0	0	24
5:00 AM	0	0	0	1	0	4	10	12	2	7	0	1	0	0	0	0	0	37
6:00 AM	0	0	0	0	4	10	16	16	16	2	4	0	0	0	0	0	0	68
7:00 AM	0	0	0	0	2	10	31	41	19	6	5	1	0	0	0	0	0	115
8:00 AM	0	0	0	4	5	14	30	30	12	6	1	1	0	0	0	0	0	103
9:00 AM	0	0	1	3	5	12	28	29	14	1	0	0	0	0	0	0	0	93
10:00 AM	0	0	2	2	5	19	41	22	24	9	0	0	0	0	0	0	0	124
11:00 AM	0	0	1	0	3	18	47	47	24	6	0	0	0	0	0	0	0	146
12:00 PM	0	1	1	2	4	29	40	36	28	11	1	0	0	0	0	0	0	153
1:00 PM	0	0	0	1	12	22	49	62	31	6	1	0	0	0	0	0	0	184
2:00 PM	0	0	0	1	6	37	62	65	40	8	1	0	0	0	0	0	0	220
3:00 PM	0	0	2	6	13	62	69	90	40	18	6	3	0	0	0	0	0	309
4:00 PM	0	1	2	8	18	54	114	132	52	22	7	1	0	2	0	0	0	413
5:00 PM	1	0	1	3	5	49	109	126	73	16	1	1	0	0	0	0	0	385
6:00 PM	0	0	0	3	16	34	71	109	62	22	6	5	0	0	0	0	0	328
7:00 PM	0	0	0	0	1	8	24	63	38	15	5	3	0	0	0	0	0	157
8:00 PM	0	0	2	3	12	37	48	34	22	8	1	0	0	0	0	0	0	167
9:00 PM	0	0	0	1	5	8	24	35	24	8	2	0	0	0	0	0	0	107
10:00 PM	0	0	0	0	1	7	14	22	9	9	1	1	0	0	0	0	0	64
11:00 PM	0	0	0	0	3	6	6	15	12	5	0	0	0	0	0	0	0	47
<b>Total</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>38</b>	<b>129</b>	<b>455</b>	<b>858</b>	<b>1,010</b>	<b>555</b>	<b>190</b>	<b>43</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,314</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>1.1%</b>	<b>3.9%</b>	<b>13.7%</b>	<b>25.9%</b>	<b>30.5%</b>	<b>16.7%</b>	<b>5.7%</b>	<b>1.3%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	40.5 mph	Mean (Average) Speed	40.6 mph
85th Percentile	47.2 mph	10 mph Pace	35.8 - 45.8 mph
95th Percentile	51.6 mph	Percent in Pace	57 %

Location: Fairview Rd between Hwy 156 and Ludis Ln  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 03

**Total Study Average  
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	2	0	1	3	1	1	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	4	2	8	1	3	1	0	0	0	0	0	0	19
2:00 AM	0	0	0	1	2	2	2	2	6	1	0	0	0	0	0	0	0	16
3:00 AM	0	1	0	0	0	0	4	9	13	8	5	1	1	0	0	0	0	42
4:00 AM	0	0	0	0	1	2	4	52	85	53	11	4	0	0	0	0	0	212
5:00 AM	0	0	2	0	9	23	76	199	200	69	16	2	2	0	0	0	0	598
6:00 AM	0	0	10	10	10	41	84	145	151	56	12	7	0	0	0	0	0	526
7:00 AM	0	0	0	1	13	21	28	93	101	36	7	1	1	1	0	0	0	303
8:00 AM	0	1	0	1	7	25	50	86	67	24	3	0	0	0	0	0	0	264
9:00 AM	0	0	0	0	5	7	26	61	47	9	0	1	0	0	0	0	0	156
10:00 AM	0	0	10	1	4	18	28	42	32	18	0	0	0	0	0	0	0	153
11:00 AM	0	0	4	12	9	31	38	51	41	10	1	0	1	1	0	0	0	199
12:00 PM	0	0	0	7	12	28	30	47	32	5	2	0	0	0	0	0	0	163
1:00 PM	0	0	0	0	9	16	17	34	35	10	1	1	0	0	0	0	0	123
2:00 PM	0	0	0	0	8	18	34	45	25	7	3	0	1	0	0	0	0	141
3:00 PM	0	0	7	8	2	6	28	53	30	6	1	0	0	0	0	0	0	141
4:00 PM	0	6	0	0	2	22	34	41	33	4	1	1	0	0	0	0	0	144
5:00 PM	2	0	0	0	11	11	35	43	21	11	0	0	0	0	0	0	0	134
6:00 PM	0	0	0	0	6	5	19	47	28	9	0	0	0	0	0	0	0	114
7:00 PM	0	0	0	0	4	7	15	16	21	8	2	0	0	0	0	0	0	73
8:00 PM	0	0	0	1	4	4	7	13	16	7	2	0	0	0	0	0	0	54
9:00 PM	0	0	0	4	3	0	5	14	11	1	3	0	0	0	0	0	0	41
10:00 PM	0	0	0	0	0	0	3	3	11	4	0	0	0	0	0	0	0	21
11:00 PM	0	0	0	0	1	2	4	5	6	2	1	0	0	0	0	0	0	21
<b>Total</b>	<b>2</b>	<b>8</b>	<b>33</b>	<b>46</b>	<b>124</b>	<b>295</b>	<b>573</b>	<b>1,110</b>	<b>1,016</b>	<b>362</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,668</b>
<b>Percent</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>1.3%</b>	<b>3.4%</b>	<b>8.0%</b>	<b>15.6%</b>	<b>30.3%</b>	<b>27.7%</b>	<b>9.9%</b>	<b>2.0%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	43.6 mph	Mean (Average) Speed	42.7 mph
85th Percentile	49.2 mph	10 mph Pace	38.9 - 48.9 mph
95th Percentile	52.9 mph	Percent in Pace	59.1 %

Location: Fairview Rd between Hwy 156 and Ludis Ln  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 03

**Total Study Average  
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	4	3	4	2	1	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	0	1	4	6	2	2	2	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	0	2	3	6	4	0	1	1	0	0	0	0	0	17
3:00 AM	0	0	0	0	6	3	4	5	2	1	0	0	0	0	0	0	0	21
4:00 AM	0	0	0	0	1	2	9	7	3	1	0	1	0	0	0	0	0	24
5:00 AM	0	0	0	1	0	4	10	12	2	7	0	1	0	0	0	0	0	37
6:00 AM	0	0	0	0	4	10	16	16	16	2	4	0	0	0	0	0	0	68
7:00 AM	0	0	0	0	2	10	31	41	19	6	5	1	0	0	0	0	0	115
8:00 AM	0	0	0	4	5	14	30	30	12	6	1	1	0	0	0	0	0	103
9:00 AM	0	0	1	3	5	12	28	29	14	1	0	0	0	0	0	0	0	93
10:00 AM	0	0	2	2	5	19	41	22	24	9	0	0	0	0	0	0	0	124
11:00 AM	0	0	1	0	3	18	47	47	24	6	0	0	0	0	0	0	0	146
12:00 PM	0	1	1	2	4	29	40	36	28	11	1	0	0	0	0	0	0	153
1:00 PM	0	0	0	1	12	22	49	62	31	6	1	0	0	0	0	0	0	184
2:00 PM	0	0	0	1	6	37	62	65	40	8	1	0	0	0	0	0	0	220
3:00 PM	0	0	2	6	13	62	69	90	40	18	6	3	0	0	0	0	0	309
4:00 PM	0	1	2	8	18	54	114	132	52	22	7	1	0	2	0	0	0	413
5:00 PM	1	0	1	3	5	49	109	126	73	16	1	1	0	0	0	0	0	385
6:00 PM	0	0	0	3	16	34	71	109	62	22	6	5	0	0	0	0	0	328
7:00 PM	0	0	0	0	1	8	24	63	38	15	5	3	0	0	0	0	0	157
8:00 PM	0	0	2	3	12	37	48	34	22	8	1	0	0	0	0	0	0	167
9:00 PM	0	0	0	1	5	8	24	35	24	8	2	0	0	0	0	0	0	107
10:00 PM	0	0	0	0	1	7	14	22	9	9	1	1	0	0	0	0	0	64
11:00 PM	0	0	0	0	3	6	6	15	12	5	0	0	0	0	0	0	0	47
<b>Total</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>38</b>	<b>129</b>	<b>455</b>	<b>858</b>	<b>1,010</b>	<b>555</b>	<b>190</b>	<b>43</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,314</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>1.1%</b>	<b>3.9%</b>	<b>13.7%</b>	<b>25.9%</b>	<b>30.5%</b>	<b>16.7%</b>	<b>5.7%</b>	<b>1.3%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	40.5 mph	Mean (Average) Speed	40.6 mph
85th Percentile	47.2 mph	10 mph Pace	35.8 - 45.8 mph
95th Percentile	51.6 mph	Percent in Pace	57.0 %

Location: Fairview Rd between Hwy 156 and Ludis Ln  
 Date Range: 8/23/2017 - 8/29/2017  
 Site Code: 03

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average		
	8/23/2017			8/24/2017			8/25/2017			8/26/2017			8/27/2017			8/28/2017			8/29/2017					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	10	15	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	15	25
1:00 AM	19	17	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	17	36
2:00 AM	16	17	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	17	33
3:00 AM	42	21	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	21	63
4:00 AM	212	24	236	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	212	24	236
5:00 AM	598	37	635	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	598	37	635
6:00 AM	526	68	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	526	68	594
7:00 AM	303	115	418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303	115	418
8:00 AM	264	103	367	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	264	103	367
9:00 AM	156	93	249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	156	93	249
10:00 AM	153	124	277	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	124	277
11:00 AM	199	146	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	199	146	345
12:00 PM	163	153	316	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	163	153	316
1:00 PM	123	184	307	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	184	307
2:00 PM	141	220	361	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	220	361
3:00 PM	141	309	450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	309	450
4:00 PM	144	413	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	413	557
5:00 PM	134	385	519	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	385	519
6:00 PM	114	328	442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	114	328	442
7:00 PM	73	157	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	157	230
8:00 PM	54	167	221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	167	221
9:00 PM	41	107	148	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	107	148
10:00 PM	21	64	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	64	85
11:00 PM	21	47	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	47	68
<b>Total</b>	<b>3,668</b>	<b>3,314</b>	<b>6,982</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>3,668</b>	<b>3,314</b>	<b>6,982</b>
<b>Percent</b>	<b>53%</b>	<b>47%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>53%</b>	<b>47%</b>	-

1. Mid-week average includes data between Tuesday and Thursday.



## Vehicle Classification Report Summary

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Eastbound</b>	5	767	484	1	405	14	0	9	126	37	44	12	20	1,924
<b>Percent</b>	0.3%	39.9%	25.2%	0.1%	21.0%	0.7%	0.0%	0.5%	6.5%	1.9%	2.3%	0.6%	1.0%	100%
<b>Westbound</b>	10	1,214	389	4	138	22	0	10	149	3	56	8	5	2,008
<b>Percent</b>	0.5%	60.5%	19.4%	0.2%	6.9%	1.1%	0.0%	0.5%	7.4%	0.1%	2.8%	0.4%	0.2%	100%
<b>Total</b>	15	1,981	873	5	543	36	0	19	275	40	100	20	25	3,932
<b>Percent</b>	0.4%	50.4%	22.2%	0.1%	13.8%	0.9%	0.0%	0.5%	7.0%	1.0%	2.5%	0.5%	0.6%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

**Wednesday, August 23, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	4	1	1	0	0	0	3	0	0	1	1	16
1:00 AM	0	9	3	0	2	0	0	0	2	0	0	0	0	16
2:00 AM	0	8	2	0	0	1	0	0	4	0	0	0	0	15
3:00 AM	0	23	2	0	2	2	0	0	4	0	0	0	0	33
4:00 AM	0	46	14	0	6	2	0	0	4	0	2	0	0	74
5:00 AM	1	100	22	0	5	2	0	0	8	0	5	3	0	146
6:00 AM	1	103	37	0	6	2	0	2	10	0	4	0	1	166
7:00 AM	2	53	22	0	7	0	0	2	9	0	7	2	0	104
8:00 AM	1	77	21	0	8	2	0	0	14	0	11	0	0	134
9:00 AM	0	35	20	0	12	0	0	0	10	0	1	0	0	78
10:00 AM	0	56	14	0	10	0	0	1	9	1	2	0	0	93
11:00 AM	1	63	30	0	6	0	0	0	12	1	7	0	1	121
12:00 PM	1	50	21	0	10	1	0	2	13	0	4	0	1	103
1:00 PM	0	58	23	0	7	0	0	0	9	0	1	0	0	98
2:00 PM	0	61	19	0	6	0	0	1	12	1	7	0	0	107
3:00 PM	1	75	17	1	10	0	0	1	5	0	2	0	1	113
4:00 PM	0	102	31	0	12	0	0	0	6	0	0	0	0	151
5:00 PM	1	96	20	0	8	0	0	0	1	0	2	0	0	128
6:00 PM	0	50	19	0	7	0	0	0	3	0	0	2	0	81
7:00 PM	0	45	18	0	7	1	0	1	1	0	0	0	0	73
8:00 PM	1	32	13	0	2	1	0	0	3	0	1	0	0	53
9:00 PM	0	36	8	0	2	4	0	0	5	0	0	0	0	55
10:00 PM	0	18	3	2	1	1	0	0	0	0	0	0	0	25
11:00 PM	0	13	6	0	1	3	0	0	2	0	0	0	0	25
<b>Total</b>	<b>10</b>	<b>1,214</b>	<b>389</b>	<b>4</b>	<b>138</b>	<b>22</b>	<b>0</b>	<b>10</b>	<b>149</b>	<b>3</b>	<b>56</b>	<b>8</b>	<b>5</b>	<b>2,008</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.5%</b>	<b>19.4%</b>	<b>0.2%</b>	<b>6.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>7.4%</b>	<b>0.1%</b>	<b>2.8%</b>	<b>0.4%</b>	<b>0.2%</b>	

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

**Total Study Average  
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	4	0	2	0	0	0	1	1	1	0	0	21
1:00 AM	0	8	5	0	0	1	0	0	3	1	0	0	0	18
2:00 AM	0	3	0	0	3	0	0	1	2	1	0	0	0	10
3:00 AM	0	1	2	1	5	0	0	0	7	1	0	0	0	17
4:00 AM	0	15	4	0	4	0	0	0	5	1	0	0	0	29
5:00 AM	0	29	20	0	13	0	0	0	2	1	0	0	2	67
6:00 AM	2	61	29	0	28	1	0	1	3	0	1	0	1	127
7:00 AM	1	78	43	0	29	1	0	1	4	4	3	0	2	166
8:00 AM	0	22	21	0	21	1	0	0	5	2	8	1	3	84
9:00 AM	0	28	26	0	19	0	0	1	12	1	4	1	0	92
10:00 AM	0	29	15	0	14	1	0	1	10	5	5	1	2	83
11:00 AM	0	24	19	0	26	0	0	0	9	4	0	1	2	85
12:00 PM	0	23	27	0	21	0	0	0	10	2	3	2	3	91
1:00 PM	1	37	28	0	26	2	0	0	5	2	5	1	1	108
2:00 PM	0	44	25	0	32	0	0	2	7	2	4	2	1	119
3:00 PM	1	52	33	0	32	2	0	1	5	4	3	0	0	133
4:00 PM	0	71	45	0	32	2	0	0	4	1	2	0	2	159
5:00 PM	0	61	34	0	23	1	0	0	3	1	0	0	0	123
6:00 PM	0	48	31	0	24	2	0	1	10	0	1	1	0	118
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	31	24	0	15	0	0	0	4	1	1	0	1	77
9:00 PM	0	21	13	0	9	0	0	0	4	0	3	1	0	51
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	9	7	0	2	0	0	0	3	1	0	0	0	22
<b>Total</b>	<b>5</b>	<b>707</b>	<b>455</b>	<b>1</b>	<b>380</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>118</b>	<b>36</b>	<b>44</b>	<b>11</b>	<b>20</b>	<b>1,800</b>
<b>Percent</b>	<b>0.3%</b>	<b>39.3%</b>	<b>25.3%</b>	<b>0.1%</b>	<b>21.1%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>6.6%</b>	<b>2.0%</b>	<b>2.4%</b>	<b>0.6%</b>	<b>1.1%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

**Total Study Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	4	1	1	0	0	0	3	0	0	1	1	16
1:00 AM	0	9	3	0	2	0	0	0	2	0	0	0	0	16
2:00 AM	0	8	2	0	0	1	0	0	4	0	0	0	0	15
3:00 AM	0	23	2	0	2	2	0	0	4	0	0	0	0	33
4:00 AM	0	46	14	0	6	2	0	0	4	0	2	0	0	74
5:00 AM	1	100	22	0	5	2	0	0	8	0	5	3	0	146
6:00 AM	1	103	37	0	6	2	0	2	10	0	4	0	1	166
7:00 AM	2	53	22	0	7	0	0	2	9	0	7	2	0	104
8:00 AM	1	77	21	0	8	2	0	0	14	0	11	0	0	134
9:00 AM	0	35	20	0	12	0	0	0	10	0	1	0	0	78
10:00 AM	0	56	14	0	10	0	0	1	9	1	2	0	0	93
11:00 AM	1	63	30	0	6	0	0	0	12	1	7	0	1	121
12:00 PM	1	50	21	0	10	1	0	2	13	0	4	0	1	103
1:00 PM	0	58	23	0	7	0	0	0	9	0	1	0	0	98
2:00 PM	0	61	19	0	6	0	0	1	12	1	7	0	0	107
3:00 PM	1	75	17	1	10	0	0	1	5	0	2	0	1	113
4:00 PM	0	102	31	0	12	0	0	0	6	0	0	0	0	151
5:00 PM	1	96	20	0	8	0	0	0	1	0	2	0	0	128
6:00 PM	0	50	19	0	7	0	0	0	3	0	0	2	0	81
7:00 PM	0	45	18	0	7	1	0	1	1	0	0	0	0	73
8:00 PM	1	32	13	0	2	1	0	0	3	0	1	0	0	53
9:00 PM	0	36	8	0	2	4	0	0	5	0	0	0	0	55
10:00 PM	0	18	3	2	1	1	0	0	0	0	0	0	0	25
11:00 PM	0	13	6	0	1	3	0	0	2	0	0	0	0	25
<b>Total</b>	<b>10</b>	<b>1,214</b>	<b>389</b>	<b>4</b>	<b>138</b>	<b>22</b>	<b>0</b>	<b>10</b>	<b>149</b>	<b>3</b>	<b>56</b>	<b>8</b>	<b>5</b>	<b>2,008</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.5%</b>	<b>19.4%</b>	<b>0.2%</b>	<b>6.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>7.4%</b>	<b>0.1%</b>	<b>2.8%</b>	<b>0.4%</b>	<b>0.2%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

**3-Day (Tuesday - Thursday) Average  
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	4	0	2	0	0	0	1	1	1	0	0	21
1:00 AM	0	8	5	0	0	1	0	0	3	1	0	0	0	18
2:00 AM	0	3	0	0	3	0	0	1	2	1	0	0	0	10
3:00 AM	0	1	2	1	5	0	0	0	7	1	0	0	0	17
4:00 AM	0	15	4	0	4	0	0	0	5	1	0	0	0	29
5:00 AM	0	29	20	0	13	0	0	0	2	1	0	0	2	67
6:00 AM	2	61	29	0	28	1	0	1	3	0	1	0	1	127
7:00 AM	1	78	43	0	29	1	0	1	4	4	3	0	2	166
8:00 AM	0	22	21	0	21	1	0	0	5	2	8	1	3	84
9:00 AM	0	28	26	0	19	0	0	1	12	1	4	1	0	92
10:00 AM	0	29	15	0	14	1	0	1	10	5	5	1	2	83
11:00 AM	0	24	19	0	26	0	0	0	9	4	0	1	2	85
12:00 PM	0	23	27	0	21	0	0	0	10	2	3	2	3	91
1:00 PM	1	37	28	0	26	2	0	0	5	2	5	1	1	108
2:00 PM	0	44	25	0	32	0	0	2	7	2	4	2	1	119
3:00 PM	1	52	33	0	32	2	0	1	5	4	3	0	0	133
4:00 PM	0	71	45	0	32	2	0	0	4	1	2	0	2	159
5:00 PM	0	61	34	0	23	1	0	0	3	1	0	0	0	123
6:00 PM	0	48	31	0	24	2	0	1	10	0	1	1	0	118
7:00 PM	0	39	19	0	18	0	0	0	5	1	0	1	0	83
8:00 PM	0	31	24	0	15	0	0	0	4	1	1	0	1	77
9:00 PM	0	21	13	0	9	0	0	0	4	0	3	1	0	51
10:00 PM	0	21	10	0	7	0	0	0	3	0	0	0	0	41
11:00 PM	0	9	7	0	2	0	0	0	3	1	0	0	0	22
<b>Total</b>	<b>5</b>	<b>767</b>	<b>484</b>	<b>1</b>	<b>405</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>126</b>	<b>37</b>	<b>44</b>	<b>12</b>	<b>20</b>	<b>1,924</b>
<b>Percent</b>	<b>0.3%</b>	<b>39.9%</b>	<b>25.2%</b>	<b>0.1%</b>	<b>21.0%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>6.5%</b>	<b>1.9%</b>	<b>2.3%</b>	<b>0.6%</b>	<b>1.0%</b>	

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

**3-Day (Tuesday - Thursday) Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	4	1	1	0	0	0	3	0	0	1	1	16
1:00 AM	0	9	3	0	2	0	0	0	2	0	0	0	0	16
2:00 AM	0	8	2	0	0	1	0	0	4	0	0	0	0	15
3:00 AM	0	23	2	0	2	2	0	0	4	0	0	0	0	33
4:00 AM	0	46	14	0	6	2	0	0	4	0	2	0	0	74
5:00 AM	1	100	22	0	5	2	0	0	8	0	5	3	0	146
6:00 AM	1	103	37	0	6	2	0	2	10	0	4	0	1	166
7:00 AM	2	53	22	0	7	0	0	2	9	0	7	2	0	104
8:00 AM	1	77	21	0	8	2	0	0	14	0	11	0	0	134
9:00 AM	0	35	20	0	12	0	0	0	10	0	1	0	0	78
10:00 AM	0	56	14	0	10	0	0	1	9	1	2	0	0	93
11:00 AM	1	63	30	0	6	0	0	0	12	1	7	0	1	121
12:00 PM	1	50	21	0	10	1	0	2	13	0	4	0	1	103
1:00 PM	0	58	23	0	7	0	0	0	9	0	1	0	0	98
2:00 PM	0	61	19	0	6	0	0	1	12	1	7	0	0	107
3:00 PM	1	75	17	1	10	0	0	1	5	0	2	0	1	113
4:00 PM	0	102	31	0	12	0	0	0	6	0	0	0	0	151
5:00 PM	1	96	20	0	8	0	0	0	1	0	2	0	0	128
6:00 PM	0	50	19	0	7	0	0	0	3	0	0	2	0	81
7:00 PM	0	45	18	0	7	1	0	1	1	0	0	0	0	73
8:00 PM	1	32	13	0	2	1	0	0	3	0	1	0	0	53
9:00 PM	0	36	8	0	2	4	0	0	5	0	0	0	0	55
10:00 PM	0	18	3	2	1	1	0	0	0	0	0	0	0	25
11:00 PM	0	13	6	0	1	3	0	0	2	0	0	0	0	25
<b>Total</b>	<b>10</b>	<b>1,214</b>	<b>389</b>	<b>4</b>	<b>138</b>	<b>22</b>	<b>0</b>	<b>10</b>	<b>149</b>	<b>3</b>	<b>56</b>	<b>8</b>	<b>5</b>	<b>2,008</b>
<b>Percent</b>	<b>0.5%</b>	<b>60.5%</b>	<b>19.4%</b>	<b>0.2%</b>	<b>6.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>7.4%</b>	<b>0.1%</b>	<b>2.8%</b>	<b>0.4%</b>	<b>0.2%</b>	

## Vehicle Speed Report Summary

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
<b>Study Total</b>																		
<b>Eastbound</b>	0	0	0	1	9	27	57	108	183	313	401	389	235	127	48	17	9	1,924
<b>Percent</b>	0.0%	0.0%	0.0%	0.1%	0.5%	1.4%	3.0%	5.6%	9.5%	16.3%	20.8%	20.2%	12.2%	6.6%	2.5%	0.9%	0.5%	100%
<b>Westbound</b>	0	0	2	6	17	38	83	209	462	626	401	119	28	13	0	2	2	2,008
<b>Percent</b>	0.0%	0.0%	0.1%	0.3%	0.8%	1.9%	4.1%	10.4%	23.0%	31.2%	20.0%	5.9%	1.4%	0.6%	0.0%	0.1%	0.1%	100%
<b>Total</b>	0	0	2	7	26	65	140	317	645	939	802	508	263	140	48	19	11	3,932
<b>Percent</b>	0.0%	0.0%	0.1%	0.2%	0.7%	1.7%	3.6%	8.1%	16.4%	23.9%	20.4%	12.9%	6.7%	3.6%	1.2%	0.5%	0.3%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Eastbound</b>			<b>Eastbound</b>		
50th Percentile (Median)	58.4	mph	Mean (Average) Speed	57.9	mph
85th Percentile	67.6	mph	10 mph Pace	53.4 - 63.4	mph
95th Percentile	73.6	mph	Percent in Pace	41.3	%
<b>Westbound</b>			<b>Westbound</b>		
50th Percentile (Median)	51.4	mph	Mean (Average) Speed	50.9	mph
85th Percentile	57.6	mph	10 mph Pace	47.2 - 57.2	mph
95th Percentile	61.7	mph	Percent in Pace	56.0	%

**Location:** Shore Rd between Bolsa Rd and Frazier Lake Rd  
**Date Range:** 8/23/2017 to 8/23/2017  
**Site Code:** 04

**Wednesday, August 23, 2017**  
**Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	0	3	5	5	3	3	1	0	0	21
1:00 AM	0	0	0	0	0	0	4	0	2	1	5	1	1	2	1	0	1	18
2:00 AM	0	0	0	0	0	0	0	2	0	2	2	1	1	0	1	1	0	10
3:00 AM	0	0	0	0	0	1	0	0	1	3	3	5	3	1	0	0	0	17
4:00 AM	0	0	0	0	0	0	0	1	1	10	7	6	2	1	0	1	0	29
5:00 AM	0	0	0	0	0	0	11	10	14	11	11	5	2	3	0	0	0	67
6:00 AM	0	0	0	0	0	0	1	13	30	37	25	14	3	2	2	0	0	127
7:00 AM	0	0	0	0	0	4	14	14	34	30	27	21	15	6	0	0	1	166
8:00 AM	0	0	0	0	0	0	3	6	5	17	21	19	8	2	1	2	0	84
9:00 AM	0	0	0	0	0	0	0	8	6	17	28	22	10	0	1	0	0	92
10:00 AM	0	0	0	0	2	0	1	6	9	17	25	14	8	1	0	0	0	83
11:00 AM	0	0	0	0	0	2	2	5	14	13	18	19	8	4	0	0	0	85
12:00 PM	0	0	0	0	0	0	2	6	8	12	21	17	16	7	2	0	0	91
1:00 PM	0	0	0	0	4	8	7	7	4	19	15	24	8	7	3	1	1	108
2:00 PM	0	0	0	0	2	7	2	1	3	12	26	22	24	12	7	1	0	119
3:00 PM	0	0	0	0	0	3	5	6	12	14	18	28	25	15	5	1	1	133
4:00 PM	0	0	0	0	0	0	0	5	9	27	24	40	31	12	7	4	0	159
5:00 PM	0	0	0	1	1	1	2	7	11	19	32	23	13	13	0	0	0	123
6:00 PM	0	0	0	0	0	0	1	4	6	14	25	27	16	17	6	1	1	118
7:00 PM	0	0	0	0	0	0	0	0	2	7	16	22	20	8	2	3	3	83
8:00 PM	0	0	0	0	0	0	0	1	5	6	21	28	6	6	3	0	1	77
9:00 PM	0	0	0	0	0	0	0	1	1	10	12	15	6	2	3	1	0	51
10:00 PM	0	0	0	0	0	0	1	3	4	10	9	6	3	2	3	0	0	41
11:00 PM	0	0	0	0	0	1	1	1	2	2	5	5	3	1	0	1	0	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>27</b>	<b>57</b>	<b>108</b>	<b>183</b>	<b>313</b>	<b>401</b>	<b>389</b>	<b>235</b>	<b>127</b>	<b>48</b>	<b>17</b>	<b>9</b>	<b>1,924</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>1.4%</b>	<b>3.0%</b>	<b>5.6%</b>	<b>9.5%</b>	<b>16.3%</b>	<b>20.8%</b>	<b>20.2%</b>	<b>12.2%</b>	<b>6.6%</b>	<b>2.5%</b>	<b>0.9%</b>	<b>0.5%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	58.4 mph	Mean (Average) Speed	57.9 mph
85th Percentile	67.6 mph	10 mph Pace	53.4 - 63.4 mph
95th Percentile	73.6 mph	Percent in Pace	41.3 %



Location: Shore Rd between Bolsa Rd and Frazier Lake Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 04

Wednesday, August 23, 2017  
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	2	2	0	2	2	4	1	0	1	0	0	0	16
1:00 AM	0	0	0	2	0	1	0	0	2	5	5	1	0	0	0	0	0	16
2:00 AM	0	0	1	0	0	0	0	1	0	3	6	0	1	1	0	1	1	15
3:00 AM	0	0	0	0	0	0	1	3	5	5	8	6	2	2	0	0	1	33
4:00 AM	0	0	0	0	0	1	0	2	2	20	23	21	2	3	0	0	0	74
5:00 AM	0	0	0	0	0	1	0	5	47	52	29	9	2	1	0	0	0	146
6:00 AM	0	0	0	0	0	5	3	15	38	62	37	4	1	1	0	0	0	166
7:00 AM	0	0	0	0	0	3	3	2	27	33	26	7	3	0	0	0	0	104
8:00 AM	0	0	0	0	2	2	4	6	19	55	34	9	2	1	0	0	0	134
9:00 AM	0	0	0	0	1	3	5	5	14	23	24	2	1	0	0	0	0	78
10:00 AM	0	0	0	0	0	5	0	6	13	28	28	12	1	0	0	0	0	93
11:00 AM	0	0	0	0	2	1	3	10	17	44	25	13	5	1	0	0	0	121
12:00 PM	0	0	0	0	2	3	4	11	24	26	25	5	3	0	0	0	0	103
1:00 PM	0	0	0	0	2	2	1	15	21	34	17	4	1	1	0	0	0	98
2:00 PM	0	0	0	0	1	1	3	10	22	45	20	5	0	0	0	0	0	107
3:00 PM	0	0	0	1	1	1	9	21	34	28	15	1	1	0	0	1	0	113
4:00 PM	0	0	0	1	3	3	12	34	44	31	20	2	1	0	0	0	0	151
5:00 PM	0	0	0	0	1	1	7	24	48	38	8	1	0	0	0	0	0	128
6:00 PM	0	0	0	0	0	0	7	8	26	28	7	5	0	0	0	0	0	81
7:00 PM	0	0	0	0	0	0	2	10	17	19	16	8	0	1	0	0	0	73
8:00 PM	0	0	0	0	1	1	4	7	13	18	9	0	0	0	0	0	0	53
9:00 PM	0	0	0	1	0	0	9	9	14	14	5	3	0	0	0	0	0	55
10:00 PM	0	0	0	0	0	1	2	2	3	9	8	0	0	0	0	0	0	25
11:00 PM	0	0	1	0	0	1	2	3	10	4	2	0	2	0	0	0	0	25
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>17</b>	<b>38</b>	<b>83</b>	<b>209</b>	<b>462</b>	<b>626</b>	<b>401</b>	<b>119</b>	<b>28</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2,008</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.8%</b>	<b>1.9%</b>	<b>4.1%</b>	<b>10.4%</b>	<b>23.0%</b>	<b>31.2%</b>	<b>20.0%</b>	<b>5.9%</b>	<b>1.4%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	51.4 mph	Mean (Average) Speed	50.9 mph
85th Percentile	57.6 mph	10 mph Pace	47.2 - 57.2 mph
95th Percentile	61.7 mph	Percent in Pace	56 %

Location: Shore Rd between Bolsa Rd and Frazier Lake Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 04

**Total Study Average  
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	0	3	5	5	3	3	1	0	0	21
1:00 AM	0	0	0	0	0	0	4	0	2	1	5	1	1	2	1	0	1	18
2:00 AM	0	0	0	0	0	0	0	2	0	2	2	1	1	0	1	1	0	10
3:00 AM	0	0	0	0	0	1	0	0	1	3	3	5	3	1	0	0	0	17
4:00 AM	0	0	0	0	0	0	0	1	1	10	7	6	2	1	0	1	0	29
5:00 AM	0	0	0	0	0	0	11	10	14	11	11	5	2	3	0	0	0	67
6:00 AM	0	0	0	0	0	0	1	13	30	37	25	14	3	2	2	0	0	127
7:00 AM	0	0	0	0	0	4	14	14	34	30	27	21	15	6	0	0	1	166
8:00 AM	0	0	0	0	0	0	3	6	5	17	21	19	8	2	1	2	0	84
9:00 AM	0	0	0	0	0	0	0	8	6	17	28	22	10	0	1	0	0	92
10:00 AM	0	0	0	0	2	0	1	6	9	17	25	14	8	1	0	0	0	83
11:00 AM	0	0	0	0	0	2	2	5	14	13	18	19	8	4	0	0	0	85
12:00 PM	0	0	0	0	0	0	2	6	8	12	21	17	16	7	2	0	0	91
1:00 PM	0	0	0	0	4	8	7	7	4	19	15	24	8	7	3	1	1	108
2:00 PM	0	0	0	0	2	7	2	1	3	12	26	22	24	12	7	1	0	119
3:00 PM	0	0	0	0	0	3	5	6	12	14	18	28	25	15	5	1	1	133
4:00 PM	0	0	0	0	0	0	0	5	9	27	24	40	31	12	7	4	0	159
5:00 PM	0	0	0	1	1	1	2	7	11	19	32	23	13	13	0	0	0	123
6:00 PM	0	0	0	0	0	0	1	4	6	14	25	27	16	17	6	1	1	118
7:00 PM	0	0	0	0	0	0	0	0	2	7	16	22	20	8	2	3	3	83
8:00 PM	0	0	0	0	0	0	0	1	5	6	21	28	6	6	3	0	1	77
9:00 PM	0	0	0	0	0	0	0	1	1	10	12	15	6	2	3	1	0	51
10:00 PM	0	0	0	0	0	0	1	3	4	10	9	6	3	2	3	0	0	41
11:00 PM	0	0	0	0	0	1	1	1	2	2	5	5	3	1	0	1	0	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>27</b>	<b>57</b>	<b>108</b>	<b>183</b>	<b>313</b>	<b>401</b>	<b>389</b>	<b>235</b>	<b>127</b>	<b>48</b>	<b>17</b>	<b>9</b>	<b>1,924</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>1.4%</b>	<b>3.0%</b>	<b>5.6%</b>	<b>9.5%</b>	<b>16.3%</b>	<b>20.8%</b>	<b>20.2%</b>	<b>12.2%</b>	<b>6.6%</b>	<b>2.5%</b>	<b>0.9%</b>	<b>0.5%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	58.4 mph	Mean (Average) Speed	57.9 mph
85th Percentile	67.6 mph	10 mph Pace	53.4 - 63.4 mph
95th Percentile	73.6 mph	Percent in Pace	41.3 %

Location: Shore Rd between Bolsa Rd and Frazier Lake Rd  
 Date Range: 8/23/2017 to 8/23/2017  
 Site Code: 04

**Total Study Average  
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	2	2	0	2	2	4	1	0	1	0	0	0	16
1:00 AM	0	0	0	2	0	1	0	0	2	5	5	1	0	0	0	0	0	16
2:00 AM	0	0	1	0	0	0	0	1	0	3	6	0	1	1	0	1	1	15
3:00 AM	0	0	0	0	0	0	1	3	5	5	8	6	2	2	0	0	1	33
4:00 AM	0	0	0	0	0	1	0	2	2	20	23	21	2	3	0	0	0	74
5:00 AM	0	0	0	0	0	1	0	5	47	52	29	9	2	1	0	0	0	146
6:00 AM	0	0	0	0	0	5	3	15	38	62	37	4	1	1	0	0	0	166
7:00 AM	0	0	0	0	0	3	3	2	27	33	26	7	3	0	0	0	0	104
8:00 AM	0	0	0	0	2	2	4	6	19	55	34	9	2	1	0	0	0	134
9:00 AM	0	0	0	0	1	3	5	5	14	23	24	2	1	0	0	0	0	78
10:00 AM	0	0	0	0	0	5	0	6	13	28	28	12	1	0	0	0	0	93
11:00 AM	0	0	0	0	2	1	3	10	17	44	25	13	5	1	0	0	0	121
12:00 PM	0	0	0	0	2	3	4	11	24	26	25	5	3	0	0	0	0	103
1:00 PM	0	0	0	0	2	2	1	15	21	34	17	4	1	1	0	0	0	98
2:00 PM	0	0	0	0	1	1	3	10	22	45	20	5	0	0	0	0	0	107
3:00 PM	0	0	0	1	1	1	9	21	34	28	15	1	1	0	0	1	0	113
4:00 PM	0	0	0	1	3	3	12	34	44	31	20	2	1	0	0	0	0	151
5:00 PM	0	0	0	0	1	1	7	24	48	38	8	1	0	0	0	0	0	128
6:00 PM	0	0	0	0	0	0	7	8	26	28	7	5	0	0	0	0	0	81
7:00 PM	0	0	0	0	0	0	2	10	17	19	16	8	0	1	0	0	0	73
8:00 PM	0	0	0	0	1	1	4	7	13	18	9	0	0	0	0	0	0	53
9:00 PM	0	0	0	1	0	0	9	9	14	14	5	3	0	0	0	0	0	55
10:00 PM	0	0	0	0	0	1	2	2	3	9	8	0	0	0	0	0	0	25
11:00 PM	0	0	1	0	0	1	2	3	10	4	2	0	2	0	0	0	0	25
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>17</b>	<b>38</b>	<b>83</b>	<b>209</b>	<b>462</b>	<b>626</b>	<b>401</b>	<b>119</b>	<b>28</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2,008</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.8%</b>	<b>1.9%</b>	<b>4.1%</b>	<b>10.4%</b>	<b>23.0%</b>	<b>31.2%</b>	<b>20.0%</b>	<b>5.9%</b>	<b>1.4%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	51.4 mph	Mean (Average) Speed	50.9 mph
85th Percentile	57.6 mph	10 mph Pace	47.2 - 57.2 mph
95th Percentile	61.7 mph	Percent in Pace	56.0 %

Location: Shore Rd between Bolsa Rd and Frazier Lake Rd  
 Date Range: 8/23/2017 - 8/29/2017  
 Site Code: 04

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Mid-Week Average		
	8/23/2017			8/24/2017			8/25/2017			8/26/2017			8/27/2017			8/28/2017			8/29/2017			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	21	16	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	16	37
1:00 AM	18	16	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	16	34
2:00 AM	10	15	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	15	25
3:00 AM	17	33	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	33	50
4:00 AM	29	74	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	74	103
5:00 AM	67	146	213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	146	213
6:00 AM	127	166	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	166	293
7:00 AM	166	104	270	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	104	270
8:00 AM	84	134	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	134	218
9:00 AM	92	78	170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	92	78	170
10:00 AM	83	93	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	93	176
11:00 AM	85	121	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	121	206
12:00 PM	91	103	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	103	194
1:00 PM	108	98	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	98	206
2:00 PM	119	107	226	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	107	226
3:00 PM	133	113	246	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	113	246
4:00 PM	159	151	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	151	310
5:00 PM	123	128	251	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	128	251
6:00 PM	118	81	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	118	81	199
7:00 PM	83	73	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	73	156
8:00 PM	77	53	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	53	130
9:00 PM	51	55	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	55	106
10:00 PM	41	25	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	25	66
11:00 PM	22	25	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	25	47
<b>Total</b>	<b>1,924</b>	<b>2,008</b>	<b>3,932</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>1,924</b>	<b>2,008</b>	<b>3,932</b>
<b>Percent</b>	<b>49%</b>	<b>51%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>49%</b>	<b>51%</b>	-

1. Mid-week average includes data between Tuesday and Thursday.

## Vehicle Classification Report Summary



**Location:** Waste Collection Center Driveway  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Eastbound</b>	275	967	655	22	226	198	0	0	67	11	1	0	10	2,432
<b>Percent</b>	11.3%	39.8%	26.9%	0.9%	9.3%	8.1%	0.0%	0.0%	2.8%	0.5%	0.0%	0.0%	0.4%	100%
<b>Westbound</b>	134	900	686	39	292	162	0	10	105	5	0	0	1	2,334
<b>Percent</b>	5.7%	38.6%	29.4%	1.7%	12.5%	6.9%	0.0%	0.4%	4.5%	0.2%	0.0%	0.0%	0.0%	100%
<b>Total</b>	409	1,867	1,341	61	518	360	0	10	172	16	1	0	11	4,766
<b>Percent</b>	8.6%	39.2%	28.1%	1.3%	10.9%	7.6%	0.0%	0.2%	3.6%	0.3%	0.0%	0.0%	0.2%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Saturday, August 19, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	2	0	0	0	2	0	0	3	0	0	0	0	0	9
8:00 AM	1	2	0	2	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	3	36	19	0	14	4	0	0	1	0	0	0	0	0	77
10:00 AM	0	40	30	0	9	1	0	0	2	0	0	0	0	0	82
11:00 AM	0	33	29	1	11	0	0	0	2	0	0	0	0	0	76
12:00 PM	1	13	17	0	7	2	0	1	3	0	0	0	0	0	44
1:00 PM	4	18	19	1	9	2	0	1	4	0	0	0	0	0	58
2:00 PM	0	12	28	0	7	1	0	0	0	0	0	0	0	0	48
3:00 PM	0	5	12	0	2	0	0	0	0	0	0	0	0	0	19
4:00 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>11</b>	<b>164</b>	<b>154</b>	<b>4</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>423</b>
<b>Percent</b>	<b>2.6%</b>	<b>38.8%</b>	<b>36.4%</b>	<b>0.9%</b>	<b>14.2%</b>	<b>3.1%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>3.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Sunday, August 20, 2017**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	7	1	0	1	2	0	0	0	0	0	0	0	0	13
7:00 AM	1	2	0	0	0	0	0	0	3	0	0	0	0	1	7
8:00 AM	1	8	3	1	1	1	0	0	0	0	0	0	0	0	15
9:00 AM	4	26	33	0	9	0	0	0	2	0	0	0	0	0	74
10:00 AM	4	21	16	0	2	4	0	0	1	1	0	0	0	0	49
11:00 AM	6	28	26	0	4	1	0	0	1	0	0	0	0	0	66
12:00 PM	7	25	26	0	8	1	0	0	0	0	0	0	0	0	67
1:00 PM	5	21	22	0	4	0	0	0	1	0	0	0	0	0	53
2:00 PM	2	20	20	0	2	1	0	0	0	0	0	0	0	0	45
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>32</b>	<b>158</b>	<b>147</b>	<b>1</b>	<b>31</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>389</b>
<b>Percent</b>	<b>8.2%</b>	<b>40.6%</b>	<b>37.8%</b>	<b>0.3%</b>	<b>8.0%</b>	<b>2.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Sunday, August 20, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
8:00 AM	4	3	0	1	0	3	0	0	3	0	0	0	0	0	14
9:00 AM	0	21	16	0	5	0	0	1	1	0	0	0	0	0	44
10:00 AM	2	16	26	0	16	3	0	0	1	0	0	0	0	0	64
11:00 AM	6	20	23	0	10	3	0	1	1	0	0	0	0	0	64
12:00 PM	2	17	27	0	8	2	0	1	1	0	0	0	0	0	58
1:00 PM	0	20	23	0	14	0	0	1	0	0	0	0	0	0	58
2:00 PM	2	7	31	0	9	3	0	1	0	0	0	0	0	0	53
3:00 PM	1	1	10	0	3	0	0	0	0	0	0	0	0	0	15
4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>17</b>	<b>109</b>	<b>156</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>377</b>
<b>Percent</b>	<b>4.5%</b>	<b>28.9%</b>	<b>41.4%</b>	<b>0.3%</b>	<b>17.5%</b>	<b>3.7%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>2.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	



**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Monday, August 21, 2017**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	22	1	0	1	1	0	0	0	0	0	0	0	0	25
7:00 AM	3	0	3	0	0	2	0	0	2	1	0	0	1	1	12
8:00 AM	4	9	12	1	2	1	0	0	0	2	0	0	0	0	31
9:00 AM	8	11	14	0	3	4	0	0	1	0	0	0	0	0	41
10:00 AM	8	11	9	1	6	4	0	0	2	0	0	0	0	0	41
11:00 AM	4	14	6	0	3	5	0	0	1	1	0	0	0	0	34
12:00 PM	2	12	6	0	3	4	0	0	0	1	0	0	0	0	28
1:00 PM	3	10	10	0	3	3	0	0	1	0	0	0	0	0	30
2:00 PM	10	14	16	0	5	5	0	0	0	0	0	0	0	0	50
3:00 PM	6	14	11	0	2	3	0	0	0	0	0	0	0	0	36
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>49</b>	<b>120</b>	<b>88</b>	<b>2</b>	<b>28</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>333</b>	
<b>Percent</b>	<b>14.7%</b>	<b>36.0%</b>	<b>26.4%</b>	<b>0.6%</b>	<b>8.4%</b>	<b>9.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.1%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>		

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Monday, August 21, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	1	0	0	1	0	1	0	0	2	0	0	0	0	0	5
8:00 AM	4	2	8	2	3	3	0	0	6	0	0	0	0	0	28
9:00 AM	1	17	10	0	3	1	0	0	1	0	0	0	0	0	33
10:00 AM	4	7	15	0	3	1	0	0	4	0	0	0	0	0	34
11:00 AM	4	6	9	0	3	4	0	0	2	0	0	0	0	0	28
12:00 PM	4	9	10	1	4	7	0	0	1	0	0	0	0	0	36
1:00 PM	3	3	5	0	8	3	0	0	1	0	0	0	0	0	23
2:00 PM	0	15	12	0	7	1	0	1	1	0	0	0	0	0	37
3:00 PM	2	13	15	0	3	5	0	0	3	0	0	0	0	0	41
4:00 PM	2	7	7	0	2	3	0	0	1	0	0	0	0	0	22
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25</b>	<b>85</b>	<b>92</b>	<b>4</b>	<b>36</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>294</b>
<b>Percent</b>	<b>8.5%</b>	<b>28.9%</b>	<b>31.3%</b>	<b>1.4%</b>	<b>12.2%</b>	<b>9.9%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>7.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Tuesday, August 22, 2017**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	11	0	1	1	0	0	0	1	0	0	0	0	0	14
7:00 AM	0	23	3	0	0	2	0	0	3	1	0	0	0	0	32
8:00 AM	9	4	13	1	5	6	0	0	2	0	0	0	0	0	40
9:00 AM	8	9	11	0	5	2	0	0	2	0	0	0	0	0	37
10:00 AM	7	7	6	0	10	2	0	0	2	0	0	0	0	0	34
11:00 AM	2	4	9	0	5	1	0	0	4	0	0	0	0	0	25
12:00 PM	1	9	5	1	2	1	0	0	2	0	0	0	0	0	21
1:00 PM	1	15	7	0	3	2	0	0	0	0	0	0	0	0	28
2:00 PM	2	8	4	0	5	4	0	0	1	0	0	0	0	0	24
3:00 PM	5	9	15	0	4	3	0	0	0	0	0	0	0	0	36
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>35</b>	<b>101</b>	<b>74</b>	<b>3</b>	<b>40</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>294</b>
<b>Percent</b>	<b>11.9%</b>	<b>34.4%</b>	<b>25.2%</b>	<b>1.0%</b>	<b>13.6%</b>	<b>7.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>5.8%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Tuesday, August 22, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	3	3	0	1	0	1	0	0	3	0	0	0	0	0	11
8:00 AM	5	4	5	0	4	6	0	0	2	0	0	0	0	0	26
9:00 AM	7	11	11	2	6	5	0	0	3	0	0	0	0	0	45
10:00 AM	2	11	9	1	10	2	0	0	2	0	0	0	0	0	37
11:00 AM	3	4	5	0	4	1	0	0	1	0	0	0	0	0	18
12:00 PM	1	10	9	1	8	3	0	0	1	0	0	0	0	0	33
1:00 PM	0	3	7	0	5	0	0	0	3	0	0	0	0	0	18
2:00 PM	1	3	7	1	3	5	0	0	2	0	0	0	0	0	22
3:00 PM	0	9	9	0	3	3	0	0	1	0	0	0	0	0	25
4:00 PM	0	2	7	1	3	0	0	0	0	0	0	0	0	0	13
5:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>22</b>	<b>66</b>	<b>71</b>	<b>7</b>	<b>47</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>
<b>Percent</b>	<b>8.6%</b>	<b>25.7%</b>	<b>27.6%</b>	<b>2.7%</b>	<b>18.3%</b>	<b>10.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>7.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Wednesday, August 23, 2017**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	9	0	1	1	1	0	0	0	0	0	0	0	0	12
7:00 AM	1	19	0	1	0	3	0	0	3	0	0	0	0	2	29
8:00 AM	8	16	12	0	6	5	0	0	1	0	0	0	0	0	48
9:00 AM	4	17	7	1	5	4	0	0	0	0	0	0	0	0	38
10:00 AM	6	14	10	1	4	6	0	0	0	0	0	0	0	0	41
11:00 AM	4	13	11	0	3	3	0	0	2	0	0	0	0	0	36
12:00 PM	4	4	7	1	4	4	0	0	1	0	0	0	0	1	26
1:00 PM	1	11	8	0	1	3	0	0	2	1	1	0	0	0	28
2:00 PM	2	10	8	0	4	5	0	0	0	0	0	0	0	0	29
3:00 PM	5	10	8	0	7	5	0	0	0	0	0	0	0	1	36
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>35</b>	<b>125</b>	<b>71</b>	<b>5</b>	<b>36</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>326</b>	
<b>Percent</b>	<b>10.7%</b>	<b>38.3%</b>	<b>21.8%</b>	<b>1.5%</b>	<b>11.0%</b>	<b>12.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>1.2%</b>		

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Wednesday, August 23, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	1	5	0	0	0	2	0	0	4	0	0	0	0	0	12
8:00 AM	6	15	5	2	2	5	0	0	2	0	0	0	0	0	37
9:00 AM	4	10	13	3	7	4	0	0	3	0	0	0	0	0	44
10:00 AM	5	7	13	0	3	6	0	0	0	0	0	0	0	0	34
11:00 AM	2	3	12	4	1	2	0	0	0	0	0	0	0	0	24
12:00 PM	1	10	14	0	3	4	0	0	3	0	0	0	0	0	35
1:00 PM	1	10	5	2	2	1	0	1	4	0	0	0	0	0	26
2:00 PM	1	2	10	1	4	3	0	0	1	0	0	0	0	0	22
3:00 PM	2	4	13	0	6	7	0	0	3	0	0	0	0	0	35
4:00 PM	0	4	4	0	4	0	0	0	0	0	0	0	0	0	12
5:00 PM	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25</b>	<b>76</b>	<b>90</b>	<b>12</b>	<b>32</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>
<b>Percent</b>	<b>8.6%</b>	<b>26.2%</b>	<b>31.0%</b>	<b>4.1%</b>	<b>11.0%</b>	<b>11.7%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>6.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Thursday, August 24, 2017**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	1	8	1	1	0	1	0	0	1	0	0	0	0	1	14
7:00 AM	2	4	1	0	0	4	0	0	3	0	0	0	0	1	15
8:00 AM	8	4	13	0	3	3	0	0	1	0	0	0	0	0	32
9:00 AM	9	8	6	0	2	8	0	0	1	0	0	0	0	0	34
10:00 AM	3	18	7	0	1	2	0	0	1	0	0	0	0	0	32
11:00 AM	6	9	10	1	6	4	0	0	1	0	0	0	0	0	37
12:00 PM	4	1	5	0	2	5	0	0	1	0	0	0	0	0	18
1:00 PM	4	19	8	1	2	4	0	0	1	0	0	0	0	0	39
2:00 PM	2	5	13	0	2	6	0	0	0	0	0	0	0	0	28
3:00 PM	4	10	11	0	2	3	0	0	0	0	0	0	0	0	30
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>43</b>	<b>90</b>	<b>75</b>	<b>3</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>283</b>
<b>Percent</b>	<b>15.2%</b>	<b>31.8%</b>	<b>26.5%</b>	<b>1.1%</b>	<b>7.1%</b>	<b>14.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.7%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Thursday, August 24, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	3	3	0	1	0	3	0	0	4	1	0	0	0	0	15
8:00 AM	1	1	6	1	2	1	0	0	3	0	0	0	0	0	15
9:00 AM	2	6	9	0	3	3	0	0	3	0	0	0	0	0	26
10:00 AM	3	9	8	0	3	5	0	0	2	0	0	0	0	0	30
11:00 AM	1	9	12	1	2	0	0	0	3	0	0	0	0	0	28
12:00 PM	5	4	11	0	3	4	0	0	1	0	0	0	0	0	28
1:00 PM	3	10	10	2	3	3	0	0	2	0	0	0	0	0	33
2:00 PM	3	10	9	1	3	7	0	0	2	1	0	0	0	0	36
3:00 PM	0	11	8	1	6	2	0	1	0	0	0	0	0	0	29
4:00 PM	0	2	7	1	4	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>21</b>	<b>67</b>	<b>82</b>	<b>8</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>
<b>Percent</b>	<b>8.1%</b>	<b>25.9%</b>	<b>31.7%</b>	<b>3.1%</b>	<b>11.2%</b>	<b>11.2%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>7.7%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	



**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Friday, August 25, 2017**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	1	10	0	1	0	0	0	0	1	1	0	0	1	1	15
7:00 AM	3	9	0	0	1	3	0	0	1	0	0	0	0	0	17
8:00 AM	6	5	7	1	3	1	0	0	1	0	0	0	0	0	24
9:00 AM	7	10	12	0	8	5	0	0	0	0	0	0	0	0	42
10:00 AM	8	9	9	1	4	5	0	0	1	0	0	0	0	0	37
11:00 AM	6	12	13	0	7	7	0	0	1	1	0	0	0	0	47
12:00 PM	6	7	12	1	6	8	0	0	2	0	0	0	1	1	43
1:00 PM	5	9	12	0	7	4	0	0	2	0	0	0	0	0	39
2:00 PM	3	8	4	0	5	5	0	0	1	1	0	0	0	0	27
3:00 PM	3	8	10	0	4	1	0	0	0	0	0	0	0	0	26
4:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>48</b>	<b>94</b>	<b>80</b>	<b>4</b>	<b>46</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>326</b>
<b>Percent</b>	<b>14.7%</b>	<b>28.8%</b>	<b>24.5%</b>	<b>1.2%</b>	<b>14.1%</b>	<b>12.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.1%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Friday, August 25, 2017**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	1	13	3	1	0	1	0	0	1	0	0	0	0	0	20
8:00 AM	1	21	1	1	0	0	0	0	0	1	0	0	0	0	25
9:00 AM	4	35	7	0	1	1	0	0	0	1	0	0	0	0	49
10:00 AM	1	29	3	1	4	3	0	0	0	1	0	0	0	0	42
11:00 AM	0	47	3	0	4	2	0	0	0	0	0	0	0	1	57
12:00 PM	2	66	11	0	3	2	0	0	0	0	0	0	0	0	84
1:00 PM	1	38	2	0	1	1	0	0	0	0	0	0	0	0	43
2:00 PM	2	37	2	0	3	2	0	0	0	0	0	0	0	0	46
3:00 PM	1	28	7	0	3	3	0	0	0	0	0	0	0	0	42
4:00 PM	0	15	0	0	3	2	0	0	0	0	0	0	0	0	20
5:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13</b>	<b>333</b>	<b>41</b>	<b>3</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>434</b>
<b>Percent</b>	<b>3.0%</b>	<b>76.7%</b>	<b>9.4%</b>	<b>0.7%</b>	<b>5.1%</b>	<b>3.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Total Study Average  
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	1	12	0	1	1	1	0	0	1	0	0	0	0	0	17
7:00 AM	1	10	1	0	0	2	0	0	2	0	0	0	0	1	17
8:00 AM	5	7	9	1	3	3	0	0	1	0	0	0	0	0	29
9:00 AM	7	20	17	0	5	4	0	0	1	0	0	0	0	0	54
10:00 AM	6	19	10	0	5	3	0	0	1	0	0	0	0	0	44
11:00 AM	4	18	13	0	4	3	0	0	2	0	0	0	0	0	44
12:00 PM	4	12	11	1	4	4	0	0	1	0	0	0	0	0	37
1:00 PM	4	18	13	0	3	2	0	0	1	0	0	0	0	0	41
2:00 PM	3	13	11	0	4	4	0	0	0	0	0	0	0	0	35
3:00 PM	3	7	8	0	3	2	0	0	0	0	0	0	0	0	23
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>38</b>	<b>138</b>	<b>93</b>	<b>3</b>	<b>32</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>343</b>
<b>Percent</b>	<b>11.1%</b>	<b>40.2%</b>	<b>27.1%</b>	<b>0.9%</b>	<b>9.3%</b>	<b>8.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Total Study Average**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	2	4	0	1	0	1	0	0	3	0	0	0	0	0	11
8:00 AM	3	7	4	1	2	3	0	0	2	0	0	0	0	0	22
9:00 AM	3	19	12	1	6	3	0	0	2	0	0	0	0	0	46
10:00 AM	2	17	15	0	7	3	0	0	2	0	0	0	0	0	46
11:00 AM	2	17	13	1	5	2	0	0	1	0	0	0	0	0	41
12:00 PM	2	18	14	0	5	3	0	0	1	0	0	0	0	0	43
1:00 PM	2	15	10	1	6	1	0	0	2	0	0	0	0	0	37
2:00 PM	1	12	14	0	5	3	0	0	1	0	0	0	0	0	36
3:00 PM	1	10	11	0	4	3	0	0	1	0	0	0	0	0	30
4:00 PM	0	5	4	0	3	1	0	0	0	0	0	0	0	0	13
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>18</b>	<b>128</b>	<b>98</b>	<b>5</b>	<b>43</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>330</b>
<b>Percent</b>	<b>5.5%</b>	<b>38.8%</b>	<b>29.7%</b>	<b>1.5%</b>	<b>13.0%</b>	<b>7.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average  
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	9	0	1	1	1	0	0	1	0	0	0	0	0	13
7:00 AM	1	15	1	0	0	3	0	0	3	0	0	0	0	1	25
8:00 AM	8	8	13	0	5	5	0	0	1	0	0	0	0	0	40
9:00 AM	7	11	8	0	4	5	0	0	1	0	0	0	0	0	36
10:00 AM	5	13	8	0	5	3	0	0	1	0	0	0	0	0	36
11:00 AM	4	9	10	0	5	3	0	0	2	0	0	0	0	0	33
12:00 PM	3	5	6	1	3	3	0	0	1	0	0	0	0	0	22
1:00 PM	2	15	8	0	2	3	0	0	1	0	0	0	0	0	32
2:00 PM	2	8	8	0	4	5	0	0	0	0	0	0	0	0	27
3:00 PM	5	10	11	0	4	4	0	0	0	0	0	0	0	0	34
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>38</b>	<b>105</b>	<b>73</b>	<b>4</b>	<b>32</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>301</b>
<b>Percent</b>	<b>12.5%</b>	<b>35.0%</b>	<b>24.4%</b>	<b>1.2%</b>	<b>10.6%</b>	<b>11.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.7%</b>	

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	2	4	0	1	0	2	0	0	4	0	0	0	0	0	13
8:00 AM	4	7	5	1	3	4	0	0	2	0	0	0	0	0	26
9:00 AM	4	9	11	2	5	4	0	0	3	0	0	0	0	0	38
10:00 AM	3	9	10	0	5	4	0	0	1	0	0	0	0	0	34
11:00 AM	2	5	10	2	2	1	0	0	1	0	0	0	0	0	23
12:00 PM	2	8	11	0	5	4	0	0	2	0	0	0	0	0	32
1:00 PM	1	8	7	1	3	1	0	0	3	0	0	0	0	0	26
2:00 PM	2	5	9	1	3	5	0	0	2	0	0	0	0	0	27
3:00 PM	1	8	10	0	5	4	0	0	1	0	0	0	0	0	30
4:00 PM	0	3	6	1	4	0	0	0	0	0	0	0	0	0	13
5:00 PM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>23</b>	<b>70</b>	<b>81</b>	<b>9</b>	<b>36</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>269</b>
<b>Percent</b>	<b>8.4%</b>	<b>25.9%</b>	<b>30.1%</b>	<b>3.3%</b>	<b>13.4%</b>	<b>11.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>7.2%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

## Vehicle Speed Report Summary

**Location:** Waste Collection Center Driveway  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
<b>Study Total</b>																		
<b>Eastbound</b>	1,302	948	159	21	2	0	0	0	0	0	0	0	0	0	0	0	0	2,432
<b>Percent</b>	53.5%	39.0%	6.5%	0.9%	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%	100%
<b>Westbound</b>	152	598	1,048	453	77	6	0	0	0	0	0	0	0	0	0	0	0	2,334
<b>Percent</b>	6.5%	25.6%	44.9%	19.4%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	1,454	1,546	1,207	474	79	6	0	0	0	0	0	0	0	0	0	0	0	4,766
<b>Percent</b>	30.5%	32.4%	25.3%	9.9%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary		Total Study Speed Statistics	
<b>Eastbound</b>		<b>Eastbound</b>	
50th Percentile (Median)	9.7 mph	Mean (Average) Speed	10.1 mph
85th Percentile	13.0 mph	10 mph Pace	4.9 - 14.9 mph
95th Percentile	16.0 mph	Percent in Pace	89.3 %
<b>Westbound</b>		<b>Westbound</b>	
50th Percentile (Median)	16.8 mph	Mean (Average) Speed	16.9 mph
85th Percentile	21.3 mph	10 mph Pace	12.6 - 22.6 mph
95th Percentile	24.2 mph	Percent in Pace	75.0 %

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Saturday, August 19, 2017  
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	9	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	8	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
9:00 AM	82	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	112
10:00 AM	39	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
11:00 AM	15	49	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
12:00 PM	31	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53
1:00 PM	33	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
2:00 PM	15	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44
3:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>243</b>	<b>200</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>481</b>
<b>Percent</b>	<b>50.5%</b>	<b>41.6%</b>	<b>6.9%</b>	<b>1.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	9.8	mph	Mean (Average) Speed	10.1	mph
85th Percentile	13.1	mph	10 mph Pace	4.3 - 14.3	mph
95th Percentile	15.5	mph	Percent in Pace	86.5	%



**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Saturday, August 19, 2017**  
**Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	8	10	46	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	10	55	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	13	35	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	7	22	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	4	13	25	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	4	13	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>24</b>	<b>83</b>	<b>221</b>	<b>75</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Percent</b>	<b>5.7%</b>	<b>19.6%</b>	<b>52.2%</b>	<b>17.7%</b>	<b>4.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	17.4	mph	Mean (Average) Speed	17.5	mph
85th Percentile	21.8	mph	10 mph Pace	12.4 - 22.4	mph
95th Percentile	24.9	mph	Percent in Pace	76.8	%

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Sunday, August 20, 2017  
 Eastbound

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:00 AM	40	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
10:00 AM	22	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
11:00 AM	28	34	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	66
12:00 PM	31	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
1:00 PM	30	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
2:00 PM	13	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>196</b>	<b>162</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>389</b>
<b>Percent</b>	<b>50.4%</b>	<b>41.6%</b>	<b>6.9%</b>	<b>0.8%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	9.8	mph	Mean (Average) Speed	10.4	mph
85th Percentile	13.5	mph	10 mph Pace	5.0 - 15.0	mph
95th Percentile	16.8	mph	Percent in Pace	89.7	%

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Sunday, August 20, 2017**  
**Westbound**

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	2	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	1	6	18	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	2	10	30	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	1	17	31	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	9	30	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	1	16	24	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	1	12	23	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>10</b>	<b>78</b>	<b>174</b>	<b>91</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>377</b>
<b>Percent</b>	<b>2.7%</b>	<b>20.7%</b>	<b>46.2%</b>	<b>24.1%</b>	<b>6.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.0	mph	Mean (Average) Speed	18.1	mph
85th Percentile	22.5	mph	10 mph Pace	13.5 - 23.5	mph
95th Percentile	25.9	mph	Percent in Pace	76.1	%

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Monday, August 21, 2017  
 Eastbound

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	6	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:00 AM	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	18	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:00 AM	27	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
10:00 AM	23	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
11:00 AM	19	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
12:00 PM	17	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
1:00 PM	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
2:00 PM	23	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
3:00 PM	24	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
4:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>185</b>	<b>137</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>333</b>
<b>Percent</b>	<b>55.6%</b>	<b>41.1%</b>	<b>3.0%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	9.4	mph	Mean (Average) Speed	9.7	mph
85th Percentile	12.2	mph	10 mph Pace	4.3 - 14.3	mph
95th Percentile	13.8	mph	Percent in Pace	95.5	%

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Monday, August 21, 2017  
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	5	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	6	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	10	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	12	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	3	12	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	3	3	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	4	2	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4	7	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	7	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>20</b>	<b>66</b>	<b>140</b>	<b>61</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Percent</b>	<b>6.8%</b>	<b>22.4%</b>	<b>47.6%</b>	<b>20.7%</b>	<b>2.0%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	17.2	mph	Mean (Average) Speed	17	mph
85th Percentile	21.4	mph	10 mph Pace	12.1 - 22.1	mph
95th Percentile	24.2	mph	Percent in Pace	77.2	%

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Tuesday, August 22, 2017  
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	1	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	22	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
8:00 AM	24	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
9:00 AM	24	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
10:00 AM	20	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
11:00 AM	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
12:00 PM	12	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
1:00 PM	15	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
2:00 PM	16	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24
3:00 PM	11	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
4:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>164</b>	<b>116</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>294</b>
<b>Percent</b>	<b>55.8%</b>	<b>39.5%</b>	<b>3.7%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	9.5 mph	Mean (Average) Speed	9.9 mph
85th Percentile	12.6 mph	10 mph Pace	4.7 - 14.7 mph
95th Percentile	14.9 mph	Percent in Pace	93.9 %

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Tuesday, August 22, 2017  
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	3	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
9:00 AM	7	12	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	45
10:00 AM	2	17	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37
11:00 AM	1	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
12:00 PM	4	2	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	33
1:00 PM	0	3	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18
2:00 PM	0	4	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	22
3:00 PM	0	6	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	25
4:00 PM	1	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5:00 PM	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>20</b>	<b>61</b>	<b>119</b>	<b>47</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>
<b>Percent</b>	<b>7.8%</b>	<b>23.7%</b>	<b>46.3%</b>	<b>18.3%</b>	<b>3.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	16.9	mph	Mean (Average) Speed	16.8	mph
85th Percentile	20.7	mph	10 mph Pace	11.6 - 21.6	mph
95th Percentile	24.4	mph	Percent in Pace	77.4	%

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Wednesday, August 23, 2017**  
**Eastbound**

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	17	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	45	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	21	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	18	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	26	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	11	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	10	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	19	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>194</b>	<b>109</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>326</b>
<b>Percent</b>	<b>59.5%</b>	<b>33.4%</b>	<b>6.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	9.5 mph	Mean (Average) Speed	9.9 mph
85th Percentile	13.2 mph	10 mph Pace	5.0 - 15.0 mph
95th Percentile	16.4 mph	Percent in Pace	90.5 %



**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Wednesday, August 23, 2017**  
**Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	2	12	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	37
9:00 AM	6	18	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	44
10:00 AM	0	11	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	34
11:00 AM	4	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
12:00 PM	3	15	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35
1:00 PM	2	9	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26
2:00 PM	3	5	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	22
3:00 PM	2	18	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35
4:00 PM	2	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
5:00 PM	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>32</b>	<b>108</b>	<b>107</b>	<b>37</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>
<b>Percent</b>	<b>11.0%</b>	<b>37.2%</b>	<b>36.9%</b>	<b>12.8%</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	15.0 mph	Mean (Average) Speed	15.3 mph
85th Percentile	19.8 mph	10 mph Pace	8.9 - 18.9 mph
95th Percentile	22.8 mph	Percent in Pace	77.2 %

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Thursday, August 24, 2017**  
**Eastbound**

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	18	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	31	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	12	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	24	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	24	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	4	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>163</b>	<b>96</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>283</b>
<b>Percent</b>	<b>57.6%</b>	<b>33.9%</b>	<b>6.4%</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	9.2 mph	Mean (Average) Speed	10.0 mph
85th Percentile	12.9 mph	10 mph Pace	4.4 - 14.4 mph
95th Percentile	15.7 mph	Percent in Pace	90.1 %

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Thursday, August 24, 2017  
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:00 AM	0	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:00 AM	3	4	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:00 AM	1	8	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30
11:00 AM	1	2	13	10	2	0	0	0	0	0	0	0	0	0	0	0	0	28
12:00 PM	3	9	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	28
1:00 PM	0	8	11	8	2	4	0	0	0	0	0	0	0	0	0	0	0	33
2:00 PM	1	7	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36
3:00 PM	1	6	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29
4:00 PM	1	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
5:00 PM	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>16</b>	<b>56</b>	<b>120</b>	<b>57</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>
<b>Percent</b>	<b>6.2%</b>	<b>21.6%</b>	<b>46.3%</b>	<b>22.0%</b>	<b>2.3%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	16.9 mph	Mean (Average) Speed	17.2 mph
85th Percentile	21.3 mph	10 mph Pace	11.7 - 21.7 mph
95th Percentile	24.0 mph	Percent in Pace	75.7 %

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Friday, August 25, 2017  
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	20	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	22	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	19	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	24	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	13	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	10	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>157</b>	<b>128</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Percent</b>	<b>48.2%</b>	<b>39.3%</b>	<b>11.7%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	10.0 mph	Mean (Average) Speed	10.7 mph
85th Percentile	14.4 mph	10 mph Pace	5.4 - 15.4 mph
95th Percentile	17.1 mph	Percent in Pace	85.9 %

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 to 8/25/2017  
 Site Code: 01

Friday, August 25, 2017  
 Westbound

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	1	8	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	0	3	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25
9:00 AM	7	11	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
10:00 AM	1	28	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
11:00 AM	0	25	4	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	57
12:00 PM	4	23	30	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	84
1:00 PM	7	15	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
2:00 PM	9	18	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
3:00 PM	0	12	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
4:00 PM	1	3	4	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
5:00 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>30</b>	<b>146</b>	<b>167</b>	<b>85</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>434</b>
<b>Percent</b>	<b>6.9%</b>	<b>33.6%</b>	<b>38.5%</b>	<b>19.6%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	15.4	mph	Mean (Average) Speed	16.1	mph
85th Percentile	21.3	mph	10 mph Pace	12.6 - 22.6	mph
95th Percentile	22.4	mph	Percent in Pace	77	%

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Total Study Average  
Eastbound**

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	21	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	35	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	22	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	21	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	20	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	20	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	17	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	10	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>187</b>	<b>136</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>348</b>
<b>Percent</b>	<b>53.7%</b>	<b>39.1%</b>	<b>6.3%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	9.7 mph	Mean (Average) Speed	10.1 mph
85th Percentile	13.0 mph	10 mph Pace	4.9 - 14.9 mph
95th Percentile	16.0 mph	Percent in Pace	89.3 %

**Location:** Waste Collection Center Driveway  
**Date Range:** 8/19/2017 to 8/25/2017  
**Site Code:** 01

**Total Study Average  
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	2	5	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
9:00 AM	5	10	23	7	1	0	0	0	0	0	0	0	0	0	0	0	0	46
10:00 AM	1	13	21	10	1	0	0	0	0	0	0	0	0	0	0	0	0	46
11:00 AM	2	12	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	42
12:00 PM	3	11	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	46
1:00 PM	2	10	16	8	1	1	0	0	0	0	0	0	0	0	0	0	0	38
2:00 PM	3	9	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	38
3:00 PM	1	9	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29
4:00 PM	1	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>23</b>	<b>86</b>	<b>151</b>	<b>65</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>335</b>
<b>Percent</b>	<b>6.9%</b>	<b>25.7%</b>	<b>45.1%</b>	<b>19.4%</b>	<b>2.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	16.8 mph	Mean (Average) Speed	16.9 mph
85th Percentile	21.3 mph	10 mph Pace	12.6 - 22.6 mph
95th Percentile	24.2 mph	Percent in Pace	75.0 %

Location: Waste Collection Center Driveway  
 Date Range: 8/19/2017 - 8/25/2017  
 Site Code: 01

Time	Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Mid-Week Average				
	8/19/2017			8/20/2017			8/21/2017			8/22/2017			8/23/2017			8/24/2017			8/25/2017							
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB
12:00 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	
1:00 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	
2:00 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	
3:00 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	
4:00 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	
5:00 AM	0	0	0	0	0	0	3	0	3	1	0	1	3	0	3	3	0	3	6	0	6	2	0	2	2	
6:00 AM	17	0	17	13	0	13	25	3	28	14	2	16	12	1	13	14	2	16	15	1	16	13	2	15		
7:00 AM	14	9	23	7	4	11	12	5	17	32	11	43	29	12	41	15	15	30	17	20	37	25	13	38		
8:00 AM	12	5	17	15	14	29	31	28	59	40	26	66	48	37	85	32	15	47	24	25	49	40	26	66		
9:00 AM	112	77	189	74	44	118	41	33	74	37	45	82	38	44	82	34	26	60	42	49	91	36	38	75		
10:00 AM	80	82	162	49	64	113	41	34	75	34	37	71	41	34	75	32	30	62	37	42	79	36	34	69		
11:00 AM	72	76	148	66	64	130	34	28	62	25	18	43	36	24	60	37	28	65	47	57	104	33	23	56		
12:00 PM	53	44	97	67	58	125	28	36	64	21	33	54	26	35	61	18	28	46	43	84	127	22	32	54		
1:00 PM	76	58	134	53	58	111	30	23	53	28	18	46	28	26	54	39	33	72	39	43	82	32	26	57		
2:00 PM	44	48	92	45	53	98	50	37	87	24	22	46	29	22	51	28	36	64	27	46	73	27	27	54		
3:00 PM	1	19	20	0	15	15	36	41	77	36	25	61	36	35	71	30	29	59	26	42	68	34	30	64		
4:00 PM	0	5	5	0	3	3	2	22	24	2	13	15	0	12	12	1	14	15	3	20	23	1	13	14		
5:00 PM	0	0	0	0	0	0	0	1	1	0	6	6	0	6	6	0	3	3	0	5	5	0	5	5		
6:00 PM	0	0	0	0	0	0	0	3	3	0	1	1	0	2	2	0	0	0	0	0	0	0	1	1		
7:00 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		
8:00 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		
9:00 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		
10:00 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		
11:00 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		
<b>Total</b>	<b>481</b>	<b>423</b>	<b>904</b>	<b>389</b>	<b>377</b>	<b>766</b>	<b>333</b>	<b>294</b>	<b>627</b>	<b>294</b>	<b>257</b>	<b>551</b>	<b>326</b>	<b>290</b>	<b>616</b>	<b>283</b>	<b>259</b>	<b>542</b>	<b>326</b>	<b>434</b>	<b>760</b>	<b>301</b>	<b>269</b>	<b>570</b>		
<b>Percent</b>	<b>53%</b>	<b>47%</b>	<b>-</b>	<b>51%</b>	<b>49%</b>	<b>-</b>	<b>53%</b>	<b>47%</b>	<b>-</b>	<b>53%</b>	<b>47%</b>	<b>-</b>	<b>53%</b>	<b>47%</b>	<b>-</b>	<b>52%</b>	<b>48%</b>	<b>-</b>	<b>43%</b>	<b>57%</b>	<b>-</b>	<b>53%</b>	<b>47%</b>	<b>-</b>		

1. Mid-week average includes data between Tuesday and Thursday.





VISION THAT MOVES YOUR COMMUNITY

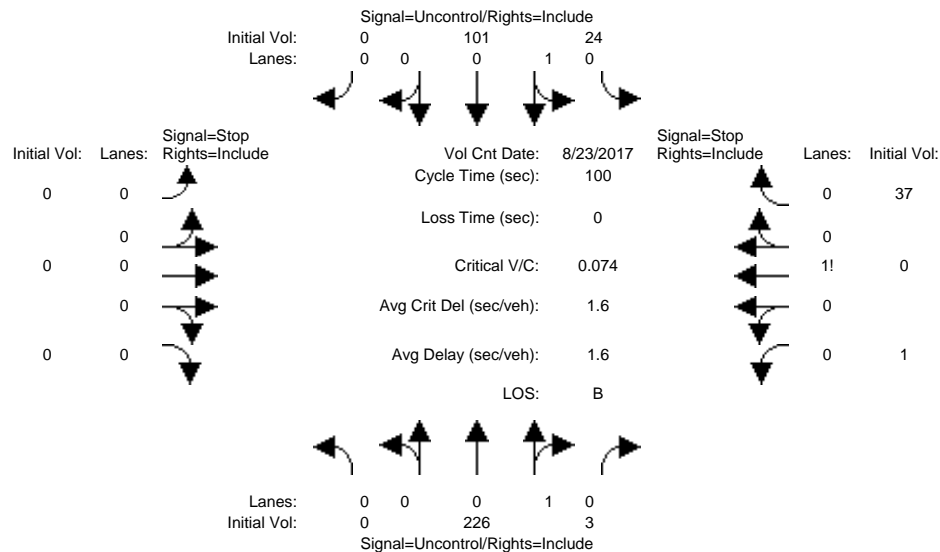
# Appendix B

## Level of Service Calculation Sheets

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing AM

Intersection #1: Fairview Road and John Smith Road



Street Name: Fairview Road John Smith Road  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count	Date:	23 Aug 2017	<<	7:30-8:30 AM
Base Vol:	0 226 3	24 101 0	0 0 0	1 0 37	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	0 226 3	24 101 0	0 0 0	1 0 37	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	0.83 0.83 0.83	0.82 0.82 0.82	1.00 1.00 1.00	0.73 0.73 0.73	
PHF Volume:	0 272 4	29 123 0	0 0 0	1 0 51	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Final Volume:	0 272 4	29 123 0	0 0 0	1 0 51	

Critical Gap Module:

Critical Gp:	xxxxxx xxxxx xxxxxx	4.2 xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	6.8 6.9 6.6
FollowUpTim:	xxxxxx xxxxx xxxxxx	2.3 xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	3.8 4.3 3.6

Capacity Module:

Cnflct Vol:	xxxx xxxxx xxxxxx	276 xxxxx xxxxxx	xxxx xxxxx xxxxxx	456 456 274
Potent Cap.:	xxxx xxxxx xxxxxx	1248 xxxxx xxxxxx	xxxx xxxxx xxxxxx	503 452 688
Move Cap.:	xxxx xxxxx xxxxxx	1248 xxxxx xxxxxx	xxxx xxxxx xxxxxx	494 442 688
Volume/Cap:	xxxx xxxxx xxxxxx	0.02 xxxxx xxxxx	xxxx xxxxx xxxxxx	0.00 0.00 0.07

Level Of Service Module:

2Way95thQ:	xxxx xxxxx xxxxxx	1.8 xxxxx xxxxxx	xxxx xxxxx xxxxxx	xxxx xxxxx xxxxxx
Control Del:	xxxxxx xxxxx xxxxxx	8.0 xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx
LOS by Move:	* * *	A * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxxx	xxxx xxxxx xxxxxx	xxxx xxxxx xxxxxx	xxxx 681 xxxxxx
SharedQueue:	xxxxxx xxxxx xxxxxx	0.1 xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	xxxxxx 0.2 xxxxxx
Shrd ConDel:	xxxxxx xxxxx xxxxxx	8.0 xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	xxxxxx 10.7 xxxxxx
Shared LOS:	* * *	A * *	* * *	* B *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	10.7
ApproachLOS:	*	*	*	B

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #1 Fairview Road and John Smith Road  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 226 3	24 101 0	0 0 0 0	1 0 37
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.7

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=38]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=392]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Fairview Road and John Smith Road  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 226 3	24 101 0	0 0 0 0	1 0 37

Major Street Volume: 354  
Minor Approach Volume: 38  
Minor Approach Volume Threshold: 496

SIGNAL WARRANT DISCLAIMER

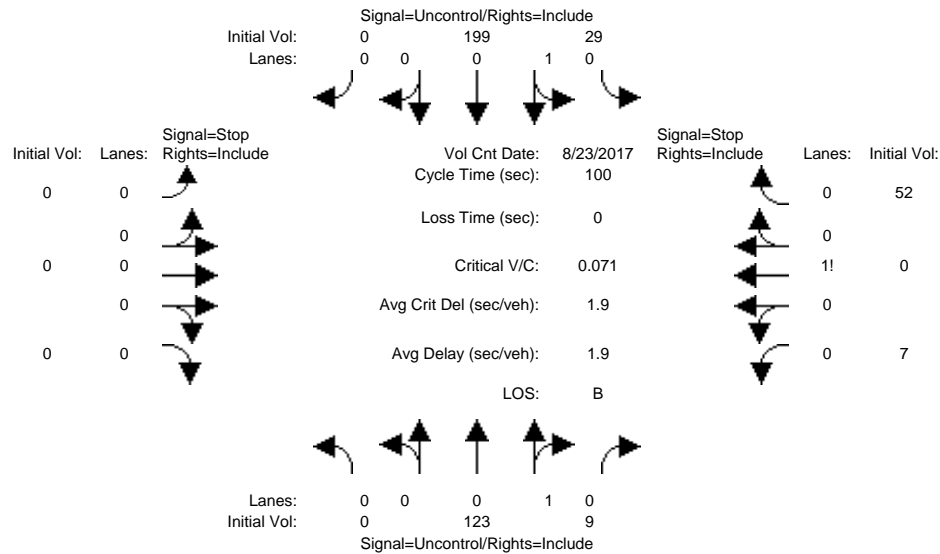
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
Existing PM

Intersection #1: Fairview Road and John Smith Road



Street Name: Fairview Road John Smith Road  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 23 Aug 2017 << 3:15-4:15 PM											
Base Vol:	0	123	9	29	199	0	0	0	0	7	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	123	9	29	199	0	0	0	0	7	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.84	0.84	0.84	1.00	1.00	1.00	0.87	0.87	0.87
PHF Volume:	0	145	11	35	237	0	0	0	0	8	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	145	11	35	237	0	0	0	0	8	0	60

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.6	6.7	6.4
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.7	4.2	3.5

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	155	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	456	456	150
Potent Cap.:	xxxx	xxxx	xxxxxx	1413	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	527	472	846
Move Cap.:	xxxx	xxxx	xxxxxx	1413	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	517	460	846
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.07

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	1.9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	787	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.0	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.0	xxxxxxx	
ApproachLOS:	*	*	*	A	*	*	*	*	*	B	*	

Note: Queue reported is the distance per lane in feet.  
Peak Hour Delay Signal Warrant Report  
\*\*\*\*\*  
Intersection #1 Fairview Road and John Smith Road  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 123 9	29 199 0	0 0 0	7 0 52
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.0

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=59]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=419]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #1 Fairview Road and John Smith Road  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 123 9	29 199 0	0 0 0	7 0 52

Major Street Volume: 360  
Minor Approach Volume: 59  
Minor Approach Volume Threshold: 492

SIGNAL WARRANT DISCLAIMER

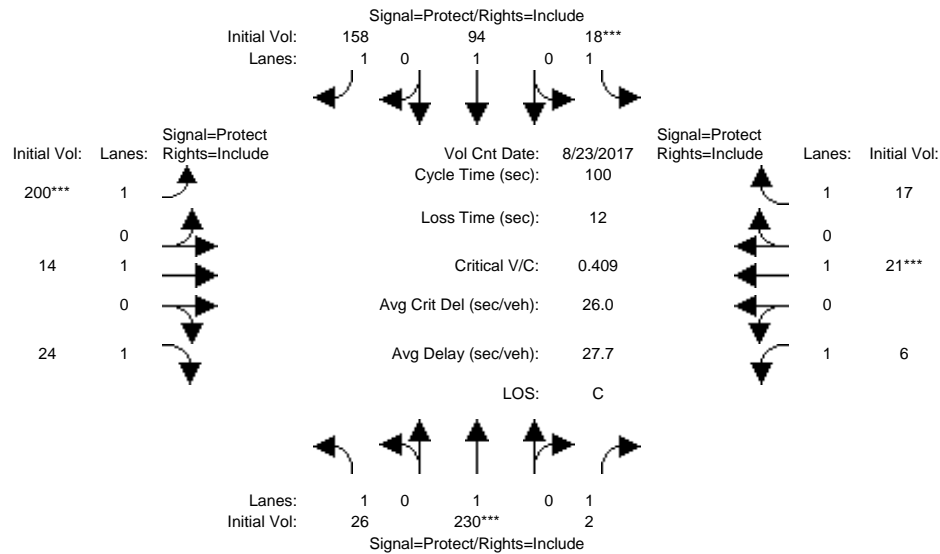
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing AM

Intersection #2: Fairview Road and Sunnyslope Road



Street Name:	Fairview Road						Sunnyslope Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 Aug 2017	<<	7:30-8:30 AM						
Base Vol:	26	230	2	18	94	158	200	14	24	6	21	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	230	2	18	94	158	200	14	24	6	21	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.90	0.90	0.90	0.63	0.63	0.63	0.79	0.79	0.79
PHF Volume:	31	277	2	20	104	176	317	22	38	8	27	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	277	2	20	104	176	317	22	38	8	27	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	277	2	20	104	176	317	22	38	8	27	22

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	0.79	0.91	0.96	0.82	0.94	0.99	0.84	0.90	0.95	0.81	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Sat.:	1688	1777	1510	1736	1828	1554	1787	1881	1599	1718	1809	1537	

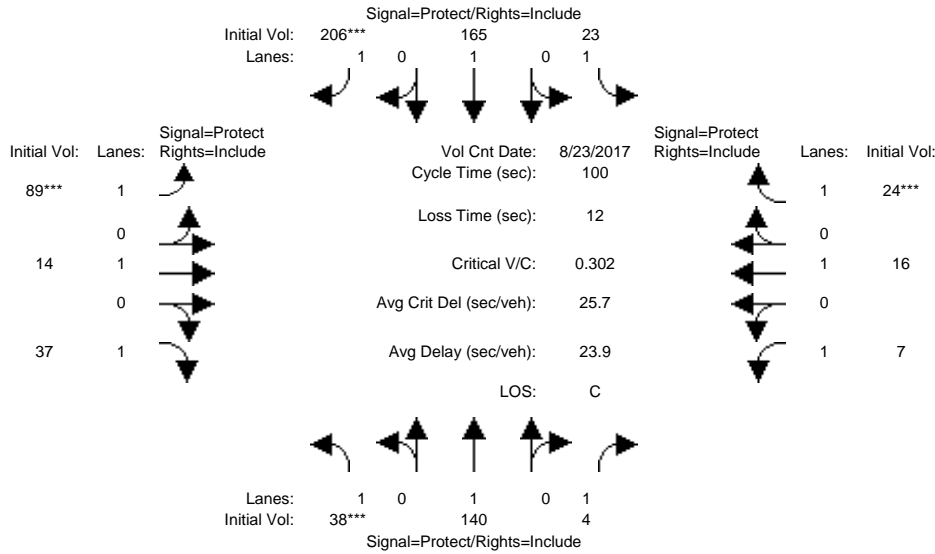
Capacity Analysis Module:	Vol/Sat:	0.02	0.16	0.00	0.01	0.06	0.11	0.18	0.01	0.02	0.00	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green/Cycle:	0.12	0.34	0.34	0.05	0.27	0.27	0.39	0.33	0.33	0.16	0.10	0.10	
Volume/Cap:	0.15	0.46	0.00	0.23	0.21	0.42	0.46	0.04	0.07	0.03	0.15	0.14	
Delay/Veh:	39.8	26.3	21.7	47.0	28.4	30.6	23.2	23.0	23.3	35.2	41.5	41.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	39.8	26.3	21.7	47.0	28.4	30.6	23.2	23.0	23.3	35.2	41.5	41.5	
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D	
HCM2kAvgQ:	24	171	1	21	63	118	185	11	20	5	21	18	

Note: Queue reported is the distance per lane in feet.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing PM

Intersection #2: Fairview Road and Sunnyslope Road



Street Name:	Fairview Road						Sunnyslope Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 Aug 2017	<<	3:00-4:00 PM						
Base Vol:	38	140	4	23	165	206	89	14	37	7	16	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	140	4	23	165	206	89	14	37	7	16	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.87	0.87	0.87	0.80	0.80	0.80	0.69	0.69	0.69
PHF Volume:	45	167	5	26	190	237	111	18	46	10	23	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	167	5	26	190	237	111	18	46	10	23	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	167	5	26	190	237	111	18	46	10	23	35

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.92	0.78	0.92	0.97	0.83	0.90	0.95	0.81	0.90	0.94	0.80	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Sat.:	1655	1742	1481	1753	1845	1568	1718	1809	1537	1702	1792	1523	

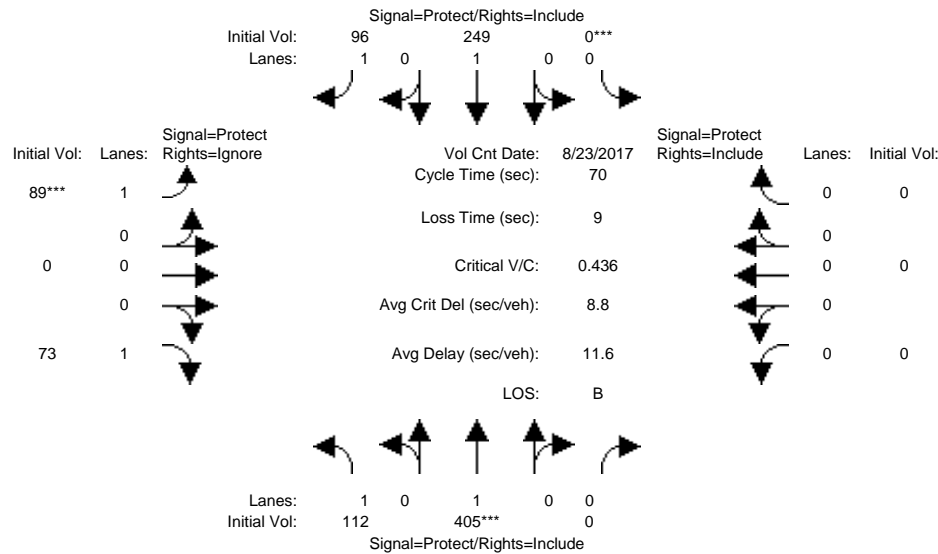
Capacity Analysis Module:	Vol/Sat:	0.03	0.10	0.00	0.02	0.10	0.15	0.06	0.01	0.03	0.01	0.01	0.02
Crit Moves:	****						****	****					****
Green/Cycle:	0.09	0.38	0.38	0.19	0.48	0.48	0.21	0.21	0.21	0.10	0.10	0.10	
Volume/Cap:	0.31	0.25	0.01	0.08	0.21	0.31	0.31	0.05	0.15	0.06	0.13	0.23	
Uniform Del:	42.8	21.2	19.2	33.2	14.8	15.6	33.6	31.9	32.6	40.5	41.0	41.4	
IncrementDel:	1.2	0.2	0.0	0.1	0.1	0.2	0.5	0.1	0.2	0.1	0.3	0.8	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	44.0	21.3	19.2	33.3	14.9	15.9	34.1	31.9	32.8	40.6	41.4	42.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	44.0	21.3	19.2	33.3	14.9	15.9	34.1	31.9	32.8	40.6	41.4	42.2	
LOS by Move:	D	C	B	C	B	B	C	C	C	D	D	D	
HCM2kAvgQ:	40	87	2	17	82	111	77	11	31	8	18	30	

Note: Queue reported is the distance per lane in feet.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing AM

Intersection #3: Fairview Road and Santa Ana Road



Street Name:	Fairview Road						Santa Ana Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	5	10	0	0	10	10	5	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Aug 2017 << 7:30-8:30 AM												
Base Vol:	112	405	0	0	249	96	89	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	405	0	0	249	96	89	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.80	0.80	0.80	0.70	0.70	0.00	1.00	1.00	1.00
PHF Volume:	156	563	0	0	311	120	127	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	563	0	0	311	120	127	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	156	563	0	0	311	120	127	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	1.00	1.00	0.96	0.82	0.93	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1736	1828	0	0	1828	1554	1769	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.00	0.00	0.17	0.08	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.24	0.71	0.00	0.00	0.46	0.46	0.16	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.37	0.44	0.00	0.00	0.37	0.17	0.44	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	22.5	4.6	0.0	0.0	12.4	11.1	27.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	4.6	0.0	0.0	12.4	11.1	27.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	A	A	A	A
HCM2kAvgQ:	77	135	0	0	112	39	74	0	0	0	0	0

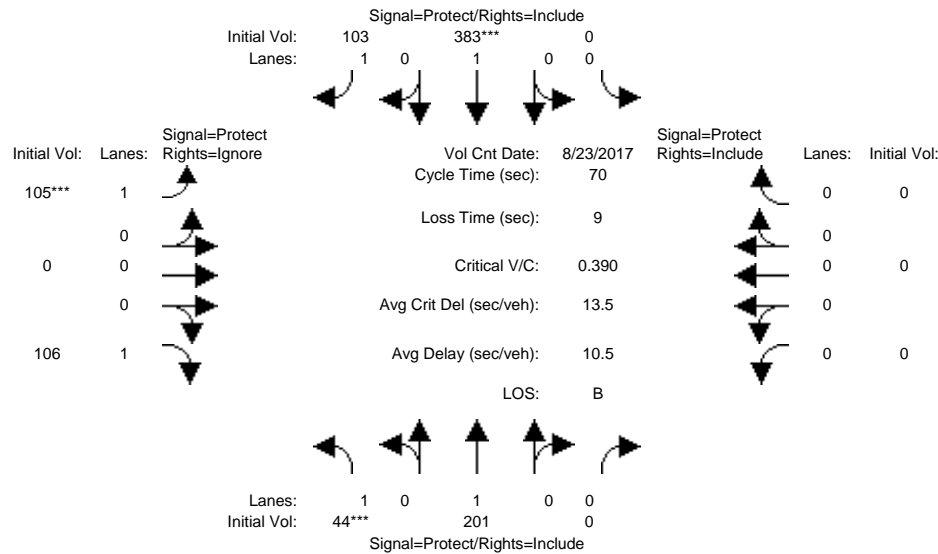
Note: Queue reported is the distance per lane in feet.



Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing PM

Intersection #3: Fairview Road and Santa Ana Road



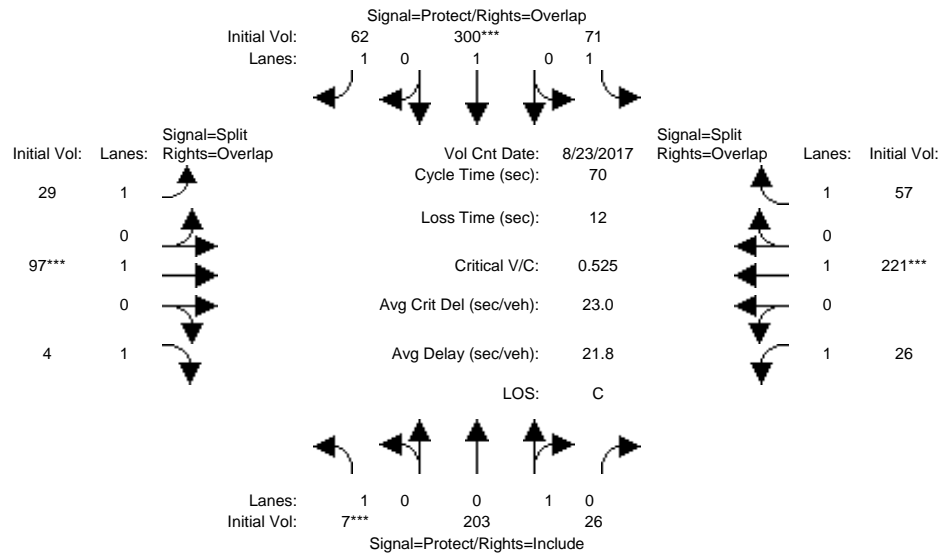
Street Name:	Fairview Road						Santa Ana Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	5	10	0	0	10	10	5	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Aug 2017 << 3:15-4:15 PM												
Base Vol:	44	201	0	0	383	103	105	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	201	0	0	383	103	105	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.89	0.89	0.89	0.75	0.75	0.00	1.00	1.00	1.00
PHF Volume:	47	214	0	0	430	116	140	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	214	0	0	430	116	140	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	47	214	0	0	430	116	140	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.94	1.00	1.00	0.97	0.83	0.93	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1702	1792	0	0	1845	1568	1769	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.00	0.23	0.07	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.67	0.00	0.00	0.60	0.60	0.20	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.39	0.18	0.00	0.00	0.39	0.12	0.39	0.00	0.00	0.00	0.00	0.00
Uniform Del:	31.0	4.4	0.0	0.0	7.4	6.1	24.2	0.0	0.0	0.0	0.0	0.0
IncrementDel:	2.0	0.1	0.0	0.0	0.2	0.1	0.7	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	33.1	4.4	0.0	0.0	7.6	6.2	24.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	4.4	0.0	0.0	7.6	6.2	24.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	36	45	0	0	126	28	75	0	0	0	0	0

Note: Queue reported is the distance per lane in feet.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing AM

Intersection #4: Pacheco Pass Highway (SR 156) and Fairview Road



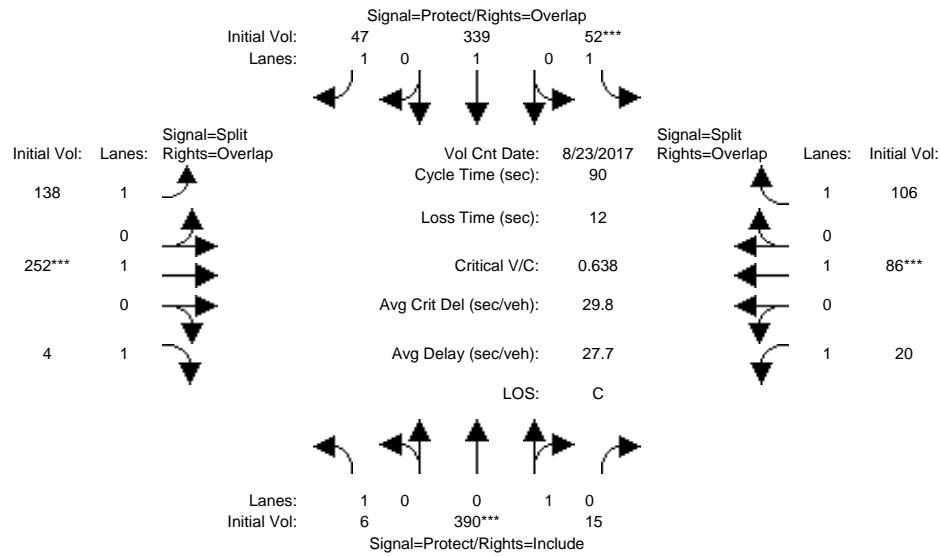
Street Name:	Pacheco Pass Highway (SR 156)						Fairview Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Aug 2017 << 7:30-8:30 AM	7	203	26	71	300	62	29	97	4	26	221	57
Base Vol:	7	203	26	71	300	62	29	97	4	26	221	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	203	26	71	300	62	29	97	4	26	221	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.85	0.85	0.85	0.88	0.88	0.88	0.93	0.93	0.93
PHF Volume:	8	242	31	84	353	73	33	110	5	28	238	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	242	31	84	353	73	33	110	5	28	238	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	242	31	84	353	73	33	110	5	28	238	61
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.75	0.75	0.76	0.80	0.67	0.86	0.90	0.77	0.90	0.94	0.78
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1377	1263	162	1444	1520	1264	1626	1712	1455	1702	1792	1482
Capacity Analysis Module:	0.01	0.19	0.19	0.06	0.23	0.06	0.02	0.06	0.00	0.02	0.13	0.04
Vol/Sat:	0.01	0.19	0.19	0.06	0.23	0.06	0.02	0.06	0.00	0.02	0.13	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.34	0.34	0.13	0.39	0.53	0.14	0.14	0.21	0.22	0.22	0.35
Volume/Cap:	0.08	0.57	0.57	0.46	0.59	0.11	0.14	0.45	0.01	0.07	0.59	0.12
Delay/Veh:	30.7	20.7	20.7	30.2	18.5	8.1	26.5	28.8	21.7	21.5	26.7	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	20.7	20.7	30.2	18.5	8.1	26.5	28.8	21.7	21.5	26.7	15.6
LOS by Move:	C	C	C	C	B	A	C	C	C	C	C	B
HCM2kAvgQ:	6	140	140	58	171	21	18	69	2	13	138	24

Note: Queue reported is the distance per lane in feet.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
Existing PM

Intersection #4: Pacheco Pass Highway (SR 156) and Fairview Road



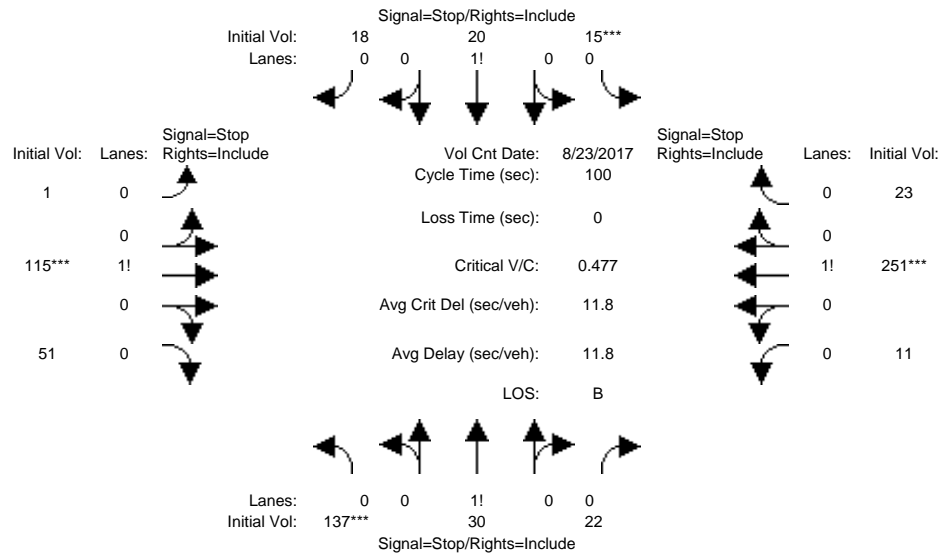
Street Name:	Pacheco Pass Highway (SR 156)						Fairview Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Aug 2017 << 4:00-5:00 PM	6	390	15	52	339	47	138	252	4	20	86	106
Base Vol:	6	390	15	52	339	47	138	252	4	20	86	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	390	15	52	339	47	138	252	4	20	86	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.94	0.94	0.94	0.87	0.87	0.87	0.85	0.85	0.85
PHF Volume:	7	448	17	55	361	50	159	290	5	24	101	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	448	17	55	361	50	159	290	5	24	101	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	448	17	55	361	50	159	290	5	24	101	125
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.83	0.83	0.75	0.79	0.67	0.90	0.95	0.81	0.87	0.92	0.78
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1504	1515	58	1433	1509	1282	1718	1809	1537	1655	1742	1481
Capacity Analysis Module:	0.00	0.30	0.30	0.04	0.24	0.04	0.09	0.16	0.00	0.01	0.06	0.08
Vol/Sat:	0.00	0.30	0.30	0.04	0.24	0.04	0.09	0.16	0.00	0.01	0.06	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.45	0.45	0.06	0.41	0.66	0.24	0.24	0.34	0.11	0.11	0.17
Volume/Cap:	0.05	0.65	0.65	0.65	0.58	0.06	0.38	0.65	0.01	0.13	0.52	0.50
Uniform Del:	36.9	19.2	19.2	41.4	20.3	5.4	28.3	30.6	19.6	36.1	37.7	33.8
IncrementDel:	0.1	2.2	2.2	17.0	1.3	0.0	0.6	3.5	0.0	0.3	2.6	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.1	21.4	21.4	58.5	21.6	5.5	28.9	34.1	19.6	36.4	40.3	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	21.4	21.4	58.5	21.6	5.5	28.9	34.1	19.6	36.4	40.3	35.4
LOS by Move:	D	C	C	E	C	A	C	C	B	D	D	D
HCM2kAvgQ:	5	271	271	68	206	13	97	206	2	17	85	94

Note: Queue reported is the distance per lane in feet.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
Existing AM

Intersection #5: San Felipe Road and Shore Road - Fairview Road



Street Name:	San Felipe Road						Shore Road - Fairview Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 23 Aug 2017 << 7:30-8:30 AM	137	30	22	15	20	18	1	115	51	11	251	23
Base Vol:	137	30	22	15	20	18	1	115	51	11	251	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	30	22	15	20	18	1	115	51	11	251	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.78	0.78	0.78	0.75	0.75	0.75	0.91	0.91	0.91
PHF Volume:	190	42	31	19	26	23	1	153	68	12	276	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	42	31	19	26	23	1	153	68	12	276	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	42	31	19	26	23	1	153	68	12	276	25

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.16	0.12	0.28	0.38	0.34	0.01	0.69	0.30	0.04	0.88	0.08
Final Sat.:	443	97	71	160	214	192	4	443	196	25	578	53

Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.12	0.12	0.35	0.35	0.35	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	12.3	12.3	12.3	9.3	9.3	9.3	10.8	10.8	10.8	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	9.3	9.3	9.3	10.8	10.8	10.8	12.6	12.6	12.6
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		12.3			9.3			10.8			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			9.3			10.8			12.6	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	15.8	15.8	15.8	2.6	2.6	2.6	11.4	11.4	11.4	19.9	19.9	19.9

Note: Queue reported is the distance per lane in feet.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #5 San Felipe Road and Shore Road - Fairview Road

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Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	137	30	22	15	20	18	1	115	51	11	251	23
Major Street Volume:	452											
Minor Approach Volume:	189											
Minor Approach Volume Threshold:	431											

SIGNAL WARRANT DISCLAIMER

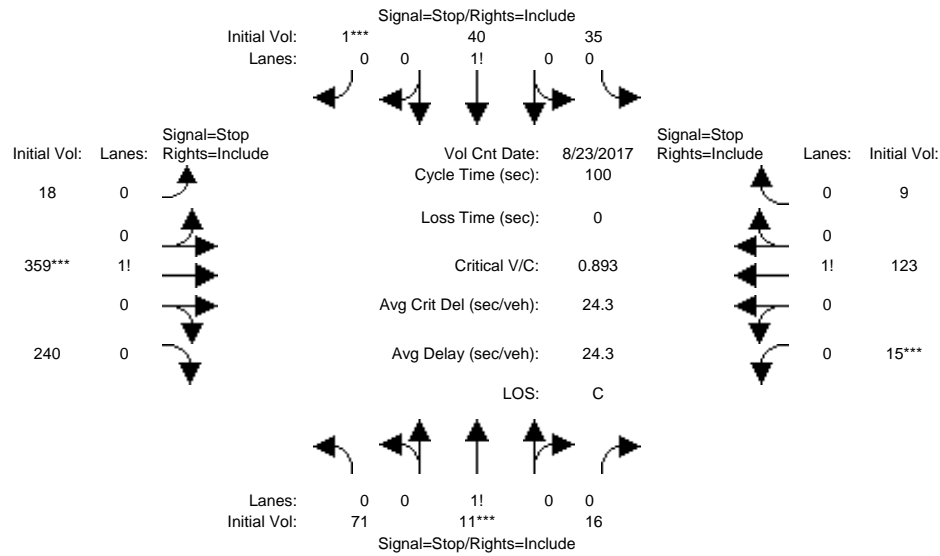
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Waste Impact Fee Study, San Benito County

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
Existing PM

Intersection #5: San Felipe Road and Shore Road - Fairview Road



Street Name:	San Felipe Road						Shore Road - Fairview Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 23 Aug 2017 << 4:00-5:00 PM												
Base Vol:	71	11	16	35	40	1	18	359	240	15	123	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	11	16	35	40	1	18	359	240	15	123	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.86	0.86	0.86	0.90	0.90	0.90	0.72	0.72	0.72
PHF Volume:	85	13	19	41	47	1	20	399	267	21	171	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	13	19	41	47	1	20	399	267	21	171	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	13	19	41	47	1	20	399	267	21	171	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.11	0.16	0.46	0.53	0.01	0.03	0.58	0.39	0.10	0.84	0.06
Final Sat.:	391	61	88	244	279	7	22	447	299	63	519	38
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.17	0.17	0.17	0.89	0.89	0.89	0.33	0.33	0.33
Crit Moves:	****					****	****			****		
Delay/Veh:	10.9	10.9	10.9	10.5	10.5	10.5	32.3	32.3	32.3	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	10.5	10.5	10.5	32.3	32.3	32.3	11.1	11.1	11.1
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	10.9			10.5			32.3			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			10.5			32.3			11.1		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	6.0	6.0	6.0	4.3	4.3	4.3	131	131	131.2	10.9	10.9	10.9

Note: Queue reported is the distance per lane in feet.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #5 San Felipe Road and Shore Road - Fairview Road

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Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	71	11	16	35	40	1	18	359	240	15	123	9
Major Street Volume:	764											
Minor Approach Volume:	98											
Minor Approach Volume Threshold:	291											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.





Intersection added volumes analysis

**Intersection Existing Conditions plus Added Vehicle Volumes**

#	Intersection	Scenario	EBT/NBT	WBT/SBT	EBT/NBT	WBT/SBT
			AM Peak Hour		PM Peak Hour	
2	Fairview Road and Sunnyslope Road	Existing Volume	230	94	140	165
		Added Vehicle Volumes	506	397	836	635
		Total Volume	<b>736</b>	<b>491</b>	<b>976</b>	<b>800</b>
4	Pacheco Pass Highway (SR 156) and Fairview Road	Existing Volume	97	221	252	86
		Added Vehicle Volumes	130	209	134	83
		Total Volume	<b>227</b>	<b>430</b>	<b>386</b>	<b>169</b>

**Intersection Level of Service Analysis – Existing Conditions plus Added Vehicle Volumes**

#	Intersection	Control	Peak Hour	Existing		Added Volume			
				Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	$\Delta$ in Crit. Delay <sup>3</sup>	$\Delta$ in Crit. V/C <sup>4</sup>
2	Fairview Road and Sunnyslope Road	Signalized	AM	27.7	C	35.0	<b>D</b>	0.799	0.39
			PM	23.9	C	35.0	<b>D</b>	0.874	0.57 2
4	Pacheco Pass Highway (SR 156) and Fairview Road	Signalized	AM	21.8	C	35.0	<b>D</b>	0.781	0.25 6
			PM	27.7	C	35.1	<b>D</b>	0.793	0.26 3

Notes:

1. Average intersection delay expressed in seconds per vehicle for signalized intersections.
2. LOS = Level of Service;
3. Change in average critical movement delay between background and background with project conditions.
4. Change in critical volume to capacity ratio between background and background with project conditions.
5. **Bold** indicates intersections that operate or are projected to operate at a deficient Level of Service.



VISION THAT MOVES YOUR COMMUNITY

# Appendix C

## Collision Data

CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	INJURED	PEDCOL	BICCOL	MCCOL	TRUCKCOL	ETOH	MONTH_	CRASHTYP	INVOLVE PED	PRIMARYRD	SECONDRD	DISTANCE	DIRECT
4	6	3	1	0	1					Y	4 E	I	A	FAIRVIEW RD	RT 25		20 W
4	7	4	1	0	1					Y	9 E	I	A	SHORE RD	RT 25	1056 E	
4	1	4	1	0	1					Y	6 E	I	A	SHORE RD	SAN FELIPE RD	88 N	
4	7	4	3	0	1						2 C	C	A	FAIRVIEW RD	SANTA ANA RD	200 N	
4	3	4	3	0	1						3 C	C	A	FAIRVIEW RD	SANTA ANA RD	100 N	
4	4	4	3	0	1						12 C	C	A	FAIRVIEW RD	SANTA ANA VALLEY RD	15 N	
4	7	2	3	0	2						4 C	C	A	FAIRVIEW RD	SANTA ANA VALLEY RD	7 N	
4	2	3	3	0	1				Y		1 C	C	A	FAIRVIEW RD.	SANTA ANA RD.	528 N	
3	3	4	3	0	2						6 C	C	A	RT 156	FAIRVIEW RD	528 W	
3	1	4	3	0	1						9 C	C	A	RT 156	FAIRVIEW RD	350 E	
3	2	4	3	0	2				Y		4 C	C	A	RT 156	FAIRVIEW RD	528 W	
3	5	4	3	0	1						1 C	C	A	RT 156	FAIRVIEW RD	1584 E	
4	6	3	3	0	1						8 E	I	A	SHORE RD	SAN FELIPE RD	1584 W	
4	5	3	3	0	1						9 C	C	A	SHORE RD	SAN FELIPE RD	1056 W	
4	2	4	3	0	1						12 C	C	A	SHORE RD.	SAN FELIPE RD.	65 W	
3	5	4	3	0	1						7 C	C	A	SR-156	FAIRVIEW RD	430 E	
3	1	2	3	0	1				Y		7 C	C	A	SR-156	FAIRVIEW RD.	794 W	
3	5	4	3	0	1						8 C	C	A	SR-156	FAIRVIEW ROAD	50 E	
3	5	4	3	0	2						9 C	C	A	SR-156 W/B	FAIRVIEW RD	170 E	
3	7	3	5	0	4						10 D	C	A	RT 156	FAIRVIEW RD	1584 E	
4	5	4	8	0	1						7 E	I	A	FAIRVIEW RD	RT 156	1056 N	
4	3	3	8	0	1						9 E	I	A	FAIRVIEW RD	SANTA ANA VALLEY RD	862 S	
4	1	4	8	0	1						12 E	I	A	FAIRVIEW RD	SANTA ANA VALLEY RD	247 S	
3	7	1	8	1	3						11 E	I	A	RT 156	FAIRVIEW RD	1800 E	
4	6	4	9	0	1						1 D	C	A	FAIRVIEW RD	PACHECO PASS RD	0	
4	1	2	9	0	3						3 D	C	A	FAIRVIEW RD	RT 156	3696 N	
4	6	4	9	0	2						5 D	C	A	FAIRVIEW ROAD	PACHECO ROAD	0	
4	2	4	9	0	1						2 D	C	A	FALLON RD	FAIRVIEW RD	0	
4	3	4	9	0	2						3 D	C	A	FALLON RD	FAIRVIEW RD	0	
4	3	1	9	1	2						3 D	C	A	FALLON RD	FAIRVIEW RD	0	
4	2	4	12	0	1						8 D	C	A	FAIRVIEW RD	COMSTOCK RD	0	
4	6	3	12	0	2						7 D	C	A	RT 156	FAIRVIEW RD	0	
4	5	4	12	0	1						8 E	J	A	SANTA ANA RD	FAIRVIEW RD	0	
3	1	4	12	0	2				Y		10 D	C	A	SR-156	FAIRVIEW RD	0	
4	5	4	21	0	1						6 C	C	A	FAIRVIEW RD	SAN FELIPE RD	16 E	
3	5	4	21	0	1				Y		7 D	C	A	RT 156	FAIRVIEW RD	125 W	
3	7	2	21	0	2		Y	Y			9 B	C	A	RT 156	FAIRVIEW RD	1500 E	

- - Not Stated
- 00 - Unknown
- 3 01 - Driving or Bicycling Under the Influence of Alcohol or Drug
- 02 - Impeding Traffic
- 16 03 - Unsafe Speed
- 04 - Following Too Closely
- 1 05 - Wrong Side of Road
- 06 - Improper Passing
- 07 - Unsafe Lane Change
- 4 08 - Improper Turning
- 6 09 - Automobile Right of Way
- 10 - Pedestrian Right of Way
- 11 - Pedestrian Violation
- 4 12 - Traffic Signals and Signs
- 13 - Hazardous Parking
- 14 - Lights
- 15 - Brakes
- 16 - Other Equipment
- 17 - Other Hazardous Violation
- 18 - Other Than Driver (or Pedestrian)
- 19 -
- 20 -
- 3 21 - Unsafe Starting or Backing
- 22 - Other Improper Driving
- 23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug
- 24 - Fell Asleep

INTERSECT_	PROCDATE	JURIS DATE_	TIME_	BADGE	JURIDIST	SHIFT	POP	SPECIAL	BEATTYPE	LAPDDIV	BEATCLAS	BEATNUMB	WEATHER2	STATEHW	CALTRANC	CALTRAND	STROUTE	ROUTESUF	POSTPRE	POSTMILE
N	8/12/2014	9725	4/20/2013	2058	20099		2	9	0	2		1	52 -	N			0	0		0
N	4/14/2014	9725	9/22/2013	1635	20008		2	9	0	2		1	52 -	Y			0	0		0
N	3/7/2014	9725	6/24/2013	1935	19828		2	9	0	2		1	52 -	N			0	0		0
N	3/18/2015	9725	2/22/2015	1510	19415		2	9	0	2		1	52 -	N			0	0		0
N	4/14/2015	9725	3/25/2015	1730	19415		2	9	0	2		1	52 -	N			0	0		0
N	5/16/2014	9725	12/12/2013	1713	19215		2	9	0	2		1	52 -	Y			0	0		0
N	8/7/2014	9725	4/27/2014	1000	20781		1	9	0	2		1	52 -	N			0	0		0
N	2/3/2016	9725	1/26/2016	1250	14585		1	9	0	2		1	52 -	N			0	0		0
N	3/22/2014	9725	6/5/2013	1410	19733		2	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.44
N	4/10/2014	9725	9/30/2013	620	19838		1	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.61
N	11/18/2014	9725	4/9/2013	1415	17575		2	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.44
N	11/18/2014	9725	1/4/2013	1605	19828		2	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.84
N	3/24/2014	9725	8/10/2013	1630	20008		2	9	0	2		1	52 -	N			0	0		0
N	9/12/2014	9725	9/13/2013	1740	19305		2	9	0	2		1	52 -	N			0	0		0
N	12/18/2015	9725	12/8/2015	1800	20120		2	9	0	2		1	52 -	N			0	0		0
N	7/13/2016	9725	7/8/2016	1510	20742		2	9	0	1		2	55 -	Y			0	156		0
N	8/11/2016	9725	7/25/2016	1710	20742		2	9	0	1		2	55 -	Y			0	156		0
N	9/16/2016	9725	8/12/2016	1920	20854		2	9	0	1		2	55 -	Y			0	156		0
N	10/19/2015	9725	9/4/2015	2010	21056		2	9	0	1		2	55 -	Y			0	156		0
N	6/21/2016	9725	10/5/2014	1735	19305		2	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.84
N	3/14/2014	9725	7/12/2013	1110	19733		1	9	0	2		1	52 -	Y			0	0		0
N	9/26/2016	9725	9/14/2016	2230	21067		3	9	0	2		1	52 -	N			0	0		0
N	12/21/2016	9725	12/12/2016	2100	19978		2	9	0	2		1	52 -	Y			0	0		0
N	1/2/2014	9725	11/10/2013	1300	17110		1	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.88
Y	1/17/2014	9725	1/19/2013	1205	14585		1	9	0	2		1	52 -	N			0	0		0
N	3/27/2015	9725	3/16/2015	1745	21005		2	9	0	2		1	52 -	N			0	0		0
Y	6/6/2016	9725	5/21/2016	1917	18458		2	9	0	2		1	52 -	N			0	0		0
Y	6/28/2014	9725	2/25/2014	745	17575		1	9	0	2		1	52 -	N			0	0		0
Y	4/17/2015	9725	3/18/2015	1220	20936		1	9	0	2		1	52 -	N			0	0		0
Y	4/18/2016	9725	3/23/2016	2055	20754		2	9	0	2		1	52 -	N			0	0		0
Y	9/1/2016	9725	8/23/2016	1755	20742		2	9	0	2		1	52 -	N			0	0		0
Y	3/14/2014	9725	7/20/2013	1040	19733		1	9	0	2		1	52 -	Y	SBT		5	156 -	R	16.536
Y	9/10/2014	9725	8/15/2014	700	19838		1	9	0	2		1	52 -	N			0	0		0
Y	10/10/2016	9725	10/3/2016	1910	20754		2	9	0	1		2	55 -	Y			0	156		0
N	3/5/2014	9725	6/7/2013	820	18649		1	9	0	2		1	52 -	N			0	0		0
N	3/19/2014	9725	7/26/2013	1550	20008		2	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.52
N	4/10/2014	9725	9/8/2013	1145	19838		1	9	0	1		2	55 -	Y	SBT		5	156 -	R	16.82

LOCATYPE	RAMP	SIDEHW	TOWAWAY	PARTIES	PCF	VIOLCODE	VIOL	VIOLSUB	HITRUN	ROADSURF	RDCOND1	RDCOND2	LIGHTING	RIGHTWAY	CHPRDTYP	NOTPRIV	STFAULT	CHPFAULT	SEVINJ	OTHERINJ	COP	PEDKILL
			Y		1 A	-	23152 A	N	A	H	-	D	D		0 Y	A		1	0	1	0	0
			Y		1 A	-	23152 A	N	A	H	-	A	D		0 Y	A		1	0	0	1	0
			Y		1 A	-	23152 A	N	A	H	-	A	A		0 Y	A		7	0	0	1	0
			Y		2 A	-	22350	N	A	H	-	A	D		0 Y	A		1	0	0	1	0
			N		2 A	-	22350	N	A	H	-	A	D		0 Y	A		7	0	0	1	0
			N		2 A	-	22350	F	A	H	-	C	D		0 Y	-		99	0	0	1	0
			Y		2 A	-	22350	F	A	H	-	A	D		0 Y	A		1	1	0	1	0
			Y		3 A	-	22350	N	A	H	-	A	D		0 Y	A		1	0	1	0	0
H	-	E	Y		4 A	-	22350	N	A	H	-	A	A		0 Y	D		22	0	0	2	0
H	-	E	N		2 A	-	22350	N	A	H	-	A	D		0 Y	A		1	0	0	1	0
H	-	W	Y		2 A	-	22350	N	A	H	-	A	D		0 Y	A		1	0	0	2	0
H	-	E	Y		5 A	-	22350	N	A	H	-	A	D		0 Y	D		22	0	0	1	0
			Y		1 A	-	22350	N	A	H	-	A	D		0 Y	D		22	0	1	0	0
			Y		4 A	-	22350	N	A	H	-	A	D		0 Y	A		1	0	1	0	0
			N		2 A	-	22350	N	A	H	-	D	D		0 Y	A		7	0	0	1	0
			Y		2 A	-	22350	N	A	H	-	A	A		0 Y	F		26	0	0	1	0
			Y		5 A	-	22350	N	A	H	-	A	A		0 Y	G		25	1	0	0	0
			Y		3 A	-	22350	F	A	H	-	A	D		0 Y	A		7	0	0	1	0
			Y		2 A	-	22350	N	A	H	-	A	A		0 Y	A		1	0	0	2	0
H	-	W	Y		2 A	-	21651 A	N	A	H	-	A	D		0 Y	D		22	0	1	3	0
			Y		1 A	-	22107	N	A	H	-	A	D		0 Y	D		22	0	0	1	0
			Y		1 A	-	22107	N	A	H	-	C	D		0 Y	A		1	0	1	0	0
			Y		1 A	-	22107	N	A	H	-	D	D		0 Y	A		1	0	0	1	0
H	-	W	Y		1 A	-	22107	N	A	H	-	A	D		0 Y	A		7	1	1	1	0
			N		2 A	-	21801 A	N	A	H	-	A	D		0 Y	D		22	0	0	1	0
			Y		2 A	-	21804 A	N	A	H	-	A	D		0 Y	A		1	1	1	1	0
			Y		2 A	-	21801 A	N	A	H	-	A	D		0 Y	A		1	0	0	2	0
			Y		2 A	-	21802 A	N	A	H	-	A	A		0 Y	A		1	0	0	1	0
			Y		2 A	-	21802 A	N	A	H	-	A	A		0 Y	D		22	0	0	2	0
			Y		3 A	-	21802 A	N	A	H	-	C	A		0 Y	A		1	1	1	0	0
			Y		2 A	-	22450 A	N	A	H	-	A	A		0 Y	A		1	0	0	1	0
I		5 W	Y		2 A	-	21453 A	N	A	H	-	A	A		0 Y	D		22	0	1	1	0
			Y		1 A	-	22450 A	N	A	H	-	A	A		0 Y	A		8	0	0	1	0
			Y		2 A	-	21453 A	N	A	H	-	C	A		0 Y	G		25	0	0	2	0
			N		2 A	-	22106	N	A	H	-	A	D		0 Y	A		1	0	0	1	0
H	-	W	Y		2 A	-	22106	N	A	H	-	A	A		0 Y	A		1	0	0	1	0
H	-	W	Y		2 A	-	22106	N	A	G	-	A	A		0 Y	C		2	2	0	0	0

PEDINJ	BICKILL	BICINJ	MCKILL	MCINJURE	RAMP1	RAMP2	CITY	COUNTY	STATE	X_CHP	Y_CHP
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36703	36.81808
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.47195	36.93315
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.41123	36.94066
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.3638	36.85695
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.3638	36.85695
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.3636	36.8555
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36364	36.86105
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.2149	36.51275
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38871	36.93108
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38806	36.93368
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38847	36.93202
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.6813	37.00392
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.41775	36.93978
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.41721	36.93972
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.41124	36.94084
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38787	36.93436
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38884	36.93087
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38808	36.93336
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38819	36.9336
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38734	36.93624
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.3977	36.9364
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36366	36.85965
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36363	36.86019
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38668	36.9385
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38858	36.93324
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.40049	36.93714
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38767	36.9328
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36359	36.90228
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36378	36.90217
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36368	36.90223
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.37191	36.92039
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38878	36.93319
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.36355	36.85514
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38825	36.93316
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.4106	36.94073
0	0	0	0	0	-	-	UNINCORPORATED	SAN BENITO	CA	-121.38843	36.93264
0	0	0	0	0	2	-	UNINCORPORATED	SAN BENITO	CA	-121.38837	36.93304

## SWITRS Codebook

### SWITRS Collision Raw Data

Item Name	Variable Name	Description	Label	Possible Values
Case Id	<b>CASEID</b>	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)		
X-Coordinate Location	<b>POINT_X</b>	The longitude of the geocoded location; uses the World Geodetic System from 1984 (WGS84).		
Y-Coordinate Location	<b>POINT_Y</b>	The latitude of the geocoded location; uses the World Geodetic System from 1984 (WGS84).		
Collision Year	<b>YEAR_</b>	the year when the collision occurred		
County City Location	<b>LOCATION</b>	the location code of where the collision occurred		Data may appear with no leading zero.
CHP Beat Type	<b>CHPTYPE</b>		<b>0 "Not CHP"</b> <b>1 "Interstate"</b> <b>2 "US Highway"</b> <b>3 "State Route"</b> <b>4 "County Road Line"</b> <b>5 "County Road Area"</b> <b>6 "US Highway"</b> <b>7 "State Route"</b> <b>8 "County Road Line"</b> <b>9 "County Road Area"</b> <b>10 "Safety Services Program Beats"</b> <b>11 "Administrative Beats (900's)"</b>	1 - Interstate 2 - US Highway 3 - State Route 4 - County Road Line 5 - County Road Area A - Safety Services Program Beats S - Administrative Beats (900's) 0 - Not CHP Contract City: 6 - US Highway 7 - State Route 8 - County Road Line 9 - County Road Area
Day of Week	<b>DAYWEEK</b>	the code for the day of the week when the collision occurred		1 - Monday 2 - Tuesday 3 - Wednesday 4 - Thursday 5 - Friday 6 - Saturday 7 - Sunday
Collision Severity	<b>CRASHSEV</b>	the injury level severity of the collision		1 - Fatal 2 - Injury (Severe)

		(highest level of injury in collision)		3 - Injury (Other Visible) 4 - Injury (Complaint of Pain) 0 – Property Damage Only (PDO) (PDO collisions not included on TIMS)
PCF Violation Category	<b>VIOLCAT</b>			01 - Driving or Bicycling Under the Influence of Alcohol or Drug 02 - Impeding Traffic 03 - Unsafe Speed 04 - Following Too Closely 05 - Wrong Side of Road 06 - Improper Passing 07 - Unsafe Lane Change 08 - Improper Turning 09 - Automobile Right of Way 10 - Pedestrian Right of Way 11 - Pedestrian Violation 12 - Traffic Signals and Signs 13 - Hazardous Parking 14 - Lights 15 - Brakes 16 - Other Equipment 17 - Other Hazardous Violation 18 - Other Than Driver (or Pedestrian) 19 - 20 - 21 - Unsafe Starting or Backing 22 - Other Improper Driving 23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug 24 - Fell Asleep 00 - Unknown - - Not Stated
Killed victims	<b>KILLED</b>	counts victims in the collision with degree of injury of 1		0 to N for each collision
Injured victims	<b>INJURED</b>	counts victims in the collision with degree of injury of 2, 3, or 4		0 to N for each collision
Weather 1	<b>WEATHER1</b>	the weather condition at the time of the collision		A - Clear B - Cloudy C - Raining D - Snowing E - Fog F - Other G - Wind - - Not Stated
Pedestrian Collision	<b>PEDCOL</b>	indicates whether the collision involved a pedestrian		Y or blank



Bicycle Collision	<b>BICCOL</b>	indicates whether the collision involved a bicycle		Y or blank
Motorcycle Collision	<b>MCCOL</b>	indicates whether the collision involved a motorcycle		Y or blank
Truck Collision	<b>TRUCKCOL</b>	indicates whether the collision involved a big truck		Y or blank
Alcohol Involved	<b>ETOH</b>	indicates whether the collision involved a party that had been drinking		Y or blank
Time Category	<b>TIMECAT</b>	the time of the collision aggregated by 3 hour categories		300 - Time >= 0:00 or Time <= 2:59 600 - Time >= 3:00 or Time <= 5:59 900 - Time >= 6:00 or Time <= 8:59 1200 - Time >= 9:00 or Time <= 11:59 1500 - Time >= 12:00 or Time <= 14:59 1800 - Time >= 15:00 or Time <= 17:59 2100 - Time >= 18:00 or Time <= 20:59 2400 - Time >= 21:00 or Time <= 23:59 2500 - Time = 25:00 (Unknown)
Month	<b>MONTH_</b>	The month of the year		1 - January 2 - February 3 - March 4 - April 5 - May 6 - June 7 - July 8 - August 9 - September 10 - October 11 - November 12 - December
Type of Collision	<b>CRASHTYP</b>			A - Head-On B - Sideswipe C - Rear End

				D - Broadside E - Hit Object F - Overturned G - Vehicle/Pedestrian H - Other - - Not Stated
Motor Vehicle Involved With	<b>INVOLV</b>			A - Non-Collision B - Pedestrian C - Other Motor Vehicle D - Motor Vehicle on Other Roadway E - Parked Motor Vehicle F - Train G - Bicycle H - Animal I - Fixed Object J - Other Object - - Not Stated
Ped Action	<b>PED</b>			A - No Pedestrian Involved B - Crossing in Crosswalk at Intersection C - Crossing in Crosswalk Not at Intersection D - Crossing Not in Crosswalk E - In Road, Including Shoulder F - Not in Road G - Approaching/Leaving School Bus - - Not Stated
Primary Rd	<b>PRIMARYRD</b>	The road the collision occurred on		
Secondary Rd	<b>SECONDRD</b>	A secondary reference road that DISTANCE and DIRECT are measured from		
Distance	<b>DISTANCE</b>	Offset distance from secondary road		distance converted to feet
Direction	<b>DIRECT</b>	Direction of offset distance		N - North E - East S - South W - West - or blank - Not Stated, in Intersection
Intersection	<b>INTERSECT_</b>	Indicates where a collision occurred at an intersection		Y - Intersection N - Not Intersection Blank - Not stated
Processing Date	<b>PROCDATE</b>	Date the record was processed		
Jurisdiction	<b>JURIS</b>	Jurisdiction		
Collision Date	<b>DATE_</b>	the date when the collision occurred		

Collision Time	<b>TIME_</b>	the time when the collision occurred (24 hour time)		Data may appear with no leading zero(s).
Officer Id	<b>BADGE</b>			
Reporting District	<b>JURDIST</b>			
CHP Shift	<b>SHIFT</b>			1 - 0600 thru 1359 2 - 1400 thru 2159 3 - 2200 thru 0559 4 - CHP Not Stated 5 - Not CHP
Population	<b>POP</b>			1 - Incorporated (less than 2500) 2 - Incorporated (2500 - 10000) 3 - Incorporated (10000 - 25000) 4 - Incorporated (25000 - 50000) 5 - Incorporated (50000 - 100000) 6 - Incorporated (100000 - 250000) 7 - Incorporated (over 250000) 9 - Unincorporated (Rural) 0 - University (Private Property) - - Not Stated
Special Condition	<b>SPECIAL</b>			1 - Schoolbus on Public Roadway (CHP Beat or CHP Adm Beat 901) 2 - State University (Also SFIA) 3 - Schoolbus Not on Public Roadway (CHP Adm Beat 903) 4 - Offroad (Unimproved) (CHP Adm Beat 906, 907) 5 - Vista Point or Rest Area (CHP Adm Beat 903) or Scales or Inspection Facility (CHP Com Beat 860-898) 6 - Other Public Access (Improved) (CHP Adm Beat 903) 0 - Not Above - - Not Stated
Beat Type	<b>BEATTYPE</b>			1 - CHP State Highway 2 - CHP County Road Line 3 - CHP County Road Area 4 - Schoolbus on City Roadway (CHP Adm Beat 901) 5 - Schoolbus not on Public Roadway (CHP Adm Beat 903) 6 - Offroad (Unimproved) (CHP Adm Beat 906, 907) 7 - Vista Point or Rest Area (CHP Adm Beat 903) or Scales or

				Inspection Facility (CHP Com Beat 860-898) 8 - Other Public Access (Improved) (CHP Adm Beat 903) 0 - Not CHP
City Division LAPD	<b>LAPDDIV</b>			Includes blanks and dashes as not stated.
CHP Beat Class	<b>BEATCLAS</b>			1 - CHP Primary 2 - CHP Other 0 - Not CHP
Beat Number	<b>BEATNUMB</b>			
Weather 2	<b>WEATHER2</b>	the weather condition at the time of the collision, if a second description is necessary		same as weather 1 above
State Highway Indicator	<b>STATEHW</b>	Indicates whether a collision occurred on a state highway		Y - State Highway N - Not State Highway Blank - Not stated
Caltrans County	<b>CALTRANC</b>			Includes blanks and nulls
Caltrans District	<b>CALTRAND</b>			
State Route	<b>STROUTE</b>			0 = Not State Highway
Route Suffix	<b>ROUTESUF</b>			
Postmile Prefix	<b>POSTPRE</b>			
Postmile	<b>POSTMILE</b>			
Location Type	<b>LOCATYPE</b>			H - Highway I - Intersection R - Ramp (or Collector) - or blank - Not State Highway
Ramp Intersection	<b>RAMP</b>			1 - Ramp Exit, Last 50 Feet 2 - Mid-Ramp 3 - Ramp Entry, First 50 Feet 4 - Not State Highway, Ramp-related, Within 100 Feet 5 - Intersection 6 - Not State Highway, Intersection-related, Within 250 Feet 7 - Highway 8 - Not State Highway - - Not Stated
Side Of Highway	<b>SIDEHW</b>	Code provided by Caltrans Coders; applies to divided highway, based on nominal direction of route; for single vehicle is same as nominal direction of travel, overruled by		N - Northbound S - Southbound E - Eastbound W - Westbound Blank - Not stated/not state highway

		impact with second vehicle after crossing median		
Tow Away	<b>TOWAWAY</b>			Y - Yes N - No
Party Count	<b>PARTIES</b>	counts total parties in the collision		1 to N for each collision
Primary Collision Factor	<b>PCF</b>			A - (Vehicle) Code Violation B - Other Improper Driving C - Other Than Driver D - Unknown E - Fell Asleep - - Not Stated
PCF Violation Code	<b>VIOLCODE</b>			B - Business and Professions C - Vehicle H - City Health and Safety I - City Ordinance O - County Ordinance P - Penal S - Streets and Highways W - Welfare and Institutions - - Not Stated
PCF Violation	<b>VIOL</b>			Corresponds to violcat categories and described in vehicle code manual - ( <a href="http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm">http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm</a> )
PCF Violation Subsection	<b>VIOLSUB</b>			Blank if no subsection.
Hit And Run	<b>HITRUN</b>			F - Felony M - Misdemeanor N - Not Hit and Run
Road Surface	<b>ROADSURF</b>			A - Dry B - Wet C - Snowy or Icy D - Slippery (Muddy, Oily, etc.) - - Not Stated
Road Condition 1	<b>RDCOND1</b>			A - Holes, Deep Ruts B - Loose Material on Roadway C - Obstruction on Roadway D - Construction or Repair Zone E - Reduced Roadway Width F - Flooded G - Other H - No Unusual Condition - - Not Stated
Road Condition 2	<b>RDCOND2</b>			same as road condition 1 above
Lighting	<b>LIGHTING</b>			A - Daylight B - Dusk - Dawn

				C - Dark - Street Lights D - Dark - No Street Lights E - Dark - Street Lights Not Functioning - - Not Stated
Control Device	<b>RIGHTWAY</b>			A - Functioning B - Not Functioning C - Obscured D - None - - Not Stated
CHP Road Type	<b>CHPRDTYP</b>			May be blank
Not Private Property	<b>NOTPRIV</b>	indicates whether the collision occurred on private property		Y or blank
Statewide Vehicle Type At Fault	<b>STFAULT</b>	indicates the Statewide Vehicle Type of the party who is at fault		see Party folder Statewide Vehicle Type item
CHP Vehicle Type At Fault	<b>CHPFAULT</b>	indicates the CHP Vehicle Type of the party who is at fault		see Party folder CHP Vehicle Type Towing item
Severe Injury count	<b>SEVINJ</b>	counts victims in the collision with degree of injury of 2		0 to N for each collision
Other Visible Injury count	<b>OTHERINJ</b>	counts victims in the collision with degree of injury of 3		0 to N for each collision
Complaint of Pain Injury count	<b>COP</b>	counts victims in the collision with degree of injury of 4		0 to N for each collision
Pedestrian Killed count	<b>PEDKILL</b>	Counts the victims in the collision with party type of 2 and degree of injury is 1		0 or 1 for each collision
Pedestrian Injured count	<b>PEDINJ</b>	Counts the victims in the collision with party type of 2 and degree of injury is 2, 3, or 4		0 or 1 for each collision
Bicyclist Killed count	<b>BICKILL</b>	Counts the victims in the collision with (((victim role of 2 and statewide vehicle type of 'L') or (victim role of 4)) and (victim degree of injury is 1))		0 to N for each collision
Bicyclist Injured count	<b>BICINJ</b>	Counts the victims in the collision with (((victim role of 2 and statewide vehicle type of 'L') or (victim role of 4)) and (victim degree of injury is 2, 3, or 4))		0 to N for each collision
Motorcyclist Killed count	<b>MCKILL</b>	counts victims in the collision with statewide vehicle type of C or O and degree of injury of 1		0 to N for each collision
Motorcyclist Injured count	<b>MCINJURE</b>	counts victims in the collision with statewide vehicle type of C or O and degree of injury of 2, 3, or 4		0 to N for each collision

Primary Ramp	<b>RAMP1</b>			NO-NB On Ramp, NF-NB Off Ramp, SO-SB On Ramp, SF-SB Off Ramp, EO-EB On Ramp, EF-EB Off Ramp, WO-WB On Ramp, WF-WB Off Ramp, To, From, Transition, Collector, Connector & blank
Secondary Ramp	<b>RAMP2</b>			Same as above
City	<b>CITY</b>			
County	<b>COUNTY</b>			
State	<b>STATE</b>			
CHP generated GPS longitude coordinate	<b>CHP_X</b>	The longitude of the GPS position		
CHP generated GPS latitude coordinate	<b>CHP_Y</b>	The latitude of the GPS position		

## SWITRS Party Raw Data

Case Id	<b>caseid</b>	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)	
Party Number	<b>parnum</b>		1 to 999
Party Type	<b>ptype</b>		1 - Driver (including Hit and Run) 2 - Pedestrian 3 - Parked Vehicle 4 - Bicyclist 5 - Other - - Not Stated
At Fault	<b>atfault</b>	indicates whether the party was at fault in the collision	Y
Party Sex	<b>psex</b>	the code of the sex of the party	M - Male F - Female - - Not Stated
Party Age	<b>page</b>	the age of the party at the time of the collision	0 to 125+ (998=UNKNOWN)
Party Sobriety	<b>psober</b>		A - Had Not Been Drinking B - Had Been Drinking, Under Influence C - Had Been Drinking, Not Under Influence D - Had Been Drinking, Impairment Unknown G - Impairment Unknown H - Not Applicable - - Not Stated
Party Drug Physical	<b>pdrug</b>		E - Under Drug Influence F - Impairment - Physical H - Not Applicable I - Sleepy/Fatigued - - Not Stated
Direction Of Travel	<b>pdirect</b>		N - North S - South E - East W - West - - Not Stated
Party Safety Equipment 1	<b>psafety1</b>		A - None in Vehicle B - Unknown C - Lap Belt Used D - Lap Belt Not Used E - Shoulder Harness Used F - Shoulder Harness Not Used



				G - Lap/Shoulder Harness Used H - Lap/Shoulder Harness Not Used J - Passive Restraint Used K - Passive Restraint Not Used L - Air Bag Deployed M - Air Bag Not Deployed N - Other P - Not Required Q - Child Restraint in Vehicle Used R - Child Restraint in Vehicle Not Used S - Child Restraint in Vehicle, Use Unknown T - Child Restraint in Vehicle, Improper Use U - No Child Restraint in Vehicle V - Driver, Motorcycle Helmet Not Used W - Driver, Motorcycle Helmet Used X - Passenger, Motorcycle Helmet Not Used Y - Passenger, Motorcycle Helmet Used - or blank - Not Stated
Party Safety Equipment 2	<b>psafety2</b>			same as Party Safety Equipment 1 above
Financial Responsibility	<b>insured</b>			N - No Proof of Insurance Obtained Y - Yes, Proof of Insurance Obtained O - Not Applicable (used for parked cars, bicyclists, pedestrians, and party type others) E - Used if the officer is called away from the scene of the collision prior to obtaining the insurance information Blank - not stated
Special Information 1	<b>hazard</b>			A - Hazardous Materials - - Not Stated
Special Information 2	<b>cell</b>	CHP555 was revised July 2003 to reflect codes 1,2, & 3. However, collision forms prior to July 2003 will continue to be processed after that date.		B - Cell Phone in Use (4/1/01) C - Cell Phone Not in Use (4/1/01) D - No Cell Phone/Unknown (4/1/01) - - Not Stated (4/1/01) 1 - Cell Phone Handheld in Use (7/1/03) 2 - Cell Phone Hands Free in Use (7/1/03)

				3 - Cell Phone Not in Use (7/1/03)
Special Information 3	<b>sbus</b>			E - School Bus Related (1/1/02) - - Not Stated (1/1/02)
OAF Violation Code	<b>pviolcod</b>			B - Business and Professions C - Vehicle H - City Health and Safety I - City Ordinance O - County Ordinance P - Penal S - Streets and Highways W - Welfare and Institutions - - Not Stated
OAF Violation Category	<b>pviolcat</b>			01 - Under Influence in Public (647F) 02 - County Ordinance 03 - City Ordinance 05 - Business/Professions Code 06 - Felony Penal Code 08 - Controlled Substances (Felony Health and Safety) 09 - Health/Safety Code (Misdemeanor) 10 - Penal Code (Misdemeanor) 11 - Streets/Highways Code 13 - Welfare/Institutions Code 15 - Manslaughter 16 - Non-Vehicle Code Not Specified Above 17 - Fish & Game Code 18 - Agriculture Code 19 - Hit and Run 20 - Driving or Bicycling Under the Influence of Alcohol or Drug 21 - Improper Lane Change 22 - Impeding Traffic 23 - Failure to Heed Stop Signal 24 - Failure to Heed Stop Sign 25 - Unsafe Speed 26 - Reckless Driving 27 - Wrong Side of Road 28 - Unsafe Lane Change 29 - Improper Passing 30 - Following Too Closely 31 - Improper Turning 33 - Automobile Right-of-Way 34 - Pedestrian Right-of-Way 35 - Pedestrian Violation

				37 - 38 - Hazardous Parking 39 - Lights 40 - Brakes 43 - Other Equipment 44 - Other Hazardous Movement 46 - Improper Registration 47 - Other Non-Moving Violation 48 - Excessive Smoke 49 - Excessive Noise 50 - Overweight 51 - Oversize 52 - Over Maximum Speed 53 - Unsafe Starting or Backing 60 - Off-Highway Vehicle Violation 61 - Child Restraint 62 - Seat Belt 63 - Seat Belt (Equipment) 00 or Blank - Not Stated
OAF Violation Section	<b>pviol</b>			
OAF Violation Suffix	<b>pviolsuf</b>			Blank may appear if no suffix.
Other Associated Factor 1	<b>oaf1</b>			A - Violation E - Vision Obscurements F - Inattention (beginning 1/1/01; see Inattention Item Name near end of record for A-K, P values) G - Stop and Go Traffic H - Entering/Leaving Ramp I - Previous Collision J - Unfamiliar With Road K - Defective Vehicle Equipment L - Uninvolved Vehicle M - Other N - None Apparent O - Runaway Vehicle - - Not Stated
Other Associated Factor 2	<b>oaf2</b>			same as OAF 1 above
Party Number Killed	<b>pkilled</b>	counts victims in the party with degree of injury of 1		0 to N for each party
Party Number Injured	<b>pinjured</b>	counts victims in the party with degree of injury of 2, 3, or 4		0 to N for each party
Movement Preceding Collision	<b>movement</b>			A - Stopped B - Proceeding Straight

				C - Ran Off Road D - Making Right Turn E - Making Left Turn F - Making U-Turn G - Backing H - Slowing/Stopping I - Passing Other Vehicle J - Changing Lanes K - Parking Maneuver L - Entering Traffic M - Other Unsafe Turning N - Crossed Into Opposing Lane O - Parked P - Merging Q - Traveling Wrong Way R - Other - - Not Stated
Vehicle Year	<b>vehyear</b>	the model year of the party's vehicle		9999 or blank = not stated
Vehicle Make	<b>vehmake</b>	the full description of the make of the party's vehicle		
Statewide Vehicle Type	<b>vehtype</b>			A - Passenger Car/Station Wagon B - Passenger Car with Trailer C - Motorcycle/Scooter D - Pickup or Panel Truck E - Pickup or Panel Truck with Trailer F - Truck or Truck Tractor G - Truck or Truck Tractor with Trailer H - Schoolbus I - Other Bus J - Emergency Vehicle K - Highway Construction Equipment L - Bicycle M - Other Vehicle N - Pedestrian O - Moped - or blank - Not Stated
CHP Vehicle Type Towing	<b>chptype1</b>			01 - Passenger Car, Station Wagon, or Jeep 02 - Motorcycle 03 - Motor-Driven Cycle (< 15 hp) 04 - Bicycle 05 - Motorized Bicycle 06 - All-Terrain Vehicle (ATV)

				07 - Sport Utility Vehicle 08 - Minivan 09 - Paratransit Bus 10 - Tour Bus 11 - Other Commercial Bus 12 - Non-Commercial Bus 13 - Schoolbus Without Pupil Passengers (prior to 2002) 13 - Schoolbus Public I (eff. 2002) 14 - Schoolbus Public I (prior to 2002) 14 - Schoolbus Public II (eff. 2002) 15 - Schoolbus Public II (prior to 2002) 15 - Schoolbus Private I (eff. 2002) 16 - Schoolbus Private I (prior to 2002) 16 - Schoolbus Private II (eff. 2002) 17 - Schoolbus Private II (prior to 2002) 17 - Schoolbus Contractual I (eff. 2002) 18 - Schoolbus Contractual I (prior to 2002) 18 - Schoolbus Contractual II (eff. 2002) 19 - Schoolbus Contractual II (prior to 2002) 19 - General Public Paratransit Vehicle (eff. 2002) 20 - Public Transit Authority 21 - Two-Axle Tank Truck 22 - Pickup or Panel Truck 23 - Pickup Truck With Camper 24 - Three-Axle Tank Truck 25 - Truck Tractor 26 - Two-Axle Truck 27 - Three-Axle Truck 41 - Ambulance 42 - Dune Buggy 43 - Fire Truck (not rescue) 44 - Forklift 45 - Highway Construction Equipment (only while not in construction area) 46 - Implement of Husbandry
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				47 - Motor Home (40 ft or less) 48 - CHP, Police, or Sheriff Car (emergency service or not) 49 - CHP, Police, or Sheriff Motorcycle (emergency service or not) 50 - Mobile Equipment 51 - Farm Labor Vehicle (certified) 55 - Two-Axle Tow Truck 56 - Three-Axle Tow Truck 57 - Farm Labor Vehicle (non-certified) 58 - Farm Labor Transporter 59 - Motorhome (over 40 ft) 60 - Pedestrian (includes motorized wheelchair) 61 - School Pupil Activity Bus I (prior to 2002) 62 - School Pupil Activity Bus II (prior to 2002) 63 - "Youth" Bus 64 - School Pupil Activity Bus I (eff. 2002) 65 - School Pupil Activity Bus II (eff. 2002) 66 - School Bus Without Pupil Passengers (eff. 2002) 71 - Passenger Car - Hazardous Materials Only 72 - Pickups and Panels - Hazardous Materials Only 73 - Pickups and Campers - Hazardous Materials Only 75 - Truck Tractor - Hazardous Materials Only 76 - Two-Axle Truck - Hazardous Materials Only 77 - Three or More Axle Truck - Hazardous Materials Only 78 - Two-Axle Tank Truck - Hazardous Materials Only 79 - Three-Axle Tank Truck - Hazardous Materials Only 81 - Passenger Car - Hazardous Waste or Waste/Material Combo
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				82 - Pickups and Panels - Hazardous Waste or Waste/Material Combo 83 - Pickups and Campers - Hazardous Waste or Waste/Material Combo 85 - Truck Tractor - Hazardous Waste or Waste/Material Combo 86 - Two-Axle Truck - Hazardous Waste or Waste/Material Combo 87 - Three or More Axle Truck - Hazardous Waste or Waste/Material Combo 88 - Two-Axle Tank Truck - Hazardous Waste or Waste/Material Combo 89 - Three-Axle Tank Truck - Hazardous Waste or Waste/Material Combo 94 - Motorized Transportation Device 95 - Miscellaneous Non-Motorized Vehicle (Ridden Animal, Animal-Drawn Conveyance, Train, Or Building) With Victim 96 - Miscellaneous Motorized Vehicle (Golf Cart) 97 - Low Speed Vehicle 99 or dash - Not Stated or Unknown (Hit and Run)
CHP Vehicle Type Towed	<b>chptype2</b>			same as CHP vehicle type towing above with the following additions: 28 - Semi-Tank Trailer 29 - Pull-Tank Trailer 30 - Two-Tank Trailer 31 - Semi-Trailer 32 - Pull Trailer (includes dolly) 33 - Two Trailers (or 31 + 32) 34 - Boat Trailer 35 - Utility Trailer 36 - Trailer Coach 37 - Extralegal Permit Load 38 - Pole, Pipe, or Logging Dolly 39 - Three Trailers (or 31 + 33) 40 - Federally Legal Semi-Trailer 52 - Federally Legal Double Cargo Combo (over 75 ft)

				53 - Fifth Wheel Trailer 54 - Container Chassis
Party Race	<b>prace</b>			A - Asian      O - Other B - Black      W - White H - Hispanic    Blank - Not stated Eff. 1/1/2002
Inattention	<b>var31 (SAS) inattention (Stata)</b>	The July 2003 form revision separated 'P' Cell Phone into 'A' Handheld and 'B' Hands Free. All other values 'Q' through 'Y' were converted to 'C' through 'K'.		A - Cell Phone Handheld (7/1/03) B - Cell Phone Hands Free (7/1/03) C - Electronic Equip.(1/1/01) D - Radio/CD (1/1/01) E - Smoking (1/1/01) F - Eating (1/1/01) G - Children (1/1/01) H - Animal (1/1/01) I - Personal Hygiene (1/1/01) J - Reading (1/1/01) K - Other (1/1/01) P - Cell Phone (1/1/01, value prior to 7/03 form revision) - - Not Stated
Special Information F	<b>var32</b>			F - 75 Ft Motortruck Combo (1/1/03) - - Not Stated
Special Information G	<b>var33</b>			G - 32 Ft Trailer Combo (1/1/03) - - Not Stated



## SWITRS Victim Raw Data

Case Id	<b>caseid</b>	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)	
Party Number	<b>parnum</b>		1 to 999
Victim Role	<b>vtype</b>		1 - Driver 2 - Passenger (includes non-operator on bicycle or any victim on/in parked vehicle or multiple victims on/in non-motor vehicle) 3 - Pedestrian 4 - Bicyclist 5 - Other (single victim on/in non-motor vehicle; e.g. ridden animal, horse-drawn carriage, train, or building) 6 - Non-Injured Party
Victim Sex	<b>vsex</b>		M - Male F - Female - - Not Stated
Victim Age	<b>vage</b>	the age of the victim at the time of the collision	0 - 125+ (998=UNKNOWN)
Victim Degree of Injury	<b>vinjury</b>		1 - Killed 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 0 - No Injury
Victim Seating Position	<b>vseat</b>		1 - Driver 2 thru 6 - Passengers 7 - Station Wagon Rear 8 - Rear Occupant of Truck or Van 9 - Position Unknown 0 - Other Occupants A thru Z - Bus Occupants - - Not Stated
Victim Safety Equipment 1	<b>vsafety1</b>		A - None in Vehicle B - Unknown C - Lap Belt Used D - Lap Belt Not Used E - Shoulder Harness Used F - Shoulder Harness Not Used G - Lap/Shoulder Harness Used H - Lap/Shoulder Harness Not Used J - Passive Restraint Used

				K - Passive Restraint Not Used L - Air Bag Deployed M - Air Bag Not Deployed N - Other P - Not Required Q - Child Restraint in Vehicle Used R - Child Restraint in Vehicle Not Used S - Child Restraint in Vehicle, Use Unknown T - Child Restraint in Vehicle, Improper Use U - No Child Restraint in Vehicle V - Driver, Motorcycle Helmet Not Used W - Driver, Motorcycle Helmet Used X - Passenger, Motorcycle Helmet Not Used Y - Passenger, Motorcycle Helmet Used - or blank - Not Stated
Victim Safety Equipment 2	<b>vsafety2</b>			same as Victim Safety Equipment 1 above (eff. Jan 2002)
Victim Ejected	<b>vejected</b>			0 - Not Ejected 1 - Fully Ejected 2 - Partially Ejected 3 - Unknown - - Not Stated



VISION THAT MOVES YOUR COMMUNITY

## Appendix D

# Fairview Road and John Smith Road Signal Warrant Analysis

**Signal Warrant Analysis**  
**Fairview Road and John Smith Road**  
**San Benito County**

**WARRANT 3 - Peak Hours**

**PART A or PART B SATISFIED**

YES  NO

**PART A**

**SATISFIED**

YES  NO

(All parts, 1, 2 and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume services during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

YES  NO

YES  NO

YES  NO

Part A is not met for the A.M. and P.M. Peak Hours

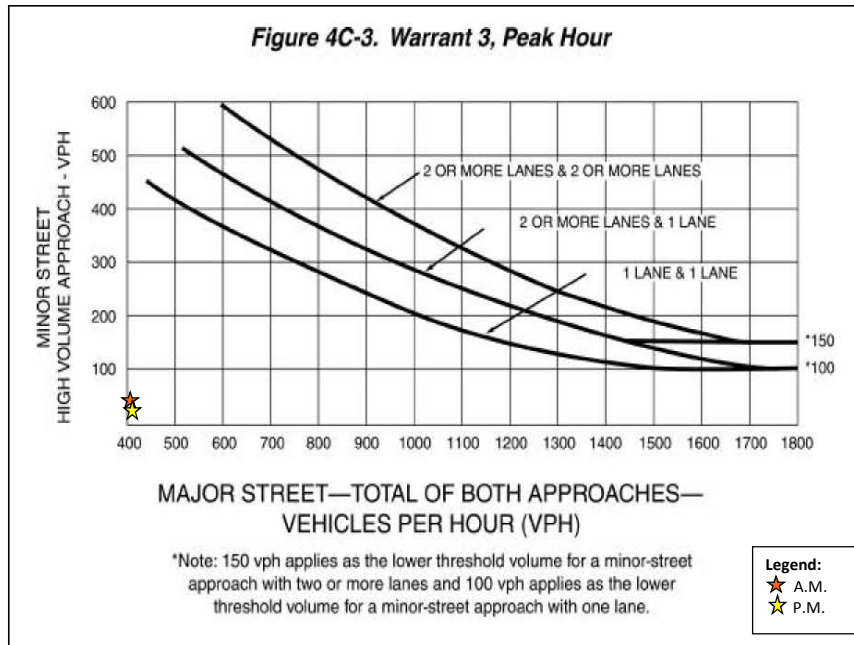
**PART B**

**SATISFIED**

YES  NO

APPROACH LANES	One	2 or More	07:30-08:30	14:15-15:15	Hour
Both Approaches - Major Street	1	327	327	322	
Highest Approaches - Minor Street	1	59	59	38	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any 4 consecutive 15 minute intervals)



Part B is not met for the A.M. and P.M. Peak Hours



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## Appendix E

### John Smith Road Landfill Data

<u>Date</u>	<u>In County</u>		<u>Out County</u>		<u>Total Daily</u>	<u>Total Daily</u>
	<u>Loads</u>	<u>Tons</u>	<u>Loads</u>	<u>Tons</u>	<u>Loads</u>	<u>Tons</u>
8/18/2017	131	227.95	36	739.83	167	967.78
8/19/2017	155	112.6	20	393.93	175	506.53
8/20/2017	213	86.47	23	474	236	560.47
8/21/2017	118	222.78	33	644.02	151	866.80
8/22/2017	106	260.83	33	638.31	139	899.14
8/23/2017	133	295.58	34	660.06	167	955.64
8/24/2017	99	216.75	37	721.89	136	938.64
			<b>Total Weekly:</b>		1171	5695.00

<u>CUSTNUM</u>		<u>TICKET COUNT</u>	<u>COUNT</u>	<u>YARDS</u>	<u>TONS</u>	<u>DOLLARS</u>
0	CASH CUSTOMER					
110	REFUSE		0	0.00	67.70	4,342.98
111	DEMOLITION		0	0.00	1.76	107.36
		<b>96</b>	<b>0</b>	<b>0.00</b>	<b>69.46</b>	<b>4,450.34</b>
15	BARCO CONSTRUCTION					
110	REFUSE		0	0.00	1.75	109.81
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>1.75</b>	<b>109.81</b>
29	CEDAR VALLEY MANUFACTURING					
110	REFUSE		0	0.00	6.63	416.03
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>6.63</b>	<b>416.03</b>
51	FOUR SEASON LANDSCAPING					
110	REFUSE		0	0.00	0.95	59.61
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>0.95</b>	<b>59.61</b>
54	GARDENS OF SANTA TERESA					
110	REFUSE		0	0.00	1.80	112.95
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>1.80</b>	<b>112.95</b>
141	Gary Welch Construction & Roof					
110	REFUSE		0	0.00	3.80	238.45
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>3.80</b>	<b>238.45</b>
163	SOUTH VALLEY DISPOSAL & RECYCL					
110	REFUSE		0	0.00	14.94	937.49
120	PACKER		0	0.00	100.58	4,500.94
		<b>16</b>	<b>0</b>	<b>0.00</b>	<b>115.52</b>	<b>5,438.43</b>
182	RJR Environmental Professional					
110	REFUSE		0	0.00	22.66	1,421.92
120	PACKER		0	0.00	6.30	281.93
130	RESIDUAL SOLID WASTE		0	0.00	22.62	718.19
		<b>9</b>	<b>0</b>	<b>0.00</b>	<b>51.58</b>	<b>2,422.04</b>
341	STERICYCLE, INC.					
110	REFUSE		0	0.00	37.85	2,375.09
		<b>4</b>	<b>0</b>	<b>0.00</b>	<b>37.85</b>	<b>2,375.09</b>
353	PREMIER RECYCLE COMPANY					
130	RESIDUAL SOLID WASTE		0	0.00	221.27	5,651.24
		<b>11</b>	<b>0</b>	<b>0.00</b>	<b>221.27</b>	<b>5,651.24</b>
374	GIBSON RESOURCE GROUP, INC.					
110	REFUSE		0	0.00	16.98	628.26
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>16.98</b>	<b>628.26</b>
380	VALLEY RECYCLING					
130	RESIDUAL SOLID WASTE		0	0.00	163.22	3,602.27
		<b>8</b>	<b>0</b>	<b>0.00</b>	<b>163.22</b>	<b>3,602.27</b>
387	PARC-PROF.ASBESTOS REMOVAL COR					
117	Non-Friable Asbestos		0	0.00	11.98	613.97
		<b>2</b>	<b>0</b>	<b>0.00</b>	<b>11.98</b>	<b>613.97</b>
392	P+J's LAWN SERVICE					
110	REFUSE		0	0.00	0.16	12.00
		<b>1</b>	<b>0</b>	<b>0.00</b>	<b>0.16</b>	<b>12.00</b>
411	San Martin Transfer Station					
110	REFUSE		0	0.00	246.61	5,551.21

<u>CUSTNUM</u>	<u>TICKET COUNT</u>	<u>COUNT</u>	<u>YARDS</u>	<u>TONS</u>	<u>DOLLARS</u>
	<b>12</b>	<b>0</b>	<b>0.00</b>	<b>246.61</b>	<b>5,551.21</b>
471	RAMSEY LATH & PLASTER INC				
110	REFUSE	0	0.00	6.08	381.53
	<b>2</b>	<b>0</b>	<b>0.00</b>	<b>6.08</b>	<b>381.53</b>
		0	0.00	955.64	32,063.23